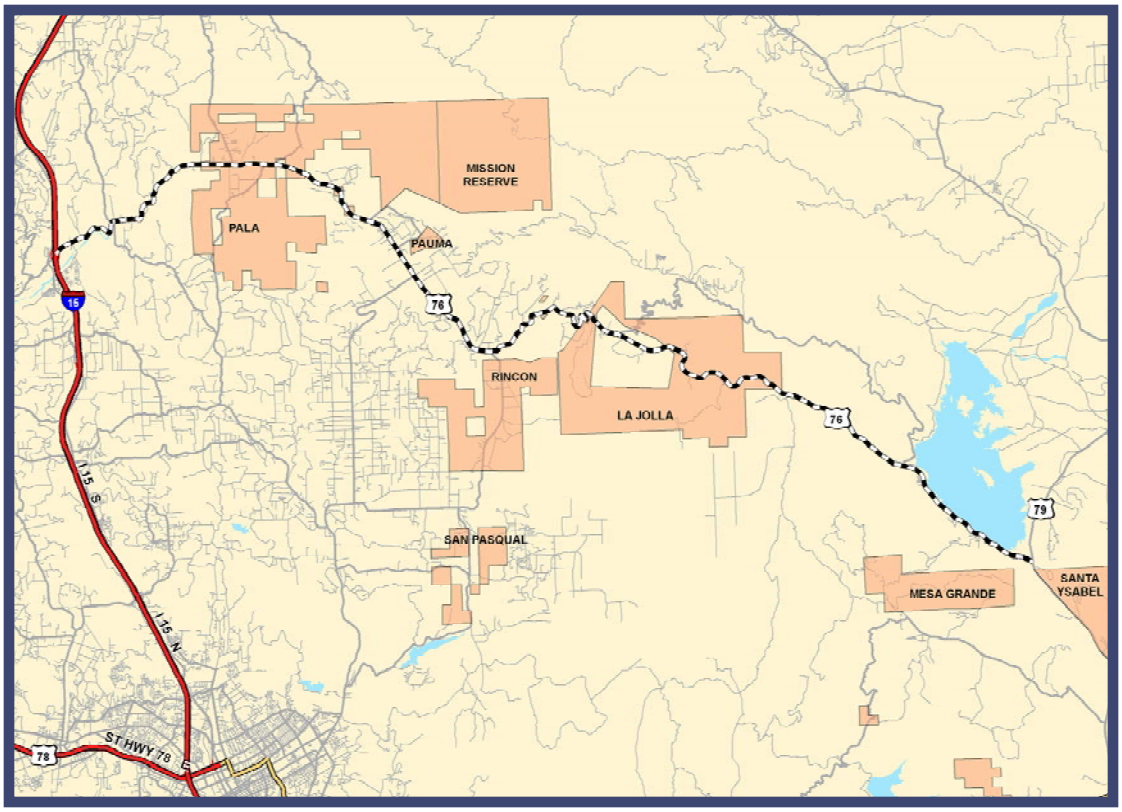
SR-76 EAST CORRIDOR STUDY



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1.0 INTRODUCTION

The Reservation Transportation Authority (RTA) with funding provided by the California Department of Transportation (CALTRANS), has prepared a study to investigate current traffic operations and identify achievable proposed Operational and Near Term Improvements for the State Route 76 corridor. In addition, the study has identified the approximate projected cumulative traffic effects of proposed development along the corridor.

The emphasis of the study was focused on the development of partnerships with Native American Tribal Governments, the County of Dan Diego, local community planning groups, the San Diego Association of Governments (SANDAG), resource agencies, developers, and the public. Based on identified Operational Improvements, the study has developed a cooperative approach for the funding of these improvements.

2.0 PURPOSE OF STUDY

The study was undertaken with the purpose of developing a number of key elements and goals as follows:

- Investigate Current Traffic Operations and Impacts.
- Determine Operational and Near Term Improvements.
- Prepare Approximate Long Term Traffic Forecasts and Modeling.
- Develop Feasibility Level Costs and Potential Funding Sources for Recommended Operational Improvements.
- Foster Partnerships with Native American Tribal Governments, Public Agencies, and Private Interests.

