LINSCOTT
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engineers

TECHNICAL APPENDICES

SETTLERS POINT

TM 5423

Log No. REZ 05-004 ER 05-14-009
Lakeside, California
May 6, 2009

Prepared for:

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APPENDIX A

INTERSECTION AND SEGMENT MANUAL COUNT SHEETS

Traffic Data Service Southwest
Event Counts

21002N-01 EventCount-4168 -- English (ENU)

Datasets:

Site:	**[21002N] Los Coches Road - Btwn Woodside Ave & Wellington Hill Drive**
Input A:	1 - North bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	21:42 Monday, June 18, 2007 => 10:52 Wednesday, June 20, 2007
File:	Z:\mcdata\LLG\2007\210\21002N20Jun2007.EC0 (Plus)
Identifier:	M2909VVJ MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**23:00 Monday, June 18, 2007 => 10:00 Wednesday, June 20, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 7445 / 7611 (97.82%)

*** Monday, June 18, 2007=71 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	9
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	9
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	7

*** Tuesday, June 19, 2007=5870, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
32	**20**	**10**	**23**	**38**	**133**	**318**	**371**	**298**	**298**	**303**	**285**	**348**	**371**	**386**	**435**	**409**	**432**	**374**	**325**	**235**	**201**	**134**	**91**	
7	10	3	4	3	18	56	**91**	66	81	63	59	88	89	111	96	**109**	103	99	89	63	57	41	32	10
9	3	2	7	8	27	90	**99**	75	78	75	74	91	101	101	**116**	105	114	79	83	65	53	39	22	5
9	2	5	6	12	38	68	**87**	84	69	70	80	90	74	93	**110**	93	129	105	73	44	43	31	22	11
7	5	0	6	15	50	**104**	94	73	70	95	72	79	107	81	**113**	102	86	91	80	63	48	23	15	11

AM Peak 0645 - 0745 (381), AM PHF=0.92 PM Peak 1515 - 1615 (448), PM PHF=0.97

*** Wednesday, June 20, 2007=1504 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
37	**16**	**17**	**19**	**43**	**115**	**286**	**366**	**349**	**256**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10	3	6	5	5	15	58	82	95	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	3	3	4	4	21	74	82	91	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	5	6	6	19	35	68	113	80	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	5	2	4	15	44	86	89	83	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

21002S-03 EventCount-4169 -- English (ENU)

Datasets:

Site:	**[21002S] Los Coches Road - Btwn Woodside Ave & Wellington Hill Drive**
Input A:	3 - South bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	21:40 Monday, June 18, 2007 => 10:53 Wednesday, June 20, 2007
File:	Z:\mcdata\LLG\2007\210\21002S20Jun2007.EC0 (Plus)
Identifier:	M264XG37 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**22:00 Monday, June 18, 2007 => 10:00 Wednesday, June 20, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 8288 / 8376 (98.95%)

*** Monday, June 18, 2007=177 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**109**	**68**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	17	9
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	27	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	8	13
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	16	10

*** Tuesday, June 19, 2007=6471, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
37	**19**	**16**	**17**	**37**	**129**	**308**	**388**	**371**	**338**	**330**	**375**	**351**	**390**	**401**	**472**	**544**	**548**	**444**	**300**	**276**	**201**	**111**	**68**	
9	6	5	2	4	15	61	**96**	91	95	85	112	99	102	102	117	133	**136**	121	90	76	59	35	18	14
5	5	4	2	6	30	80	**112**	100	65	79	92	92	99	100	108	135	**154**	108	70	65	47	26	17	13
13	4	3	5	11	36	83	**92**	94	88	73	88	81	87	103	118	133	**134**	114	76	75	55	27	20	8
10	4	4	8	16	48	84	**88**	86	90	93	83	79	102	96	129	**143**	124	101	64	60	40	23	13	6

AM Peak 0700 - 0800 (388), AM PHF=0.87 PM Peak 1645 - 1745 (567), PM PHF=0.92

*** Wednesday, June 20, 2007=1639 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
41	**23**	**10**	**17**	**31**	**128**	**302**	**416**	**359**	**312**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
14	9	0	2	2	15	67	96	100	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	7	3	2	5	34	67	103	78	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	5	2	7	8	40	88	100	103	99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	2	5	6	16	39	80	117	78	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

21004-01 EventCount-4210 -- English (ENU)

Datasets:

Site:	**[21004] Los Coches Road - Btwn E Main Street/Hwy 8 Bus & I-8 WB Ramps**
Input A:	1 - North bound. - Excluded from totals. (0)
Input B:	3 - South bound. - Added to totals. (1)
Survey Duration:	18:44 Sunday, July 08, 2007 => 21:15 Sunday, July 15, 2007
File:	Z:\mcdata\LLG\2007\210\2100415Jul2007.EC0 (Base)
Identifier:	A645ZJ44 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**12:00 Monday, July 09, 2007 => 13:00 Wednesday, July 11, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 62021 / 126614 (48.98%)

*** Monday, July 09, 2007=5786 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	**605**	**624**	**617**	**608**	**663**	**730**	**626**	**456**	**367**	**234**	**157**	**99**	
-	-	-	-	-	-	-	-	-	-	-	-	139	144	148	158	171	183	**177**	134	98	68	49	23	20
-	-	-	-	-	-	-	-	-	-	-	-	132	157	144	143	159	166	**188**	125	108	63	40	32	15
-	-	-	-	-	-	-	-	-	-	-	-	180	166	155	155	178	**182**	129	89	96	50	33	25	9
-	-	-	-	-	-	-	-	-	-	-	-	154	157	170	152	155	**199**	132	108	65	53	35	19	9

PM Peak 1730 - 1830 (746), PM PHF=0.94

*** Tuesday, July 10, 2007=10489, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
53	**40**	**32**	**43**	**132**	**400**	**715**	**786**	**661**	**588**	**561**	**577**	**574**	**606**	**584**	**639**	**698**	**718**	**635**	**471**	**392**	**315**	**179**	**90**	
20	11	7	4	11	72	170	**204**	174	144	144	149	137	165	131	160	174	**179**	170	144	116	96	53	25	17
15	11	9	10	22	88	182	**193**	177	135	144	136	166	160	138	144	163	**181**	161	110	91	76	58	24	13
9	11	9	15	50	123	210	**194**	151	146	141	147	133	145	159	177	**189**	180	159	110	99	74	43	27	4
9	7	7	14	49	117	153	**195**	159	163	132	145	138	136	156	158	**172**	178	145	107	86	69	25	14	11

AM Peak 0700 - 0800 (786), AM PHF=0.96 PM Peak 1630 - 1730 (721), PM PHF=0.95

*** Wednesday, July 11, 2007=5142 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
45	**38**	**31**	**43**	**129**	**428**	**735**	**763**	**640**	**555**	**555**	**588**	**592**	-	-	-	-	-	-	-	-	-	-	-	
17	12	4	9	18	55	187	**193**	191	135	136	147	154	-	-	-	-	-	-	-	-	-	-	-	-
13	7	6	8	21	100	188	**178**	138	123	142	162	142	-	-	-	-	-	-	-	-	-	-	-	-
4	10	9	9	46	147	189	**211**	153	135	122	128	157	-	-	-	-	-	-	-	-	-	-	-	-
11	9	12	17	44	126	171	**181**	158	162	155	151	139	-	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0700 - 0800 (763), AM PHF=0.90

19,800

Traffic Data Service Southwest
Event Counts

21004-01 EventCount-4209 -- English (ENU)

Datasets:

Site:	**[21004] Los Coches Road - Btwn E Main Street/Hwy 8 Bus & I-8 WB Ramps**
Input A:	1 - North bound. - Added to totals. (1)
Input B:	3 - South bound. - Subtracted from totals. (-1)
Survey Duration:	18:44 Sunday, July 08, 2007 => 21:15 Sunday, July 15, 2007
File:	Z:\mcdata\LLG\2007\210\2100415Jul2007.EC0 (Base)
Identifier:	A645ZJ44 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**12:00 Monday, July 09, 2007 => 13:00 Wednesday, July 11, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 62021 / 126614 (48.98%)

*** Monday, July 09, 2007=6679 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	**582**	**551**	**630**	**736**	**816**	**824**	**641**	**598**	**471**	**423**	**259**	**148**	
-	-	-	-	-	-	-	-	-	-	-	-	144	151	130	161	**208**	212	161	130	131	127	84	41	25
-	-	-	-	-	-	-	-	-	-	-	-	149	121	156	171	**208**	199	169	176	113	96	77	40	25
-	-	-	-	-	-	-	-	-	-	-	-	130	131	172	200	**208**	206	156	154	111	100	51	32	25
-	-	-	-	-	-	-	-	-	-	-	-	159	148	172	**204**	192	207	155	138	116	100	47	35	16

PM Peak 1545 - 1645 (828), PM PHF=1.00

*** Tuesday, July 10, 2007=9303, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
91	**35**	**36**	**29**	**33**	**91**	**244**	**315**	**335**	**366**	**423**	**491**	**546**	**558**	**650**	**786**	**797**	**754**	**761**	**581**	**565**	**396**	**274**	**146**	
25	13	7	7	3	9	44	74	81	92	98	111	**124**	119	167	192	**202**	205	189	143	143	123	89	40	28
25	5	9	7	11	22	65	82	76	76	97	122	**121**	162	150	184	**201**	160	216	170	158	105	74	51	24
25	9	10	7	3	27	53	74	88	87	116	123	**151**	139	154	**207**	190	195	174	123	126	91	56	29	16
16	8	10	8	16	33	82	85	90	111	112	**135**	150	138	179	**203**	204	194	182	145	138	77	55	26	15

AM Peak 1145 - 1245 (531), AM PHF=0.88 PM Peak 1530 - 1630 (613), PM PHF=0.98

*** Wednesday, July 11, 2007=3203 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
83	**56**	**64**	**32**	**37**	**105**	**256**	**341**	**345**	**365**	**448**	**498**	**573**	-	-	-	-	-	-	-	-	-	-	-	
28	22	15	10	12	18	47	75	85	76	115	105	**139**	-	-	-	-	-	-	-	-	-	-	-	-
24	14	12	7	6	25	56	100	88	99	118	122	**143**	-	-	-	-	-	-	-	-	-	-	-	-
16	11	20	11	8	22	61	72	95	101	107	126	**153**	-	-	-	-	-	-	-	-	-	-	-	-
15	9	17	4	11	40	92	94	77	89	108	**145**	138	-	-	-	-	-	-	-	-	-	-	-	-

AM Peak 1145 - 1245 (580), AM PHF=0.95

Traffic Data Service Southwest
Event Counts

21005E-02 EventCount-4174 -- English (ENU)

Datasets:

Site:	**[21005E] E Main Street/Hwy 8 Bus - Btwn Los Coches Rd & Project Driveway**
Input A:	2 - East bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	23:30 Monday, June 18, 2007 => 10:45 Wednesday, June 20, 2007
File:	Z:\mcdata\LLG\2007\210\21005E20Jun2007.EC0 (Plus)
Identifier:	A7987E8Y MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**23:30 Monday, June 18, 2007 => 9:00 Wednesday, June 20, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 5700 / 5885 (96.86%)

*** Monday, June 18, 2007=0 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	10

*** Tuesday, June 19, 2007=5021, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	**18**	**15**	**21**	**25**	**67**	**135**	**204**	**212**	**233**	**261**	**284**	**313**	**345**	**346**	**418**	**435**	**496**	**373**	**252**	**220**	**157**	**109**	**48**	
7	5	4	5	3	7	31	54	43	49	66	61	**80**	89	86	94	115	**140**	113	78	62	40	28	15	9
10	6	6	5	3	9	25	61	43	43	60	66	**79**	91	94	101	103	**134**	91	65	72	50	25	14	5
7	4	3	3	7	18	33	49	69	58	64	**82**	82	86	75	121	114	**117**	90	50	45	37	28	8	7
10	3	2	8	12	33	46	40	57	83	71	**75**	72	79	91	102	103	**105**	79	59	41	30	28	11	4

AM Peak 1130 - 1230 (316), AM PHF=0.96 PM Peak 1700 - 1800 (496), PM PHF=0.89

*** Wednesday, June 20, 2007=678 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
25	**15**	**11**	**19**	**20**	**67**	**132**	**199**	**190**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9	8	3	3	3	7	27	46	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	4	4	4	2	9	30	51	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	2	3	5	8	22	25	52	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	1	1	7	7	29	50	50	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

21005W-04 EventCount-4175 -- English (ENU)

Datasets:

Site:	**[21005W] E Main Street/Hwy 8 Bus - Btwn Los Coches Rd & Project Driveway**
Input A:	4 - West bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	23:32 Monday, June 18, 2007 => 10:51 Wednesday, June 20, 2007
File:	Z:\mcdata\LLG\2007\210\21005W20Jun2007.EC0 (Plus)
Identifier:	1387F8VW MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**23:32 Monday, June 18, 2007 => 9:00 Wednesday, June 20, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 6177 / 6427 (96.11%)

*** Monday, June 18, 2007=0 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	5

*** Tuesday, June 19, 2007=5029, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**15**	**10**	**9**	**20**	**79**	**223**	**407**	**351**	**301**	**280**	**285**	**327**	**317**	**304**	**378**	**370**	**334**	**294**	**231**	**200**	**127**	**92**	**52**	
2	5	5	3	2	8	36	**99**	78	85	68	64	90	79	70	100	**93**	82	78	54	51	35	27	13	12
9	2	1	1	6	12	51	**107**	92	76	68	76	89	81	89	70	**96**	86	79	58	49	29	27	16	6
7	3	1	1	7	26	68	**98**	84	76	68	68	68	90	66	**106**	68	86	60	62	58	31	18	14	5
5	5	3	4	5	33	68	**103**	97	64	76	77	80	67	79	**102**	113	80	77	57	42	32	20	9	3

AM Peak 0700 - 0800 (407), AM PHF=0.95 PM Peak 1530 - 1630 (397), PM PHF=0.94

*** Wednesday, June 20, 2007=1146 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
26	**33**	**10**	**10**	**14**	**93**	**221**	**411**	**328**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12	13	1	1	2	14	48	100	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	9	3	4	4	17	41	104	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	6	4	3	2	34	71	107	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	5	2	2	6	28	61	100	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

21003N-01 EventCount-4171 -- English (ENU)

Datasets:

Site:	**[21003N] Los Coches Road - Btwn Wellington Hill Drive & E Main Street/Hwy 8 Bus**
Input A:	1 - North bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	22:48 Monday, June 18, 2007 => 10:44 Wednesday, June 20, 2007
File:	Z:\mcdata\LLG\2007\210\21003N20Jun2007.EC0 (Base)
Identifier:	A578EM15 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**23:00 Monday, June 18, 2007 => 10:00 Wednesday, June 20, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 10434 / 10449 (99.86%)

*** Monday, June 18, 2007=79 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**79**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	16
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	14
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	17
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	18

*** Tuesday, June 19, 2007=8488, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
65	**33**	**17**	**29**	**42**	**121**	**334**	**410**	**418**	**378**	**377**	**400**	**484**	**508**	**579**	**645**	**666**	**713**	**610**	**520**	**428**	**345**	**245**	**121**	
16	14	5	4	3	12	62	100	93	92	84	95	**120**	117	147	156	177	168	**173**	139	115	98	71	39	17
14	6	4	11	11	26	85	118	102	101	93	101	**126**	140	144	151	166	**212**	144	143	115	104	67	42	6
17	4	7	4	11	36	73	95	124	80	87	108	**115**	111	143	179	167	**180**	142	126	94	81	54	23	17
18	9	1	10	17	47	114	97	99	105	113	**96**	123	140	145	159	156	**153**	151	112	104	62	53	17	13

AM Peak 1145 - 1245 (457), AM PHF=0.91 PM Peak 1715 - 1815 (718), PM PHF=0.85

*** Wednesday, June 20, 2007=1865 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
53	**31**	**21**	**27**	**45**	**108**	**307**	**418**	**508**	**347**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
17	12	8	5	6	13	60	96	121	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	5	5	3	7	20	76	98	123	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17	10	6	13	18	30	70	116	132	87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	4	2	6	14	45	101	108	132	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

21003S-03 EventCount-4172 -- English (ENU)

Datasets:

Site:	**[21003S] Los Coches Road - Btwn Wellington Hill Drive & E Main Street/Hwy 8 Bus**
Input A:	3 - South bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	22:47 Monday, June 18, 2007 => 10:52 Wednesday, June 20, 2007
File:	Z:\mcdata\LLG\2007\210\21003S20Jun2007.EC0 (Plus)
Identifier:	A027V8X1 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**23:00 Monday, June 18, 2007 => 10:00 Wednesday, June 20, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 12126 / 12183 (99.53%)

*** Monday, June 18, 2007=79 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**79**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	12
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	11
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	16
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	15

*** Tuesday, June 19, 2007=9240, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
54	**26**	**22**	**28**	**80**	**276**	**551**	**658**	**654**	**525**	**470**	**510**	**449**	**501**	**525**	**663**	**663**	**677**	**590**	**421**	**376**	**257**	**178**	**86**	
12	9	6	5	11	48	119	**163**	157	146	120	132	126	136	132	173	161	**167**	161	118	103	85	62	27	12
11	8	4	4	9	60	137	**176**	145	118	120	125	105	127	139	164	169	**179**	147	104	90	57	41	25	11
16	6	6	6	27	80	148	**169**	186	128	101	133	110	119	130	158	160	**176**	139	114	102	62	40	19	9
15	3	6	13	33	88	147	**150**	166	133	129	120	108	119	124	168	**173**	155	143	85	81	53	35	15	10

AM Peak 0700 - 0800 (658), AM PHF=0.93 PM Peak 1645 - 1745 (695), PM PHF=0.97

*** Wednesday, June 20, 2007=2807 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
42	**37**	**21**	**31**	**71**	**293**	**526**	**680**	**625**	**481**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12	14	3	5	5	45	123	150	164	120	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	10	6	10	14	62	119	174	139	106	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	10	4	8	24	84	158	172	152	138	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	3	8	8	28	102	126	184	170	117	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

21006E-02 EventCount-4176 -- English (ENU)

Datasets:

Site:	**[21006E] E Main Street/Hwy 8 Bus - Btwn Project Driveway & Pepper Drive**
Input A:	2 - East bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	23:26 Monday, June 18, 2007 => 10:46 Wednesday, June 20, 2007
File:	Z:\mcdata\LLG\2007\210\21006E20Jun2007.EC0 (Plus)
Identifier:	M355ARX4 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**23:32 Monday, June 18, 2007 => 9:00 Wednesday, June 20, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 5644 / 5793 (97.43%)

*** Monday, June 18, 2007=0 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	10

*** Tuesday, June 19, 2007=5043, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
33	**17**	**16**	**18**	**23**	**52**	**109**	**191**	**201**	**227**	**257**	**282**	**312**	**363**	**341**	**440**	**451**	**505**	**393**	**258**	**231**	**165**	**112**	**46**	
4	5	4	4	2	7	25	51	42	47	63	60	**80**	104	80	94	120	**136**	114	84	69	41	27	14	10
12	5	6	5	4	6	19	52	40	42	61	67	**80**	94	90	102	104	**140**	105	60	69	50	26	14	3
7	3	4	2	7	14	28	51	63	57	67	83	**84**	83	86	136	119	**116**	94	54	51	44	28	8	7
10	4	2	7	10	25	37	37	56	81	66	**72**	68	82	85	108	108	**113**	80	60	42	30	31	10	6

AM Peak 1145 - 1245 (316), AM PHF=0.94 PM Peak 1700 - 1800 (505), PM PHF=0.90

*** Wednesday, June 20, 2007=590 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
26	**9**	**11**	**17**	**16**	**48**	**105**	**181**	**177**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10	5	3	3	3	5	18	36	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	2	4	3	3	7	24	52	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	2	3	6	7	14	19	49	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	0	1	5	3	22	44	44	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

21006W-04 EventCount-4177 -- English (ENU)

Datasets:

Site:	**[21006W] E Main Street/Hwy 8 Bus - Btwn Project Driveway & Pepper Drive**
Input A:	4 - West bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	23:28 Monday, June 18, 2007 => 10:46 Wednesday, June 20, 2007
File:	Z:\mcdata\LLG\2007\210\21006W20Jun2007.EC0 (Plus)
Identifier:	M287G207 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**23:32 Monday, June 18, 2007 => 9:00 Wednesday, June 20, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 6096 / 6309 (96.62%)

*** Monday, June 18, 2007=0 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	5

*** Tuesday, June 19, 2007=4912, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
27	**13**	**7**	**11**	**24**	**82**	**238**	**425**	**367**	**299**	**256**	**276**	**320**	**309**	**290**	**361**	**334**	**318**	**289**	**224**	**179**	**130**	**83**	**50**	
7	3	3	3	2	10	43	**112**	81	90	68	66	87	77	66	98	**90**	79	79	58	45	38	25	15	10
8	2	1	2	7	13	49	**121**	97	76	63	71	85	69	87	66	**80**	83	80	49	44	31	24	14	6
7	3	1	0	7	24	72	**97**	90	65	53	69	68	91	62	**103**	67	78	61	60	47	32	17	13	5
5	5	2	6	8	35	74	**95**	99	68	72	70	80	72	75	94	97	78	69	57	43	29	17	8	2

AM Peak 0700 - 0800 (425), AM PHF=0.88 PM Peak 1530 - 1630 (367), PM PHF=0.89

*** Wednesday, June 20, 2007=1178 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**30**	**10**	**10**	**17**	**99**	**239**	**417**	**333**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10	10	1	2	3	15	47	101	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	10	3	3	3	15	43	114	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	6	4	3	3	37	72	104	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	4	2	2	8	32	77	98	107	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

21001-02 EventCount-4167 -- English (ENU)

Datasets:

Site:	**[21001] Wellington Hill Drive - W/O Los Coches Rd**
Input A:	2 - East bound. - Excluded from totals. (0)
Input B:	4 - West bound. - Added to totals. (1)
Survey Duration:	22:14 Monday, June 18, 2007 => 10:48 Wednesday, June 20, 2007
File:	Z:\mcdata\LLG\2007\210\2100120Jun2007.EC0 (Plus)
Identifier:	M2869KMY MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**23:00 Monday, June 18, 2007 => 10:00 Wednesday, June 20, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 2298 / 2322 (98.97%)

*** Monday, June 18, 2007=9 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	0

*** Tuesday, June 19, 2007=653, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	3	1	3	2	0	8	12	31	17	22	23	50	38	44	41	65	78	74	52	30	25	25	6	
1	1	0	0	0	0	0	2	4	5	5	8	12	9	15	5	19	11	18	14	16	4	8	1	0
2	0	1	1	1	0	1	2	9	2	6	7	6	7	9	13	20	23	11	15	5	10	6	1	0
0	0	0	0	0	0	1	3	5	4	6	2	7	9	11	14	14	24	24	12	2	8	3	3	2
0	2	0	2	1	0	6	5	13	6	5	6	25	13	9	9	12	20	21	11	7	3	8	1	0

AM Peak 0815 - 0915 (32), AM PHF=0.62 PM Peak 1715 - 1815 (85), PM PHF=0.89

*** Wednesday, June 20, 2007=82 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	5	1	4	0	0	11	19	19	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
0	2	0	1	0	0	1	7	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	1	0	0	0	0	0	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	1	1	2	0	0	3	8	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	1	0	1	0	0	7	4	8	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

21001-02 EventCount-4166 -- English (ENU)

Datasets:

Site:	**[21001] Wellington Hill Drive - W/O Los Coches Rd**
Input A:	2 - East bound. - Added to totals. (1)
Input B:	4 - West bound. - Subtracted from totals. (-1)
Survey Duration:	22:14 Monday, June 18, 2007 => 10:48 Wednesday, June 20, 2007
File:	Z:\mcdata\LLG\2007\210\2100120Jun2007.EC0 (Plus)
Identifier:	M2869KMY MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**23:00 Monday, June 18, 2007 => 10:00 Wednesday, June 20, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 2298 / 2322 (98.97%)

*** Monday, June 18, 2007=1 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0

*** Tuesday, June 19, 2007=602, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**1**	**1**	**2**	**8**	**23**	**30**	**57**	**59**	**29**	**43**	**30**	**24**	**35**	**34**	**38**	**37**	**36**	**23**	**33**	**18**	**13**	**19**	**6**	
1	1	0	0	0	5	3	16	**14**	6	7	6	7	10	8	6	**15**	8	13	5	7	3	7	4	3
1	0	1	0	2	2	9	11	**14**	6	12	10	7	12	9	**15**	10	10	4	12	3	3	4	1	1
1	0	0	0	2	5	6	14	**21**	8	8	6	2	10	9	**8**	9	5	0	7	4	1	8	0	1
0	0	0	2	4	11	12	**16**	10	9	16	8	8	3	8	**9**	3	13	6	9	4	6	0	1	3

AM Peak 0745 - 0845 (65), AM PHF=0.77 PM Peak 1515 - 1615 (47), PM PHF=0.78

*** Wednesday, June 20, 2007=206 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**1**	**1**	**1**	**9**	**23**	**33**	**60**	**47**	**23**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	0	0	0	0	2	7	16	11	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	1	1	0	1	3	5	14	19	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	0	0	0	3	9	10	15	9	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	0	0	1	5	9	11	15	8	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Weather: Clear & Dry
Counted By: S. Mangiafico
Board No.: D1-1306
Loc: Maine Ave & Woodside Ave

Traffic Data Service Southwest
P.O. Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

File Name : 07210010
Site Code : 00210010
Start Date : 6/19/2007
Page No : 1

Groups Printed- Group 1

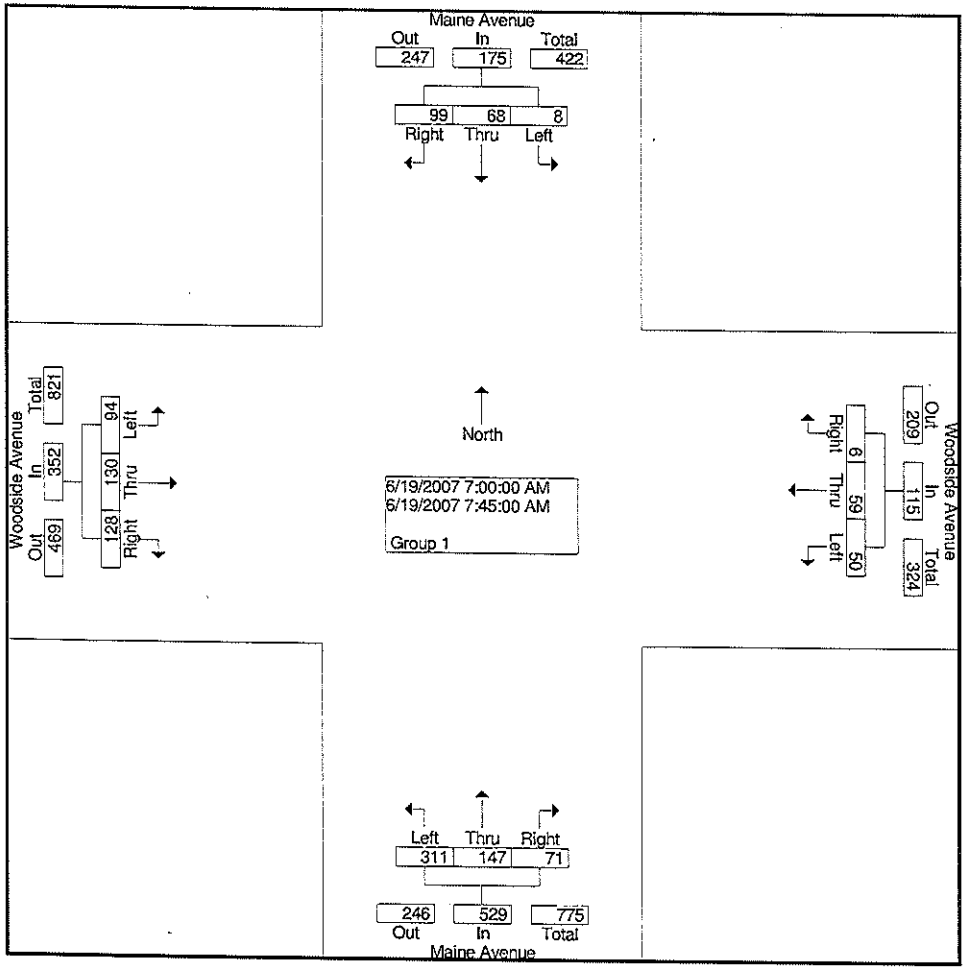
	Maine Avenue Southbound					Woodside Avenue Westbound					Maine Avenue Northbound					Woodside Avenue Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	2	18	20	5	40	11	12	0	2	23	84	31	12	0	127	18	27	39	1	84	8	274	282
07:15	3	17	32	0	52	16	14	0	1	30	79	42	21	2	142	26	34	37	1	97	4	321	325
07:30	0	17	21	1	38	7	17	3	0	27	70	33	20	2	123	24	25	28	2	77	5	265	270
07:45	3	16	26	0	45	16	16	3	3	35	78	41	18	3	137	26	44	24	1	94	7	311	318
Total	8	68	99	6	175	50	59	6	6	115	311	147	71	7	529	94	130	128	5	352	24	1171	1195
08:00	0	17	32	0	49	7	21	0	0	28	55	21	11	1	87	18	20	25	0	63	1	227	228
08:15	7	19	22	0	48	10	9	0	0	19	53	32	15	1	100	27	32	34	10	93	11	260	271
08:30	5	18	24	0	47	9	15	0	0	24	69	41	16	1	126	19	31	38	0	88	1	285	286
08:45	1	20	35	0	56	4	16	1	0	21	68	21	12	0	101	20	25	36	1	81	1	259	260
Total	13	74	113	0	200	30	61	1	0	92	245	115	54	3	414	84	108	133	11	325	14	1031	1045
Grand Total	21	142	212	6	375	80	120	7	6	207	556	262	125	10	943	178	238	261	16	677	38	2202	2240
Apprch %	5.6	37.9	56.5			38.6	58.0	3.4			59.0	27.8	13.3			26.3	35.2	38.6					
Total %	1.0	6.4	9.6		17.0	3.6	5.4	0.3		9.4	25.2	11.9	5.7		42.8	8.1	10.8	11.9		30.7	1.7	98.3	

	Maine Avenue Southbound				Woodside Avenue Westbound				Maine Avenue Northbound				Woodside Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:00																
Volume	8	68	99	175	50	59	6	115	311	147	71	529	94	130	128	352	1171
Percent	4.6	38.9	56.6		43.5	51.3	5.2		58.8	27.8	13.4		26.7	36.9	36.4		
07:15 Volume	3	17	32	52	16	14	0	30	79	42	21	142	26	34	37	97	321
Peak Factor																	0.912
High Int.	07:15				07:45				07:15				07:15				
Volume	3	17	32	52	16	16	3	35	79	42	21	142	26	34	37	97	
Peak Factor				0.841				0.821				0.931				0.907	

Weather: Clear & Dry
Counted By: S. Mangiafico
Board No.: D1-1306
Loc: Maine Ave & Woodside Ave

Traffic Data Service Southwest
P.O. Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

File Name : 07210010
Site Code : 00210010
Start Date : 6/19/2007
Page No : 2



Traffic Data Service Southwest
P.O. Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather: Clear & Dry
Counted By: S. Mangiafico
Board No.: D1-1306
Loc: Maine Ave & Woodside Ave

File Name : 07210011
Site Code : 00210011
Start Date : 6/19/2007
Page No : 1

Groups Printed- Group 1

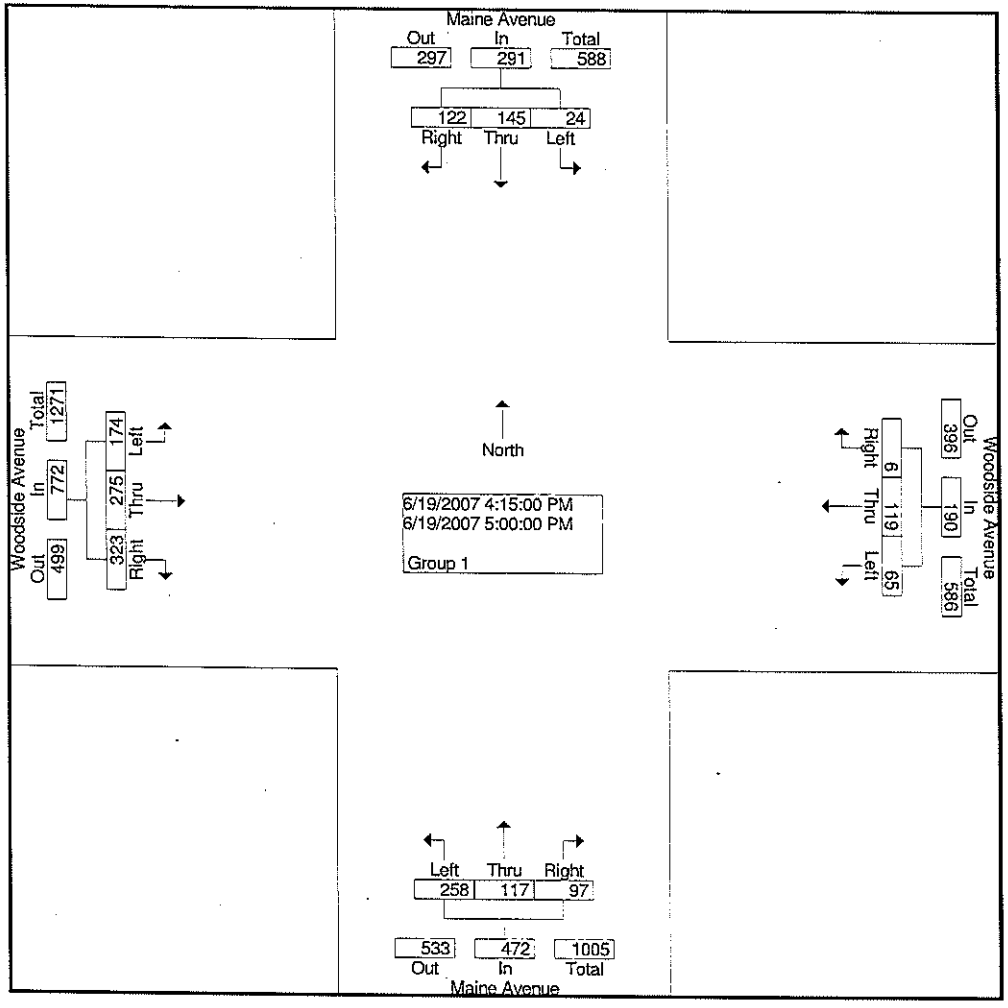
	Maine Avenue Southbound					Woodside Avenue Westbound					Maine Avenue Northbound					Woodside Avenue Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	4	40	29	3	73	20	29	1	1	50	50	27	25	1	102	41	63	74	2	178	7	403	410
16:15	6	42	27	10	75	11	32	1	2	44	67	30	18	2	115	46	69	93	1	208	15	442	457
16:30	7	28	32	2	67	18	33	0	1	51	54	27	34	5	115	49	71	83	4	203	12	436	448
16:45	4	34	31	6	69	19	25	0	1	44	70	32	27	3	129	37	61	79	0	177	10	419	429
Total	21	144	119	21	284	68	119	2	5	189	241	116	104	11	461	173	264	329	7	766	44	1700	1744
17:00	7	41	32	3	80	17	29	5	2	51	67	28	18	0	113	42	74	68	0	184	5	428	433
17:15	7	33	35	0	75	24	17	2	0	43	59	36	23	2	118	49	60	87	0	196	2	432	434
17:30	6	43	26	1	75	15	21	0	0	36	58	31	24	1	113	38	54	81	1	173	3	397	400
17:45	4	35	21	3	60	15	36	1	0	52	43	23	21	4	87	38	54	77	1	169	8	368	376
Total	24	152	114	7	290	71	103	8	2	182	227	118	86	7	431	167	242	313	2	722	18	1625	1643
Grand Total	45	296	233	28	574	139	222	10	7	371	468	234	190	18	892	340	506	642	9	1488	62	3325	3387
Apprch %	7.8	51.6	40.6			37.5	59.8	2.7			52.5	26.2	21.3			22.8	34.0	43.1					
Total %	1.4	8.9	7.0		17.3	4.2	6.7	0.3		11.2	14.1	7.0	5.7		26.8	10.2	15.2	19.3		44.8	1.8	98.2	

	Maine Avenue Southbound				Woodside Avenue Westbound				Maine Avenue Northbound				Woodside Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:15																
Volume	24	145	122	291	65	119	6	190	258	117	97	472	174	275	323	772	1725
Percent	8.2	49.8	41.9		34.2	62.6	3.2		54.7	24.8	20.6		22.5	35.6	41.8		
16:15 Volume	6	42	27	75	11	32	1	44	67	30	18	115	46	69	93	208	442
Peak Factor																	0.976
High Int.	17:00				16:30				16:45				16:15				
Volume	7	41	32	80	18	33	0	51	70	32	27	129	46	69	93	208	
Peak Factor				0.909				0.931				0.915				0.928	

Traffic Data Service Southwest
P.O. Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather: Clear & Dry
Counted By: S. Mangiafico
Board No.: D1-1306
Loc: Maine Ave & Woodside Ave

File Name : 07210011
Site Code : 00210011
Start Date : 6/19/2007
Page No : 2



Traffic Data Service Southwest
P.O. Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather: Clear & Dry
Counted By: L. McCoy
Board No.: D1-1307
Loc: Los Coches Rd & Julian Ave

File Name : 07210020
Site Code : 00210020
Start Date : 6/19/2007
Page No : 1

Groups Printed- Group 1

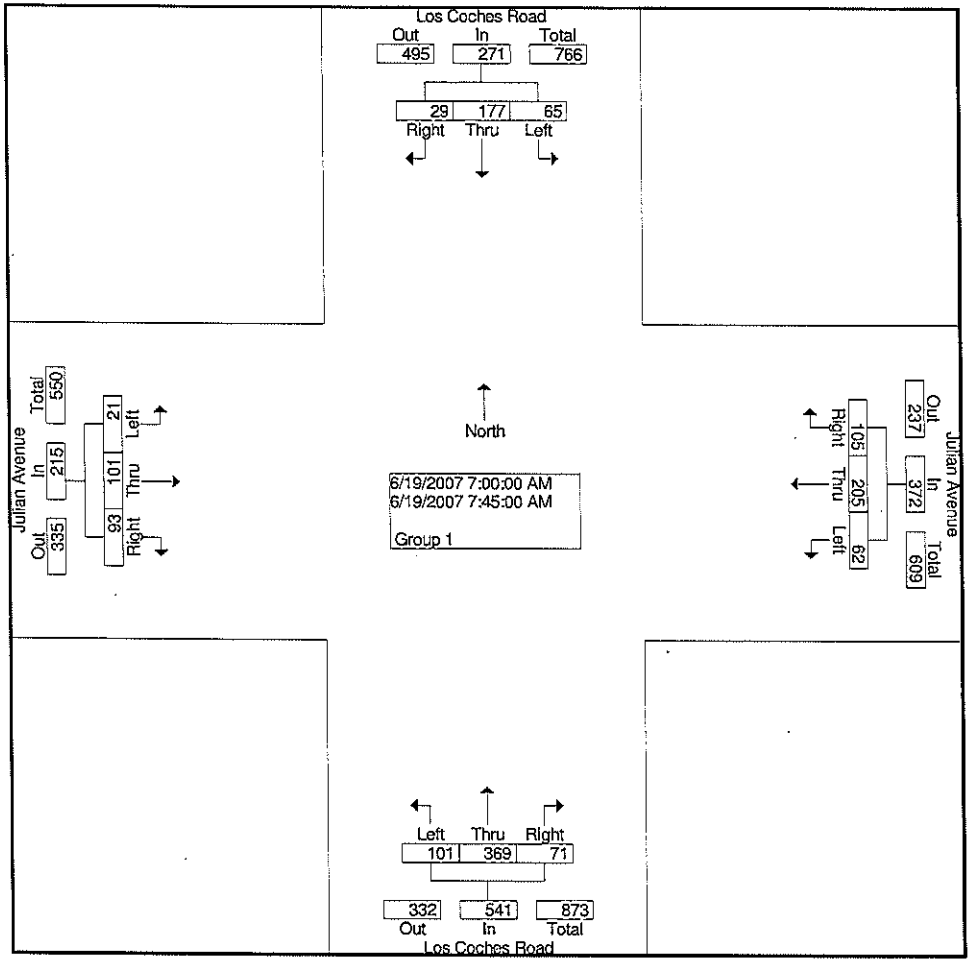
	Los Coches Road Southbound					Julian Avenue Westbound					Los Coches Road Northbound					Julian Avenue Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	18	44	2	0	64	15	32	21	3	68	23	103	21	2	147	2	22	14	2	38	7	317	324
07:15	23	52	6	0	81	29	60	30	1	119	19	89	26	6	134	2	34	22	0	58	7	392	399
07:30	16	38	3	2	57	11	73	30	0	114	20	87	18	0	125	6	24	18	0	48	2	344	346
07:45	8	43	18	2	69	7	40	24	3	71	39	90	6	1	135	11	21	39	3	71	9	346	355
Total	65	177	29	4	271	62	205	105	7	372	101	369	71	9	541	21	101	93	5	215	25	1399	1424
08:00	11	41	3	0	55	11	24	9	0	44	19	61	5	0	85	9	20	25	1	54	1	238	239
08:15	12	56	7	0	75	6	22	22	0	50	21	66	1	0	88	10	16	27	0	53	0	266	266
08:30	10	49	6	0	65	5	30	32	3	67	15	81	4	1	100	1	13	25	3	39	7	271	278
08:45	17	40	1	4	58	9	25	25	0	59	22	60	6	0	88	2	15	30	0	47	4	252	256
Total	50	186	17	4	253	31	101	88	3	220	77	268	16	1	361	22	64	107	4	193	12	1027	1039
Grand Total	115	363	46	8	524	93	306	193	10	592	178	637	87	10	902	43	165	200	9	408	37	2426	2463
Apprch %	21.9	69.3	8.8			15.7	51.7	32.6			19.7	70.6	9.6			10.5	40.4	49.0					
Total %	4.7	15.0	1.9		21.6	3.8	12.6	8.0		24.4	7.3	26.3	3.6		37.2	1.8	6.8	8.2		16.8	1.5	98.5	

	Los Coches Road Southbound				Julian Avenue Westbound				Los Coches Road Northbound				Julian Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:00																
Volume	65	177	29	271	62	205	105	372	101	369	71	541	21	101	93	215	1399
Percent	24.0	65.3	10.7		16.7	55.1	28.2		18.7	68.2	13.1		9.8	47.0	43.3		
07:15 Volume	23	52	6	81	29	60	30	119	19	89	26	134	2	34	22	58	392
Peak Factor																	0.892
High Int.	07:15				07:15				07:00				07:45				
Volume	23	52	6	81	29	60	30	119	23	103	21	147	11	21	39	71	
Peak Factor				0.836				0.782				0.920				0.757	

Traffic Data Service Southwest
P.O. Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather: Clear & Dry
Counted By: L. McCoy
Board No.: D1-1307
Loc: Los Coches Rd & Julian Ave

File Name : 07210020
Site Code : 00210020
Start Date : 6/19/2007
Page No : 2



Traffic Data Service Southwest
P.O. Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather: Clear & Dry
Counted By: L. McCoy
Board No.: D1-1307
Loc: Los Coches Rd & Julian Ave

File Name : 07210021
Site Code : 00210021
Start Date : 6/19/2007
Page No : 1

Groups Printed- Group 1

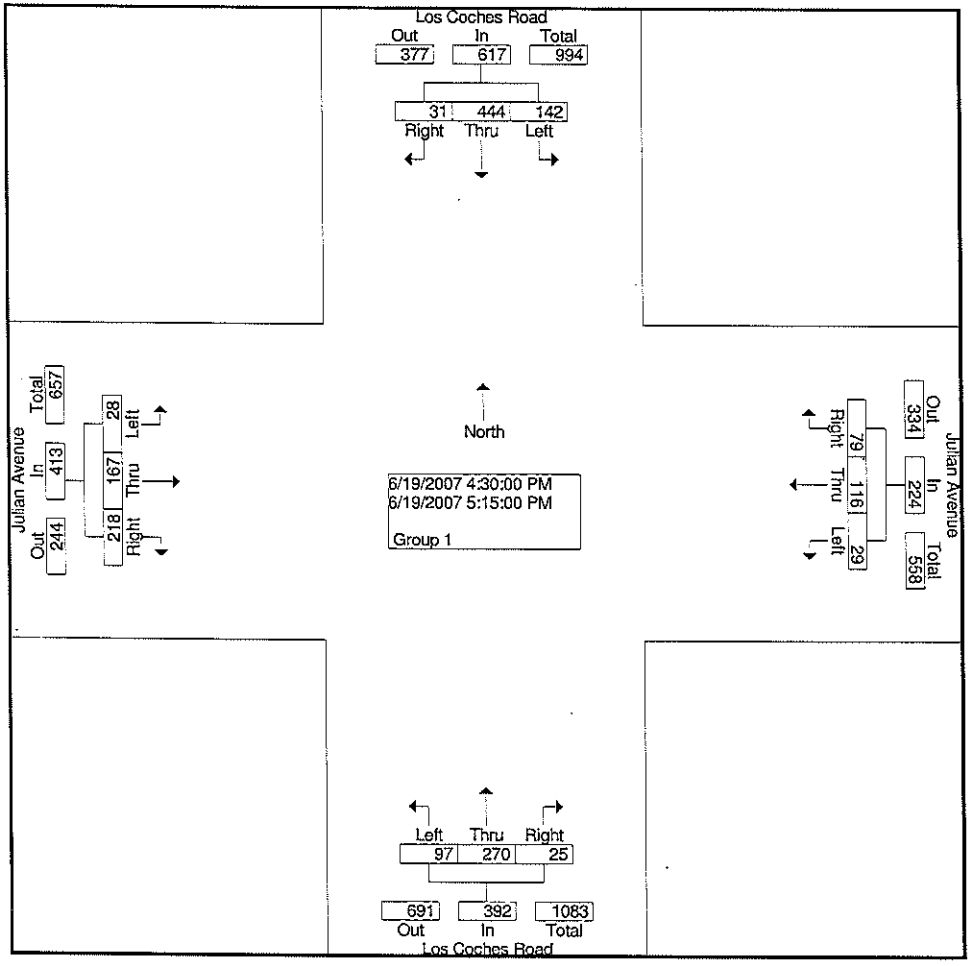
	Los Coches Road Southbound					Julian Avenue Westbound					Los Coches Road Northbound					Julian Avenue Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	36	101	12	0	149	10	29	19	0	58	23	59	6	2	88	7	44	59	1	110	3	405	408
16:15	38	102	7	5	147	6	24	16	1	46	22	56	9	0	87	8	41	67	0	116	6	396	402
16:30	38	115	13	1	166	7	24	22	2	53	26	67	7	1	100	5	30	49	0	84	4	403	407
16:45	41	102	7	0	150	8	35	26	1	69	29	63	5	0	97	7	37	62	4	106	5	422	427
Total	153	420	39	6	612	31	112	83	4	226	100	245	27	3	372	27	152	237	5	416	18	1626	1644
17:00	30	106	6	5	142	6	35	14	0	55	19	72	6	1	97	5	42	60	3	107	9	401	410
17:15	33	121	5	8	159	8	22	17	5	47	23	68	7	1	98	11	58	47	0	116	14	420	434
17:30	40	88	13	0	141	9	22	10	1	41	31	79	14	0	124	4	36	53	0	93	1	399	400
17:45	38	97	10	0	145	8	28	19	3	55	18	46	9	3	73	4	42	60	1	106	7	379	386
Total	141	412	34	13	587	31	107	60	9	198	91	265	36	5	392	24	178	220	4	422	31	1599	1630
Grand Total	294	832	73	19	1199	62	219	143	13	424	191	510	63	8	764	51	330	457	9	838	49	3225	3274
Apprch %	24.5	69.4	6.1			14.6	51.7	33.7			25.0	66.8	8.2			6.1	39.4	54.5					
Total %	9.1	25.8	2.3		37.2	1.9	6.8	4.4		13.1	5.9	15.8	2.0		23.7	1.6	10.2	14.2		26.0	1.5	98.5	

	Los Coches Road Southbound				Julian Avenue Westbound				Los Coches Road Northbound				Julian Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:30																
Volume	142	444	31	617	29	116	79	224	97	270	25	392	28	167	218	413	1646
Percent	23.0	72.0	5.0		12.9	51.8	35.3		24.7	68.9	6.4		6.8	40.4	52.8		
16:45 Volume	41	102	7	150	8	35	26	69	29	63	5	97	7	37	62	106	422
Peak Factor																	0.975
High Int.	16:30				16:45				16:30				17:15				
Volume	38	115	13	166	8	35	26	69	26	67	7	100	11	58	47	116	
Peak Factor				0.929				0.812				0.980				0.890	

Weather: Clear & Dry
Counted By: L. McCoy
Board No.: D1-1307
Loc: Los Coches Rd & Julian Ave

Traffic Data Service Southwest
P.O. Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

File Name : 07210021
Site Code : 00210021
Start Date : 6/19/2007
Page No : 2



Traffic Data Service Southwest
P.O. Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather: Clear & Dry
Counted By: A. Drapeau
Board No.: D1-1429
Loc: Los Coches Rd & Wellington Hill Dr

File Name : 07210030
Site Code : 00210030
Start Date : 6/19/2007
Page No : 1

Groups Printed- Group 1

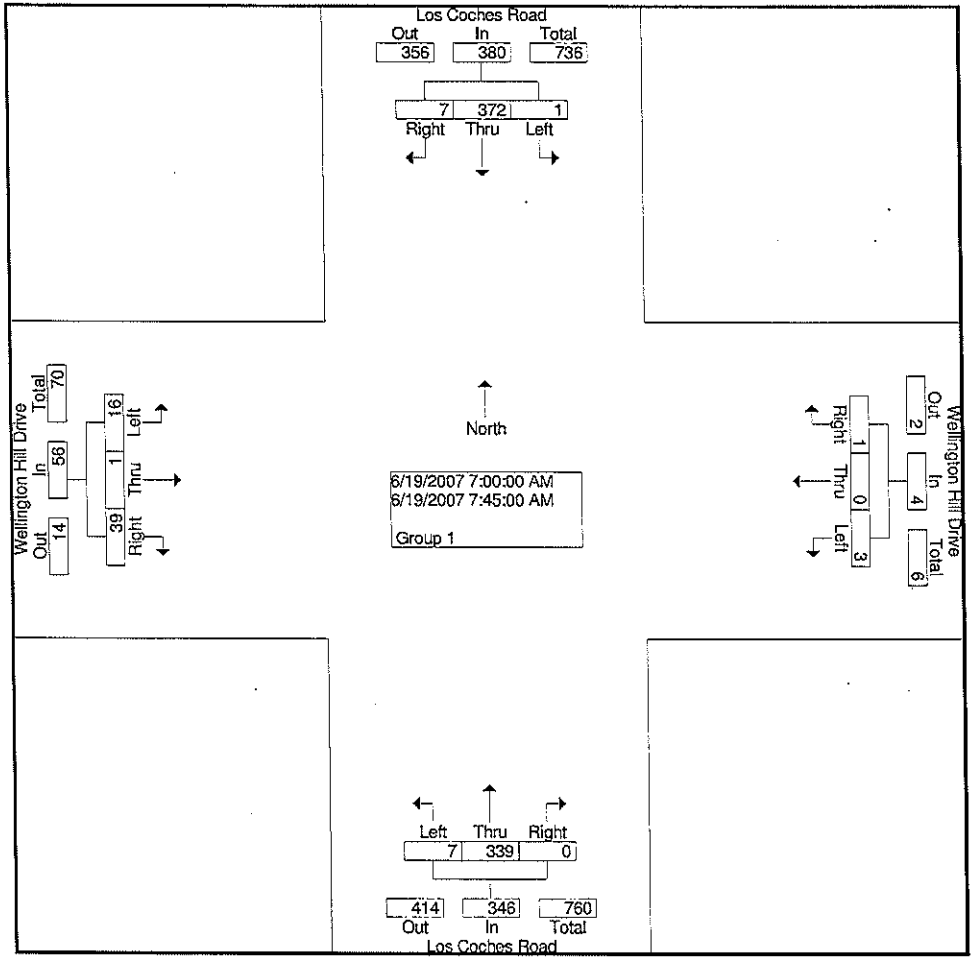
	Los Coches Road Southbound					Wellington Hill Drive Westbound					Los Coches Road Northbound					Wellington Hill Drive Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	0	96	1	0	97	0	0	0	0	0	1	89	0	1	90	2	0	12	1	14	2	201	203
07:15	0	104	2	0	106	0	0	0	0	0	1	95	0	0	96	6	0	6	0	12	0	214	214
07:30	0	86	2	0	88	1	0	1	0	2	3	79	0	0	82	2	0	12	0	14	0	186	186
07:45	1	86	2	0	89	2	0	0	0	2	2	76	0	1	78	6	1	9	0	16	1	185	186
Total	1	372	7	0	380	3	0	1	0	4	7	339	0	2	346	16	1	39	1	56	3	786	789
08:00	0	38	2	0	40	1	35	0	0	36	3	26	5	0	34	2	50	3	0	55	0	165	165
08:15	0	94	3	0	97	0	0	0	0	0	6	76	0	0	82	3	0	10	0	13	0	192	192
08:30	0	93	0	0	93	1	0	1	0	2	8	62	1	0	71	4	0	15	0	19	0	185	185
08:45	0	80	0	0	80	0	0	0	0	0	10	64	0	0	74	2	0	9	0	11	0	165	165
Total	0	305	5	0	310	2	35	1	0	38	27	228	6	0	261	11	50	37	0	98	0	707	707
Grand Total	1	677	12	0	690	5	35	2	0	42	34	567	6	2	607	27	51	76	1	154	3	1493	1496
Apprch %	0.1	98.1	1.7			11.9	83.3	4.8			5.6	93.4	1.0			17.5	33.1	49.4					
Total %	0.1	45.3	0.8		46.2	0.3	2.3	0.1		2.8	2.3	38.0	0.4		40.7	1.8	3.4	5.1		10.3	0.2	99.8	

	Los Coches Road Southbound				Wellington Hill Drive Westbound				Los Coches Road Northbound				Wellington Hill Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:00																
Volume	1	372	7	380	3	0	1	4	7	339	0	346	16	1	39	56	786
Percent	0.3	97.9	1.8		75.0	0.0	25.0		2.0	98.0	0.0		28.6	1.8	69.6		
07:15 Volume	0	104	2	106	0	0	0	0	1	95	0	96	6	0	6	12	214
Peak Factor																	0.918
High Int.	07:15				07:30				07:15				07:45				
Volume	0	104	2	106	1	0	1	2	1	95	0	96	6	1	9	16	
Peak Factor				0.896				0.500				0.901				0.875	

Traffic Data Service Southwest
P.O. Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather: Clear & Dry
Counted By: A. Drapeau
Board No.: D1-1429
Loc: Los Coches Rd & Wellington Hill Dr

File Name : 07210030
Site Code : 00210030
Start Date : 6/19/2007
Page No : 2



Weather: Clear & Dry
Counted By: A. Drapeau
Board No.: D1-1429
Loc: Los Coches Rd & Wellington Hill Dr

Traffic Data Service Southwest
P.O. Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

File Name : 07210031
Site Code : 00210031
Start Date : 6/19/2007
Page No : 1

Groups Printed- Group 1

	Los Coches Road Southbound					Wellington Hill Drive Westbound					Los Coches Road Northbound					Wellington Hill Drive Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	0	120	6	0	126	1	0	0	0	1	12	99	0	0	111	5	0	10	0	15	0	253	253
16:15	6	119	8	0	133	0	0	0	0	0	15	90	0	0	105	1	0	5	0	6	0	244	244
16:30	0	123	2	0	125	0	0	1	0	1	10	89	1	0	100	3	0	6	0	9	0	235	235
16:45	2	130	4	0	136	1	0	0	0	1	10	95	0	0	105	0	0	6	0	6	0	248	248
Total	8	492	20	0	520	2	0	1	0	3	47	373	1	0	421	9	0	27	0	36	0	980	980
17:00	0	121	13	0	134	0	0	0	0	0	9	105	0	0	114	1	0	6	0	7	0	255	255
17:15	1	146	0	0	147	0	0	0	0	0	14	107	0	0	121	5	0	3	0	8	0	276	276
17:30	0	112	9	0	121	0	0	1	0	1	14	116	1	0	131	0	0	8	0	8	0	261	261
17:45	1	109	11	0	121	0	0	0	0	0	12	81	0	0	93	2	0	11	0	13	0	227	227
Total	2	488	33	0	523	0	0	1	0	1	49	409	1	0	459	8	0	28	0	36	0	1019	1019
Grand Total	10	980	53	0	1043	2	0	2	0	4	96	782	2	0	880	17	0	55	0	72	0	1999	1999
Apprch %	1.0	94.0	5.1			50.0	0.0	50.0			10.9	88.9	0.2			23.6	0.0	76.4					
Total %	0.5	49.0	2.7		52.2	0.1	0.0	0.1		0.2	4.8	39.1	0.1		44.0	0.9	0.0	2.8		3.6	0.0	100.0	

	Los Coches Road Southbound				Wellington Hill Drive Westbound				Los Coches Road Northbound				Wellington Hill Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:45																
Volume	3	509	26	538	1	0	1	2	47	423	1	471	6	0	23	29	1040
Percent	0.6	94.6	4.8		50.0	0.0	50.0		10.0	89.8	0.2		20.7	0.0	79.3		
17:15 Volume	1	146	0	147	0	0	0	0	14	107	0	121	5	0	3	8	276
Peak Factor																	0.942
High Int.	17:15				16:45				17:30				17:15				
Volume	1	146	0	147	1	0	0	1	14	116	1	131	5	0	3	8	
Peak Factor				0.915				0.500				0.899				0.906	

Weather: Clear & Dry
Counted By: A. Drapeau
Board No.: D1-1429
Loc: Los Coches Rd & Wellington Hill Dr

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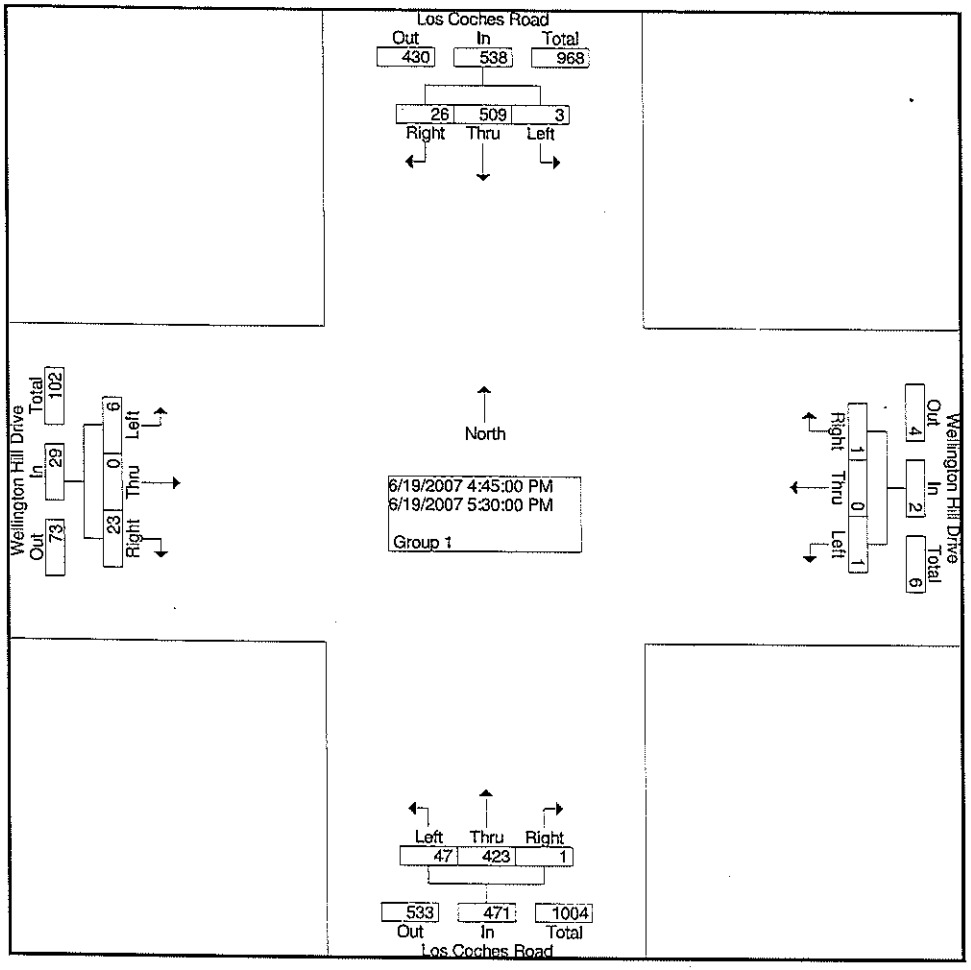
File Name : 07210031
Site Code : 00210031
Start Date : 6/19/2007
Page No : 2



Traffic Data Service Southwest
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Lakeside, CA 92040
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Weather: Clear & Dry
Counted By: S. Tillman
Board No.: D1-1430
Loc: Los Coches Rd & E. Main/Hwy 8 Bus

File Name : 07210040
Site Code : 00210040
Start Date : 6/19/2007
Page No : 1

Groups Printed- Group 1

	Los Coches Road Southbound					Hwy 8 Business Westbound					Los Coches Road Northbound					E. Main Road Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	5	103	47	1	155	46	33	15	3	.94	23	69	10	0	102	23	12	20	0	55	4	406	410
07:15	10	94	52	2	156	41	37	8	1	86	18	74	12	1	104	24	19	16	1	59	5	405	410
07:30	7	102	46	3	155	30	36	20	5	86	22	51	13	4	86	18	12	15	4	45	16	372	388
07:45	6	95	54	0	155	36	23	18	1	77	24	62	15	0	101	18	7	9	0	34	1	367	368
Total	28	394	199	6	621	153	129	61	10	343	87	256	50	5	393	83	50	60	5	193	26	1550	1576
08:00	9	100	50	0	159	39	17	6	0	62	19	59	21	0	99	17	13	23	0	53	0	373	373
08:15	9	86	36	2	131	35	32	18	5	85	18	59	20	0	97	22	10	9	0	41	7	354	361
08:30	8	130	49	0	187	36	22	14	0	72	15	56	11	0	82	42	16	16	0	74	0	415	415
08:45	10	102	44	0	156	45	26	13	0	84	20	54	25	0	99	29	17	9	0	55	0	394	394
Total	36	418	179	2	633	155	97	51	5	303	72	228	77	0	377	110	56	57	0	223	7	1536	1543
Grand Total	64	812	378	8	1254	308	226	112	15	646	159	484	127	5	770	193	106	117	5	416	33	3086	3119
Apprch %	5.1	64.8	30.1			47.7	35.0	17.3			20.6	62.9	16.5			46.4	25.5	28.1					
Total %	2.1	26.3	12.2		40.6	10.0	7.3	3.6		20.9	5.2	15.7	4.1		25.0	6.3	3.4	3.8		13.5	1.1	98.9	

	Los Coches Road Southbound				Hwy 8 Business Westbound				Los Coches Road Northbound				E. Main Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:00																
Volume	28	394	199	621	153	129	61	343	87	256	50	393	83	50	60	.193	1550
Percent	4.5	63.4	32.0		44.6	37.6	17.8		22.1	65.1	12.7		43.0	25.9	31.1		
07:00 Volume	5	103	47	155	46	33	15	94	23	69	10	102	23	12	20	55	406
Peak Factor																	0.954
High Int.	07:15				07:00				07:15				07:15				
Volume	10	94	52	156	46	33	15	94	18	74	12	104	24	19	16	59	
Peak Factor				0.995				0.912				0.945				0.818	

Traffic Data Service Southwest
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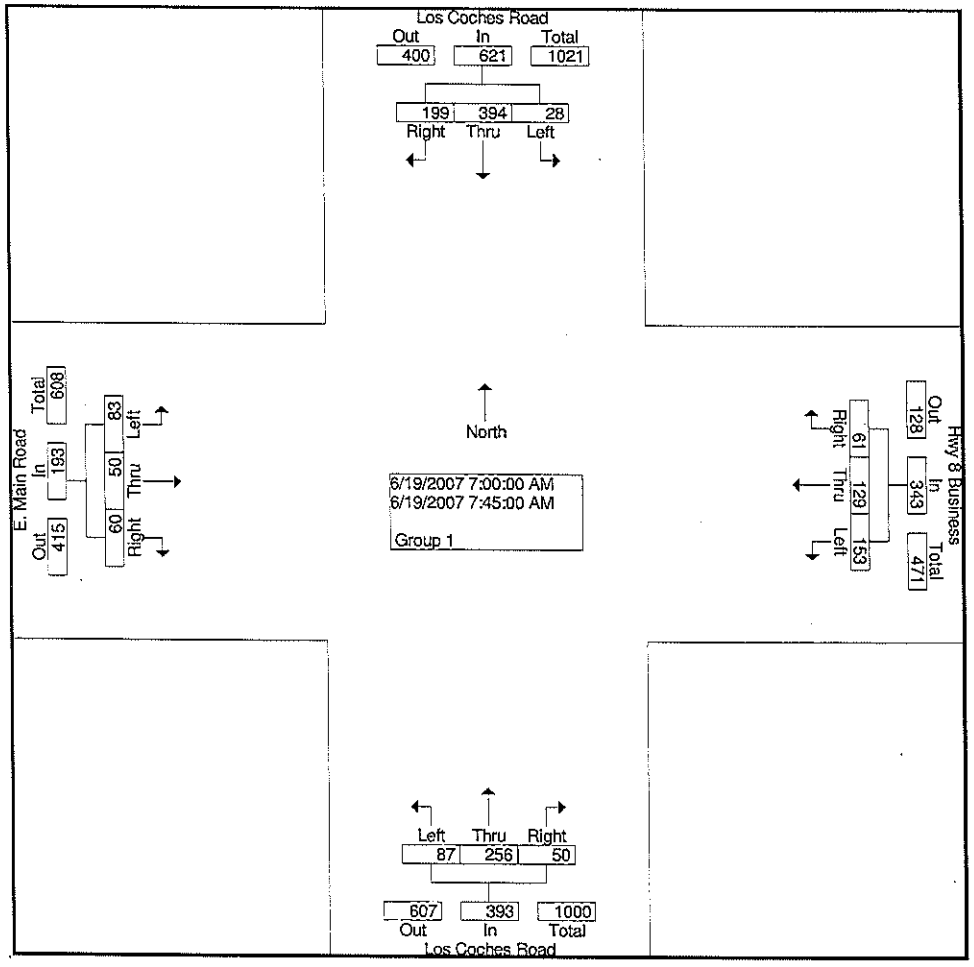
Weather: Clear & Dry
Counted By: S. Tillman
Board No.: D1-1430
Loc: Los Coches Rd & E. Main/Hwy 8 Bus

File Name : 07210040
Site Code : 00210040
Start Date : 6/19/2007
Page No : 2



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Weather: Clear & Dry
Counted By: S. Tillman
Board No.: D1-1430
Loc: Los Coches Rd & E. Main/Hwy 8 Bus

File Name : 07210041
Site Code : 00210041
Start Date : 6/19/2007
Page No : 1

Groups Printed- Group 1

	Los Coches Road Southbound					Hwy 8 Business Westbound					Los Coches Road Northbound					E. Main Road Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	20	82	49	2	151	33	29	10	1	72	19	97	56	0	172	43	36	30	1	109	4	504	508
16:15	24	97	44	0	165	30	25	12	0	67	34	107	53	0	194	55	46	25	0	126	0	552	552
16:30	22	111	36	0	169	31	18	16	0	65	12	111	78	0	201	42	40	24	0	106	0	541	541
16:45	24	93	54	3	171	36	25	17	3	78	28	104	59	0	191	40	42	32	0	114	6	554	560
Total	90	383	183	5	656	130	97	55	4	282	93	419	246	0	758	180	164	111	1	455	10	2151	2161
17:00	17	107	50	2	174	33	21	17	2	71	15	120	72	0	207	50	54	37	0	141	4	593	597
17:15	20	107	53	1	180	36	22	13	0	71	19	134	59	0	212	59	48	40	0	147	1	610	611
17:30	24	133	40	0	197	30	22	14	2	66	16	115	67	0	198	53	42	29	0	124	2	585	587
17:45	17	105	36	0	158	38	20	13	0	71	26	102	48	0	176	38	45	32	0	115	0	520	520
Total	78	452	179	3	709	137	85	57	4	279	76	471	246	0	793	200	189	138	0	527	7	2308	2315
Grand Total	168	835	362	8	1365	267	182	112	8	561	169	890	492	0	1551	380	353	249	1	982	17	4459	4476
Apprch %	12.3	61.2	26.5			47.6	32.4	20.0			10.9	57.4	31.7			38.7	35.9	25.4					
Total %	3.8	18.7	8.1		30.6	6.0	4.1	2.5		12.6	3.8	20.0	11.0		34.8	8.5	7.9	5.6		22.0	0.4	99.6	

	Los Coches Road Southbound				Hwy 8 Business Westbound				Los Coches Road Northbound				E. Main Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:45																
Volume	85	440	197	722	135	90	61	286	78	473	257	808	202	186	138	526	2342
Percent	11.8	60.9	27.3		47.2	31.5	21.3		9.7	58.5	31.8		38.4	35.4	26.2		
17:15 Volume	20	107	53	180	36	22	13	71	19	134	59	212	59	48	40	147	610
Peak Factor																	0.960
High Int.	17:30				16:45				17:15				17:15				
Volume	24	133	40	197	36	25	17	78	19	134	59	212	59	48	40	147	
Peak Factor				0.916				0.917				0.953				0.895	

Traffic Data Service Southwest
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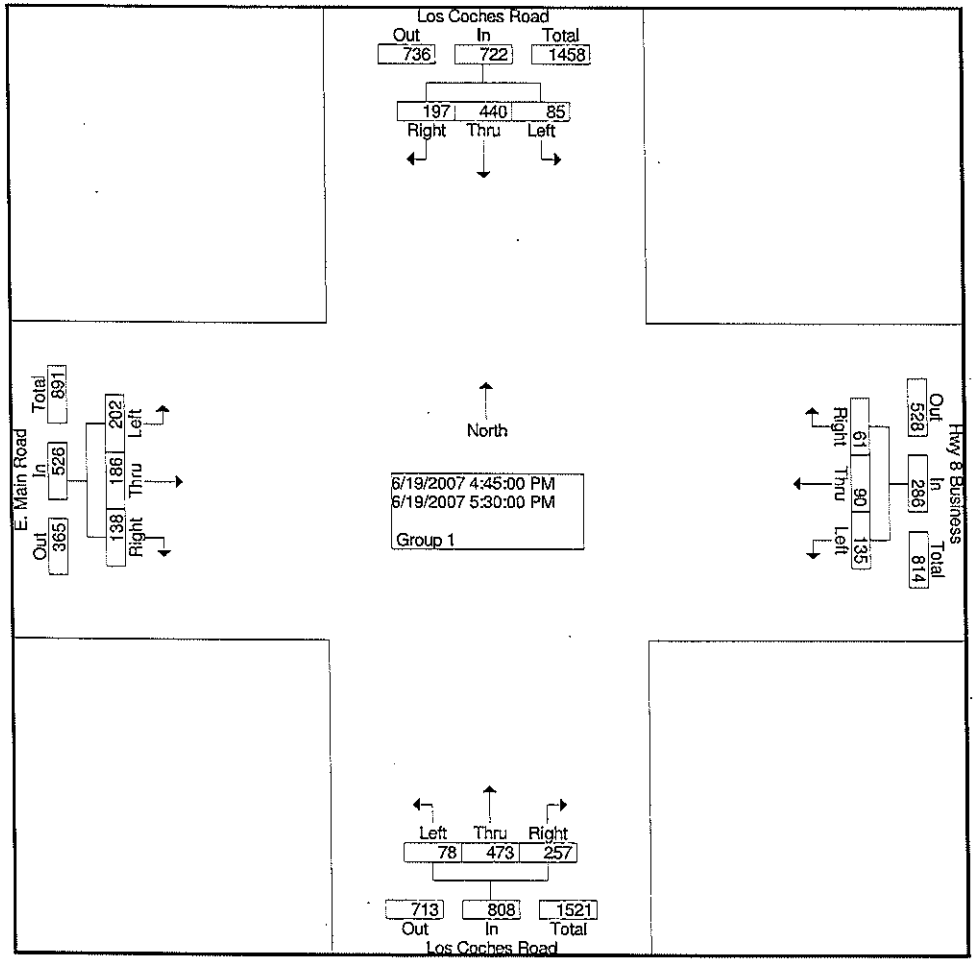
Weather: Clear & Dry
Counted By: S. Tillman
Board No.: D1-1430
Loc: Los Coches Rd & E. Main/Hwy 8 Bus