3.0 MAJOR STUDY TASKS

The major study tasks for the SR-76 East Corridor Study are as follows:

- Primary Focus of Study is the Identification of Operational and Near Term Improvements for the Corridor.
- Prepare List of Stakeholders. (See Appendix B for Final Stakeholders List)
- Collect Historical Information, Traffic and Corridor Data, and Analyze Current Traffic Operations and Impacts.
- Develop Preliminary Operational Improvements and Schematic Drawings.
- Prepare List of Preliminary Near Term Improvements.
- Develop Preliminary Approximate Traffic Forecasts.
- Obtain Input from Stakeholders Meetings on Preliminary Results of Corridor Study.
- Based on Input from the Stakeholders Meetings, Prepare Revisions to Proposed Operational Improvements and Schematic Drawings, and Adjustments to Proposed Near Term Improvements.
- Prepare Project Cost Estimates for Proposed Operational Improvements.
- Identify Potential Funding Sources for Proposed Operational Improvements.
- Prepare and Circulate Draft Report for Comments.
- Complete and Circulate Final Report.

4.0 EXISTING CONDITIONS

The following is a description of the existing SR-76 network, including roadway descriptions.

4.1 Existing Road Network

State Route (SR) is a principal east-west route that carries intraregional, interregional, commuter and recreational travel. In San Diego County, SR-76 traverses the City of Oceanside and the unincorporated communities of Bonsall, Fallbrook, Pala, Pauma Valley, Rincon, and Lake Henshaw serving outlying rural communities and a number of Indian reservations. SR-76 East extends from the Interstate 15 (I-15), Post-Mile (PM) 17.3 to 52.3 miles to the east, terminating at State Route 79 (SR-79) (PM) 52.3 near Lake Henshaw in San Diego County.

SR-76 is classified on the County of San Diego Circulation Element as the following:

- Major Road east of Interstate 15
- Prime Arterial from Interstate 15 to South Mission Road
- Expressway from South Mission Road to South of East Vista Way

Currently, SR-76 is a two-lane roadway in the study area with one lane of travel in each direction between Interstate 15 and State Route 79. Additional turn lanes are provided at key intersections along SR-76 to provide additional capacity at intersections. The posted speed limit in the study area varies from 40-55 mph, with warning signs at curves recommending speeds as low as 20 mph.

There are four Park and Ride lots near or adjacent to SR-76 at the following locations: the I-15/SR-76 interchange, Maxson Street and Mission Avenue/Frontier Drive in Oceanside, and Sweetgrass Lane in Bonsall. Metropolitan Transit Services (MTS) provides bus services on SR-76. Route 388 serves the areas of Pala, Pauma Valley, Rincon, Valley Center, and Escondido. Route 388 runs on SR-76 from County Route 16 to Valley Center Road. Route 388 provides service three times daily on both weekdays and weekends. Other mass transit options such as commuter rail, trolley, and express bus do not serve SR-76, but transfers to commuter rail are available at the Oceanside Transit Center, while transfer to Express bus are available at the Escondido Transit Center. Bicycle travel on SR-76 is allowable for the entire length of the route. Portions of SR-76 contain bicycle lanes.

Pala Temecula Road is classified as a rural 2-lane collector and is currently built as a two-lane undivided roadway. Pala Temecula Road connects the City of Temecula to SR-76. The speed limit is posed at 45 mph.

Pauma Reservation Road is an unclassified 2-lane roadway. The speed limit is posted at 45 mph. Pauma Reservation Road serves residential and agricultural areas to the east of SR-76 including the Pauma Indian Reservation and Casino Pauma. Parking is prohibited and no bike lanes or bus stops are provided.

Cole Grade Road is classified as a Collector Road in the County of San Diego Circulation Element. Currently Cole Grade Road is built as a two-lane undivided roadway. Parking is prohibited and no bike lanes or bus stops are provided.