File Name : 07210041
Site Code : 00210041
Start Date : 6/19/2007
Page No : 2



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Lakeside, CA 92040
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Weather: Clear & Dry
Counted By: D. Drapeau
Board No.: D1-2172
Loc: Los Coches Rd & I-8 WB Ramps

File Name : 07210050
Site Code : 00210050
Start Date : 6/19/2007
Page No : 1

Groups Printed- Group 1

	Los Coches Road Southbound					I-8 WB Off Ramp Westbound					Los Coches Road Northbound					I-8 WB On Ramp Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	0	35	162	0	197	15	0	17	0	32	68	57	0	0	125	0	1	0	0	1	0	355	355
07:15	0	50	151	0	201	15	0	9	0	24	51	76	0	0	127	0	0	0	0	0	0	352	352
07:30	0	46	141	0	187	10	0	7	0	17	57	68	0	0	125	0	0	0	0	0	0	329	329
07:45	1	52	127	0	180	18	0	12	0	30	58	67	0	0	125	0	0	0	0	0	0	335	335
Total	1	183	581	0	765	58	0	45	0	103	234	268	0	0	502	0	1	0	0	1	0	1371	1371
08:00	0	52	138	0	190	15	1	14	0	30	46	74	0	0	120	0	0	0	0	0	0	340	340
08:15	0	48	104	0	152	27	0	16	0	43	68	55	0	0	123	0	0	0	0	0	0	318	318
08:30	0	60	114	0	174	14	0	5	0	19	59	77	0	0	136	0	0	0	0	0	0	329	329
08:45	0	64	139	0	203	25	0	2	0	27	42	93	0	0	135	0	0	0	0	0	0	365	365
Total	0	224	495	0	719	81	1	37	0	119	215	299	0	0	514	0	0	0	0	0	0	1352	1352
Grand Total	1	407	1076	0	1484	139	1	82	0	222	449	567	0	0	1016	0	1	0	0	1	0	2723	2723
Apprch %	0.1	27.4	72.5			62.6	0.5	36.9			44.2	55.8	0.0			0.0	100.0	0.0					
Total %	0.0	14.9	39.5		54.5	5.1	0.0	3.0		8.2	16.5	20.8	0.0		37.3	0.0	0.0	0.0		0.0	0.0	100.0	

	Los Coches Road Southbound				I-8 WB Off Ramp Westbound				Los Coches Road Northbound				I-8 WB On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:00																
Volume	1	183	581	765	58	0	45	103	234	268	0	502	0	1	0	1	1371
Percent	0.1	23.9	75.9		56.3	0.0	43.7		46.6	53.4	0.0		0.0	100.0	0.0		
07:00 Volume	0	35	162	197	15	0	17	32	68	57	0	125	0	1	0	1	355
Peak Factor																	0.965
High Int.	07:15				07:00				07:15				07:00				
Volume	0	50	151	201	15	0	17	32	51	76	0	127	0	1	0	1	
Peak Factor				0.951				0.805				0.988				0.250	

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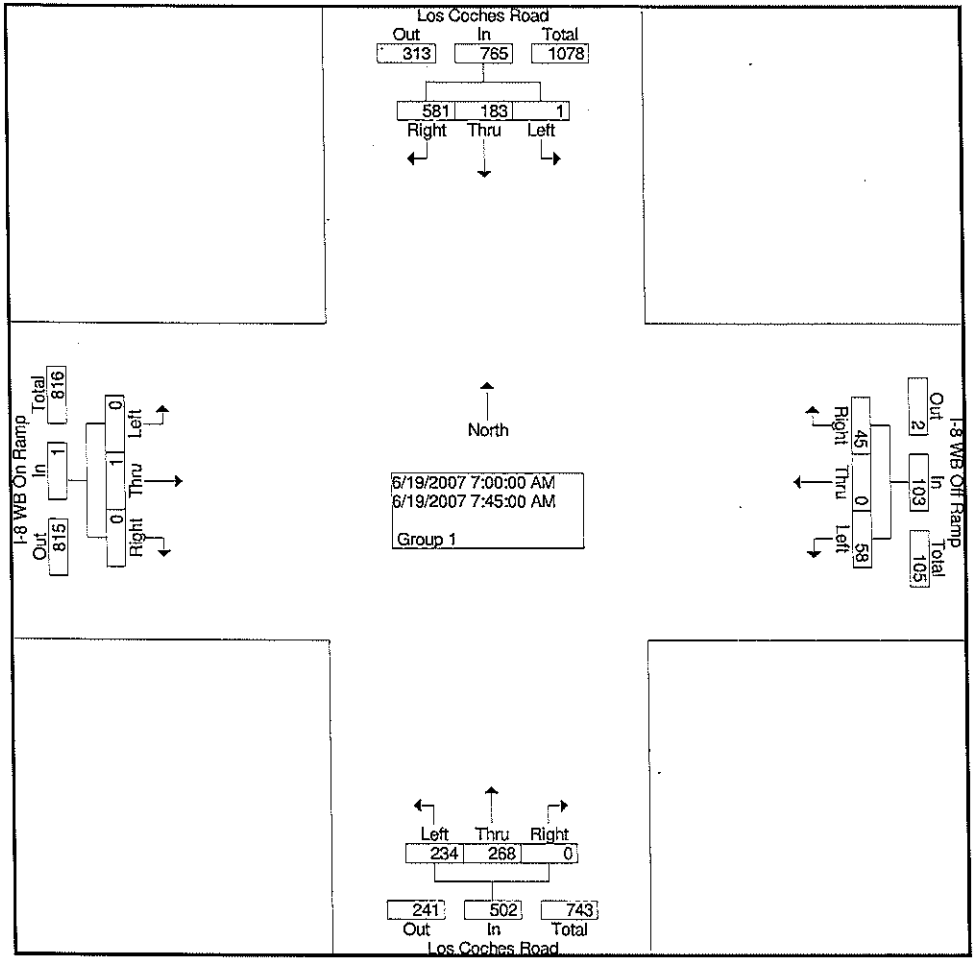
Weather: Clear & Dry
Counted By: D. Drapeau
Board No.: D1-2172
Loc: Los Coches Rd & I-8 WB Ramps

File Name : 07210050
Site Code : 00210050
Start Date : 6/19/2007
Page No : 2



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Weather: Clear & Dry
Counted By: D. Drapeau
Board No.: D1-2172
Loc: Los Coches Rd & I-8 WB Ramps

File Name : 07210051
Site Code : 00210051
Start Date : 6/19/2007
Page No : 1

Groups Printed- Group 1

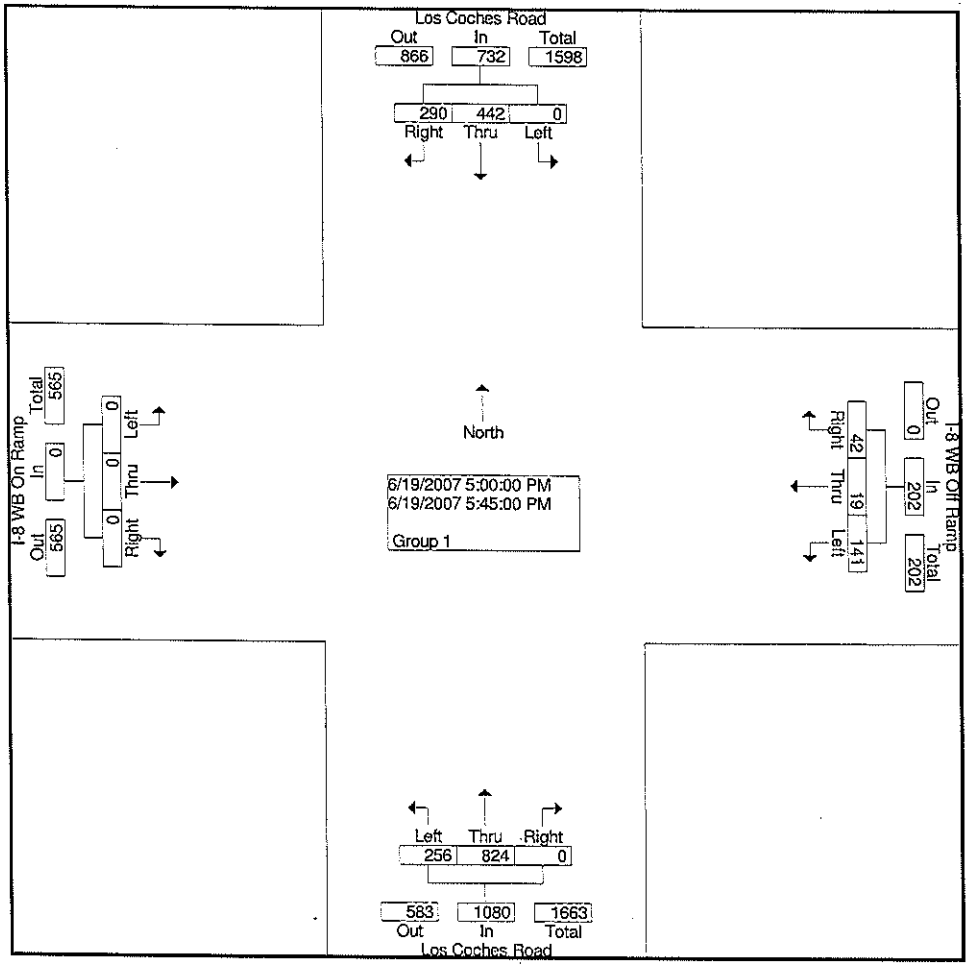
	Los Coches Road Southbound					I-8 WB Off Ramp Westbound					Los Coches Road Northbound					I-8 WB On Ramp Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	0	80	69	0	149	26	0	14	0	40	76	180	0	0	256	0	0	0	0	0	0	445	445
16:15	0	104	82	0	186	26	1	24	0	51	61	223	0	0	284	0	0	0	0	0	0	521	521
16:30	0	83	68	0	151	32	0	12	0	44	70	175	0	0	245	0	0	0	0	0	0	440	440
16:45	0	82	63	0	145	32	0	16	0	48	73	172	0	0	245	0	0	0	0	0	0	438	438
Total	0	349	282	0	631	116	1	66	0	183	280	750	0	0	1030	0	0	0	0	0	0	1844	1844
17:00	0	90	66	0	156	44	3	9	0	56	59	207	0	0	266	0	0	0	0	0	0	478	478
17:15	0	123	64	1	187	24	1	19	0	44	64	232	0	0	296	0	0	0	0	0	1	527	528
17:30	0	113	74	0	187	40	15	7	0	62	65	201	0	0	266	0	0	0	0	0	0	515	515
17:45	0	116	86	0	202	33	0	7	0	40	68	184	0	0	252	0	0	0	0	0	0	494	494
Total	0	442	290	1	732	141	19	42	0	202	256	824	0	0	1080	0	0	0	0	0	1	2014	2015
Grand Total	0	791	572	1	1363	257	20	108	0	385	536	1574	0	0	2110	0	0	0	0	0	1	3858	3859
Apprch %	0.0	58.0	42.0			66.8	5.2	28.1			25.4	74.6	0.0			0.0	0.0	0.0					
Total %	0.0	20.5	14.8		35.3	6.7	0.5	2.8		10.0	13.9	40.8	0.0		54.7	0.0	0.0	0.0		0.0	0.0	100.0	

	Los Coches Road Southbound				I-8 WB Off Ramp Westbound				Los Coches Road Northbound				I-8 WB On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	17:00																
Volume	0	442	290	732	141	19	42	202	256	824	0	1080	0	0	0	0	2014
Percent	0.0	60.4	39.6		69.8	9.4	20.8		23.7	76.3	0.0		0.0	0.0	0.0		
17:15 Volume	0	123	64	187	24	1	19	44	64	232	0	296	0	0	0	0	527
Peak Factor																	0.955
High Int.	17:45				17:30				17:15				3:45:00 PM				
Volume	0	116	86	202	40	15	7	62	64	232	0	296					
Peak Factor				0.906				0.815				0.912					

Weather: Clear & Dry
Counted By: D. Drapeau
Board No.: D1-2172
Loc: Los Coches Rd & I-8 WB Ramps

Traffic Data Service Southwest
P.O. Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

File Name : 07210051
Site Code : 00210051
Start Date : 6/19/2007
Page No : 2



Traffic Data Service Southwest
P.O. Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather: Clear & Dry
Counted By: C. Niggel
Board No.: D1-2173
Loc: Los Coches Rd & I-8 EB Ramps

File Name : 07210060
Site Code : 00210060
Start Date : 6/19/2007
Page No : 1

Groups Printed- Group 1

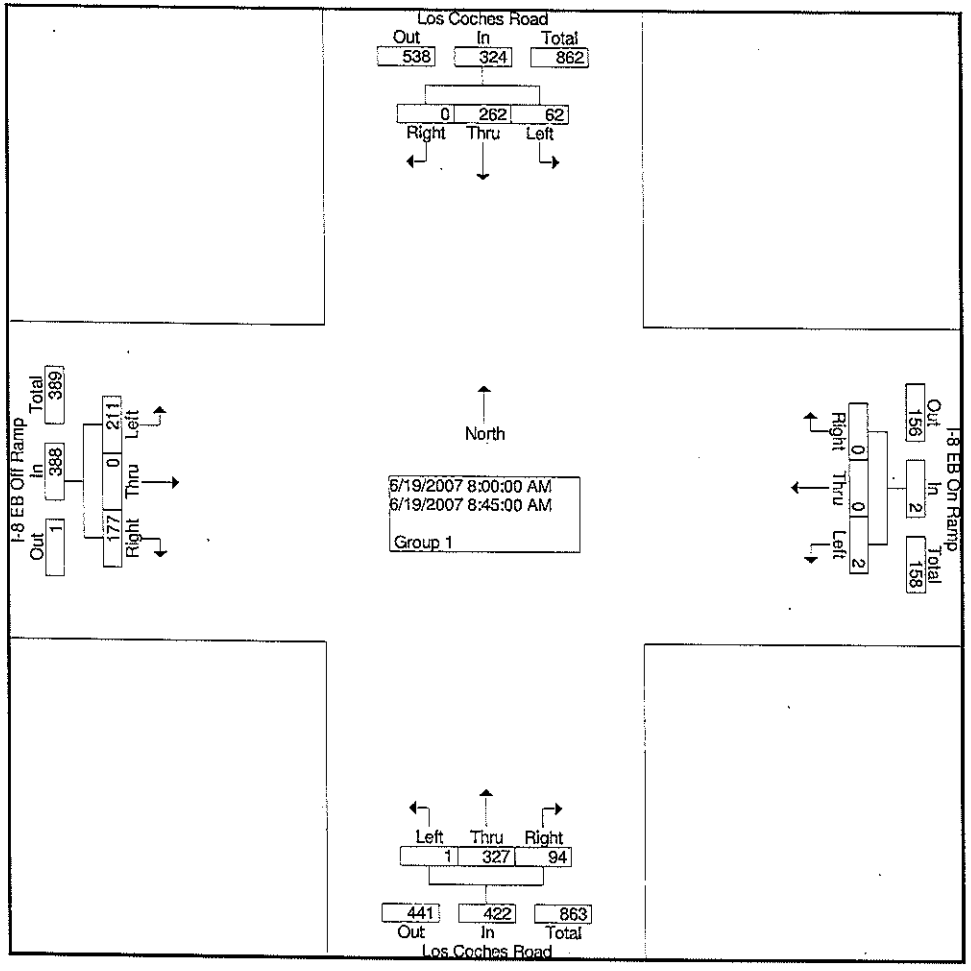
	Los Coches Road Southbound					I-8 EB On Ramp Westbound					Los Coches Road Northbound					I-8 EB Off Ramp Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	9	38	0	0	47	0	0	0	0	0	0	105	7	0	112	34	0	33	0	67	0	226	226
07:15	19	48	0	0	67	0	0	0	0	0	0	74	27	0	101	59	1	32	0	92	0	260	260
07:30	12	43	0	0	55	0	0	0	0	0	0	87	21	0	108	39	0	35	0	74	0	237	237
07:45	19	55	0	0	74	0	0	0	0	0	2	83	16	0	101	40	1	39	0	80	0	255	255
Total	59	184	0	0	243	0	0	0	0	0	2	349	71	0	422	172	2	139	0	313	0	978	978
08:00	25	43	0	0	68	0	0	0	0	0	1	65	20	0	86	53	0	44	0	97	0	251	251
08:15	8	68	0	0	76	2	0	0	0	2	0	86	25	0	111	48	0	32	0	80	0	269	269
08:30	16	56	0	0	72	0	0	0	0	0	0	93	22	0	115	52	0	51	0	103	0	290	290
08:45	13	95	0	0	108	0	0	0	0	0	0	83	27	0	110	58	0	50	0	108	0	326	326
Total	62	262	0	0	324	2	0	0	0	2	1	327	94	0	422	211	0	177	0	388	0	1136	1136
Grand Total	121	446	0	0	567	2	0	0	0	2	3	676	165	0	844	383	2	316	0	701	0	2114	2114
Apprch %	21.3	78.7	0.0			100.0	0.0	0.0			0.4	80.1	19.5			54.6	0.3	45.1					
Total %	5.7	21.1	0.0		26.8	0.1	0.0	0.0		0.1	0.1	32.0	7.8		39.9	18.1	0.1	14.9		33.2	0.0	100.0	

	Los Coches Road Southbound				I-8 EB On Ramp Westbound				Los Coches Road Northbound				I-8 EB Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	08:00																
Volume	62	262	0	324	2	0	0	2	1	327	94	422	211	0	177	388	1136
Percent	19.1	80.9	0.0		100.0	0.0	0.0		0.2	77.5	22.3		54.4	0.0	45.6		
08:45 Volume	13	95	0	108	0	0	0	0	0	83	27	110	58	0	50	108	326
Peak Factor																	0.871
High Int.	08:45				08:15				08:30				08:45				
Volume	13	95	0	108	2	0	0	2	0	93	22	115	58	0	50	108	
Peak Factor				0.750				0.250				0.917				0.898	

Traffic Data Service Southwest
P.O. Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather: Clear & Dry
Counted By: C. Niggel
Board No.: D1-2173
Loc: Los Coches Rd & I-8 EB Ramps

File Name : 07210060
Site Code : 00210060
Start Date : 6/19/2007
Page No : 2



Traffic Data Service Southwest
P.O. Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather: Clear & Dry
Counted By: C. Niggel
Board No.: D1-2173
Loc: Los Coches Rd & I-8 EB Ramps

File Name : 07210061
Site Code : 00210061
Start Date : 6/19/2007
Page No : 1

Groups Printed- Group 1

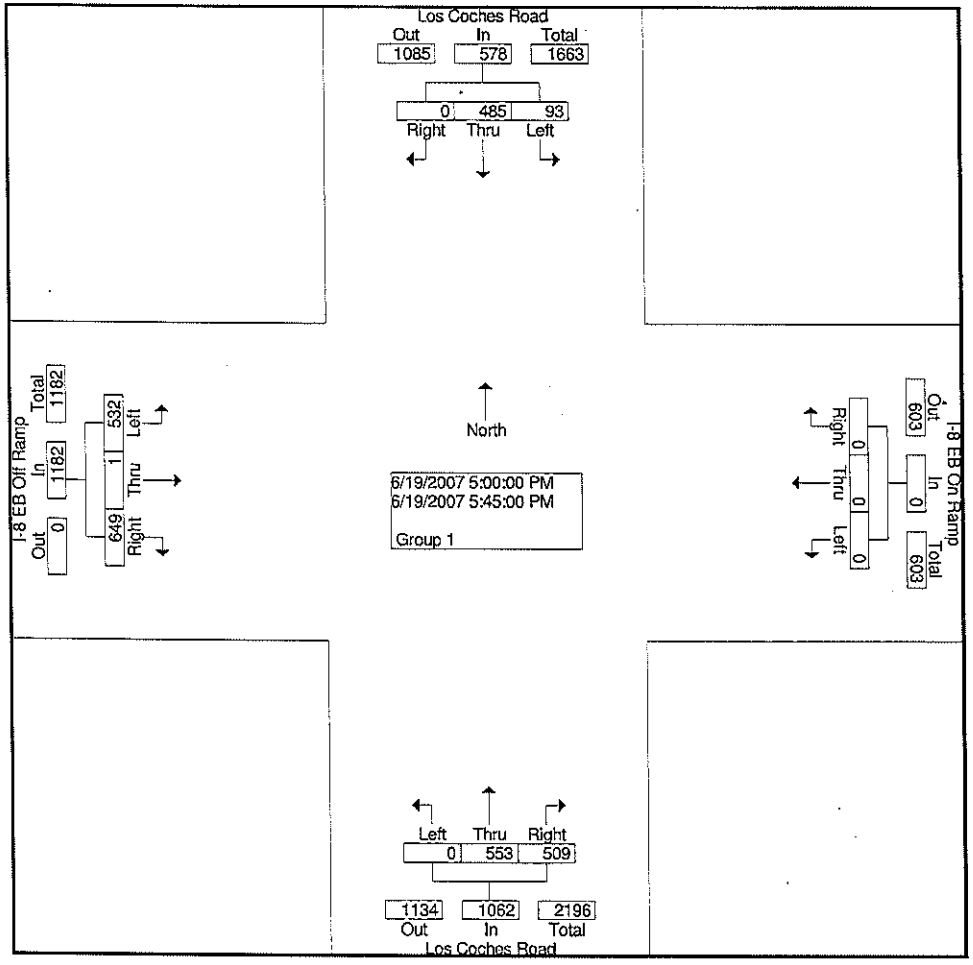
	Los Coches Road Southbound					I-8 EB On Ramp Westbound					Los Coches Road Northbound					I-8 EB Off Ramp Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	24	91	0	0	115	0	0	0	0	0	0	130	110	0	240	126	0	151	0	277	0	632	632
16:15	24	96	0	0	120	0	0	0	0	0	0	117	107	0	224	158	3	189	0	350	0	694	694
16:30	25	90	0	0	115	0	0	0	0	0	0	123	147	0	270	132	0	168	0	300	0	685	685
16:45	31	88	0	0	119	0	0	0	0	0	0	131	111	0	242	113	0	184	0	297	0	658	658
Total	104	365	0	0	469	0	0	0	0	0	0	501	475	0	976	529	3	692	0	1224	0	2669	2669
17:00	22	111	0	0	133	0	0	0	0	0	0	139	121	0	260	127	0	173	0	300	0	693	693
17:15	37	110	0	0	147	0	0	0	0	0	0	144	142	0	286	147	1	180	0	328	0	761	761
17:30	20	131	0	0	151	0	0	0	0	0	0	137	112	0	249	142	0	138	0	280	0	680	680
17:45	14	133	0	0	147	0	0	0	0	0	0	133	134	0	267	116	0	158	0	274	0	688	688
Total	93	485	0	0	578	0	0	0	0	0	0	553	509	0	1062	532	1	649	0	1182	0	2822	2822
Grand Total	197	850	0	0	1047	0	0	0	0	0	0	1054	984	0	2038	1061	4	1341	0	2406	0	5491	5491
Apprch %	18.8	81.2	0.0			0.0	0.0	0.0			0.0	51.7	48.3			44.1	0.2	55.7					
Total %	3.6	15.5	0.0		19.1	0.0	0.0	0.0		0.0	0.0	19.2	17.9		37.1	19.3	0.1	24.4		43.8	0.0	100.0	

	Los Coches Road Southbound				I-8 EB On Ramp Westbound				Los Coches Road Northbound				I-8 EB Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	17:00																
Volume	93	485	0	578	0	0	0	0	0	553	509	1062	532	1	649	1182	2822
Percent	16.1	83.9	0.0		0.0	0.0	0.0		0.0	52.1	47.9		45.0	0.1	54.9		
17:15 Volume	37	110	0	147	0	0	0	0	0	144	142	286	147	1	180	328	761
Peak Factor																	0.927
High Int.	17:30				3:45:00 PM				17:15				17:15				
Volume	20	131	0	151	0	0	0	0	0	144	142	286	147	1	180	328	
Peak Factor				0.957								0.928				0.901	

Traffic Data Service Southwest
P.O. Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather: Clear & Dry
Counted By: C. Niggel
Board No.: D1-2173
Loc: Los Coches Rd & I-8 EB Ramps

File Name : 07210061
Site Code : 00210061
Start Date : 6/19/2007
Page No : 2



Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by:D.Drapeau
Board # :D1-1428
Location :Pepper Dr @ E.Main St

File Name : 05076020
Site Code : 00076020
Start Date : 3/22/2005
Page No : 1

Groups Printed- Group 1

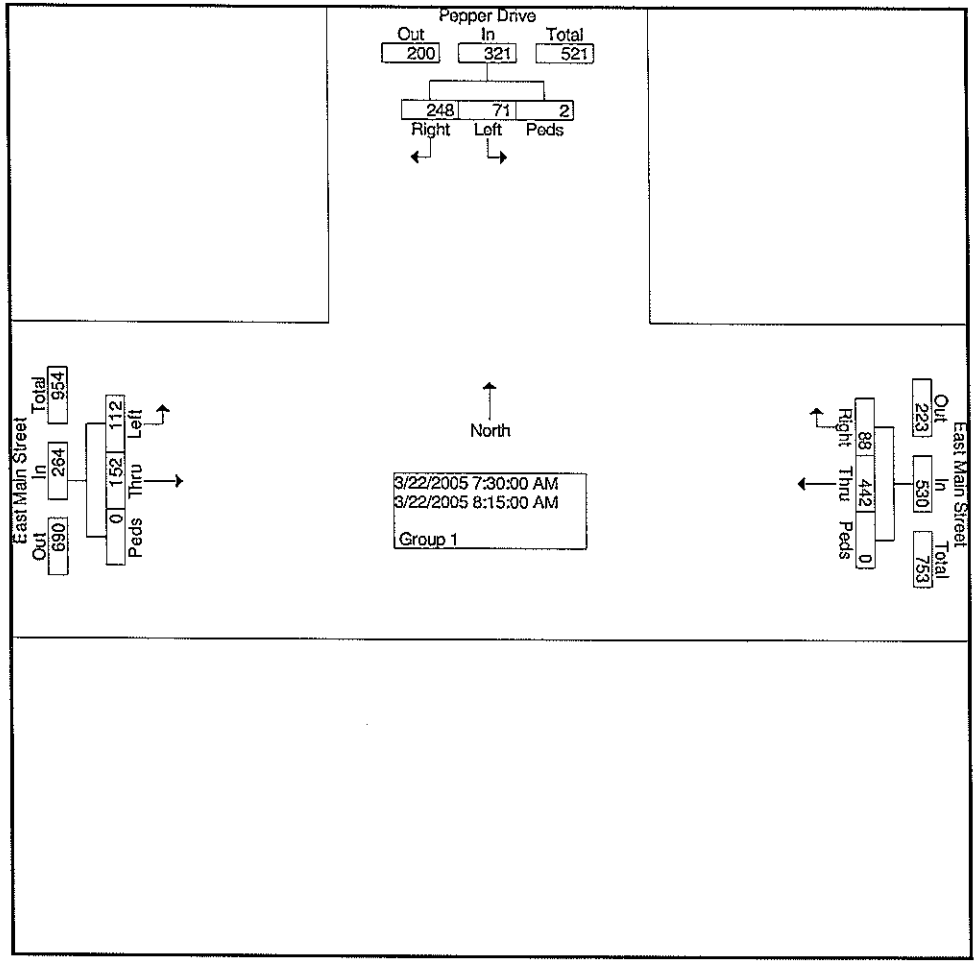
	Pepper Drive Southbound					East Main Street Westbound					Northbound					East Main Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	13	0	54	0	67	0	107	24	0	131	0	0	0	0	0	18	22	0	0	40	238
07:15	16	0	35	1	52	0	105	21	0	126	0	0	0	0	0	25	33	0	0	58	236
07:30	13	0	57	0	70	0	127	24	0	151	0	0	0	0	0	34	36	0	0	70	291
07:45	16	0	66	0	82	0	121	26	0	147	0	0	0	0	0	24	40	0	0	64	293
Total	58	0	212	1	271	0	460	95	0	555	0	0	0	0	0	101	131	0	0	232	1058
08:00	23	0	72	1	96	0	99	17	0	116	0	0	0	0	0	27	41	0	0	68	280
08:15	19	0	53	1	73	0	95	21	0	116	0	0	0	0	0	27	35	0	0	62	251
08:30	17	0	56	2	75	0	79	10	0	89	0	0	0	0	0	25	40	0	0	65	229
08:45	16	0	44	0	60	0	81	15	0	96	0	0	0	0	0	27	33	0	0	60	216
Total	75	0	225	4	304	0	354	63	0	417	0	0	0	0	0	106	149	0	0	255	976
Grand Total	133	0	437	5	575	0	814	158	0	972	0	0	0	0	0	207	280	0	0	487	2034
Apprch %	23.1	0.0	76.0	0.9		0.0	83.7	16.3	0.0		0.0	0.0	0.0	0.0		42.5	57.5	0.0	0.0		
Total %	6.5	0.0	21.5	0.2	28.3	0.0	40.0	7.8	0.0	47.8	0.0	0.0	0.0	0.0	0.0	10.2	13.8	0.0	0.0	23.9	

	Pepper Drive Southbound					East Main Street Westbound					Northbound					East Main Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																					
Intersection	07:30																				
Volume	71	0	248	2	321	0	442	88	0	530	0	0	0	0	0	112	152	0	0	264	1115
Percent	22.1	0.0	77.3	0.6		0.0	83.4	16.6	0.0		0.0	0.0	0.0	0.0		42.4	57.6	0.0	0.0		
07:45 Volume	16	0	66	0	82	0	121	26	0	147	0	0	0	0	0	24	40	0	0	64	293
Peak Factor																					0.951
High Int.	08:00					07:30					6:45:00 AM					07:30					
Volume	23	0	72	1	96	0	127	24	0	151	0	0	0	0	0	34	36	0	0	70	
Peak Factor					0.836					0.877										0.943	

☆ volumes grown by 2%/year.

Traffic Data Service Southwest
9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

File Name : 05076020
Site Code : 00076020
Start Date : 3/22/2005
Page No : 2



Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by:D.Drapeau
Board # :D1-1428
Location :Pepper Dr @ E.Main St

File Name : 05076021
Site Code : 00076021
Start Date : 3/22/2005
Page No : 1

Groups Printed- Group 1

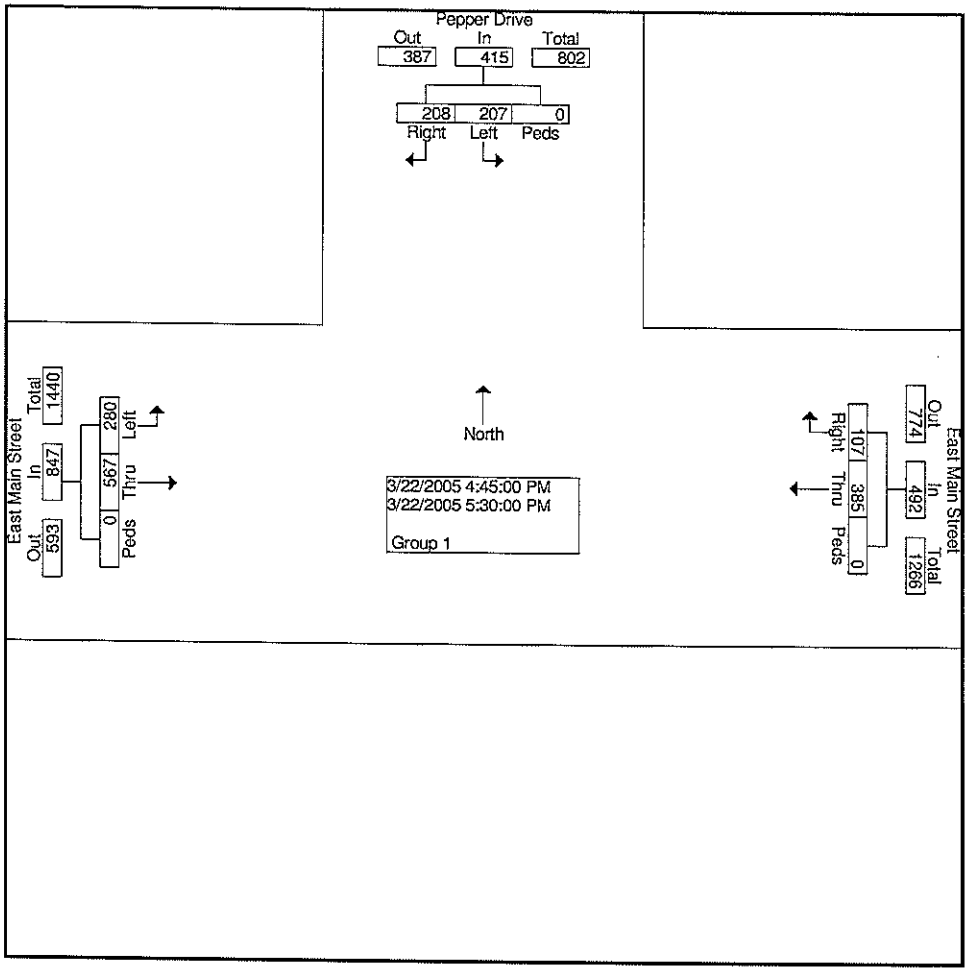
	Pepper Drive Southbound					East Main Street Westbound					Northbound					East Main Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	43	0	49	4	96	0	100	30	0	130	0	0	0	0	0	53	116	0	0	169	395
16:15	49	0	50	0	99	0	88	20	0	108	0	0	0	0	0	73	139	0	0	212	419
16:30	47	0	58	4	109	0	82	25	0	107	0	0	0	0	0	60	156	0	0	216	432
16:45	57	0	58	0	115	0	102	22	0	124	0	0	0	0	0	68	146	0	0	214	453
Total	196	0	215	8	419	0	372	97	0	469	0	0	0	0	0	254	557	0	0	811	1699
17:00	54	0	57	0	111	0	93	17	0	110	0	0	0	0	0	65	153	0	0	218	439
17:15	47	0	42	0	89	0	91	29	0	120	0	0	0	0	0	71	142	0	0	213	422
17:30	49	0	51	0	100	0	99	39	0	138	0	0	0	0	0	76	126	0	0	202	440
17:45	51	0	62	0	113	0	81	26	0	107	0	0	0	0	0	48	119	0	0	167	387
Total	201	0	212	0	413	0	364	111	0	475	0	0	0	0	0	260	540	0	0	800	1688
Grand Total	397	0	427	8	832	0	736	208	0	944	0	0	0	0	0	514	1097	0	0	1611	3387
Apprch %	47.7	0.0	51.3	1.0		0.0	78.0	22.0	0.0		0.0	0.0	0.0	0.0		31.9	68.1	0.0	0.0		
Total %	11.7	0.0	12.6	0.2	24.6	0.0	21.7	6.1	0.0	27.9	0.0	0.0	0.0	0.0	0.0	15.2	32.4	0.0	0.0	47.6	

	Pepper Drive Southbound					East Main Street Westbound					Northbound					East Main Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																					
Intersection	16:45																				
Volume	207	0	208	0	415	0	385	107	0	492	0	0	0	0	0	280	567	0	0	847	1754
Percent	49.9	0.0	50.1	0.0		0.0	78.3	21.7	0.0		0.0	0.0	0.0	0.0		33.1	66.9	0.0	0.0		
16:45 Volume	57	0	58	0	115	0	102	22	0	124	0	0	0	0	0	68	146	0	0	214	453
Peak Factor																					0.968
High Int.	16:45					17:30					3:45:00 PM					17:00					
Volume	57	0	58	0	115	0	99	39	0	138	0	0	0	0	0	65	153	0	0	218	
Peak Factor					0.902					0.891										0.971	

Traffic Data Service Southwest

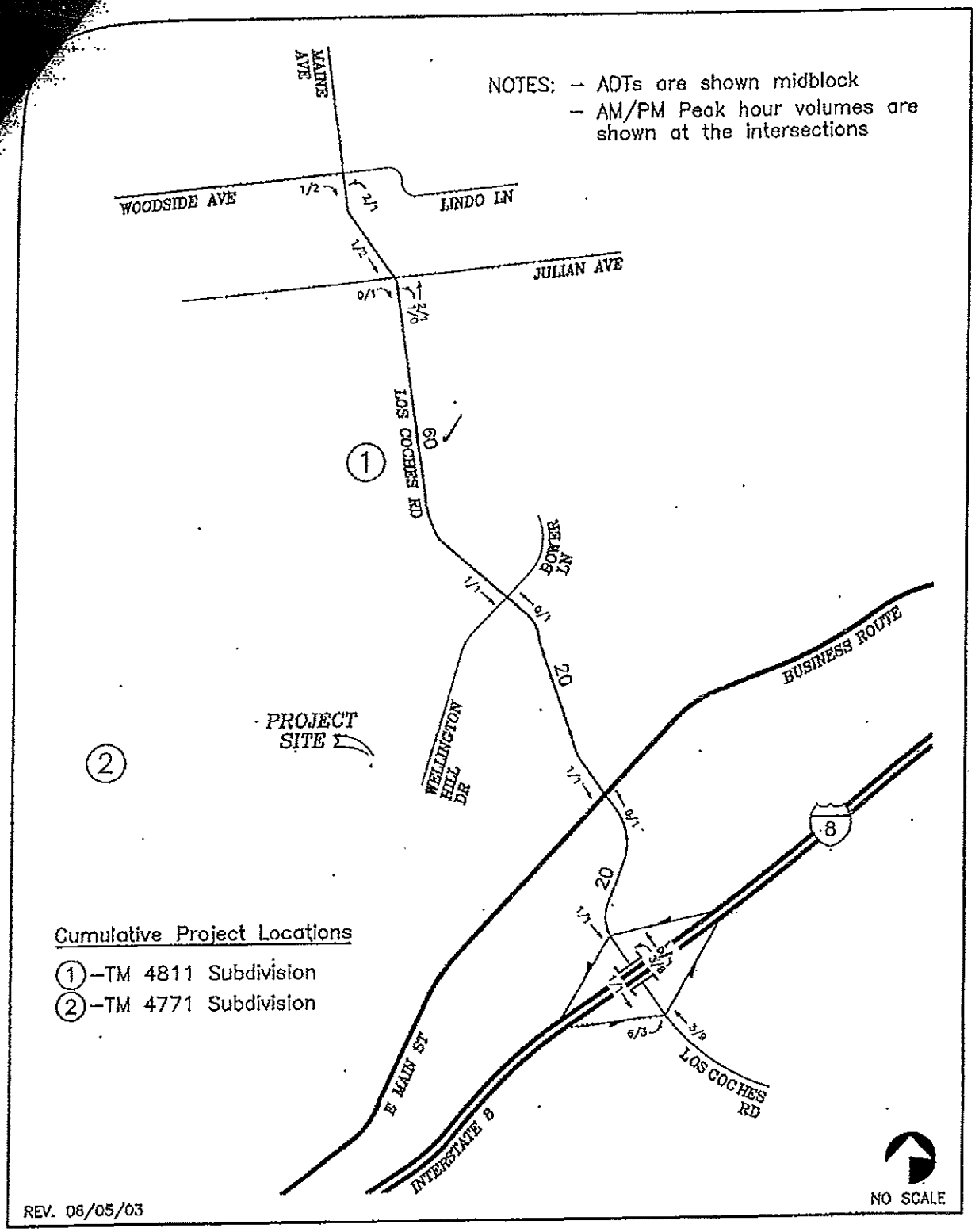
9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

File Name : 05076021
Site Code : 00076021
Start Date : 3/22/2005
Page No : 2



APPENDIX B

CUMULATIVE PROJECT TRAFFIC ASSIGNMENTS



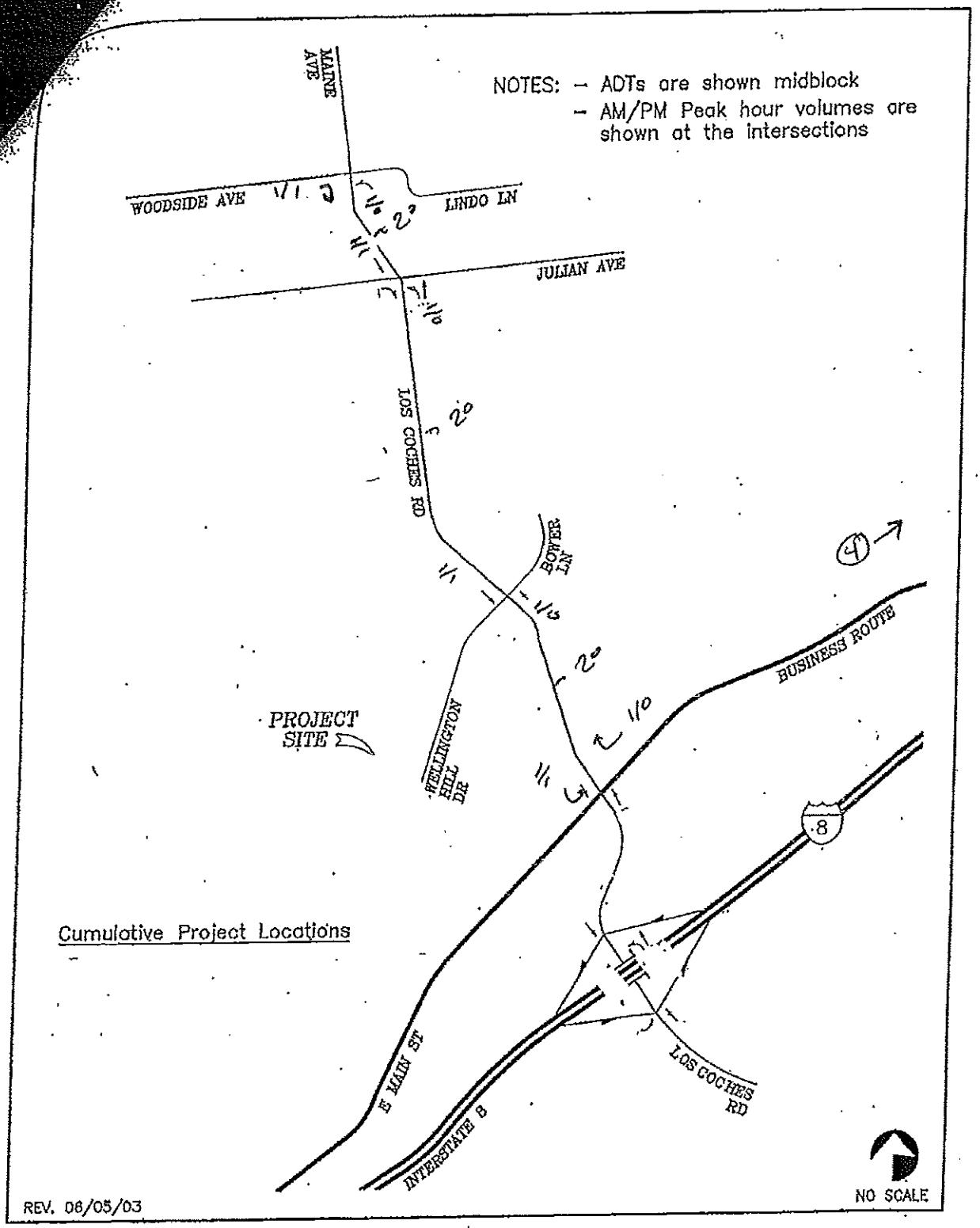
LLG1303.DWG

Figure 9

CUMULATIVE PROJECTS TRAFFIC VOLUMES
AM/PM PEAK HOURS & ADTs

LINSCOTT LAW & GREENSPAN
ENGINEERS

SUBDIVISION



LLG1303.DWG

6A Development

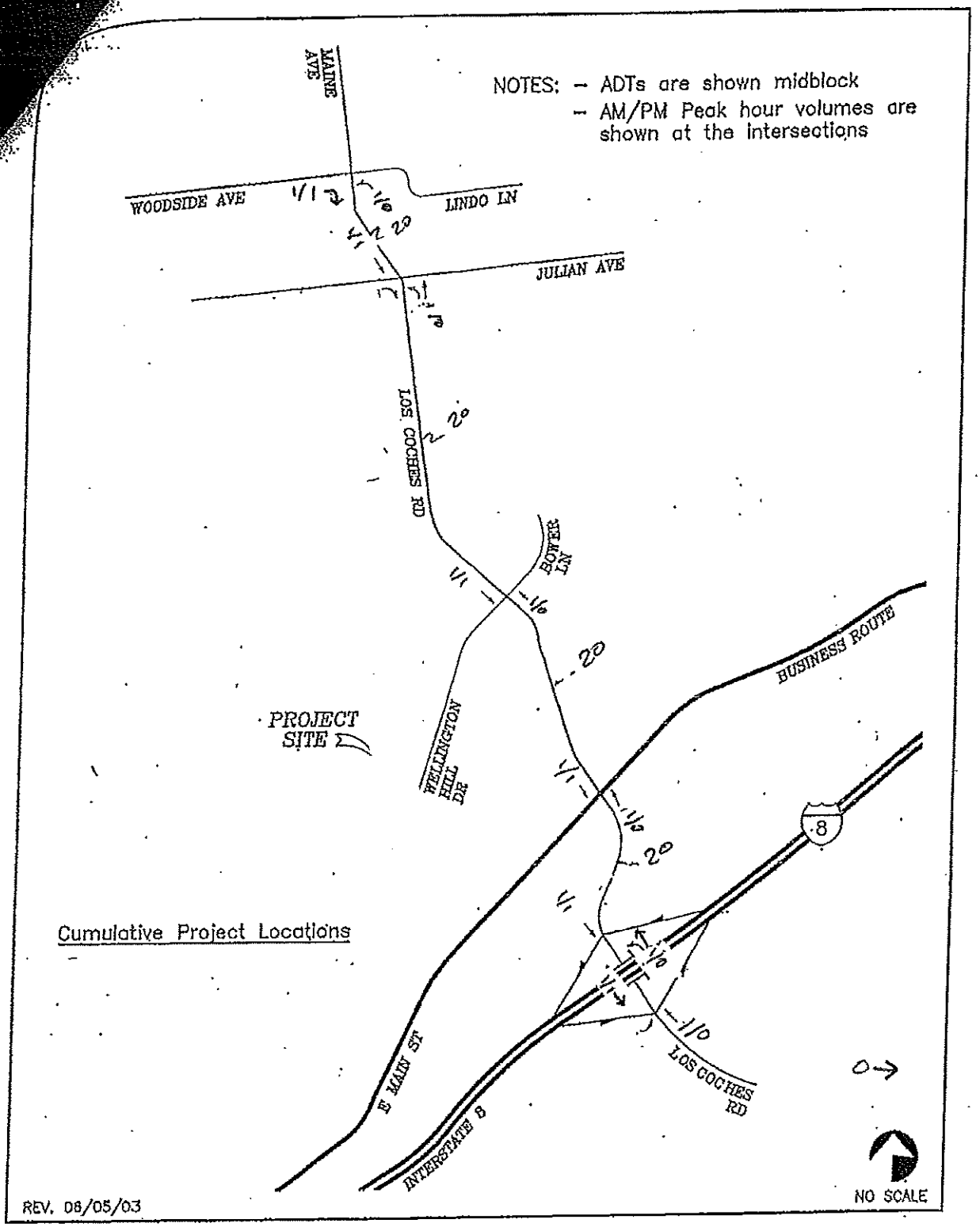
Figure

CUMULATIVE PROJECTS TRAFFIC VOLUMES
AM/PM PEAK HOURS & ADTs

SUBDIVISION

LINSCOTT LAW & GREENSPAN ENGINEERS

AM	1	2	3
PM	3	1	4
ADTs			40



LLG1303.DWG

Crest

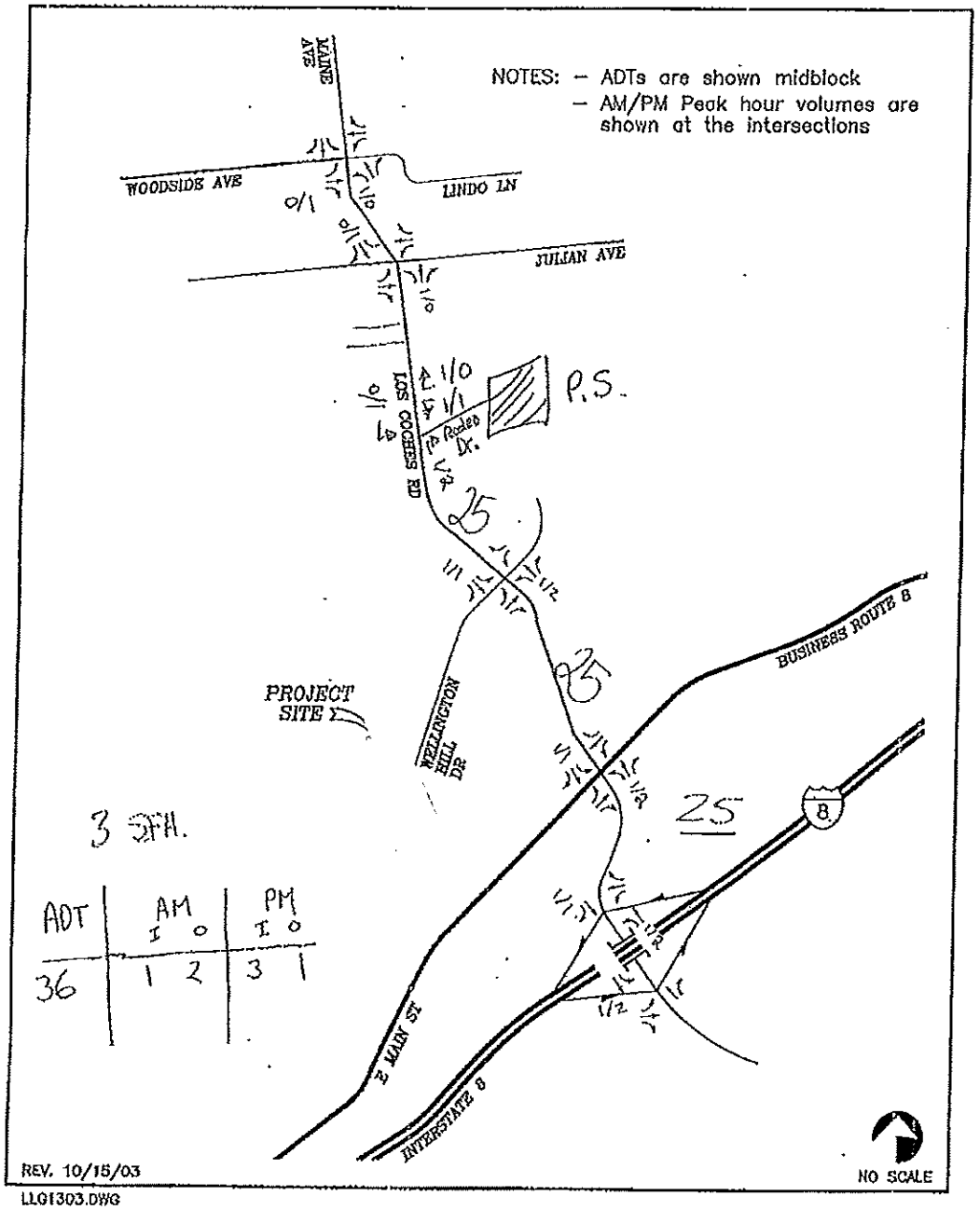
Figure

LINSCOTT LAW & GREENSPAN ENGINEERS

1 2 | 3
3 1 | 4
40

CUMULATIVE PROJECTS TRAFFIC VOLUMES
AM/PM PEAK HOURS & ADTs

SUBDIVISION



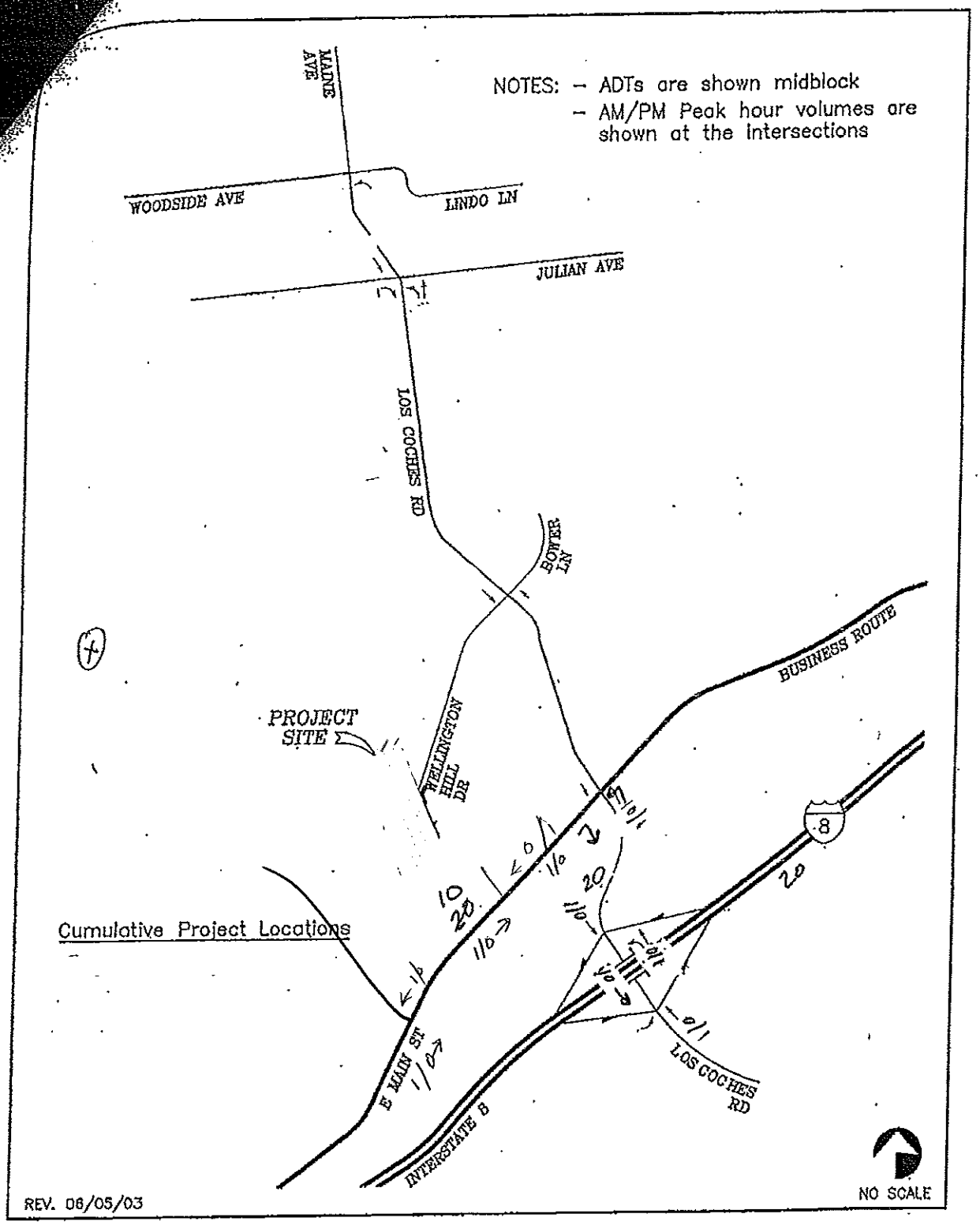
LLG1303.DWG

Figure A

LINSCOTT LAW & GREENSPAN ENGINEERS

Bridal Run TPM CUMULATIVE PROJECT # 7 TRAFFIC VOLUMES
AM/PM PEAK HOURS & ADTs

TM 5306 SUBDIVISION



LLG1303.DWG

Shalia St. TM

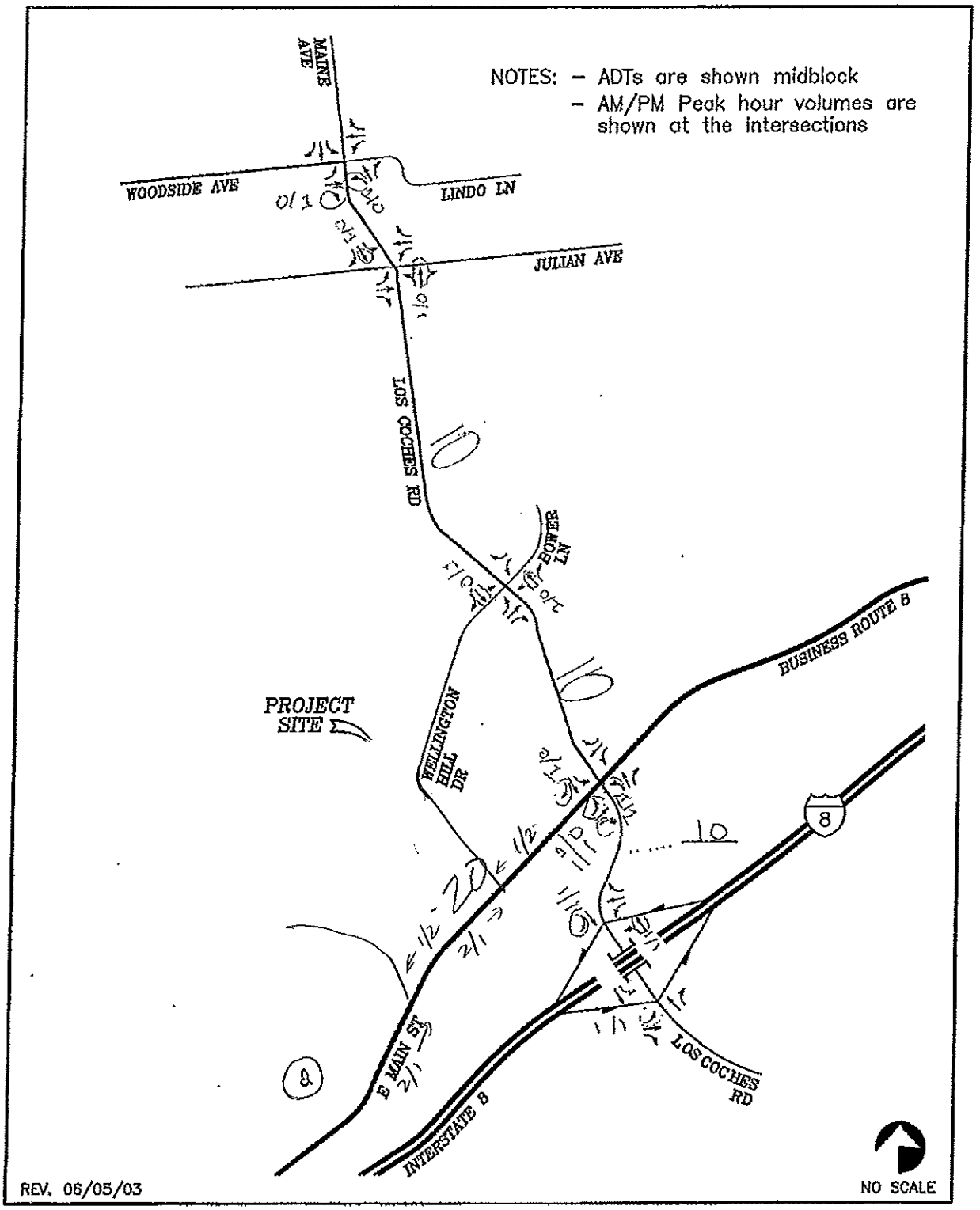
Figure

CUMULATIVE PROJECTS TRAFFIC VOLUMES
AM/PM PEAK HOURS & ADTs

SUBDIVISION

LINSCOTT LAW & GREENSPAN
ENGINEERS

3 6 | 9
8 3 | 4
11



LLG1303.DWG

TPM 20305

Figure

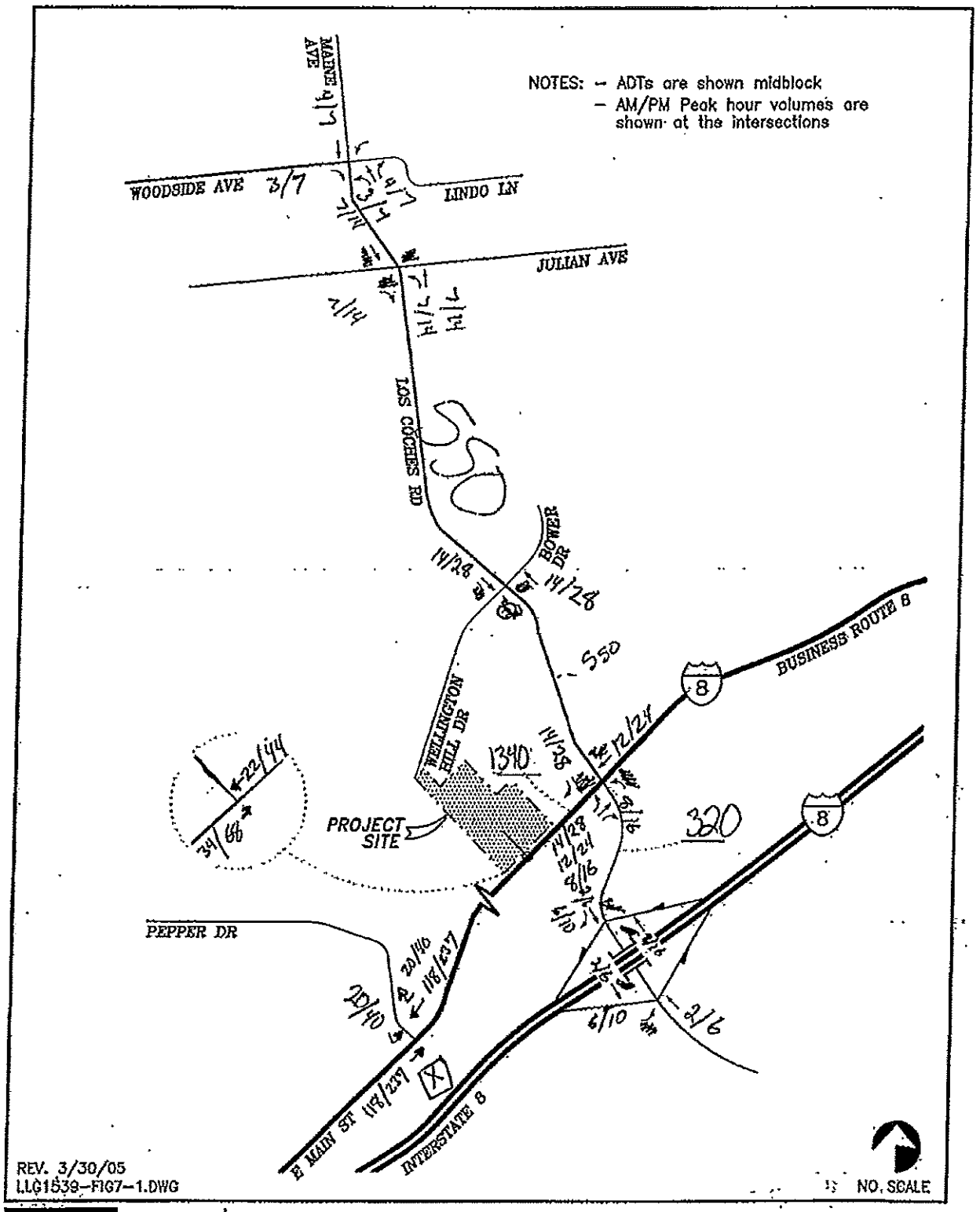
CUMULATIVE PROJECT TRAFFIC VOLUMES
AM/PM PEAK HOURS & ADTs

TM 5306 SUBDIVISION

LINSCOTT LAW & GREENSPAN ENGINEERS

AM 1/2 Out
PM 1 2

ADT = 30

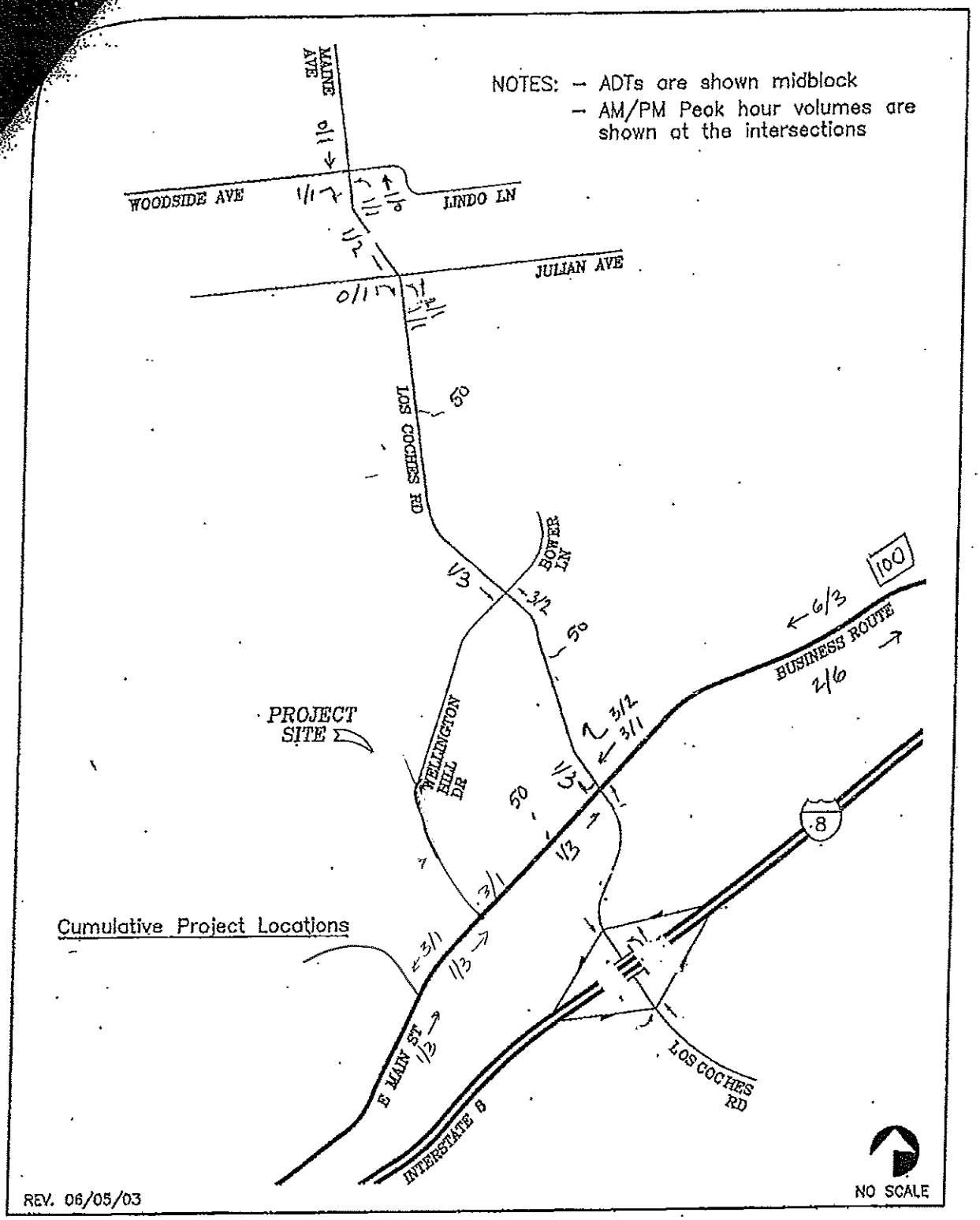


LINSCOTT LAW & GREENSPAN engineers

Home Depot

CUMULATIVE PROJECTS TRAFFIC VOLUMES
AM/PM PEAK HOURS & ADTs

SETTLER'S POINT



LLG1303.DWG

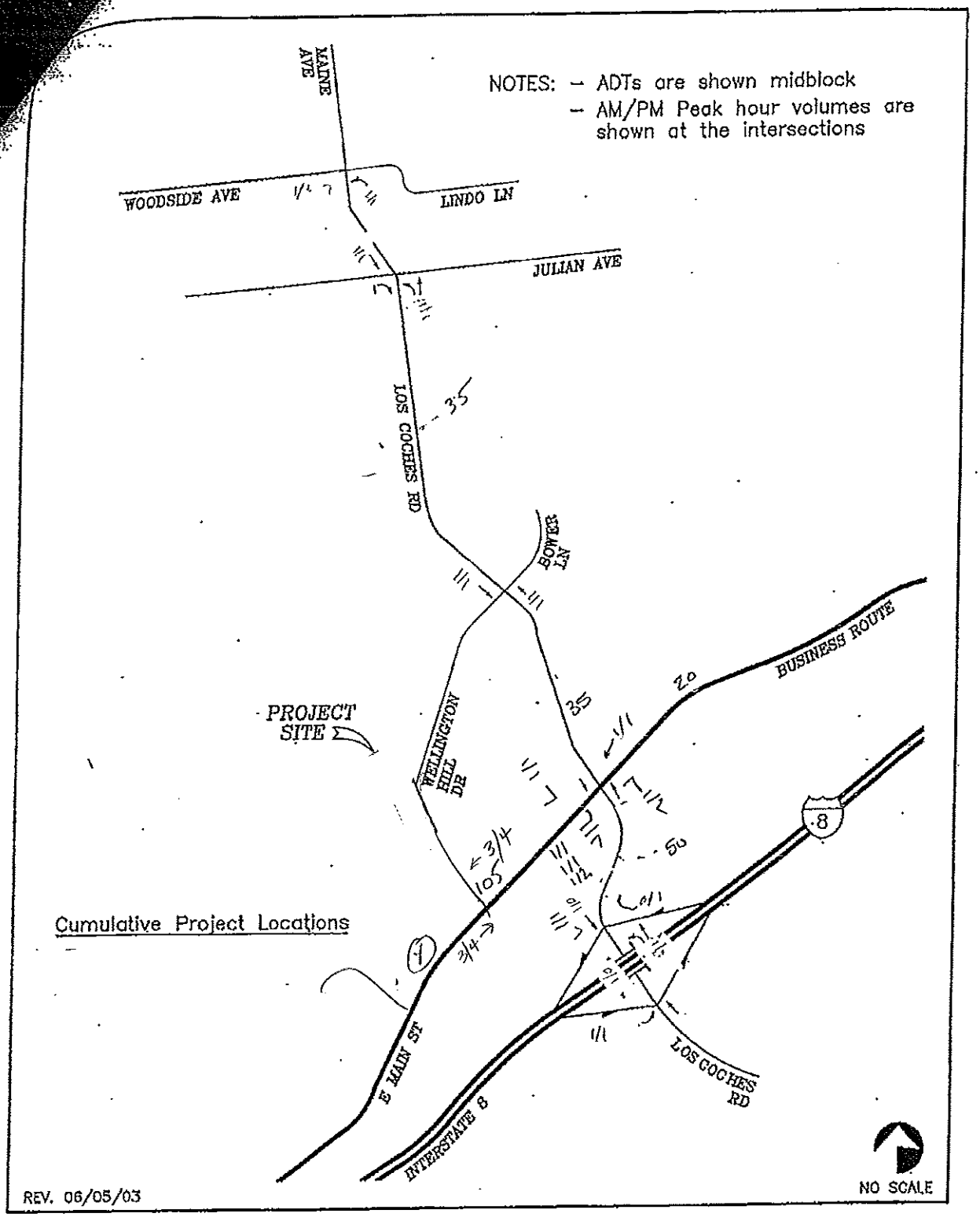
LINSCOTT LAW & GREENSPAN ENGINEERS

LAKE JENNINGS VILLAGE Figure

CUMULATIVE PROJECTS TRAFFIC VOLUMES
AM/PM PEAK HOURS & ADTs

Source. KOA, April 2007.

SUBDIVISION



LLG1303.DWG

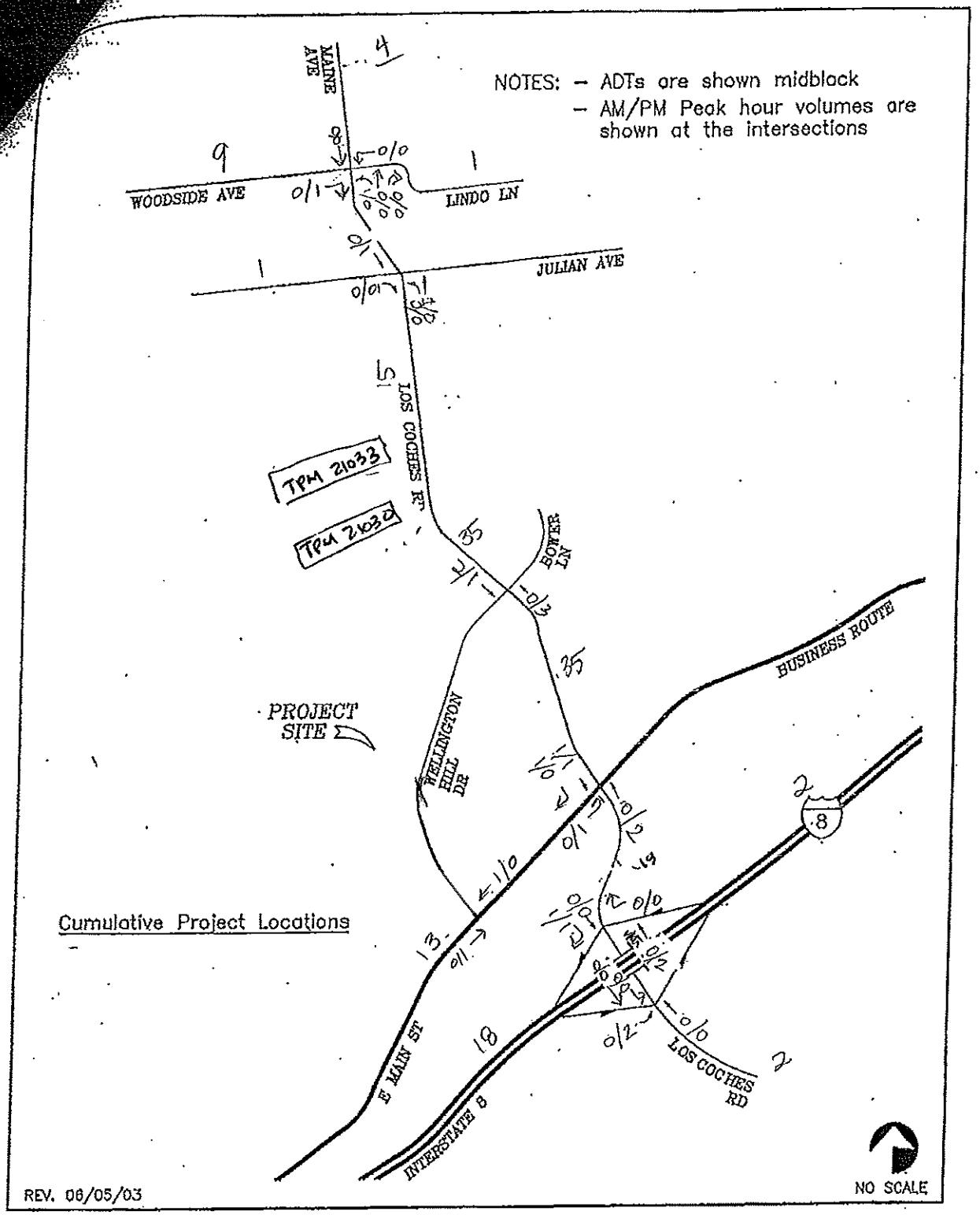
Figure

CUMULATIVE PROJECTS TRAFFIC VOLUMES
AM/PM PEAK HOURS & ADTs

SUBDIVISION

LINSCOTT LAW & GREENSPAN ENGINEERS

Source: Blossom Valley Storage LLC



LLG1303.DWG

LINSCOTT LAW & GREENSPAN ENGINEERS

	IN	OUT
AM	0	3
PM	4	1

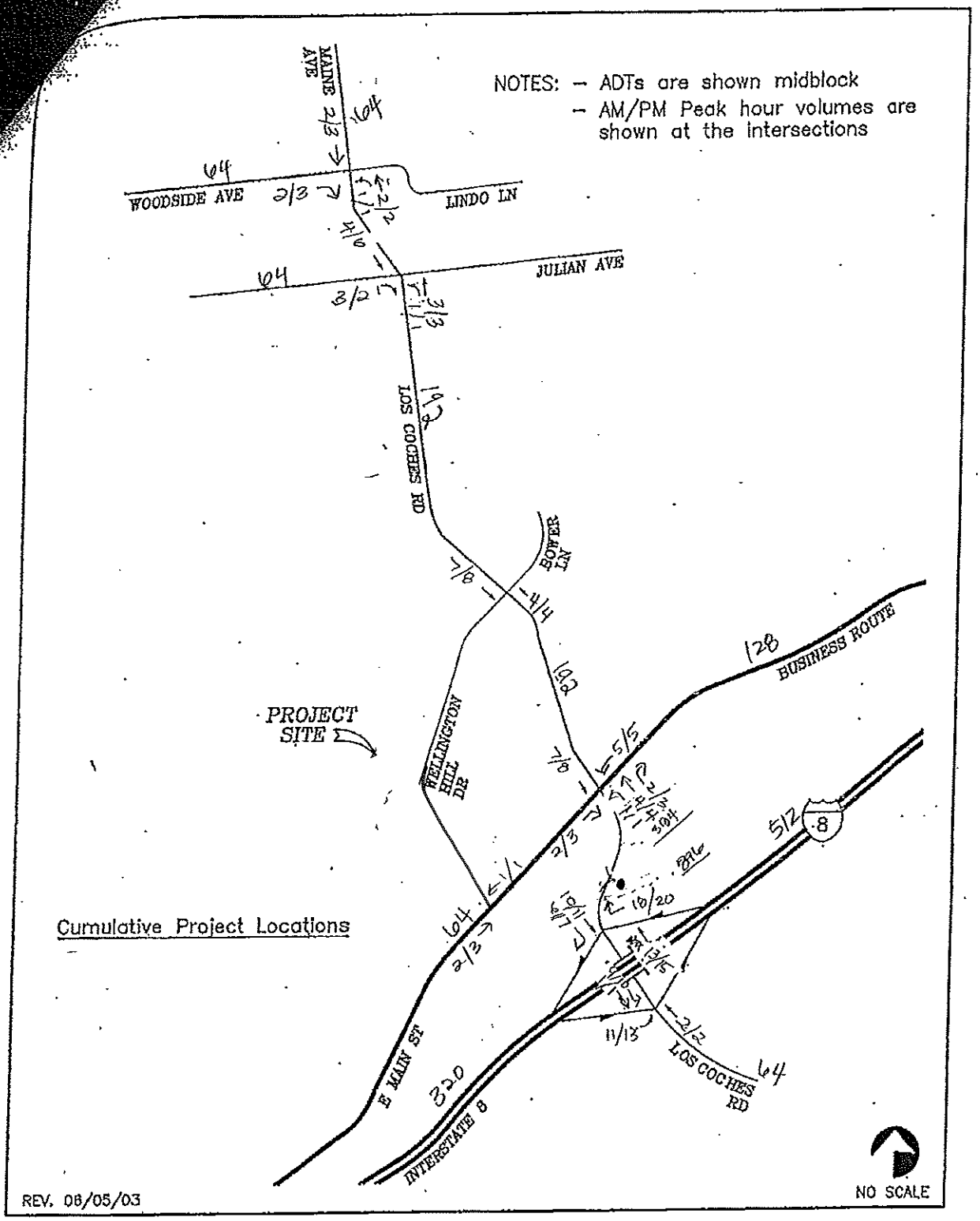
ADT 50

TPM 21033 & 21030

Figure

CUMULATIVE PROJECTS TRAFFIC VOLUMES
AM/PM PEAK HOURS & ADTs

SUBDIVISION



LLG1303.DWG

Highway 67 Coaches (Gas station)

Figure

LINSCOTT LAW & GREENSPAN ENGINEERS

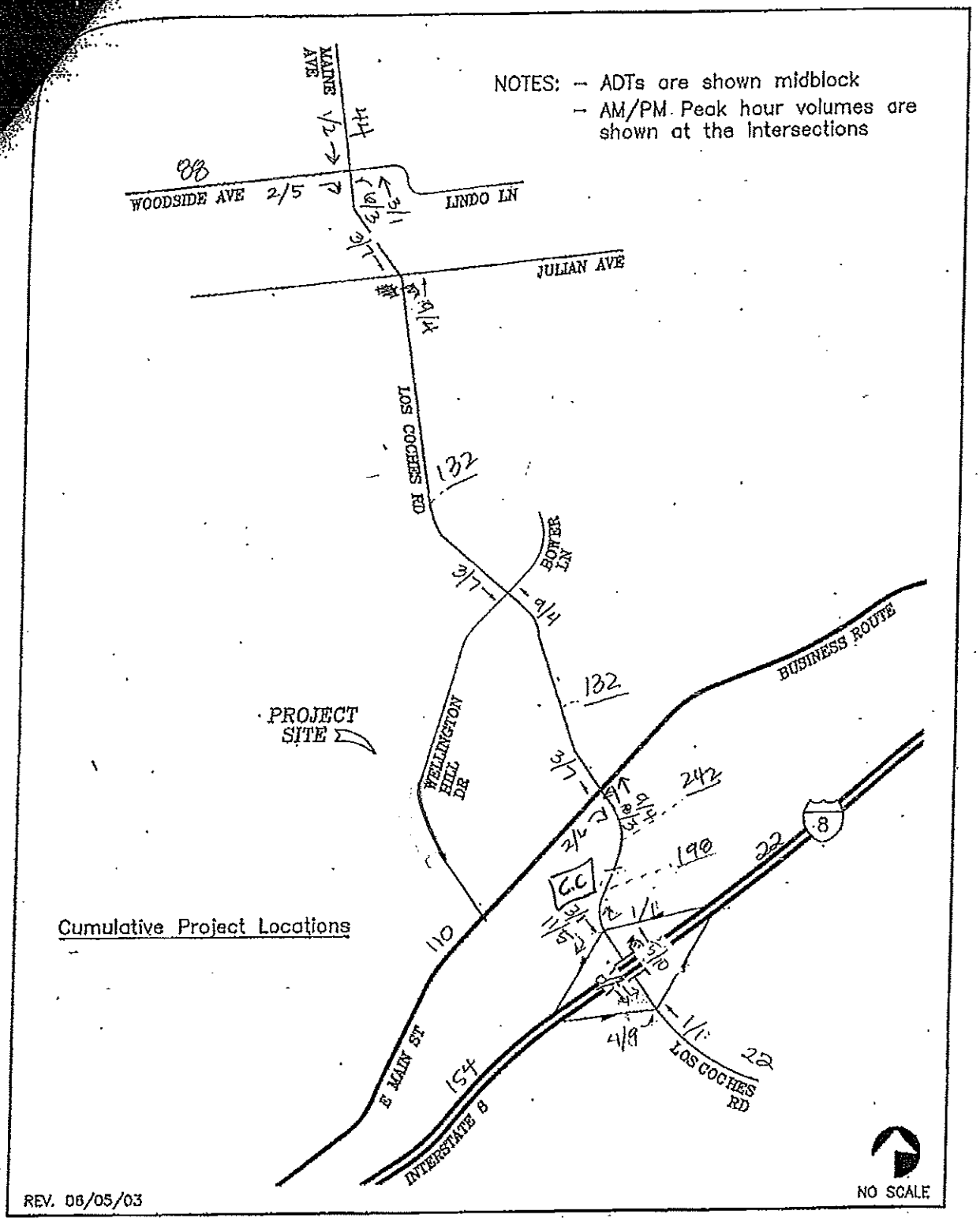
	IN	OUT
AM	45	23
PM	51	26

CUMULATIVE PROJECTS TRAFFIC VOLUMES
AM/PM PEAK HOURS & ADTs

15

SUBDIVISION

ADT = 1280



LLG1303.DWG

	IN	OUT
AM	11	31
PM	24	13

Camino Canada

Figure

CUMULATIVE PROJECTS TRAFFIC VOLUMES
AM/PM PEAK HOURS & ADTs

SUBDIVISION

LINSCOTT LAW & GREENSPAN ENGINEERS

ADT 440

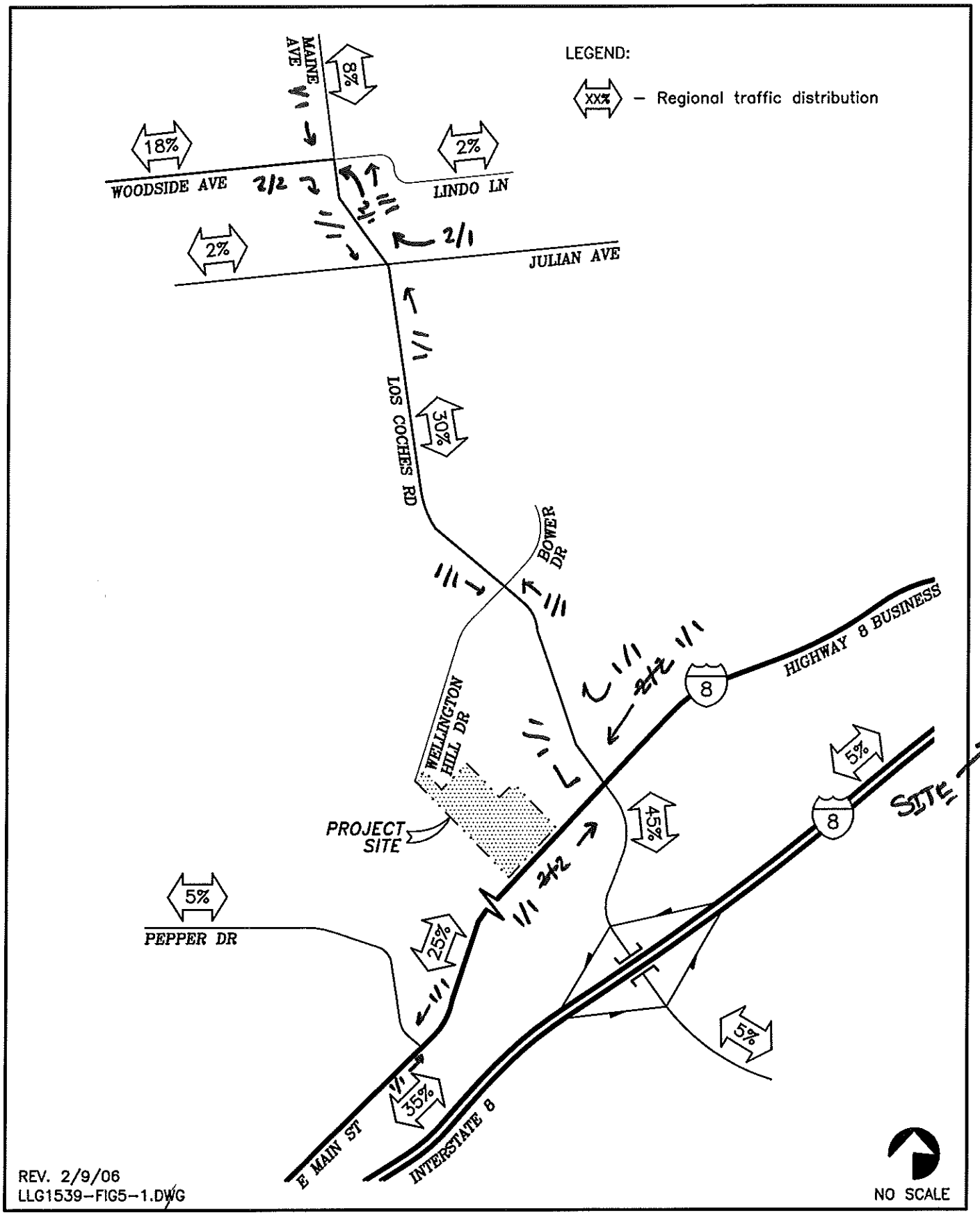
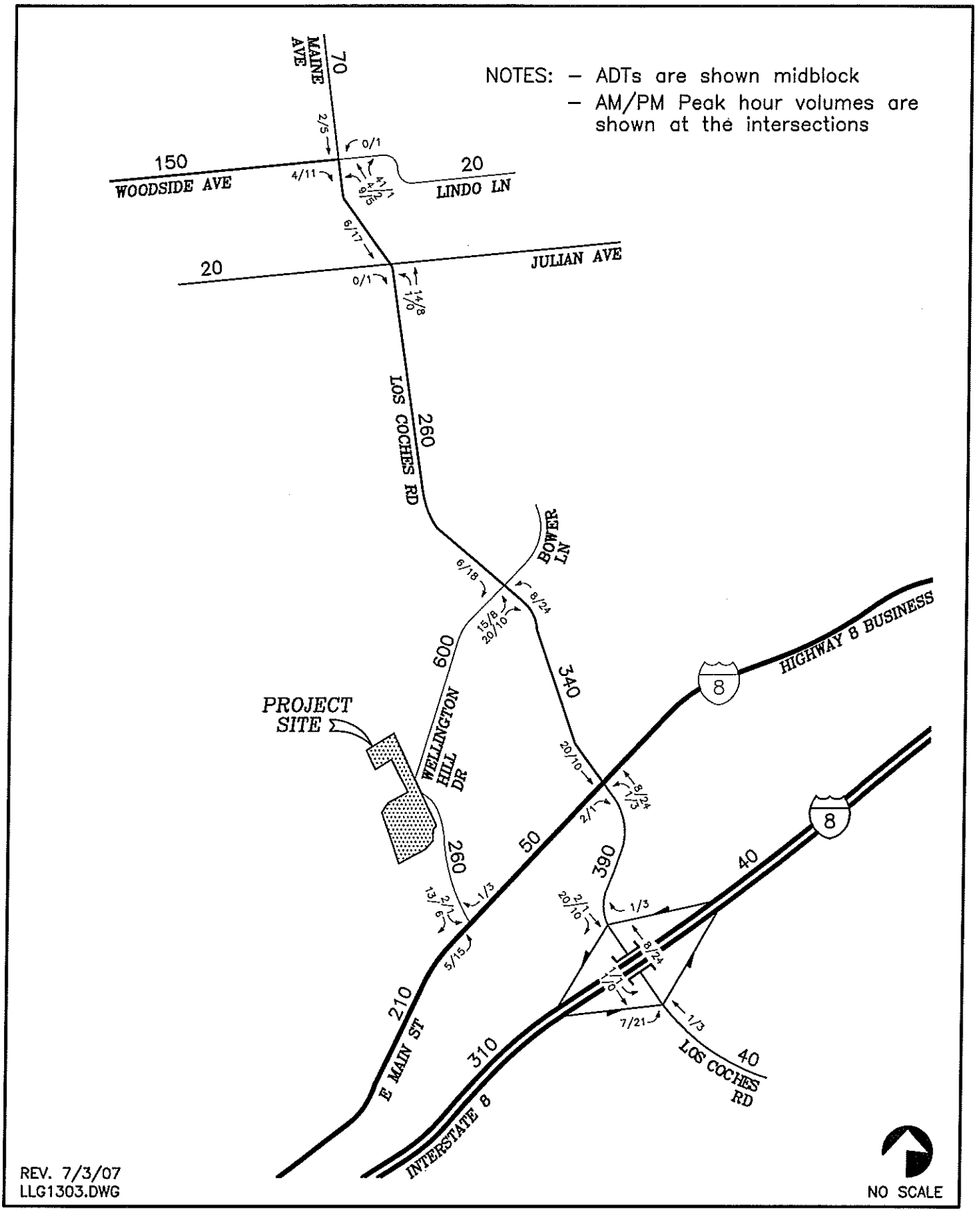


Figure 5-1

BLACKGOLD ~~REGIONAL~~ TRAFFIC DISTRIBUTION

SETTLER'S POINT



LINSCOTT LAW & GREENSPAN engineers

Figure 7a

Project Traffic Volumes (After Settler's Point project is completed) AM/PM Peak Hours & ADTs

TM 5306 SUBDIVISION

APPENDIX C

COUNTY OF SAN DIEGO STREET CLASSIFICATION TABLE & HIGHWAY CAPACITY MANUAL (HCM 2000)

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.

CAPACITY

Capacity = 1,700 pc/h for each direction, and 3,200 for both directions combined

The capacity of a two-lane highway is 1,700 pc/h for each direction of travel. The capacity is nearly independent of the directional distribution of traffic on the facility, except that for extended lengths of two-lane highway, the capacity will not exceed 3,200 pc/h for both directions of travel combined. For short lengths of two-lane highway—such as tunnels or bridges—a capacity of 3,200 to 3,400 pc/h for both directions of travel combined may be attained but cannot be expected for an extended length.

LEVELS OF SERVICE

For definitions of the service measures for two-lane highways, percent time-spent-following, and average travel speed, see Chapter 12, "Highway Concepts"

The service measures for a two-lane highway are defined in Chapter 12, "Highway Concepts." On Class I highways, efficient mobility is paramount, and LOS is defined in terms of both percent time-spent-following and average travel speed. On Class II highways, mobility is less critical, and LOS is defined only in terms of percent time-spent-following, without consideration of average travel speed. Drivers will tolerate higher levels of percent time-spent-following on a Class II facility than on a Class I facility, because Class II facilities usually serve shorter trips and different trip purposes.

For definitions of Class I and II highways, also see Chapter 12

LOS criteria for two-lane highways in Classes I and II are presented in Exhibits 20-2, 20-3, and 20-4. Exhibit 20-2 reflects the maximum values of percent time-spent-following and average travel speed for each LOS for Class I highways. A segment of a Class I highway must meet the criteria for both the percent time-spent-following and the average travel speed shown in Exhibit 20-2 to be classified in any particular LOS. Exhibit 20-3 illustrates the LOS criteria for Class I highways. For example, a Class I two-lane highway with percent time-spent-following equal to 45 percent and an average travel speed of 40 mi/h would be classified as LOS D based on Exhibit 20-2. However, a Class II highway with the same conditions would be classified as LOS B based on Exhibit 20-4. The difference between these LOS assessments represents the difference in motorist expectations for Class I and II facilities.

The LOS criteria in Exhibits 20-2 through 20-4 apply to all types of two-lane highways, including extended two-way segments, extended directional segments, specific upgrades, and specific downgrades.

TWO-WAY SEGMENTS

The two-way segment methodology estimates measures of traffic operation along a section of highway, based on terrain, geometric design, and traffic conditions. Terrain is classified as level or rolling, as described below. Mountainous terrain is addressed in the operational analysis of specific upgrades and downgrades, presented below. This methodology typically is applied to highway sections of at least 2.0 mi.

Traffic data needed to apply the two-way segment methodology include the two-way hourly volume, a peak-hour factor (PHF), and the directional distribution of traffic flow. The PHF may be computed from field data, or appropriate default values may be selected from the tabulated values presented in Chapter 12. Traffic data also include the proportion of trucks and recreational vehicles (RVs) in the traffic stream. The operational analysis of extended two-way segments for a two-lane highway involves several steps, described in the following sections.

EXHIBIT 20-2. LOS CRITERIA FOR TWO-LANE HIGHWAYS IN CLASS I

LOS	Percent Time-Spent-Following	Average Travel Speed (mi/h)
A	≤ 35	> 55
B	> 35–50	> 50–55
C	> 50–65	> 45–50
D	> 65–80	> 40–45
E	> 80	≤ 40

Note:
LOS F applies whenever the flow rate exceeds the segment capacity.

EXHIBIT 20-3. LOS CRITERIA (GRAPHICAL) FOR TWO-LANE HIGHWAYS IN CLASS I

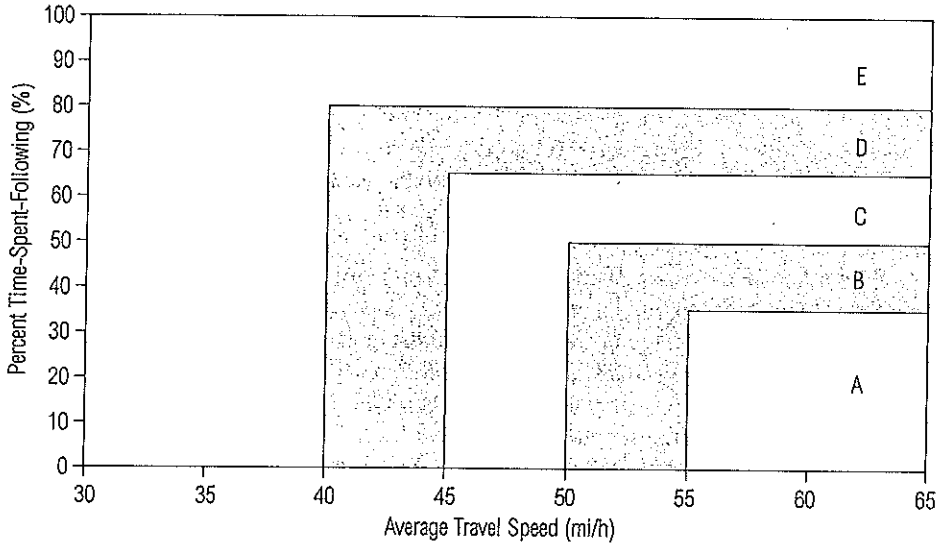


EXHIBIT 20-4. LOS CRITERIA FOR TWO-LANE HIGHWAYS IN CLASS II

LOS	Percent Time-Spent-Following
A	≤ 40
B	> 40–55
C	> 55–70
D	> 70–85
E	> 85

Note:
LOS F applies whenever the flow rate exceeds the segment capacity.

Determining Free-Flow Speed

Free-flow speed occurs at two-way flows of 200 pc/h or less

A key step in the assessment of the LOS of a two-lane highway is to determine the free-flow speed (FFS). The FFS is measured using the mean speed of traffic under low flow conditions (up to two-way flows of 200 pc/h). If field measurements must be made with two-way flow rates of more than 200 pc/h, a volume adjustment must be made in determining FFS. This volume adjustment is discussed below.

Two general methods can be used to determine the FFS for a two-lane highway: field measurement and estimation with the guidelines provided in this chapter. The field-measurement procedure assists in gathering these data directly or incorporating the measurements into a speed monitoring program. However, field measurements are not necessary for an operational analysis—the FFS can be estimated from field data and user knowledge of conditions on the highway.

Field Measurement

The FFS of a highway can be determined directly from a speed study conducted in the field. No adjustments are made to the field-measured data. The speed study should be conducted at a representative location within the highway segment being evaluated; for example, a site on a short upgrade should not be selected within a segment that is generally level. Any speed measurement technique acceptable for other types of traffic engineering speed studies may be used. The field study should be conducted in periods of low traffic flow (up to a two-way flow of 200 pc/h) and should measure the speeds of all vehicles or of a systematic sampling (e.g., of every 10th vehicle). A representative sample of the speeds of at least 100 vehicles, impeded or unimpeded, should be obtained.

APPENDIX D

EXISTING INTERSECTION AND ILV ANALYSIS SHEETS

EXISTING

```
ex am                        Tue Dec 4, 2007 11:05:23                  Page 2-1
-------------------------------------------------------------------------------
                                    TM 5306
                         Existing AM Peak Hour (June 2007)
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #1 Maine Avenue/Woodside Avenue
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.437
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        28.4
Optimal Cycle:        37                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:       Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include           Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    0  1  0  0  1    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     311  147    71     8   68    99    94  130   128    50   59     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  311  147    71     8   68    99    94  130   128    50   59     6
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  311  147    71     8   68    99    94  130   128    50   59     6
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:   338  160    77     9   74   108   102  141   139    54   64     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  338  160    77     9   74   108   102  141   139    54   64     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  338  160    77     9   74   108   102  141   139    54   64     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 1.00  0.85  1.00 1.00  0.85  0.95 1.00  0.85  0.97 0.97  0.97
Lanes:       1.00 1.00  1.00  0.11 0.89  1.00  1.00 1.00  1.00  0.43 0.52  0.05
Final Sat.:  1805 1900  1615   199 1692  1615  1805 1900  1615   803  948    96
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.08  0.05  0.04 0.04  0.07  0.06 0.07  0.09  0.07 0.07  0.07
Crit Moves:  ****             ****                           ****  ****
Green/Cycle: 0.43 0.43  0.43  0.10 0.10  0.30  0.20 0.20  0.20  0.15 0.15  0.15
Volume/Cap:  0.44 0.20  0.11  0.44 0.44  0.22  0.29 0.38  0.44  0.44 0.44  0.44
Delay/Veh:   20.5 18.0  17.2  44.0 44.0  26.7  34.6 35.5  36.2  39.4 39.4  39.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  20.5 18.0  17.2  44.0 44.0  26.7  34.6 35.5  36.2  39.4 39.4  39.4
LOS by Move:    C    B     B     D    D     C     C    D     D     D    D     D
HCM2kAvgQ:      7    3     1     3    3     3     3    4     4     4    4     4
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************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```

EXISTING

```
ex am                        Tue Dec 4, 2007 11:05:23                  Page 3-1
-------------------------------------------------------------------------------
                                Settlers Point
                             Existing AM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #2 Los Coches Road/Julian Avenue
*******************************************************************************
Cycle (sec):          90                Critical Vol./Cap.(X):         0.519
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        25.7
Optimal Cycle:        41                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:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    1  0  1  0  1    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     101  369    71    65  177    29    21  101    93    62  205   105
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:  101  369    71    65  177    29    21  101    93    62  205   105
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  101  369    71    65  177    29    21  101    93    62  205   105
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:   110  401    77    71  192    32    23  110   101    67  223   114
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  110  401    77    71  192    32    23  110   101    67  223   114
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  110  401    77    71  192    32    23  110   101    67  223   114
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 1.00  0.85  0.95 1.00  0.85  0.95 0.93  0.93  0.95 0.95  0.95
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.52  0.48  1.00 0.66  0.34
Final Sat.:  1805 1900  1615  1805 1900  1615  1805  918   845  1805 1192   611
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.21  0.05  0.04 0.10  0.02  0.01 0.12  0.12  0.04 0.19  0.19
Crit Moves:        ****        ****             ****                   ****
Green/Cycle: 0.18 0.41  0.41  0.08 0.30  0.30  0.02 0.29  0.29  0.09 0.36  0.36
Volume/Cap:  0.34 0.52  0.12  0.52 0.34  0.06  0.52 0.41  0.41  0.41 0.52  0.52
Delay/Veh:   32.8 20.7  16.7  43.5 24.8  22.5  53.9 26.1  26.1  40.2 23.4  23.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  32.8 20.7  16.7  43.5 24.8  22.5  53.9 26.1  26.1  40.2 23.4  23.4
LOS by Move:    C    C     B     D    C     C     D    C     C     D    C     C
HCM2kAvgQ:      3    9     1     3    4     1     1    5     5     2    8     8
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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EXISTING

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ex am                        Tue Dec 4, 2007 11:05:23                  Page 4-1
-------------------------------------------------------------------------------
                                Settlers Point
                             Existing AM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #3 Los Coches Road/Wellington Hills Drive
*******************************************************************************
Average Delay (sec/veh):      1.1       Worst Case Level Of Service: C[ 16.2]
*******************************************************************************
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  1  0  0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7  339     0     1  372     7    16    1    39     3    0     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    7  339     0     1  372     7    16    1    39     3    0     1
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    7  339     0     1  372     7    16    1    39     3    0     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     8  368     0     1  404     8    17    1    42     3    0     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    8  368     0     1  404     8    17    1    42     3    0     1
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  412 xxxx xxxxx   368 xxxx xxxxx   795  794   408   816  798   368
Potent Cap.: 1158 xxxx xxxxx  1201 xxxx xxxxx   308  323   647   298  321   682
Move Cap.:   1158 xxxx xxxxx  1201 xxxx xxxxx   306  321   647   276  319   682
Volume/Cap:  0.01 xxxx  xxxx  0.00 xxxx  xxxx  0.06 0.00  0.07  0.01 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.1 xxxx xxxxx   8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  484 xxxxx  xxxx  325 xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.4 xxxxx xxxxx  0.0 xxxxx
Shrd ConDel:  8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.5 xxxxx xxxxx 16.2 xxxxx
Shared LOS:     A    *     *     *    *     *     *    B     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             13.5             16.2
ApproachLOS:         *                *               B                C
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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EXISTING

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ex am                        Thu Feb 5, 2009 14:41:39                  Page 5-1
-------------------------------------------------------------------------------
                                    TM 5306
                         Existing AM Peak Hour (June 2007)
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #4 Los Coches Road/Business Route 8
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.717
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        31.6
Optimal Cycle:        62                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:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    1  0  1  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      87  256    50    28  394   199    83   50    60   153  129    61
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:   87  256    50    28  394   199    83   50    60   153  129    61
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   87  256    50    28  394   199    83   50    60   153  129    61
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:    95  278    54    30  428   216    90   54    65   166  140    66
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   95  278    54    30  428   216    90   54    65   166  140    66
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   95  278    54    30  428   216    90   54    65   166  140    66
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.66 0.70  0.60  0.66 0.70  0.60  0.66 0.70  0.60  0.66 0.67  0.67
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.68  0.32
Final Sat.:  1264 1330  1131  1264 1330  1131  1264 1330  1131  1264  860   407
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.21  0.05  0.02 0.32  0.19  0.07 0.04  0.06  0.13 0.16  0.16
Crit Moves:  ****                 ****        ****                        ****
Green/Cycle: 0.10 0.50  0.50  0.06 0.45  0.55  0.10 0.10  0.10  0.23 0.23  0.23
Volume/Cap:  0.72 0.42  0.10  0.42 0.72  0.35  0.72 0.41  0.58  0.58 0.72  0.72
Delay/Veh:   60.6 16.5  13.4  49.5 26.6  13.0  61.6 44.3  50.4  37.3 44.1  44.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  60.6 16.5  13.4  49.5 26.6  13.0  61.6 44.3  50.4  37.3 44.1  44.1
LOS by Move:    E    B     B     D    C     B     E    D     D     D    D     D
HCM2kAvgQ:      4    6     1     1   12     4     4    2     3     5    7     7
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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EXISTING

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-------------------------------------------------------------------------------
                                Settlers Point
                             Existing AM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #5 Los Coches Road/I-8 WB Ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.623
Loss Time (sec):       9 (Y+R=4.0 sec)  Average Delay (sec/veh):        17.2
Optimal Cycle:        43                Level Of Service:                 B
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     234  268     0     0  183   581     0    0     0    58    0    45
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:  234  268     0     0  183   581     0    0     0    58    0    45
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  234  268     0     0  183   581     0    0     0    58    0    45
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:   254  291     0     0  199   632     0    0     0    63    0    49
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  254  291     0     0  199   632     0    0     0    63    0    49
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  254  291     0     0  199   632     0    0     0    63    0    49
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.95  1.00  1.00 0.95  0.85  1.00 1.00  1.00  0.95 1.00  0.85
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:  1805 3610     0     0 3610  1615     0    0     0  1805    0  1615
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.08  0.00  0.00 0.06  0.39  0.00 0.00  0.00  0.03 0.00  0.03
Crit Moves:  ****                         ****                    ****
Green/Cycle: 0.23 0.85  0.00  0.00 0.63  0.63  0.00 0.00  0.00  0.06 0.00  0.06
Volume/Cap:  0.62 0.09  0.00  0.00 0.09  0.62  0.00 0.00  0.00  0.62 0.00  0.54
Delay/Veh:   37.8  1.2   0.0   0.0  7.4  12.6   0.0  0.0   0.0  57.6  0.0  52.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  37.8  1.2   0.0   0.0  7.4  12.6   0.0  0.0   0.0  57.6  0.0  52.4
LOS by Move:    D    A     A     A    A     B     A    A     A     E    A     D
HCM2kAvgQ:      8    1     0     0    1    12     0    0     0     3    0     2
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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EXISTING

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------------------------------------------------------------------------------
                                Settlers Point
                             Existing AM Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #6 Los Coches Road/I-8 EB Ramps
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.280
Loss Time (sec):       9 (Y+R=4.0 sec)  Average Delay (sec/veh):        19.5
Optimal Cycle:        25                Level Of Service:                 B
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    1  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  327    94    62  262     0   211    0   177     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  327    94    62  262     0   211    0   177     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  327    94    62  262     0   211    0   177     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  355   102    67  285     0   229    0   192     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  355   102    67  285     0   229    0   192     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  355   102    67  285     0   229    0   192     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  1.00 0.95  0.85  0.95 0.95  1.00  0.95 1.00  0.85  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:     0 3610  1615  1805 3610     0  3618    0  1615     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.10  0.06  0.04 0.08  0.00  0.06 0.00  0.12  0.00 0.00  0.00
Crit Moves:       ****        ****                          ****
Green/Cycle: 0.00 0.35  0.35  0.13 0.48  0.00  0.43 0.00  0.43  0.00 0.00  0.00
Volume/Cap:  0.00 0.28  0.18  0.28 0.16  0.00  0.15 0.00  0.28  0.00 0.00  0.00
Delay/Veh:    0.0 23.4  22.6  39.7 14.5   0.0  17.7  0.0  19.0   0.0  0.0   0.0
User DelAdj: 0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96
AdjDel/Veh:   0.0 22.4  21.6  37.9 13.8   0.0  16.9  0.0  18.1   0.0  0.0   0.0
LOS by Move:    A    C     C     D    B     A     B    A     B     A    A     A
HCM2kAvgQ:      0    4     2     2    3     0     2    0     4     0    0     0
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************


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EXISTING

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------------------------------------------------------------------------------
                                Settlers Point
                             Existing AM Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #7 Business 8/Project D/W
******************************************************************************
Average Delay (sec/veh):      0.0       Worst Case Level Of Service: A[  0.0]
******************************************************************************
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  0  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0  193     0     0  415     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0  193     0     0  415     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0     0  193     0     0  415     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    0     0     0    0     0     0  210     0     0  451     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0     0  210     0     0  451     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   661 xxxx   451  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   431 xxxx   612  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   431 xxxx   612  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
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            xxxxxx            xxxxxx
ApproachLOS:         *                 *                 *                 *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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EXISTING

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-------------------------------------------------------------------------------
                                Settlers Point
                             Existing AM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #8 E. Main St/Pepper Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.523
Loss Time (sec):       9 (Y+R=4.0 sec)  Average Delay (sec/veh):        24.3
Optimal Cycle:        35                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:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  2  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    74    0   258   116  158     0     0  460    92
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    74    0   258   116  158     0     0  460    92
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0    74    0   258   116  158     0     0  460    92
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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    0     0    80    0   280   126  172     0     0  500   100
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0    80    0   280   126  172     0     0  500   100
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0    80    0   280   126  172     0     0  500   100
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.87 0.87  0.87  0.83 0.87  0.74  0.83 0.83  0.87  0.87 0.81  0.81
Lanes:       0.00 0.00  0.00  1.00 0.00  1.00  1.00 2.00  0.00  0.00 1.67  0.33
Final Sat.:     0    0     0  1570    0  1405  1570 3141     0     0 2552   510
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.05 0.00  0.20  0.08 0.05  0.00  0.00 0.20  0.20
Crit Moves:                                ****  ****                   ****
Green/Cycle: 0.00 0.00  0.00  0.38 0.00  0.38  0.15 0.53  0.00  0.00 0.37  0.37
Volume/Cap:  0.00 0.00  0.00  0.13 0.00  0.52  0.52 0.10  0.00  0.00 0.52  0.52
Delay/Veh:    0.0  0.0   0.0  20.2  0.0  24.8  41.0 11.8   0.0   0.0 24.8  24.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  20.2  0.0  24.8  41.0 11.8   0.0   0.0 24.8  24.8
LOS by Move:    A    A     A     C    A     C     D    B     A     A    C     C
HCM2kAvgQ:      0    0     0     2    0     7     4    1     0     0    8     8
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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EXISTING

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ex pm                        Tue Dec 4, 2007 11:05:30                  Page 2-1
-------------------------------------------------------------------------------
                                Settlers Point
                             Existing PM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #1 Maine Avenue/Woodside Avenue
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.660
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        33.0
Optimal Cycle:        54                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:       Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include           Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    0  1  0  0  1    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     258  117    97    24  145   122   174  275   323    65  119     6
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:  258  117    97    24  145   122   174  275   323    65  119     6
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  258  117    97    24  145   122   174  275   323    65  119     6
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:   280  127   105    26  158   133   189  299   351    71  129     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  280  127   105    26  158   133   189  299   351    71  129     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  280  127   105    26  158   133   189  299   351    71  129     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 1.00  0.85  0.99 0.99  0.85  0.95 1.00  0.85  0.98 0.98  0.98
Lanes:       1.00 1.00  1.00  0.14 0.86  1.00  1.00 1.00  1.00  0.34 0.63  0.03
Final Sat.:  1805 1900  1615   268 1619  1615  1805 1900  1615   636 1165    59
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.07  0.07  0.10 0.10  0.08  0.10 0.16  0.22  0.11 0.11  0.11
Crit Moves:  ****             ****                            ****  ****
Green/Cycle: 0.24 0.24  0.24  0.15 0.15  0.48  0.33 0.33  0.33  0.17 0.17  0.17
Volume/Cap:  0.66 0.28  0.28  0.66 0.66  0.17  0.32 0.48  0.66  0.66 0.66  0.66
Delay/Veh:   38.5 31.7  31.7  46.0 46.0  15.0  25.4 27.3  31.8  44.1 44.1  44.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  38.5 31.7  31.7  46.0 46.0  15.0  25.4 27.3  31.8  44.1 44.1  44.1
LOS by Move:    D    C     C     D    D     B     C    C     C     D    D     D
HCM2kAvgQ:      9    3     3     7    7     2     4    8    10     7    7     7
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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EXISTING

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ex pm                        Tue Dec 4, 2007 11:05:30                  Page 3-1
-------------------------------------------------------------------------------
                                Settlers Point
                             Existing PM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #2 Los Coches Road/Julian Avenue
*******************************************************************************
Cycle (sec):          90                Critical Vol./Cap.(X):         0.658
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        28.5
Optimal Cycle:        53                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:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    1  0  1  0  1    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      97  270    25   142  444    31    28  167   218    29  116    79
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:   97  270    25   142  444    31    28  167   218    29  116    79
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   97  270    25   142  444    31    28  167   218    29  116    79
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:   105  293    27   154  483    34    30  182   237    32  126    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  105  293    27   154  483    34    30  182   237    32  126    86
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  105  293    27   154  483    34    30  182   237    32  126    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 1.00  0.85  0.95 1.00  0.85  0.95 0.92  0.92  0.95 0.94  0.94
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.43  0.57  1.00 0.59  0.41
Final Sat.:  1805 1900  1615  1805 1900  1615  1805  754   984  1805 1061   723
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.15  0.02  0.09 0.25  0.02  0.02 0.24  0.24  0.02 0.12  0.12
Crit Moves:  ****                 ****             ****        ****
Green/Cycle: 0.09 0.31  0.31  0.17 0.39  0.39  0.05 0.37  0.37  0.03 0.34  0.34
Volume/Cap:  0.66 0.51  0.06  0.51 0.66  0.05  0.35 0.66  0.66  0.66 0.35  0.35
Delay/Veh:   49.3 26.4  22.1  35.3 25.0  17.4  43.8 26.4  26.4  72.3 22.4  22.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  49.3 26.4  22.1  35.3 25.0  17.4  43.8 26.4  26.4  72.3 22.4  22.4
LOS by Move:    D    C     C     D    C     B     D    C     C     E    C     C
HCM2kAvgQ:      4    7     1     4   12     1     1   11    11     2    4     4
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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EXISTING

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ex pm                        Tue Dec 4, 2007 11:05:30                  Page 4-1
-------------------------------------------------------------------------------
                                Settlers Point
                             Existing PM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #3 Los Coches Road/Wellington Hills Drive
*******************************************************************************
Average Delay (sec/veh):      0.9       Worst Case Level Of Service: C[ 19.2]
*******************************************************************************
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    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      47  423     1     3  509    26     6    0    23     1    0     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   47  423     1     3  509    26     6    0    23     1    0     1
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   47  423     1     3  509    26     6    0    23     1    0     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    51  460     1     3  553    28     7    0    25     1    0     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   51  460     1     3  553    28     7    0    25     1    0     1
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  582 xxxx xxxxx   461 xxxx xxxxx  1137 1137   567  1149 1151   460
Potent Cap.: 1003 xxxx xxxxx  1111 xxxx xxxxx   181  203   527   177  200   605
Move Cap.:   1003 xxxx xxxxx  1111 xxxx xxxxx   173  192   527   162  189   605
Volume/Cap:  0.05 xxxx  xxxx  0.00 xxxx  xxxx  0.04 0.00  0.05  0.01 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.8 xxxx xxxxx   8.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  370 xxxxx  xxxx  255 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.3 xxxxx xxxxx  0.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 15.6 xxxxx xxxxx 19.2 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             15.6             19.2
ApproachLOS:         *                *               C                C
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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EXISTING

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ex pm                        Thu Feb 5, 2009 14:44:49                  Page 5-1
-------------------------------------------------------------------------------
                                    TM 5306
                         Existing PM Peak Hour (June 2007)
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #4 Los Coches Road/Business Route 8
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.869
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        43.1
Optimal Cycle:        97                Level Of Service:                 D
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    1  0  1  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      78  473   257    85  440   197   202  186   138   135   90    61
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:   78  473   257    85  440   197   202  186   138   135   90    61
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   78  473   257    85  440   197   202  186   138   135   90    61
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:    85  514   279    92  478   214   220  202   150   147   98    66
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   85  514   279    92  478   214   220  202   150   147   98    66
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   85  514   279    92  478   214   220  202   150   147   98    66
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.66 0.70  0.60  0.66 0.70  0.60  0.66 0.70  0.60  0.66 0.66  0.66
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.60  0.40
Final Sat.:  1264 1330  1131  1264 1330  1131  1264 1330  1131  1264  744   505
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.39  0.25  0.07 0.36  0.19  0.17 0.15  0.13  0.12 0.13  0.13
Crit Moves:       ****        ****              ****                    ****
Green/Cycle: 0.08 0.44  0.44  0.08 0.45  0.65  0.20 0.20  0.20  0.15 0.15  0.15
Volume/Cap:  0.81 0.87  0.56  0.87 0.81  0.29  0.87 0.76  0.66  0.77 0.87  0.87
Delay/Veh:   80.2 38.2  21.8  93.9 32.0   8.0  64.7 49.8  44.1  57.8 73.8  73.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  80.2 38.2  21.8  93.9 32.0   8.0  64.7 49.8  44.1  57.8 73.8  73.8
LOS by Move:    F    D     C     F    C     A     E    D     D     E    E     E
HCM2kAvgQ:      5   17     7     5   15     3     9    8     6     6    8     8
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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EXISTING

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ex pm                        Tue Dec 4, 2007 11:05:30                  Page 6-1
------------------------------------------------------------------------------
                                Settlers Point
                             Existing PM Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #5 Los Coches Road/I-8 WB Ramps
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.491
Loss Time (sec):       9 (Y+R=4.0 sec)  Average Delay (sec/veh):        17.5
Optimal Cycle:        34                Level Of Service:                 B
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     256  824     0     0  442   290     0    0     0   141   19    42
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:  256  824     0     0  442   290     0    0     0   141   19    42
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  256  824     0     0  442   290     0    0     0   141   19    42
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:   278  896     0     0  480   315     0    0     0   153   21    46
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  278  896     0     0  480   315     0    0     0   153   21    46
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  278  896     0     0  480   315     0    0     0   153   21    46
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.95  1.00  1.00 0.95  0.85  1.00 1.00  1.00  0.82 0.82  0.82
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.00 0.31  0.69
Final Sat.:  1805 3610     0     0 3610  1615     0    0     0  1565  488  1078
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.25  0.00  0.00 0.13  0.20  0.00 0.00  0.00  0.10 0.04  0.04
Crit Moves:  ****                         ****                    ****
Green/Cycle: 0.31 0.71  0.00  0.00 0.40  0.40  0.00 0.00  0.00  0.20 0.20  0.20
Volume/Cap:  0.49 0.35  0.00  0.00 0.34  0.49  0.00 0.00  0.00  0.49 0.21  0.21
Delay/Veh:   28.5  5.6   0.0   0.0 21.1  23.2   0.0  0.0   0.0  36.4 33.6  33.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  28.5  5.6   0.0   0.0 21.1  23.2   0.0  0.0   0.0  36.4 33.6  33.6
LOS by Move:    C    A     A     A    C     C     A    A     A     D    C     C
HCM2kAvgQ:      7    6     0     0    5     8     0    0     0     5    2     2
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************


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EXISTING

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ex pm                        Tue Dec 4, 2007 11:05:31                  Page 7-1
-------------------------------------------------------------------------------
                                Settlers Point
                             Existing PM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #6 Los Coches Road/I-8 EB Ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.918
Loss Time (sec):       9 (Y+R=4.0 sec)  Average Delay (sec/veh):        31.2
Optimal Cycle:       113                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:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    1  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  553   509    93  485     0   532    1   649     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  553   509    93  485     0   532    1   649     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  553   509    93  485     0   532    1   649     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  601   553   101  527     0   578    1   705     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  601   553   101  527     0   578    1   705     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  601   553   101  527     0   578    1   705     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  1.00 0.95  0.85  0.95 0.95  1.00  0.93 0.93  0.85  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  1.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 3610  1615  1805 3610     0  3539    7  1615     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.17  0.34  0.06 0.15  0.00  0.16 0.16  0.44  0.00 0.00  0.00
Crit Moves:              ****  ****                           ****
Green/Cycle: 0.00 0.37  0.37  0.06 0.43  0.00  0.48 0.48  0.48  0.00 0.00  0.00
Volume/Cap:  0.00 0.45  0.92  0.92 0.34  0.00  0.34 0.34  0.92  0.00 0.00  0.00
Delay/Veh:    0.0 23.8  49.0 107.0 18.9   0.0  16.5 16.5  40.3   0.0  0.0   0.0
User DelAdj: 0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96
AdjDel/Veh:   0.0 22.7  46.8 102.2 18.0   0.0  15.8 15.8  38.5   0.0  0.0   0.0
LOS by Move:    A    C     D     F    B     A     B    B     D     A    A     A
HCM2kAvgQ:      0    7    20     6    6     0     6    6    24     0    0     0
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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EXISTING

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ex pm                        Tue Dec 4, 2007 11:05:31                  Page 8-1
-------------------------------------------------------------------------------
                                Settlers Point
                              Existing PM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #7 Business 8/Project D/W
*******************************************************************************
Average Delay (sec/veh):      0.0       Worst Case Level Of Service: A[  0.0]
*******************************************************************************
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  0  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0  526     0     0  365     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0  526     0     0  365     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0     0  526     0     0  365     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    0     0     0    0     0     0  572     0     0  397     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0     0  572     0     0  397     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   968 xxxx   397  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   284 xxxx   657  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   284 xxxx   657  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
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            xxxxxx            xxxxxx
ApproachLOS:         *                 *                 *                 *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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```

EXISTING

```
ex pm                        Tue Dec 4, 2007 11:05:31                  Page 9-1
-------------------------------------------------------------------------------
                                Settlers Point
                             Existing PM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #8 E. Main St/Pepper Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.606
Loss Time (sec):       9 (Y+R=4.0 sec)  Average Delay (sec/veh):        24.1
Optimal Cycle:        41                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:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  2  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   215    0   216   291  590     0     0  400   111
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   215    0   216   291  590     0     0  400   111
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   215    0   216   291  590     0     0  400   111
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    0     0   234    0   235   316  641     0     0  435   121
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   234    0   235   316  641     0     0  435   121
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0   234    0   235   316  641     0     0  435   121
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.87 0.87  0.87  0.83 0.87  0.74  0.83 0.83  0.87  0.87 0.80  0.80
Lanes:       0.00 0.00  0.00  1.00 0.00  1.00  1.00 2.00  0.00  0.00 1.57  0.43
Final Sat.:     0    0     0  1570    0  1405  1570 3141     0     0 2377   660
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.15 0.00  0.17  0.20 0.20  0.00  0.00 0.18  0.18
Crit Moves:                                ****  ****                   ****
Green/Cycle: 0.00 0.00  0.00  0.28 0.00  0.28  0.33 0.63  0.00  0.00 0.30  0.30
Volume/Cap:  0.00 0.00  0.00  0.54 0.00  0.61  0.61 0.32  0.00  0.00 0.61  0.61
Delay/Veh:    0.0  0.0   0.0  32.2  0.0  34.2  29.9  8.5   0.0   0.0 31.0  31.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  32.2  0.0  34.2  29.9  8.5   0.0   0.0 31.0  31.0
LOS by Move:    A    A     A     C    A     C     C    A     A     A    C     C
HCM2kAvgQ:      0    0     0     7    0     7     9    5     0     0    8     8
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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```

EXISTING INTERSECTION

Signalized Intersection
CAPACITY ANALYSIS

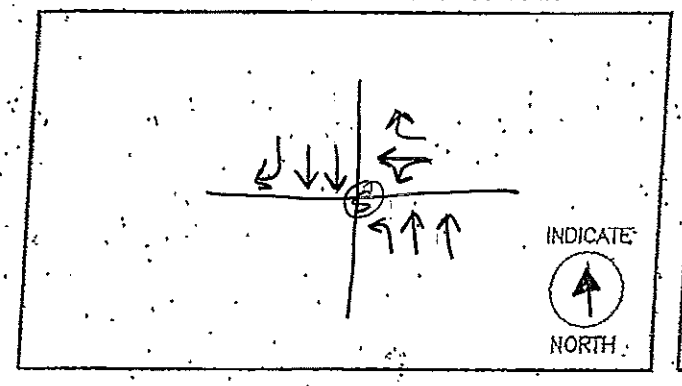
INTERSECTION I-8 WB Ramps / Los Coches

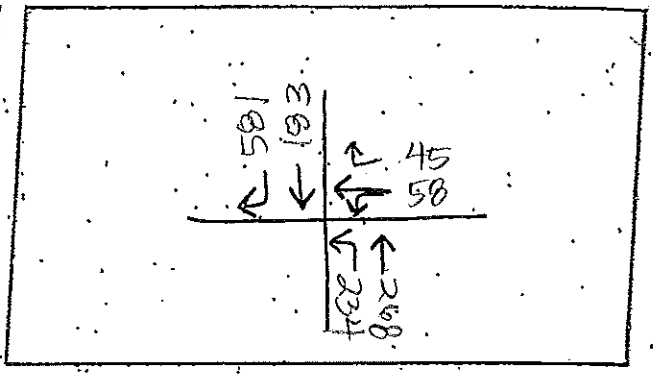
DIST. CO. RTE. P.M. _____

BY CL DATE 11/15/07

TIME _____ (AM) PM

DIAGRAM AND TRAFFIC FLOWS:





LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
581 185 92	234 124 134	45 58	

CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
581	234	58	

TOTAL OPERATING LEVEL (ILV/HR) IS

Σ
873

☒ < 1200 ILV/HR.

☐ > 1200 BUT < 1500 ILV/HR.

☐ > 1500 ILV/HR (CAPACITY)

REMARKS:

UNDER

EXISTING

INTERSECTION

Signalized Intersection
CAPACITY ANALYSIS

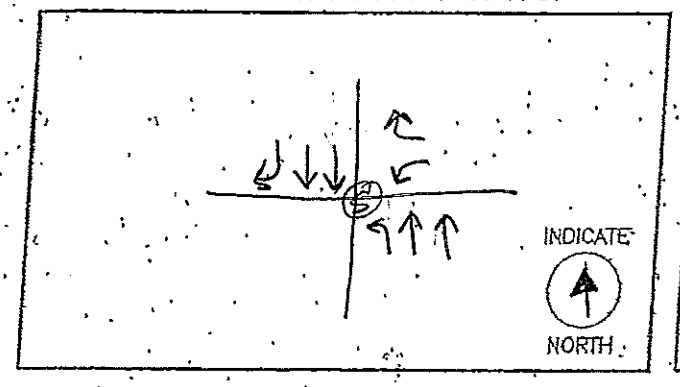
INTERSECTION I-8 WB Ramps / Los Coches

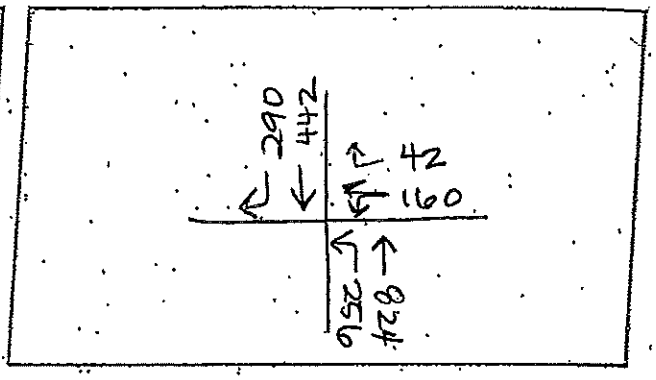
DIST. CO. RTE. P.M. _____

BY CL DATE 11/15/07

TIME _____ AM PM

DIAGRAM AND TRAFFIC FLOWS:





LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
290 221 221	256 412 412	42 160	

CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
290	412	160	

TOTAL OPERATING LEVEL (ILV/HR) IS

Σ
862

☒ < 1200 ILV/HR.

☐ > 1200 BUT < 1500 ILV/HR.

☐ > 1500 ILV/HR (CAPACITY)

REMARKS:

UNDER

EXISTING INTERSECTION

Signalized Intersection
CAPACITY ANALYSIS

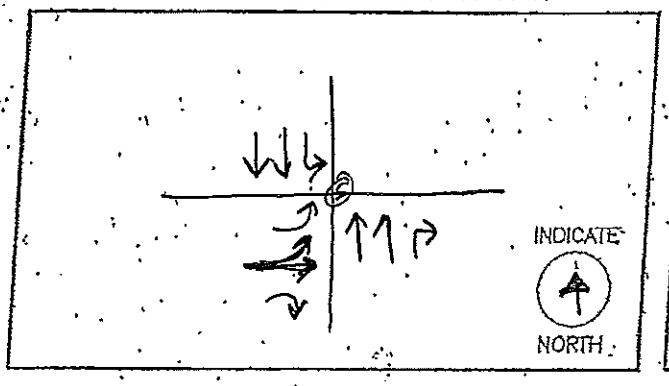
INTERSECTION I-8 EB Ramps / Los Coches

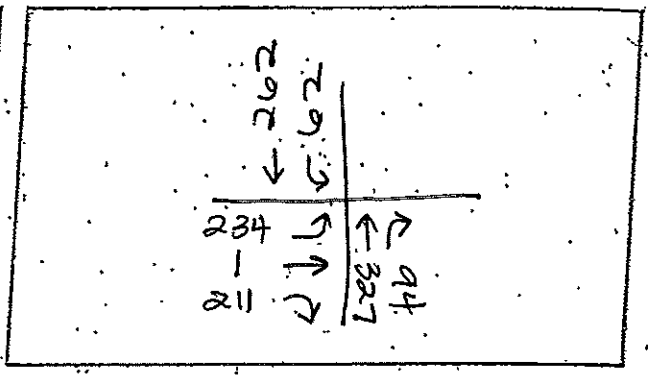
DIST. CO. RTE. P.M.

BY CL DATE 11/15/07

TIME AM PM

DIAGRAM AND TRAFFIC FLOWS:





LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
62 162 62	69 69 163 163 44	117 118 211	

CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
62	163	211	

TOTAL OPERATING LEVEL (ILV/HR) IS . . .

Σ
436

☒ < 1200 ILV/HR.

☐ > 1200 BUT < 1500 ILV/HR.

☐ > 1500 ILV/HR (CAPACITY)

REMARKS: UNDER

EXISTING INTERSECTION

Signalized Intersection
CAPACITY ANALYSIS

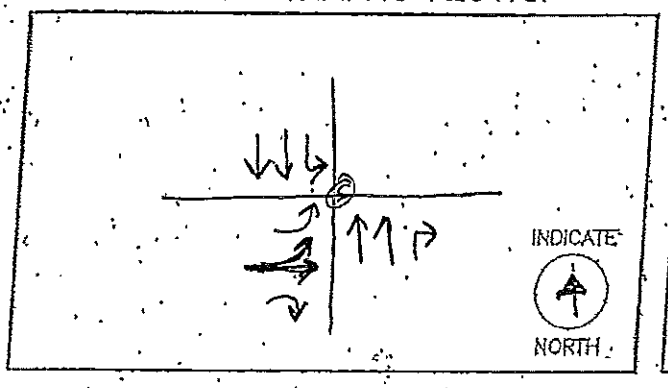
INTERSECTION I-8 EB Ramps / Los Coches

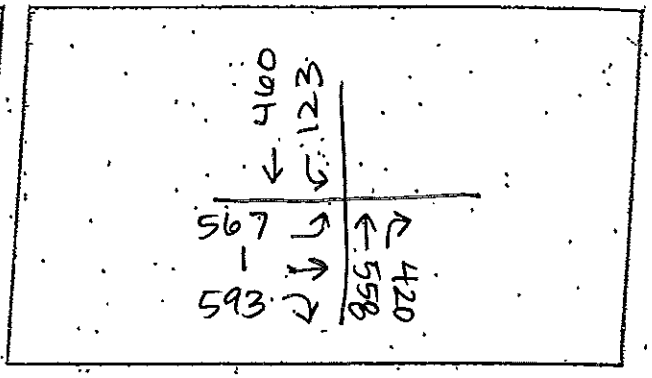
DIST. CO. RTE. P.M.

BY CL DATE 11/15/07

TIME _____ AM/PM

DIAGRAM AND TRAFFIC FLOWS:





LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
123 123 123	107 107 279 420	284 284 593	

CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
123	420	593	

TOTAL OPERATING LEVEL (ILV/HR) IS

Σ
1136

☒ < 1200 ILV/HR.

☐ > 1200 BUT < 1500 ILV/HR.

☐ > 1500 ILV/HR (CAPACITY)

REMARKS: UNDER

APPENDIX E

EXISTING + PROJECT INTERSECTION AND ILV ANALYSIS SHEETS

EXISTING + PROJECT

```
ex + proj am                Tue Dec 4, 2007 11:05:38                  Page 2-1
-------------------------------------------------------------------------------
                                Settlers Point
                        Existing + Project AM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #1 Maine Avenue/Woodside Avenue
*******************************************************************************
Cycle (sec):         102                Critical Vol./Cap.(X):         0.460
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        28.7
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:       Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include           Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    0  1  0  0  1    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     311  147    71     8   68    99    94  130   128    50   59     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  311  147    71     8   68    99    94  130   128    50   59     6
Added Vol:     24   11     3     0    3     0     0    0     6     1    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  335  158    74     8   71    99    94  130   134    51   59     6
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:   364  172    80     9   77   108   102  141   146    55   64     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  364  172    80     9   77   108   102  141   146    55   64     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  364  172    80     9   77   108   102  141   146    55   64     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 1.00  0.85  1.00 1.00  0.85  0.95 1.00  0.85  0.97 0.97  0.97
Lanes:       1.00 1.00  1.00  0.10 0.90  1.00  1.00 1.00  1.00  0.44 0.51  0.05
Final Sat.:  1805 1900  1615   191 1699  1615  1805 1900  1615   811  939    95
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.09  0.05  0.05 0.05  0.07  0.06 0.07  0.09  0.07 0.07  0.07
Crit Moves:  ****             ****                            ****             ****
Green/Cycle: 0.44 0.44  0.44  0.10 0.10  0.29  0.20 0.20  0.20  0.15 0.15  0.15
Volume/Cap:  0.46 0.21  0.11  0.46 0.46  0.23  0.29 0.38  0.46  0.46 0.46  0.46
Delay/Veh:   20.5 17.8  17.0  45.2 45.2  27.4  35.4 36.2  37.3  40.9 40.9  40.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  20.5 17.8  17.0  45.2 45.2  27.4  35.4 36.2  37.3  40.9 40.9  40.9
LOS by Move:    C    B     B     D    D     C     D    D     D     D    D     D
HCM2kAvgQ:      8    3     1     3    3     3     3    4     4     4    4     4
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************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```

EXISTING + PROJECT

```
ex + proj am                Tue Dec 4, 2007 11:05:38                  Page 3-1
------------------------------------------------------------------------------
                                Settlers Point
                          Existing + Project AM Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #2 Los Coches Road/Julian Avenue
******************************************************************************
Cycle (sec):          90                Critical Vol./Cap.(X):         0.544
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        25.8
Optimal Cycle:        43                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:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    1  0  1  0  1    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     101  369    71    65  177    29    21  101    93    62  205   105
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:  101  369    71    65  177    29    21  101    93    62  205   105
Added Vol:      3   38     0     0   10     0     0    0     1     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  104  407    71    65  187    29    21  101    94    62  205   105
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:   113  442    77    71  203    32    23  110   102    67  223   114
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  113  442    77    71  203    32    23  110   102    67  223   114
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  113  442    77    71  203    32    23  110   102    67  223   114
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 1.00  0.85  0.95 1.00  0.85  0.95 0.93  0.93  0.95 0.95  0.95
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.52  0.48  1.00 0.66  0.34
Final Sat.:  1805 1900  1615  1805 1900  1615  1805  913   850  1805 1192   611
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.23  0.05  0.04 0.11  0.02  0.01 0.12  0.12  0.04 0.19  0.19
Crit Moves:        ****        ****              ****                    ****
Green/Cycle: 0.18 0.43  0.43  0.07 0.32  0.32  0.02 0.28  0.28  0.09 0.34  0.34
Volume/Cap:  0.34 0.54  0.11  0.54 0.34  0.06  0.54 0.43  0.43  0.43 0.54  0.54
Delay/Veh:   32.5 20.0  15.5  45.0 24.0  21.6  57.4 27.1  27.1  40.9 24.9  24.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  32.5 20.0  15.5  45.0 24.0  21.6  57.4 27.1  27.1  40.9 24.9  24.9
LOS by Move:    C    B     B     D    C     C     E    C     C     D    C     C
HCM2kAvgQ:      3    9     1     3    4     1     1    5     5     2    8     8
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************


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```

EXISTING + PROJECT

```
ex + proj am                Tue Dec 4, 2007 11:05:38                  Page 4-1
-------------------------------------------------------------------------------
                                Settlers Point
                          Existing + Project AM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #3 Los Coches Road/Wellington Hills Drive
*******************************************************************************
Average Delay (sec/veh):      1.9       Worst Case Level Of Service: C[ 17.0]
*******************************************************************************
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  1  0  0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7  339     0     1  372     7    16    1    39     3    0     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    7  339     0     1  372     7    16    1    39     3    0     1
Added Vol:      0   11     0     0    3     7    30    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    7  350     0     1  375    14    46    1    39     3    0     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:     8  380     0     1  408    15    50    1    42     3    0     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    8  380     0     1  408    15    50    1    42     3    0     1
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  423 xxxx xxxxx   380 xxxx xxxxx   814  813   415   835  821   380
Potent Cap.: 1147 xxxx xxxxx  1189 xxxx xxxxx   299  315   642   289  312   671
Move Cap.:   1147 xxxx xxxxx  1189 xxxx xxxxx   297  313   642   268  309   671
Volume/Cap:  0.01 xxxx  xxxx  0.00 xxxx  xxxx  0.17 0.00  0.07  0.01 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.2 xxxx xxxxx   8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  393 xxxxx  xxxx  315 xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.9 xxxxx xxxxx  0.0 xxxxx
Shrd ConDel:  8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 17.0 xxxxx xxxxx 16.6 xxxxx
Shared LOS:     A    *     *     *    *     *     *    C     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             17.0             16.6
ApproachLOS:         *                *                C                C
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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```

EXISTING + PROJECT

```
ex + proj am                Thu Feb 5, 2009 14:45:58                  Page 5-1
--------------------------------------------------------------------------------
                                    TM 5306
                  Existing + Project AM Peak Hour (June 2007)
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #4 Los Coches Road/Business Route 8
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.783
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        35.8
Optimal Cycle:        73                Level Of Service:                 D
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    1  0  1  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      87  256    50    28  394   199    83   50    60   153  129    61
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:   87  256    50    28  394   199    83   50    60   153  129    61
Added Vol:     15    0     0     0    0     3    11    0    61     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  102  256    50    28  394   202    94   50   121   153  129    61
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:   111  278    54    30  428   220   102   54   132   166  140    66
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  111  278    54    30  428   220   102   54   132   166  140    66
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  111  278    54    30  428   220   102   54   132   166  140    66
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.66 0.70  0.60  0.66 0.70  0.60  0.66 0.70  0.60  0.66 0.67  0.67
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.68  0.32
Final Sat.:  1264 1330  1131  1264 1330  1131  1264 1330  1131  1264  860   407
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.21  0.05  0.02 0.32  0.19  0.08 0.04  0.12  0.13 0.16  0.16
Crit Moves:  ****                 ****                   ****              ****
Green/Cycle: 0.11 0.47  0.47  0.05 0.41  0.56  0.15 0.15  0.15  0.21 0.21  0.21
Volume/Cap:  0.78 0.45  0.10  0.45 0.78  0.35  0.54 0.28  0.78  0.63 0.78  0.78
Delay/Veh:   67.4 18.3  14.9  50.4 32.8  12.4  42.7 38.6  61.9  41.0 51.6  51.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  67.4 18.3  14.9  50.4 32.8  12.4  42.7 38.6  61.9  41.0 51.6  51.6
LOS by Move:    E    B     B     D    C     B     D    D     E     D    D     D
HCM2kAvgQ:      5    6     1     2   13     4     4    2     6     6    8     8
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************


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```

EXISTING + PROJECT

```
ex + proj am                Tue Dec 4, 2007 11:05:38                  Page 6-1
-------------------------------------------------------------------------------
                                Settlers Point
                          Existing + Project AM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #5 Los Coches Road/I-8 WB Ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.658
Loss Time (sec):       9 (Y+R=4.0 sec)  Average Delay (sec/veh):        17.5
Optimal Cycle:        46                Level Of Service:                 B
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     234  268     0     0  183   581     0    0     0    58    0    45
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:  234  268     0     0  183   581     0    0     0    58    0    45
Added Vol:      0   14     0     0   14    48     0    0     0     0    0     2
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  234  282     0     0  197   629     0    0     0    58    0    47
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:   254  307     0     0  214   684     0    0     0    63    0    51
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  254  307     0     0  214   684     0    0     0    63    0    51
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  254  307     0     0  214   684     0    0     0    63    0    51
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.95  1.00  1.00 0.95  0.85  1.00 1.00  1.00  0.95 1.00  0.85
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:  1805 3610     0     0 3610  1615     0    0     0  1805    0  1615
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.08  0.00  0.00 0.06  0.42  0.00 0.00  0.00  0.03 0.00  0.03
Crit Moves:  ****                         ****                    ****
Green/Cycle: 0.21 0.86  0.00  0.00 0.64  0.64  0.00 0.00  0.00  0.05 0.00  0.05
Volume/Cap:  0.66 0.10  0.00  0.00 0.09  0.66  0.00 0.00  0.00  0.66 0.00  0.60
Delay/Veh:   40.1  1.1   0.0   0.0  6.8  12.6   0.0  0.0   0.0  62.0  0.0  57.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  40.1  1.1   0.0   0.0  6.8  12.6   0.0  0.0   0.0  62.0  0.0  57.3
LOS by Move:    D    A     A     A    A     B     A    A     A     E    A     E
HCM2kAvgQ:      8    1     0     0    1    14     0    0     0     3    0     3
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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```

EXISTING + PROJECT

```
ex + proj am                Tue Dec 4, 2007 11:05:38                  Page 7-1
-------------------------------------------------------------------------------
                                Settlers Point
                          Existing + Project AM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #6 Los Coches Road/I-8 EB Ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.285
Loss Time (sec):       9 (Y+R=4.0 sec)  Average Delay (sec/veh):        19.7
Optimal Cycle:        25                Level Of Service:                 B
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    1  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  327    94    62  262     0   211    0   177     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  327    94    62  262     0   211    0   177     0    0     0
Added Vol:      0    2     0     7    7     0    12    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  329    94    69  269     0   223    0   177     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  358   102    75  292     0   242    0   192     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  358   102    75  292     0   242    0   192     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  358   102    75  292     0   242    0   192     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  1.00 0.95  0.85  0.95 0.95  1.00  0.95 1.00  0.85  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:     0 3610  1615  1805 3610     0  3618    0  1615     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.10  0.06  0.04 0.08  0.00  0.07 0.00  0.12  0.00 0.00  0.00
Crit Moves:       ****        ****                          ****
Green/Cycle: 0.00 0.35  0.35  0.15 0.49  0.00  0.42 0.00  0.42  0.00 0.00  0.00
Volume/Cap:  0.00 0.29  0.18  0.29 0.16  0.00  0.16 0.00  0.29  0.00 0.00  0.00
Delay/Veh:    0.0 23.8  22.9  38.7 14.0   0.0  18.2  0.0  19.5   0.0  0.0   0.0
User DelAdj: 0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96
AdjDel/Veh:   0.0 22.7  21.9  36.9 13.4   0.0  17.4  0.0  18.6   0.0  0.0   0.0
LOS by Move:    A    C     C     D    B     A     B    A     B     A    A     A
HCM2kAvgQ:      0    4     2     2    3     0     2    0     4     0    0     0
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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```

EXISTING + PROJECT

```
ex + proj am                Tue Dec 4, 2007 11:05:38                  Page 8-1
-------------------------------------------------------------------------------
                                Settlers Point
                          Existing + Project AM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #7 Business 8/Project D/W
*******************************************************************************
Average Delay (sec/veh):      2.2       Worst Case Level Of Service: B[ 14.4]
*******************************************************************************
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  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0  193     0     0  415     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0  193     0     0  415     0
Added Vol:      0    0     0    72    0    34     9    0     0     0    0    18
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0    72    0    34     9  193     0     0  415    18
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    0     0    78    0    37    10  210     0     0  451    20
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    78    0    37    10  210     0     0  451    20
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   690 xxxx   461   471 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   414 xxxx   605  1102 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   411 xxxx   605  1102 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.19 xxxx  0.06  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.7 xxxx   0.2   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  15.8 xxxx  11.3   8.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     C    *     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 ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             14.4           xxxxxx           xxxxxx
ApproachLOS:         *               B                *                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

EXISTING + PROJECT

```
ex + proj am                Tue Dec 4, 2007 11:05:38                  Page 9-1
-------------------------------------------------------------------------------
                                Settlers Point
                          Existing + Project AM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #8 E. Main St/Pepper Dr
*******************************************************************************
Cycle (sec):          99                Critical Vol./Cap.(X):         0.543
Loss Time (sec):      10 (Y+R=4.0 sec)  Average Delay (sec/veh):        24.4
Optimal Cycle:        39                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:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  2  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    74    0   258   116  158     0     0  460    92
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    74    0   258   116  158     0     0  460    92
Added Vol:      0    0     0     2    0     0     0    7     0     0   27     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0    76    0   258   116  165     0     0  487    99
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    0     0    83    0   280   126  179     0     0  529   108
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0    83    0   280   126  179     0     0  529   108
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0    83    0   280   126  179     0     0  529   108
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.87 0.87  0.87  0.83 0.87  0.74  0.83 0.83  0.87  0.87 0.81  0.81
Lanes:       0.00 0.00  0.00  1.00 0.00  1.00  1.00 2.00  0.00  0.00 1.66  0.34
Final Sat.:     0    0     0  1570    0  1405  1570 3141     0     0 2545   517
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.05 0.00  0.20  0.08 0.06  0.00  0.00 0.21  0.21
Crit Moves:                                ****  ****                   ****
Green/Cycle: 0.00 0.00  0.00  0.37 0.00  0.37  0.15 0.53  0.00  0.00 0.38  0.38
Volume/Cap:  0.00 0.00  0.00  0.14 0.00  0.54  0.54 0.11  0.00  0.00 0.54  0.54
Delay/Veh:    0.0  0.0   0.0  21.0  0.0  25.9  41.7 11.6   0.0   0.0 24.3  24.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  21.0  0.0  25.9  41.7 11.6   0.0   0.0 24.3  24.3
LOS by Move:    A    A     A     C    A     C     D    B     A     A    C     C
HCM2kAvgQ:      0    0     0     2    0     7     4    1     0     0    8     8
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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```

EXISTING + PROJECT

```
ex + proj pm                Tue Dec 4, 2007 11:05:43                  Page 2-1
-------------------------------------------------------------------------------
                                Settlers Point
                         Existing + Project PM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #1 Maine Avenue/Woodside Avenue
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.699
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        33.9
Optimal Cycle:        59                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:       Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include           Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    0  1  0  0  1    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     258  117    97    24  145   122   174  275   323    65  119     6
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:  258  117    97    24  145   122   174  275   323    65  119     6
Added Vol:     12    5     1     0   12     0     0    0    27     3    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  270  122    98    24  157   122   174  275   350    68  119     6
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:   293  133   107    26  171   133   189  299   380    74  129     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  293  133   107    26  171   133   189  299   380    74  129     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  293  133   107    26  171   133   189  299   380    74  129     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 1.00  0.85  0.99 0.99  0.85  0.95 1.00  0.85  0.98 0.98  0.98
Lanes:       1.00 1.00  1.00  0.13 0.87  1.00  1.00 1.00  1.00  0.35 0.62  0.03
Final Sat.:  1805 1900  1615   250 1637  1615  1805 1900  1615   655 1147    58
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.07  0.07  0.10 0.10  0.08  0.10 0.16  0.24  0.11 0.11  0.11
Crit Moves:  ****                 ****                    ****       ****
Green/Cycle: 0.23 0.23  0.23  0.15 0.15  0.49  0.34 0.34  0.34  0.16 0.16  0.16
Volume/Cap:  0.70 0.30  0.28  0.70 0.70  0.17  0.31 0.47  0.70  0.70 0.70  0.70
Delay/Veh:   40.3 32.0  31.9  48.0 48.0  14.5  24.8 26.6  32.8  46.8 46.8  46.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  40.3 32.0  31.9  48.0 48.0  14.5  24.8 26.6  32.8  46.8 46.8  46.8
LOS by Move:    D    C     C     D    D     B     C    C     C     D    D     D
HCM2kAvgQ:     10    3     3     7    7     2     4    7    11     7    7     7
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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```

EXISTING + PROJECT

```
ex + proj pm                Tue Dec 4, 2007 11:05:43                  Page 3-1
-------------------------------------------------------------------------------
                                Settlers Point
                          Existing + Project PM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #2 Los Coches Road/Julian Avenue
*******************************************************************************
Cycle (sec):          90                Critical Vol./Cap.(X):         0.689
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        29.1
Optimal Cycle:        57                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:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    1  0  1  0  1    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      97  270    25   142  444    31    28  167   218    29  116    79
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:   97  270    25   142  444    31    28  167   218    29  116    79
Added Vol:      1   18     0     0   42     0     0    0     3     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   98  288    25   142  486    31    28  167   221    29  116    79
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:   107  313    27   154  528    34    30  182   240    32  126    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  107  313    27   154  528    34    30  182   240    32  126    86
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  107  313    27   154  528    34    30  182   240    32  126    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 1.00  0.85  0.95 1.00  0.85  0.95 0.92  0.92  0.95 0.94  0.94
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.43  0.57  1.00 0.59  0.41
Final Sat.:  1805 1900  1615  1805 1900  1615  1805  748   990  1805 1061   723
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.16  0.02  0.09 0.28  0.02  0.02 0.24  0.24  0.02 0.12  0.12
Crit Moves:  ****                 ****             ****        ****
Green/Cycle: 0.09 0.32  0.32  0.17 0.40  0.40  0.05 0.35  0.35  0.03 0.33  0.33
Volume/Cap:  0.69 0.51  0.05  0.51 0.69  0.05  0.36 0.69  0.69  0.69 0.36  0.36
Delay/Veh:   52.4 25.5  21.1  35.6 24.8  16.4  44.2 28.3  28.3  79.7 23.3  23.3
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:  52.4 25.5  21.1  35.6 24.8  16.4  44.2 28.3  28.3  79.7 23.3  23.3
LOS by Move:    D    C     C     D    C     B     D    C     C     E    C     C
HCM2kAvgQ:      4    7     1     5   13     1     1   11    11     2    5     5
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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```

EXISTING + PROJECT

```
ex + proj pm                Tue Dec 4, 2007 11:05:43                  Page 4-1
-------------------------------------------------------------------------------
                                Settlers Point
                          Existing + Project PM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #3 Los Coches Road/Wellington Hills Drive
*******************************************************************************
Average Delay (sec/veh):      1.3       Worst Case Level Of Service: C[ 22.2]
*******************************************************************************
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    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      47  423     1     3  509    26     6    0    23     1    0     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   47  423     1     3  509    26     6    0    23     1    0     1
Added Vol:      0    5     0     0   12    33    14    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   47  428     1     3  521    59    20    0    23     1    0     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    51  465     1     3  566    64    22    0    25     1    0     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   51  465     1     3  566    64    22    0    25     1    0     1
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  630 xxxx xxxxx   466 xxxx xxxxx  1173 1173   598  1185 1205   466
Potent Cap.:  962 xxxx xxxxx  1106 xxxx xxxxx   170  194   506   167  185   601
Move Cap.:    962 xxxx xxxxx  1106 xxxx xxxxx   163  182   506   152  175   601
Volume/Cap:  0.05 xxxx  xxxx  0.00 xxxx  xxxx  0.13 0.00  0.05  0.01 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.0 xxxx xxxxx   8.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  255 xxxxx  xxxx  243 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.7 xxxxx xxxxx  0.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 22.2 xxxxx xxxxx 20.0 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             22.2             20.0
ApproachLOS:         *                *               C                C
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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EXISTING + PROJECT

```
ex + proj pm                Thu Feb 5, 2009 14:46:41                  Page 5-1
-------------------------------------------------------------------------------
                                   TM 5306
                  Existing + Project PM Peak Hour (June 2007)
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #4 Los Coches Road/Business Route 8
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.902
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        48.9
Optimal Cycle:       111                Level Of Service:                 D
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    1  0  1  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      78  473   257    85  440   197   202  186   138   135   90    61
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:   78  473   257    85  440   197   202  186   138   135   90    61
Added Vol:     67    0     0     0    0    12     5    0    29     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  145  473   257    85  440   209   207  186   167   135   90    61
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:   158  514   279    92  478   227   225  202   182   147   98    66
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  158  514   279    92  478   227   225  202   182   147   98    66
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  158  514   279    92  478   227   225  202   182   147   98    66
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.66 0.70  0.60  0.66 0.70  0.60  0.66 0.70  0.60  0.66 0.66  0.66
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.60  0.40
Final Sat.:  1264 1330  1131  1264 1330  1131  1264 1330  1131  1264  744   505
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.39  0.25  0.07 0.36  0.20  0.18 0.15  0.16  0.12 0.13  0.13
Crit Moves:  ****                 ****        ****                    ****
Green/Cycle: 0.14 0.45  0.45  0.09 0.40  0.60  0.20 0.20  0.20  0.15 0.15  0.15
Volume/Cap:  0.90 0.86  0.55  0.86 0.90  0.34  0.90 0.77  0.81  0.80 0.90  0.90
Delay/Veh:   83.7 36.2  21.2  90.2 46.8  10.5  71.5 51.0  58.3  62.4 82.2  82.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  83.7 36.2  21.2  90.2 46.8  10.5  71.5 51.0  58.3  62.4 82.2  82.2
LOS by Move:    F    D     C     F    D     B     E    D     E     E    F     F
HCM2kAvgQ:      8   17     7     5   18     4    10    8     8     6    8     8
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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EXISTING + PROJECT

```
ex + proj pm                Tue Dec 4, 2007 11:05:43                  Page 6-1
-------------------------------------------------------------------------------
                                Settlers Point
                          Existing + Project PM Peak Hour
-------------------------------------------------------------------------------
                        Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #5 Los Coches Road/I-8 WB Ramps
*******************************************************************************
Cycle (sec):          98                Critical Vol./Cap.(X):         0.526
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        17.7
Optimal Cycle:        42                Level Of Service:                 B
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     256  824     0     0  442   290     0    0     0   141   19    42
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:  256  824     0     0  442   290     0    0     0   141   19    42
Added Vol:      0   60     0     0    6    22     0    0     0     0    0     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  256  884     0     0  448   312     0    0     0   141   19    49
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:   278  961     0     0  487   339     0    0     0   153   21    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  278  961     0     0  487   339     0    0     0   153   21    53
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  278  961     0     0  487   339     0    0     0   153   21    53
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.95  1.00  1.00 0.95  0.85  1.00 1.00  1.00  0.82 0.82  0.82
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.00 0.28  0.72
Final Sat.:  1805 3610     0     0 3610  1615     0    0     0  1566  438  1128
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.27  0.00  0.00 0.13  0.21  0.00 0.00  0.00  0.10 0.05  0.05
Crit Moves:  ****                         ****                    ****
Green/Cycle: 0.29 0.69  0.00  0.00 0.40  0.40  0.00 0.00  0.00  0.19 0.19  0.19
Volume/Cap:  0.53 0.38  0.00  0.00 0.34  0.53  0.00 0.00  0.00  0.53 0.25  0.25
Delay/Veh:   30.0  6.4   0.0   0.0 20.6  23.2   0.0  0.0   0.0  37.2 34.2  34.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  30.0  6.4   0.0   0.0 20.6  23.2   0.0  0.0   0.0  37.2 34.2  34.2
LOS by Move:    C    A     A     A    C     C     A    A     A     D    C     C
HCM2kAvgQ:      7    6     0     0    5     8     0    0     0     5    2     2
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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EXISTING + PROJECT

```
ex + proj pm                Tue Dec 4, 2007 11:05:43                  Page 7-1
-------------------------------------------------------------------------------
                                Settlers Point
                          Existing + Project PM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #6 Los Coches Road/I-8 EB Ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.920
Loss Time (sec):       9 (Y+R=4.0 sec)  Average Delay (sec/veh):        31.2
Optimal Cycle:       114                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:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    1  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  553   509    93  485     0   532    1   649     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  553   509    93  485     0   532    1   649     0    0     0
Added Vol:      0    7     0     3    3     0    52    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  560   509    96  488     0   584    1   649     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  609   553   104  530     0   635    1   705     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  609   553   104  530     0   635    1   705     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  609   553   104  530     0   635    1   705     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  1.00 0.95  0.85  0.95 0.95  1.00  0.93 0.93  0.85  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  1.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 3610  1615  1805 3610     0  3524    6  1615     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.17  0.34  0.06 0.15  0.00  0.18 0.18  0.44  0.00 0.00  0.00
Crit Moves:             ****  ****                           ****
Green/Cycle: 0.00 0.37  0.37  0.06 0.44  0.00  0.47 0.47  0.47  0.00 0.00  0.00
Volume/Cap:  0.00 0.45  0.92  0.92 0.34  0.00  0.38 0.38  0.92  0.00 0.00  0.00
Delay/Veh:    0.0 23.9  49.4 106.4 18.8   0.0  17.0 17.0  40.7   0.0  0.0   0.0
User DelAdj: 0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96
AdjDel/Veh:   0.0 22.9  47.2 101.6 18.0   0.0  16.2 16.2  38.9   0.0  0.0   0.0
LOS by Move:    A    C     D     F    B     A     B    B     D     A    A     A
HCM2kAvgQ:      0    8    21     6    6     0     6    6    25     0    0     0
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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```

EXISTING + PROJECT

```
ex + proj pm                Tue Dec 4, 2007 11:05:43                  Page 8-1
-------------------------------------------------------------------------------
                                Settlers Point
                          Existing + Project PM Peak Hour
-------------------------------------------------------------------------------
                        Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #7 Business 8/Project D/W
*******************************************************************************
Average Delay (sec/veh):      1.2       Worst Case Level Of Service: C[ 19.4]
*******************************************************************************
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  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0  526     0     0  365     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0  526     0     0  365     0
Added Vol:      0    0     0    34    0    16    37    0     0     0    0    79
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0    34    0    16    37  526     0     0  365    79
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    0     0    37    0    17    40  572     0     0  397    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    37    0    17    40  572     0     0  397    86
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1092 xxxx   440   483 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   240 xxxx   622  1091 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   233 xxxx   622  1091 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.16 xxxx  0.03  0.04 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.6 xxxx   0.1   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  23.4 xxxx  11.0   8.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     C    *     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 ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             19.4           xxxxxx           xxxxxx
ApproachLOS:         *               C                *                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

EXISTING + PROJECT

```
ex + proj pm                Tue Dec 4, 2007 11:05:43                  Page 9-1
-------------------------------------------------------------------------------
                                Settlers Point
                         Existing + Project PM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #8 E. Main St/Pepper Dr
*******************************************************************************
Cycle (sec):          99                Critical Vol./Cap.(X):         0.620
Loss Time (sec):      10 (Y+R=4.0 sec)  Average Delay (sec/veh):        24.2
Optimal Cycle:        45                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:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  2  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   215    0   216   291  590     0     0  400   111
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   215    0   216   291  590     0     0  400   111
Added Vol:      0    0     0     7    0     0     0   30     0     0   13     3
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   222    0   216   291  620     0     0  413   114
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    0     0   241    0   235   316  674     0     0  449   124
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   241    0   235   316  674     0     0  449   124
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0   241    0   235   316  674     0     0  449   124
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.87 0.87  0.87  0.83 0.87  0.74  0.83 0.83  0.87  0.87 0.80  0.80
Lanes:       0.00 0.00  0.00  1.00 0.00  1.00  1.00 2.00  0.00  0.00 1.57  0.43
Final Sat.:     0    0     0  1570    0  1405  1570 3141     0     0 2383   658
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.15 0.00  0.17  0.20 0.21  0.00  0.00 0.19  0.19
Crit Moves:                                ****  ****                    ****
Green/Cycle: 0.00 0.00  0.00  0.27 0.00  0.27  0.33 0.63  0.00  0.00 0.30  0.30
Volume/Cap:  0.00 0.00  0.00  0.57 0.00  0.62  0.62 0.34  0.00  0.00 0.62  0.62
Delay/Veh:    0.0  0.0   0.0  33.0  0.0  34.8  30.6  8.8   0.0   0.0 30.8  30.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  33.0  0.0  34.8  30.6  8.8   0.0   0.0 30.8  30.8
LOS by Move:    A    A     A     C    A     C     C    A     A     A    C     C
HCM2kAvgQ:      0    0     0     7    0     7     9    5     0     0    9     9
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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```

EXISTING + PROJECT

INTERSECTION

Signalized Intersection
CAPACITY ANALYSIS

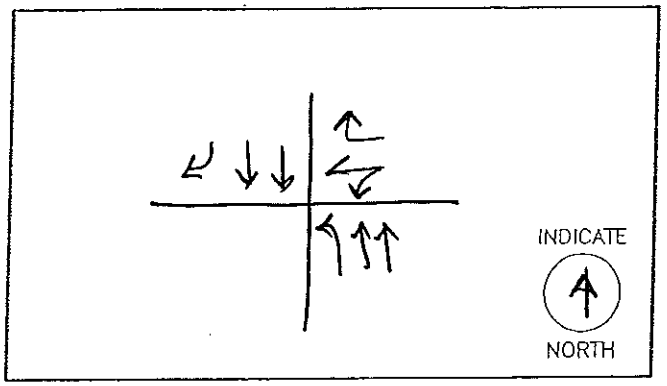
INTERSECTION I-8 WB RAMPS/LOS COCHES

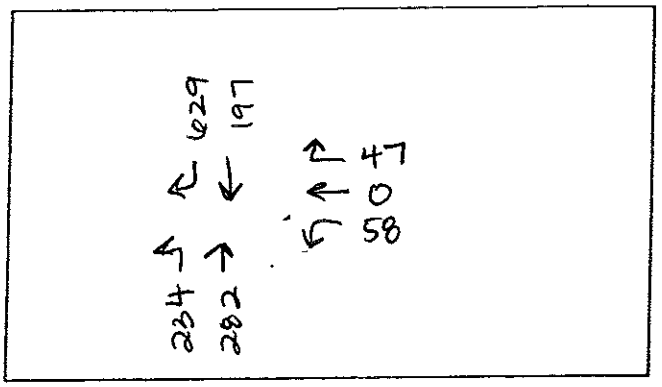
DIST. CO. RTE. P.M. _____

BY CL DATE 11/15/07

TIME _____ (AM) PM

DIAGRAM AND TRAFFIC FLOWS:





LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
629 98 99	234 141 141	47 58	

CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
629	141	58	

TOTAL OPERATING LEVEL (ILV/HR) IS . . .

Σ
828

UNDER

- [x] < 1200 ILV/HR.
- [ ] > 1200 BUT < 1500 ILV/HR.
- [ ] > 1500 ILV/HR (CAPACITY)

REMARKS:

EXISTING + PROJECT
INTERSECTION

Signalized Intersection
CAPACITY ANALYSIS

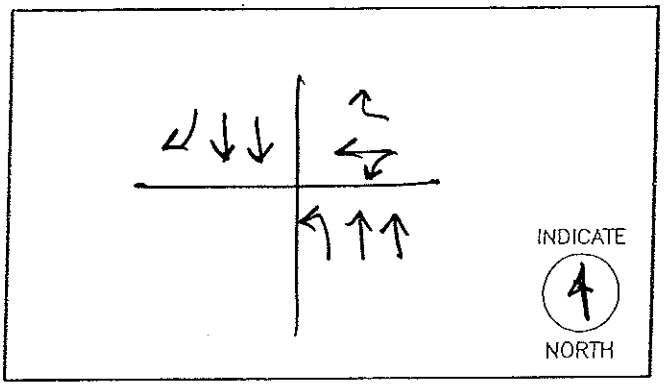
INTERSECTION I-8 WB RAMPS / US COCHES

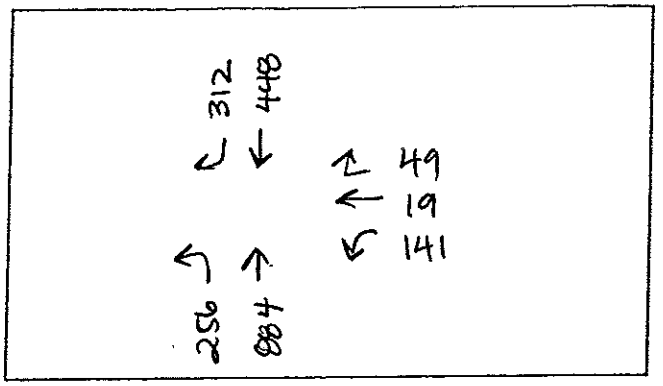
DIST. CO. RTE. P.M. _____

BY CL DATE 11/15/07

TIME _____ AM PM

DIAGRAM AND TRAFFIC FLOWS:





LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
312 224 224	256 256 256	186 186	49 160

CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
312	256	186	160

TOTAL OPERATING LEVEL (ILV/HR) IS . . .

Σ
914

☒ < 1200 ILV/HR.

☐ > 1200 BUT < 1500 ILV/HR.

☐ > 1500 ILV/HR (CAPACITY)

REMARKS: UNDER

EXISTING + PROJECT

INTERSECTION

Signalized Intersection
CAPACITY ANALYSIS

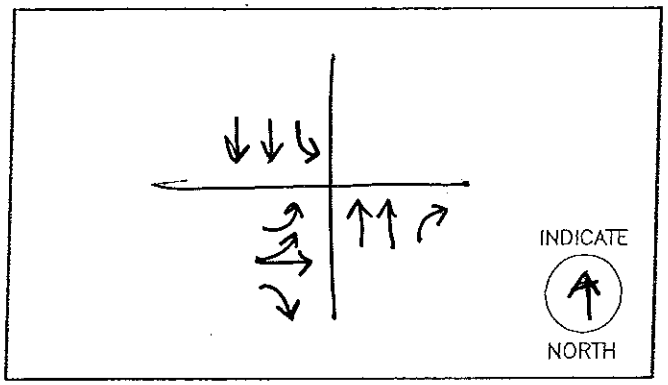
INTERSECTION I-8 EB RAMPS / LOS COYOTES

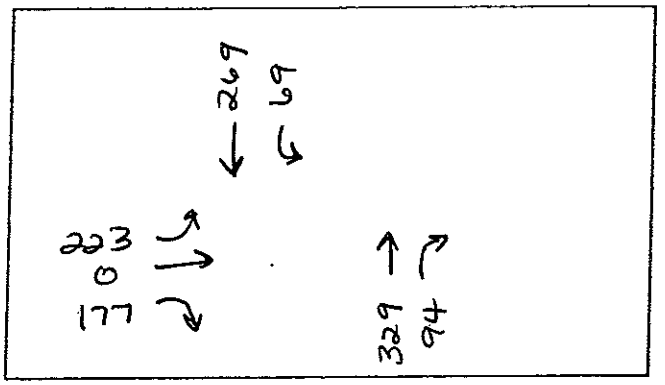
DIST. CO. RTE. P.M. _____

BY CL DATE 11/15/07

TIME AM (AM) PM

DIAGRAM AND TRAFFIC FLOWS:





LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
69 69 69	69 69 165 164 94	112 111 177	

CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
69	165	177	

TOTAL OPERATING LEVEL (ILV/HR)

Σ
411

IS . . .

☒ < 1200 ILV/HR.

☐ > 1200 BUT < 1500 ILV/HR.

☐ > 1500 ILV/HR (CAPACITY)

UNDER

REMARKS:

EXISTING + PROJECT
INTERSECTION

Signalized Intersection
CAPACITY ANALYSIS

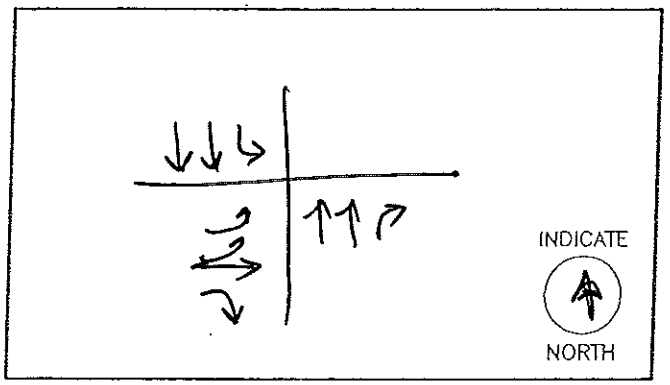
INTERSECTION I-8 EB Ramps / Los Coches

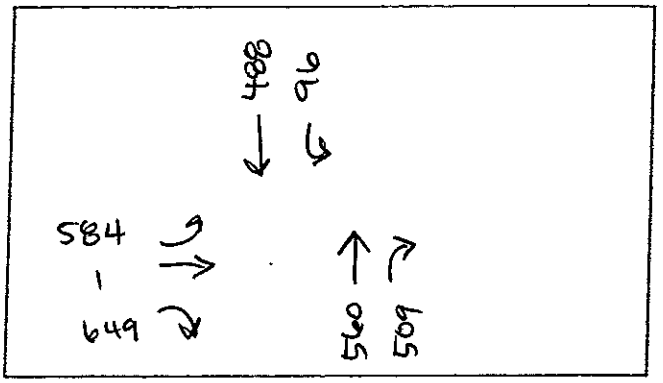
DIST. CO. RTE. P.M. _____

BY CL DATE 11/15/07

TIME _____ AM (PM)

DIAGRAM AND TRAFFIC FLOWS:





LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
96 96 96	148 148 280 280 509	292 293 649	

CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
96	509	649	

TOTAL OPERATING LEVEL (ILV/HR) IS . . .

Σ
1254

- ☐ < 1200 ILV/HR.
- ☒ > 1200 BUT < 1500 ILV/HR.
- ☐ > 1500 ILV/HR (CAPACITY)

REMARKS: NEAR

APPENDIX F

EXISTING + PROJECT + CUMULATIVE PROJECTS INTERSECTION AND ILV ANALYSIS SHEETS

EXISTING + PROJECT + CUMULATIVE PROJECTS

```
ex + proj + cp am          Tue Dec 4, 2007 11:12:38                  Page 2-1
-------------------------------------------------------------------------------
                              Settlers Point
             Existing + Cumulative Projects + Project AM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #1 Maine Avenue/Woodside Avenue
*******************************************************************************
Cycle (sec):         105                Critical Vol./Cap.(X):         0.488
Loss Time (sec):      10 (Y+R=4.0 sec)  Average Delay (sec/veh):        28.9
Optimal Cycle:        36                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:       Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include           Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    0  1  0  0  1    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     341  158    76     8   78    99    94  130   146    50   59     6
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:  341  158    76     8   78    99    94  130   146    50   59     6
Added Vol:     24   11     3     0    3     0     0    0     6     1    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  365  169    79     8   81    99    94  130   152    51   59     6
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:   397  184    86     9   88   108   102  141   165    55   64     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  397  184    86     9   88   108   102  141   165    55   64     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  397  184    86     9   88   108   102  141   165    55   64     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 1.00  0.85  1.00 1.00  0.85  0.95 1.00  0.85  0.97 0.97  0.97
Lanes:       1.00 1.00  1.00  0.09 0.91  1.00  1.00 1.00  1.00  0.44 0.51  0.05
Final Sat.:  1805 1900  1615   170 1722  1615  1805 1900  1615   811  939    95
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.10  0.05  0.05 0.05  0.07  0.06 0.07  0.10  0.07 0.07  0.07
Crit Moves:  ****                 ****                    ****              ****
Green/Cycle: 0.45 0.45  0.45  0.10 0.10  0.31  0.21 0.21  0.21  0.14 0.14  0.14
Volume/Cap:  0.49 0.21  0.12  0.49 0.49  0.21  0.27 0.35  0.49  0.49 0.49  0.49
Delay/Veh:   20.8 17.7  16.8  46.2 46.2  26.7  35.2 36.0  37.6  43.1 43.1  43.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  20.8 17.7  16.8  46.2 46.2  26.7  35.2 36.0  37.6  43.1 43.1  43.1
LOS by Move:    C    B     B     D    D     C     D    D     D     D    D     D
HCM2kAvgQ:      9    4     2     4    4     3     3    4     5     4    4     4
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************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```

EXISTING + PROJECT + CUMULATIVE PROJECTS

```
ex + proj + cp am          Tue Dec 4, 2007 11:12:38                  Page 3-1
------------------------------------------------------------------------------
                              Settlers Point
             Existing + Cumulative Projects + Project AM Peak Hour
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #2 Los Coches Road/Julian Avenue
******************************************************************************
Cycle (sec):          90                Critical Vol./Cap.(X):         0.574
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        26.0
Optimal Cycle:        45                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:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    1  0  1  0  1    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     112  412    71    65  203    29    21  101   103    62  205   107
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:  112  412    71    65  203    29    21  101   103    62  205   107
Added Vol:      3   38     0     0   10     0     0    0     1     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  115  450    71    65  213    29    21  101   104    62  205   107
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:   125  489    77    71  232    32    23  110   113    67  223   116
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  125  489    77    71  232    32    23  110   113    67  223   116
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  125  489    77    71  232    32    23  110   113    67  223   116
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 1.00  0.85  0.95 1.00  0.85  0.95 0.92  0.92  0.95 0.95  0.95
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.49  0.51  1.00 0.66  0.34
Final Sat.:  1805 1900  1615  1805 1900  1615  1805  865   891  1805 1185   618
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.26  0.05  0.04 0.12  0.02  0.01 0.13  0.13  0.04 0.19  0.19
Crit Moves:        ****        ****              ****                    ****
Green/Cycle: 0.19 0.45  0.45  0.07 0.33  0.33  0.02 0.27  0.27  0.08 0.33  0.33
Volume/Cap:  0.37 0.57  0.11  0.57 0.37  0.06  0.57 0.47  0.47  0.47 0.57  0.57
Delay/Veh:   32.6 19.4  14.4  47.1 23.4  20.7  62.4 28.2  28.2  42.0 26.4  26.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  32.6 19.4  14.4  47.1 23.4  20.7  62.4 28.2  28.2  42.0 26.4  26.4
LOS by Move:    C    B     B     D    C     C     E    C     C     D    C     C
HCM2kAvgQ:      3   10     1     3    5     1     1    6     6     2    8     8
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************


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```

EXISTING + PROJECT + CUMULATIVE PROJECTS

```
ex + proj + cp am          Tue Dec 4, 2007 11:12:38                  Page 4-1
------------------------------------------------------------------------------
                              Settlers Point
             Existing + Cumulative Projects + Project AM Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #3 Los Coches Road/Wellington Hills Drive
******************************************************************************
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:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15  374     0     1  405    13    31    1    59     3    0     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   15  374     0     1  405    13    31    1    59     3    0     1
Added Vol:      0   11     0     0    3     7    30    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   15  385     0     1  408    20    61    1    59     3    0     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    16  418     0     1  443    22    66    1    64     3    0     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   16  418     0     1  443    22    66    1    64     3    0     1
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  465 xxxx xxxxx   418 xxxx xxxxx   908  908   454   940  918   418
Potent Cap.: 1107 xxxx xxxxx  1151 xxxx xxxxx   258  278   610   246  273   639
Move Cap.:   1107 xxxx xxxxx  1151 xxxx xxxxx   255  273   610   217  269   639
Volume/Cap:  0.01 xxxx  xxxx  0.00 xxxx  xxxx  0.26 0.00  0.11  0.02 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.3 xxxx xxxxx   8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  356 xxxxx  xxxx  259 xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.7 xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:  8.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 20.9 xxxxx xxxxx 19.1 xxxxx
Shared LOS:     A    *     *     *    *     *     *    C     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             20.9             19.1
ApproachLOS:         *                *               C                C
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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EXISTING + PROJECT + CUMULATIVE PROJECTS

```
ex + proj + cp am          Thu Feb 5, 2009 14:47:15                  Page 5-1
------------------------------------------------------------------------------
                                   TM 5306
             Existing + Cumulative Projects + Project AM Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #4 Los Coches Road/Business Route 8
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.874
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        42.6
Optimal Cycle:        99                Level Of Service:                 D
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    1  0  1  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     107  279    52    31  428   215    99   65    77   158  146    66
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:  107  279    52    31  428   215    99   65    77   158  146    66
Added Vol:     15    0     0     0    0     3    11    0    61     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  122  279    52    31  428   218   110   65   138   158  146    66
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:   133  303    57    34  465   237   120   71   150   172  159    72
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  133  303    57    34  465   237   120   71   150   172  159    72
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  133  303    57    34  465   237   120   71   150   172  159    72
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.66 0.70  0.60  0.66 0.70  0.60  0.66 0.70  0.60  0.66 0.67  0.67
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.69  0.31
Final Sat.:  1264 1330  1131  1264 1330  1131  1264 1330  1131  1264  873   395
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.23  0.05  0.03 0.35  0.21  0.09 0.05  0.13  0.14 0.18  0.18
Crit Moves:  ****                 ****                    ****       ****
Green/Cycle: 0.12 0.47  0.47  0.05 0.40  0.55  0.15 0.15  0.15  0.21 0.21  0.21
Volume/Cap:  0.87 0.49  0.11  0.49 0.87  0.38  0.62 0.35  0.87  0.65 0.87  0.87
Delay/Veh:   82.2 19.1  15.1  51.3 42.5  13.1  46.0 39.0  77.2  42.1 64.3  64.3
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:  82.2 19.1  15.1  51.3 42.5  13.1  46.0 39.0  77.2  42.1 64.3  64.3
LOS by Move:    F    B     B     D    D     B     D    D     E     D    E     E
HCM2kAvgQ:      7    7     1     2   16     4     5    2     7     6   10    10
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************


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EXISTING + PROJECT + CUMULATIVE PROJECTS

```
ex + proj + cp am          Tue Dec 4, 2007 11:12:38                  Page 6-1
------------------------------------------------------------------------------
                              Settlers Point
             Existing + Cumulative Projects + Project AM Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #5 Los Coches Road/I-8 WB Ramps
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.707
Loss Time (sec):       9 (Y+R=4.0 sec)  Average Delay (sec/veh):        18.4
Optimal Cycle:        52                Level Of Service:                 B
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     238  306     0     0  203   628     0    0     0    58    0    65
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:  238  306     0     0  203   628     0    0     0    58    0    65
Added Vol:      0   14     0     0   14    48     0    0     0     0    0     2
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  238  320     0     0  217   676     0    0     0    58    0    67
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:   259  348     0     0  236   735     0    0     0    63    0    73
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  259  348     0     0  236   735     0    0     0    63    0    73
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  259  348     0     0  236   735     0    0     0    63    0    73
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.95  1.00  1.00 0.95  0.85  1.00 1.00  1.00  0.95 1.00  0.85
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:  1805 3610     0     0 3610  1615     0    0     0  1805    0  1615
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.10  0.00  0.00 0.07  0.45  0.00 0.00  0.00  0.03 0.00  0.05
Crit Moves:  ****                         ****                                ****
Green/Cycle: 0.20 0.85  0.00  0.00 0.64  0.64  0.00 0.00  0.00  0.06 0.00  0.06
Volume/Cap:  0.71 0.11  0.00  0.00 0.10  0.71  0.00 0.00  0.00  0.55 0.00  0.71
Delay/Veh:   43.3  1.3   0.0   0.0  6.8  13.9   0.0  0.0   0.0  50.9  0.0  66.0
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:  43.3  1.3   0.0   0.0  6.8  13.9   0.0  0.0   0.0  50.9  0.0  66.0
LOS by Move:    D    A     A     A    A     B     A    A     A     D    A     E
HCM2kAvgQ:      9    1     0     0    1    16     0    0     0     3    0     4
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************


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EXISTING + PROJECT + CUMULATIVE PROJECTS

```
ex + proj + cp am          Tue Dec 4, 2007 11:12:38                  Page 7-1
------------------------------------------------------------------------------
                              Settlers Point
             Existing + Cumulative Projects + Project AM Peak Hour
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #6 Los Coches Road/I-8 EB Ramps
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.296
Loss Time (sec):       9 (Y+R=4.0 sec)  Average Delay (sec/veh):        20.0
Optimal Cycle:        25                Level Of Service:                 B
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    1  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  338    94    73  269     0   248    0   177     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    94    73  269     0   248    0   177     0    0     0
Added Vol:      0    2     0     7    7     0    12    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  340    94    80  276     0   260    0   177     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  370   102    87  300     0   283    0   192     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  370   102    87  300     0   283    0   192     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  370   102    87  300     0   283    0   192     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  1.00 0.95  0.85  0.95 0.95  1.00  0.95 1.00  0.85  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:     0 3610  1615  1805 3610     0  3618    0  1615     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.10  0.06  0.05 0.08  0.00  0.08 0.00  0.12  0.00 0.00  0.00
Crit Moves:       ****        ****                          ****
Green/Cycle: 0.00 0.35  0.35  0.16 0.51  0.00  0.40 0.00  0.40  0.00 0.00  0.00
Volume/Cap:  0.00 0.30  0.18  0.30 0.16  0.00  0.19 0.00  0.30  0.00 0.00  0.00
Delay/Veh:    0.0 24.0  23.0  37.4 13.2   0.0  19.5  0.0  20.6   0.0  0.0   0.0
User DelAdj: 0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96
AdjDel/Veh:   0.0 22.9  22.0  35.7 12.6   0.0  18.6  0.0  19.6   0.0  0.0   0.0
LOS by Move:    A    C     C     D    B     A     B    A     B     A    A     A
HCM2kAvgQ:      0    4     2     3    3     0     3    0     4     0    0     0
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************

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EXISTING + PROJECT + CUMULATIVE PROJECTS

```
ex + proj + cp am          Tue Dec 4, 2007 11:12:38                  Page 8-1
--------------------------------------------------------------------------------
                                Settlers Point
             Existing + Cumulative Projects + Project AM Peak Hour
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #7 Business 8/Project D/W
********************************************************************************
Average Delay (sec/veh):      2.4       Worst Case Level Of Service: C[ 15.5]
********************************************************************************
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  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     2    0    13     5  236     0     0  448     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     2    0    13     5  236     0     0  448     1
Added Vol:      0    0     0    72    0    34     9    0     0     0    0    18
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0    74    0    47    14  236     0     0  448    19
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    0     0    80    0    51    15  257     0     0  487    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    80    0    51    15  257     0     0  487    21
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   784 xxxx   497   508 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   365 xxxx   577  1068 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   361 xxxx   577  1068 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.22 xxxx  0.09  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.8 xxxx   0.3   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  17.8 xxxx  11.8   8.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     C    *     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 ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             15.5           xxxxxx           xxxxxx
ApproachLOS:         *               C                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

EXISTING + PROJECT + CUMULATIVE PROJECTS

```
ex + proj + cp am          Tue Dec 4, 2007 11:12:39                  Page 9-1
------------------------------------------------------------------------------
                              Settlers Point
             Existing + Cumulative Projects + Project AM Peak Hour
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #8 E. Main St/Pepper Dr
******************************************************************************
Cycle (sec):         108                Critical Vol./Cap.(X):         0.610
Loss Time (sec):       9 (Y+R=4.0 sec)  Average Delay (sec/veh):        25.1
Optimal Cycle:        42                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:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  2  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    74    0   278   116  285     0     0  597   112
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    74    0   278   116  285     0     0  597   112
Added Vol:      0    0     0     2    0     0     0    7     0     0   27     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0    76    0   278   116  292     0     0  624   119
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    0     0    83    0   302   126  317     0     0  678   129
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0    83    0   302   126  317     0     0  678   129
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0    83    0   302   126  317     0     0  678   129
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.87 0.87  0.87  0.83 0.87  0.74  0.83 0.83  0.87  0.87 0.81  0.81
Lanes:       0.00 0.00  0.00  1.00 0.00  1.00  1.00 2.00  0.00  0.00 1.68  0.32
Final Sat.:     0    0     0  1570    0  1405  1570 3141     0     0 2574   491
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.05 0.00  0.22  0.08 0.10  0.00  0.00 0.26  0.26
Crit Moves:                                ****  ****                   ****
Green/Cycle: 0.00 0.00  0.00  0.35 0.00  0.35  0.13 0.56  0.00  0.00 0.43  0.43
Volume/Cap:  0.00 0.00  0.00  0.15 0.00  0.61  0.61 0.18  0.00  0.00 0.61  0.61
Delay/Veh:    0.0  0.0   0.0  24.0  0.0  31.0  49.5 11.5   0.0   0.0 24.5  24.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  24.0  0.0  31.0  49.5 11.5   0.0   0.0 24.5  24.5
LOS by Move:    A    A     A     C    A     C     D    B     A     A    C     C
HCM2kAvgQ:      0    0     0     2    0     9     5    3     0     0   11    11
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************


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```

EXISTING + PROJECT + CUMULATIVE PROJECTS

```
ex + proj + cp pm          Tue Dec 4, 2007 11:13:08                  Page 2-1
-------------------------------------------------------------------------------
                              Settlers Point
             Existing + Cumulative Projects + Project PM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #1 Maine Avenue/Woodside Avenue
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.754
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        35.7
Optimal Cycle:        68                Level Of Service:                 D
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include           Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    0  1  0  0  1    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     278  123   105    24  164   122   174  275   360    66  119     6
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:  278  123   105    24  164   122   174  275   360    66  119     6
Added Vol:     12    5     1     0   12     0     0    0    27     3    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  290  128   106    24  176   122   174  275   387    69  119     6
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  139   115    26  191   133   189  299   421    75  129     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  315  139   115    26  191   133   189  299   421    75  129     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  315  139   115    26  191   133   189  299   421    75  129     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 1.00  0.85  0.99 0.99  0.85  0.95 1.00  0.85  0.98 0.98  0.98
Lanes:       1.00 1.00  1.00  0.12 0.88  1.00  1.00 1.00  1.00  0.36 0.61  0.03
Final Sat.:  1805 1900  1615   227 1662  1615  1805 1900  1615   662 1141    58
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.07  0.07  0.12 0.12  0.08  0.10 0.16  0.26  0.11 0.11  0.11
Crit Moves:  ****             ****                            ****       ****
Green/Cycle: 0.23 0.23  0.23  0.15 0.15  0.50  0.35 0.35  0.35  0.15 0.15  0.15
Volume/Cap:  0.75 0.32  0.31  0.75 0.75  0.16  0.30 0.46  0.75  0.75 0.75  0.75
Delay/Veh:   43.4 32.3  32.3  51.3 51.3  13.8  24.2 25.9  34.8  51.8 51.8  51.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  43.4 32.3  32.3  51.3 51.3  13.8  24.2 25.9  34.8  51.8 51.8  51.8
LOS by Move:    D    C     C     D    D     B     C    C     C     D    D     D
HCM2kAvgQ:     11    4     3     8    8     2     4    7    13     8    8     8
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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```

EXISTING + PROJECT + CUMULATIVE PROJECTS

```
ex + proj + cp pm          Tue Dec 4, 2007 11:13:09                  Page 3-1
------------------------------------------------------------------------------
                              Settlers Point
             Existing + Cumulative Projects + Project PM Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #2 Los Coches Road/Julian Avenue
******************************************************************************
Cycle (sec):          90                Critical Vol./Cap.(X):         0.751
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        30.9
Optimal Cycle:        65                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:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    1  0  1  0  1    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     113  304    25   142  499    31    28  167   237    29  116    80
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:  113  304    25   142  499    31    28  167   237    29  116    80
Added Vol:      1   18     0     0   42     0     0    0     3     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  114  322    25   142  541    31    28  167   240    29  116    80
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:   124  350    27   154  588    34    30  182   261    32  126    87
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  124  350    27   154  588    34    30  182   261    32  126    87
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  124  350    27   154  588    34    30  182   261    32  126    87
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 1.00  0.85  0.95 1.00  0.85  0.95 0.91  0.91  0.95 0.94  0.94
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.41  0.59  1.00 0.59  0.41
Final Sat.:  1805 1900  1615  1805 1900  1615  1805  711  1022  1805 1056   728
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.18  0.02  0.09 0.31  0.02  0.02 0.26  0.26  0.02 0.12  0.12
Crit Moves:  ****                 ****             ****        ****
Green/Cycle: 0.09 0.34  0.34  0.16 0.41  0.41  0.04 0.34  0.34  0.02 0.32  0.32
Volume/Cap:  0.75 0.54  0.05  0.54 0.75  0.05  0.38 0.75  0.75  0.75 0.38  0.38
Delay/Veh:   57.3 24.6  19.7  36.7 26.6  15.9  44.7 31.7  31.7  97.2 24.2  24.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  57.3 24.6  19.7  36.7 26.6  15.9  44.7 31.7  31.7  97.2 24.2  24.2
LOS by Move:    E    C     B     D    C     B     D    C     C     F    C     C
HCM2kAvgQ:      5    8     1     5   15     1     1   12    12     2    5     5
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************


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```

EXISTING + PROJECT + CUMULATIVE PROJECTS

```
ex + proj + cp pm          Tue Dec 4, 2007 11:13:10                  Page 4-1
-------------------------------------------------------------------------------
                                Settlers Point
             Existing + Cumulative Projects + Project PM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #3 Los Coches Road/Wellington Hills Drive
*******************************************************************************
Average Delay (sec/veh):      2.1       Worst Case Level Of Service: D[ 31.5]
*******************************************************************************
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    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      71  470     1     3  563    44    14    0    33     1    0     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   71  470     1     3  563    44    14    0    33     1    0     1
Added Vol:      0    5     0     0   12    33    14    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   71  475     1     3  575    77    28    0    33     1    0     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    77  516     1     3  625    84    30    0    36     1    0     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   77  516     1     3  625    84    30    0    36     1    0     1
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  709 xxxx xxxxx   517 xxxx xxxxx  1345 1345   667  1363 1386   517
Potent Cap.:  900 xxxx xxxxx  1059 xxxx xxxxx   130  153   462   126  144   562
Move Cap.:    900 xxxx xxxxx  1059 xxxx xxxxx   120  139   462   108  131   562
Volume/Cap:  0.09 xxxx  xxxx  0.00 xxxx  xxxx  0.25 0.00  0.08  0.01 0.00  0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.3 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.4 xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  201 xxxxx  xxxx  182 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.4 xxxxx xxxxx  0.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 31.5 xxxxx xxxxx 25.1 xxxxx
Shared LOS:     *    *     *     *    *     *     *    D     *     *    D     *
ApproachDel:    xxxxxx           xxxxxx             31.5             25.1
ApproachLOS:         *                *               D                D
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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```

EXISTING + PROJECT + CUMULATIVE PROJECTS

```
ex + proj + cp pm          Thu Feb 5, 2009 14:47:54                  Page 5-1
--------------------------------------------------------------------------------
                                   TM 5306
             Existing + Cumulative Projects + Project PM Peak Hour
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #4 Los Coches Road/Business Route 8
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         1.083
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        81.5
Optimal Cycle:       130                Level Of Service:                 F
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    1  0  1  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     105  510   260    90  469   227   232  215   167   140  127    64
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:  105  510   260    90  469   227   232  215   167   140  127    64
Added Vol:     67    0     0     0    0    12     5    0    29     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  172  510   260    90  469   239   237  215   196   140  127    64
User Adj:    1.06 1.06  1.06  1.06 1.06  1.06  1.06 1.06  1.06  1.06 1.06  1.06
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:   198  588   300   104  540   275   273  248   226   161  146    74
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  198  588   300   104  540   275   273  248   226   161  146    74
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  198  588   300   104  540   275   273  248   226   161  146    74
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.66 0.70  0.60  0.66 0.70  0.60  0.66 0.70  0.60  0.66 0.66  0.66
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.66  0.34
Final Sat.:  1264 1330  1131  1264 1330  1131  1264 1330  1131  1264  840   423
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.44  0.26  0.08 0.41  0.24  0.22 0.19  0.20  0.13 0.17  0.17
Crit Moves:  ****                 ****        ****                        ****
Green/Cycle: 0.14 0.44  0.44  0.08 0.38  0.57  0.20 0.20  0.20  0.16 0.16  0.16
Volume/Cap:  1.08 1.01  0.60  1.01 1.08  0.42  1.08 0.93  1.00  0.79 1.08  1.08
Delay/Veh:  133.3 67.3  23.6 136.8 96.0  12.4 120.7 77.1 100.3  59.4  129 129.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 133.3 67.3  23.6 136.8 96.0  12.4 120.7 77.1 100.3  59.4  129 129.1
LOS by Move:    F    E     C     F    F     B     F    E     F     E    F     F
HCM2kAvgQ:     12   25     8     7   26     5    15   11    12     7   13    13
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************


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```

EXISTING + PROJECT + CUMULATIVE PROJECTS

```
ex + proj + cp pm          Tue Dec 4, 2007 11:13:11                  Page 6-1
------------------------------------------------------------------------------
                              Settlers Point
             Existing + Cumulative Projects + Project PM Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #5 Los Coches Road/I-8 WB Ramps
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.559
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):        17.9
Optimal Cycle:        45                Level Of Service:                 B
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     265  897     0     0  464   326     0    0     0   141   19    67
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  265  897     0     0  464   326     0    0     0   141   19    67
Added Vol:      0   60     0     0    6    22     0    0     0     0    0     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  265  957     0     0  470   348     0    0     0   141   19    74
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:   288 1040     0     0  511   378     0    0     0   153   21    80
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  288 1040     0     0  511   378     0    0     0   153   21    80
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  288 1040     0     0  511   378     0    0     0   153   21    80
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.95  1.00  1.00 0.95  0.85  1.00 1.00  1.00  0.82 0.82  0.82
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.00 0.20  0.80
Final Sat.:  1805 3610     0     0 3610  1615     0    0     0  1565  320  1246
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.29  0.00  0.00 0.14  0.23  0.00 0.00  0.00  0.10 0.06  0.06
Crit Moves:  ****                         ****                    ****
Green/Cycle: 0.29 0.70  0.00  0.00 0.42  0.42  0.00 0.00  0.00  0.18 0.18  0.18
Volume/Cap:  0.56 0.41  0.00  0.00 0.34  0.56  0.00 0.00  0.00  0.56 0.37  0.37
Delay/Veh:   31.7  6.2   0.0   0.0 19.8  23.1   0.0  0.0   0.0  39.3 36.7  36.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  31.7  6.2   0.0   0.0 19.8  23.1   0.0  0.0   0.0  39.3 36.7  36.7
LOS by Move:    C    A     A     A    B     C     A    A     A     D    D     D
HCM2kAvgQ:      8    7     0     0    6     9     0    0     0     5    3     3
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************


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```

EXISTING + PROJECT + CUMULATIVE PROJECTS

```
ex + proj + cp pm          Tue Dec 4, 2007 11:13:12                  Page 7-1
------------------------------------------------------------------------------
                              Settlers Point
             Existing + Cumulative Projects + Project PM Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #6 Los Coches Road/I-8 EB Ramps
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.929
Loss Time (sec):       9 (Y+R=4.0 sec)  Average Delay (sec/veh):        32.0
Optimal Cycle:       121                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:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    1  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  576   509   106  496     0   594    1   650     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  576   509   106  496     0   594    1   650     0    0     0
Added Vol:      0    7     0     3    3     0    52    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  583   509   109  499     0   646    1   650     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  634   553   118  542     0   702    1   707     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  634   553   118  542     0   702    1   707     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  634   553   118  542     0   702    1   707     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  1.00 0.95  0.85  0.95 0.95  1.00  0.93 0.93  0.85  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  1.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 3610  1615  1805 3610     0  3510    5  1615     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18  0.34  0.07 0.15  0.00  0.20 0.20  0.44  0.00 0.00  0.00
Crit Moves:              ****  ****                           ****
Green/Cycle: 0.00 0.37  0.37  0.07 0.44  0.00  0.47 0.47  0.47  0.00 0.00  0.00
Volume/Cap:  0.00 0.48  0.93  0.93 0.34  0.00  0.43 0.43  0.93  0.00 0.00  0.00
Delay/Veh:    0.0 24.4  51.5 104.4 18.6   0.0  17.7 17.7  42.6   0.0  0.0   0.0
User DelAdj: 0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96
AdjDel/Veh:   0.0 23.3  49.2  99.7 17.8   0.0  16.9 16.9  40.7   0.0  0.0   0.0
LOS by Move:    A    C     D     F    B     A     B    B     D     A    A     A
HCM2kAvgQ:      0    8    21     7    6     0     7    7    25     0    0     0
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************


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```

EXISTING + PROJECT + CUMULATIVE PROJECTS

```
ex + proj + cp pm          Tue Dec 4, 2007 11:13:12                  Page 8-1
------------------------------------------------------------------------------
                              Settlers Point
             Existing + Cumulative Projects + Project PM Peak Hour
------------------------------------------------------------------------------
                       Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #7 Business 8/Project D/W
******************************************************************************
Average Delay (sec/veh):      1.5       Worst Case Level Of Service: C[ 23.2]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     1    0     6    15  608     0     0  418     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:    0    0     0     1    0     6    15  608     0     0  418     3
Added Vol:      0    0     0    34    0    16    37    0     0     0    0    79
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0    35    0    22    52  608     0     0  418    82
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    0     0    38    0    24    57  661     0     0  454    89
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    38    0    24    57  661     0     0  454    89
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1273 xxxx   499   543 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   187 xxxx   576  1036 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   179 xxxx   576  1036 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.21 xxxx  0.04  0.05 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.8 xxxx   0.1   0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  30.5 xxxx  11.5   8.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     D    *     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 ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             23.2           xxxxxx           xxxxxx
ApproachLOS:         *               C                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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EXISTING + PROJECT + CUMULATIVE PROJECTS

```
ex + proj + cp pm          Tue Dec 4, 2007 11:13:12                  Page 9-1
------------------------------------------------------------------------------
                              Settlers Point
             Existing + Cumulative Projects + Project PM Peak Hour
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
******************************************************************************
Intersection #8 E. Main St/Pepper Dr
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.757
Loss Time (sec):       9 (Y+R=4.0 sec)  Average Delay (sec/veh):        25.5
Optimal Cycle:        60                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:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  2  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   215    0   256   291  848     0     0  647   151
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   215    0   256   291  848     0     0  647   151
Added Vol:      0    0     0     7    0     0     0   30     0     0   13     3
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   222    0   256   291  878     0     0  660   154
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    0     0   241    0   278   316  954     0     0  717   167
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   241    0   278   316  954     0     0  717   167
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0   241    0   278   316  954     0     0  717   167
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.87 0.87  0.87  0.83 0.87  0.74  0.83 0.83  0.87  0.87 0.80  0.80
Lanes:       0.00 0.00  0.00  1.00 0.00  1.00  1.00 2.00  0.00  0.00 1.62  0.38
Final Sat.:     0    0     0  1570    0  1405  1570 3141     0     0 2475   578
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.15 0.00  0.20  0.20 0.30  0.00  0.00 0.29  0.29
Crit Moves:                                ****  ****                    ****
Green/Cycle: 0.00 0.00  0.00  0.26 0.00  0.26  0.27 0.65  0.00  0.00 0.38  0.38
Volume/Cap:  0.00 0.00  0.00  0.59 0.00  0.76  0.76 0.47  0.00  0.00 0.76  0.76
Delay/Veh:    0.0  0.0   0.0  34.4  0.0  42.8  41.5  9.0   0.0   0.0 29.7  29.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  34.4  0.0  42.8  41.5  9.0   0.0   0.0 29.7  29.7
LOS by Move:    A    A     A     C    A     D     D    A     A     A    C     C
HCM2kAvgQ:      0    0     0     7    0    10    11    8     0     0   14    14
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************


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Ex+ Proj+ Cuml. Projs

INTERSECTION

Signalized Intersection
CAPACITY ANALYSIS

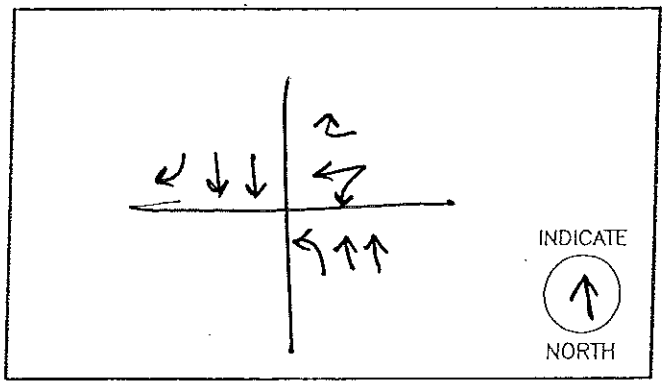
INTERSECTION I-8 WB RAMPS / LOS COCHES

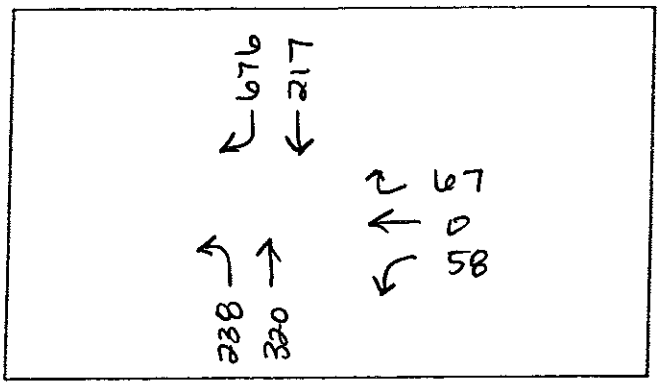
DIST. CO. RTE. P.M. _____

BY CL DATE 11/15/07

TIME _____ (AM) PM

DIAGRAM AND TRAFFIC FLOWS:





LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
676 108 109	238 160 160	67 58	

CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
676	238	67	

TOTAL OPERATING LEVEL (ILV/HR) IS . . .

Σ
981

☒ < 1200 ILV/HR.

☐ > 1200 BUT < 1500 ILV/HR.

☐ > 1500 ILV/HR (CAPACITY)

UNDER

REMARKS:

Ex + Proj. + Cumul. Projs.

INTERSECTION

Signalized Intersection
CAPACITY ANALYSIS

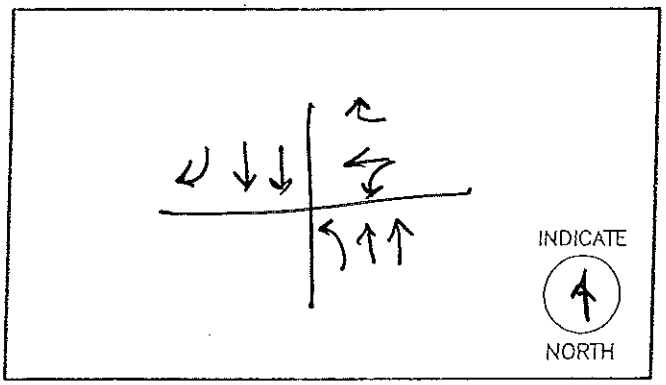
INTERSECTION I-8 WB Ramps / Los Coches

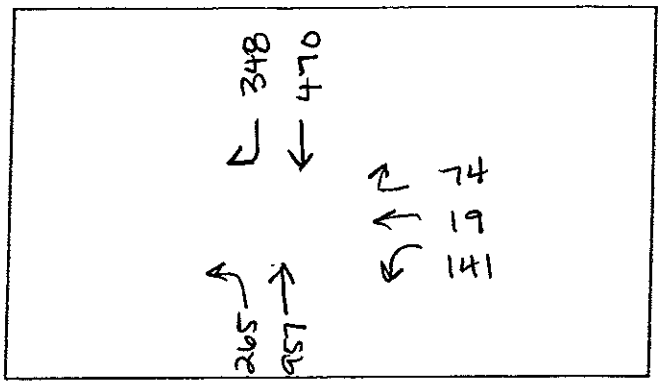
DIST. CO. RTE. P.M. _____

BY CL DATE 11/15/07

TIME _____ AM PM

DIAGRAM AND TRAFFIC FLOWS:





LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
348, 235, 235	265, 265, 265	213, 214	74, 160

CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
348	265	214	160

TOTAL OPERATING LEVEL (ILV/HR) IS . . .

Σ
987

☒ < 1200 ILV/HR.

☐ > 1200 BUT < 1500 ILV/HR.

☐ > 1500 ILV/HR (CAPACITY)

REMARKS: UNDER

Ex + Proj. + Cum Proj.

INTERSECTION

Signalized Intersection
CAPACITY ANALYSIS

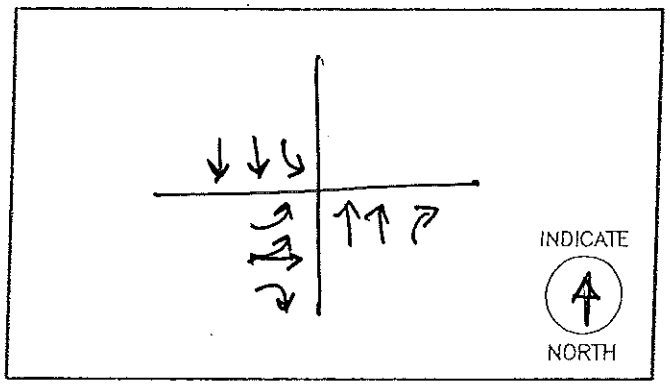
INTERSECTION I-8 EB Ramps/Los Coyotes

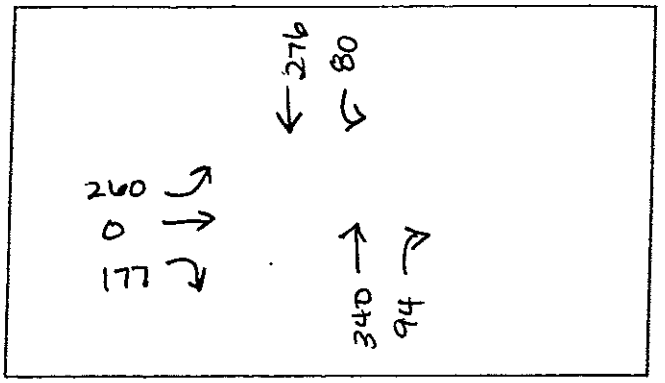
DIST. CO. RTE. P.M. _____

BY CL DATE 11/15/07

TIME _____ (AM) PM

DIAGRAM AND TRAFFIC FLOWS:





LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
80 80 80	85 85 170 170 94	130 130 177	

CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
80	170	177	

TOTAL OPERATING LEVEL (ILV/HR) IS . . .

Σ
427

☒ < 1200 ILV/HR.

☐ > 1200 BUT < 1500 ILV/HR.

☐ > 1500 ILV/HR (CAPACITY)

REMARKS: UNDER

Ex + Proj. + Cumul Proj.

INTERSECTION

Signalized Intersection
CAPACITY ANALYSIS

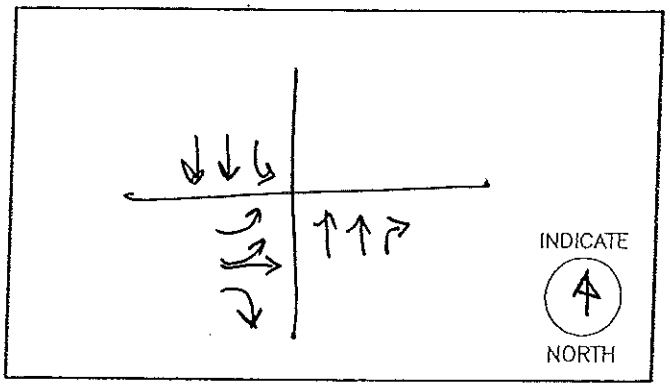
INTERSECTION I-8 EB Ramps / Los Coches

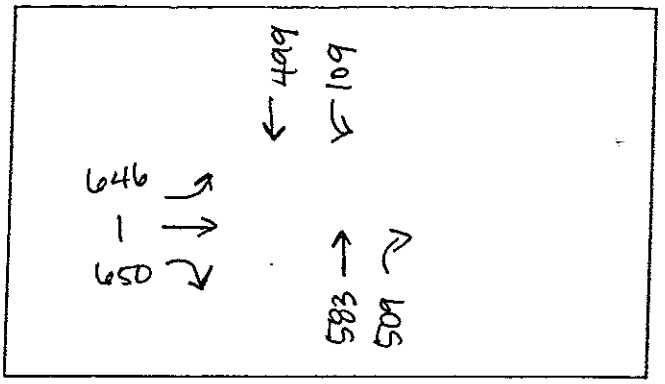
DIST. CO. RTE. P.M. _____

BY CL DATE 11/15/07

TIME _____ AM (PM)

DIAGRAM AND TRAFFIC FLOWS:





LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
109 109 109	141 140 292 291 509	323 324 650	

CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
109	509	650	

TOTAL OPERATING LEVEL (ILV/HR)

Σ
1268

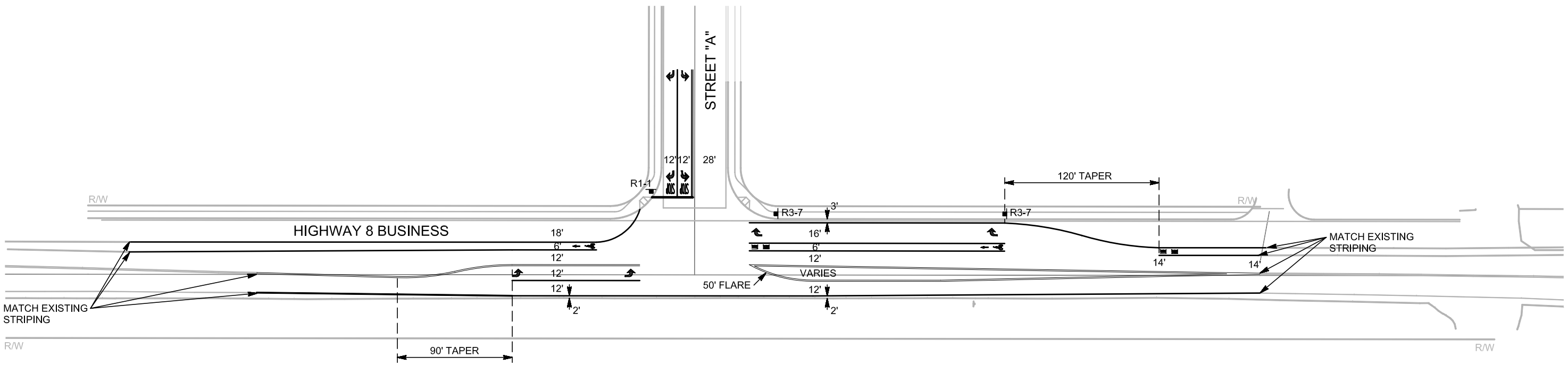
IS . . .

- ☐ < 1200 ILV/HR.
- ☒ > 1200 BUT < 1500 ILV/HR.
- ☐ > 1500 ILV/HR (CAPACITY)

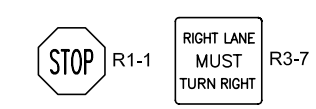
REMARKS: NEAR

APPENDIX G

CONCEPTUAL STRIPING PLAN FOR PROPOSED HIGHWAY 8 BUSINESS & STREET "A"



SIGNS THIS SHEET



SCALE: 1"=80'

REV. 5/6/09
LLG1539/Old/W.O. Number/TE/CS030/C_SH01-S1-Figure X

LINSCOTT LAW & GREENSPAN engineers

Figure X

Conceptual Striping Plan for Highway 8 Business & Street "A"

Settler's Point

APPENDIX H

EXISTING AND EXISTING + PROJECT WITH AND WITHOUT RECOMMENDED INTERSECTION MITIGATION MEASURES ANALYSIS SHEETS

TM 5306
Existing AM Peak Hour (June 2007)

Impact Analysis Report
Level Of Service

Arterial	Dir	Base LOS	Base Trvl Time	Base Avg. Speed	Future LOS	Future Trvl Time	Future Avg. Speed	Change in Avg. Speed
# 1 Hwy. 8 (east)	EB	B	179.8	29.0	B	179.8	29.0	+ 0.0

TM 5306
Existing PM Peak Hour (June 2007)

Impact Analysis Report
Level Of Service

Arterial	Dir	Base LOS	Base Trvl Time	Base Avg. Speed	Future LOS	Future Trvl Time	Future Avg. Speed	Change in Avg. Speed
# 1 Hwy. 8 (east)	EB	B	204.2	25.6	B	204.2	25.6	+ 0.0

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TM 5306
Existing + Project AM Peak Hour (June 2007)

Impact Analysis Report
Level Of Service

Arterial	Dir	Base LOS	Base Trvl Time	Base Avg. Speed	Future LOS	Future Trvl Time	Future Avg. Speed	Avg. in Speed Change
# 1 Hwy. 8 (east)	EB	B	179.8	29.0	B	181.2	28.8	-0.2

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TM 5306
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Impact Analysis Report
Level Of Service

Arterial	Dir	Base LOS	Base Trvl Time	Base Avg. Speed	Future LOS	Future Trvl Time	Future Avg. Speed	Change in Avg. Speed
# 1 Hwy. 8 (east)	EB	B	204.2	25.6	B	205.3	25.4	-0.2

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Impact Analysis Report
Level Of Service

Arterial	Dir	Base LOS	Base Trvl Time	Base Avg. Speed	Future LOS	Future Trvl Time	Future Avg. Speed	Change in Avg. Speed
# 1 Hwy. 8 (east)	EB	B	179.8	29.0	B	170.5	30.6	+ 1.6

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Impact Analysis Report
Level Of Service

Arterial	Dir	Base LOS	Base Trvl Time	Base Avg. Speed	Future LOS	Future Trvl Time	Future Avg. Speed	Change in Avg. Speed
# 1 Hwy. 8 (east)	EB	B	204.2	25.6	B	203.1	25.7	+0.1

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