Valley Center Road is classified as a Collector Road on the County of San Diego Circulation Element. It is currently a two-lane undivided roadway south of SR-76. Visitors to the Rincon Casino use Valley Center Road as the main access point. The posted speed limit ranges from 45 to 55 mph with bus stops provided intermittently. Bike lanes are not provided and curbside parking is prohibited.

Poomacha Road, Sengme Oaks Road and La Jolla Campground Road are located on the La Jolla Indian Reservation. All three roads are unclassified 2-lane roadways.

5.0 DATA ACQUISITION

The following is a list of key information and data that was acquired for study evaluation.

- Obtained Recent Aerial Photos of Corridor in Digital Form for Use as Base Maps for Study.

- Obtained Historical Reports and Traffic Data, Plans, and Proposed Development Projects in Corridor.

- Conducted Site Visits to Evaluate Roadway Conditions and Take Photos of Key Areas and Intersections.

- Estimated the Roadway Curve Dimensions and Location of Speed Warning Signs Between the I-15 Freeway and Pala Indian Reservation and Plotted on the Project Base Maps.

- Conducted Peak Hour Intersection Hand Counts (7:00 a.m. to 9:00 a.m.) and (4:00 p.m. to 6:00 p.m.) at the Following Locations:

    - SR 76 / Pala Mission Road
    - SR 76 / Pauma Reservation Road
    - SR 76 / Valley Center Road (S6)
    - SR 76 /SR 79

- Conducted 72-Hour ADT Machine Counts at the Following Locations:

    - SR 76 East of I-15
    - SR 76 West of Pala Casino
    - SR 76 East of Pala Casino
    - Pala Temecula Road North of Pala Mission Road
    - SR 76 West of Pauma Reservation Road
    - SR 76 East of Pauma Reservation Road
    - SR 76 West of Valley Center Road (S6)
    - SR 76 East of the Valley Center Road (S6)
    - Valley Center Road (S6) South of SR 76
    - Valley Center Road (S6) East of North Lake Wohlford Road
    - SR 76 West of SR 79

- Obtained Available Accident Data for the Corridor from Caltrans for the Period of 2001 to 2005.

6.0 EVALUATION OF JANUARY 2006 SR-76 TRANSPORTATION CONCEPT SUMMARY REPORT

In early 2006, Caltrans prepared a Transportation Concept Summary for SR-76 as a beginning point for the evaluation of the corridor needs. This summary included the roadway segment from the I-5 freeway to the I-15 freeway, and the easterly segment from the I-15 freeway to SR-79. Information was provided in the summary on existing and future average weekday traffic volumes, general recommendations for future major road improvements, and potential operational improvements for the entire SR-76 Corridor from I-5 to SR-79. The complete summary report can be found in Appendix A.

The summary report noted that further study and analysis was required for many of the proposed operational improvements. As a result, Caltrans contracted with the Reservation Transportation Authority to develop the SR-76 East Corridor Study.

6.1 January 2006 Caltrans Proposed Operational Improvements

The summary report included the following potential key operational improvements:

- Curve corrections PM 18.80 to 19.00
- Left Turn Channelization Rice Canyon Road PM 19.39
- Westbound Sight Distance Improvement PM 20.50
- Curve Corrections PM 20.70 to 22.20
- Eastbound Passing Lane PM 26.1 to 26.6
- Curve Correction PM 26.86
- Left and Right Turn Channelization Pauma Reservation Road PM 28.99
- Left and Right Turn Channelization Cole Grade Road PM 29.87
- Eastbound Passing Lane PM 31.3 to 32.0
- Curve Corrections PM 31.50
- Intersection Improvements Poomacha Road PM 41.11
- Intersection Improvements Sengme Oaks Road PM 41.57
- Intersection Improvements La Jolla Campground Road PM 41.68

The above list of proposed operational improvements are shown on Figures 6.1-1 and 6.1-2.

SR-76 TRANSPORTATION CONCEPT SUMMARY - JANUARY 2006
PROPOSED KEY OPERATIONAL IMPROVEMENTS

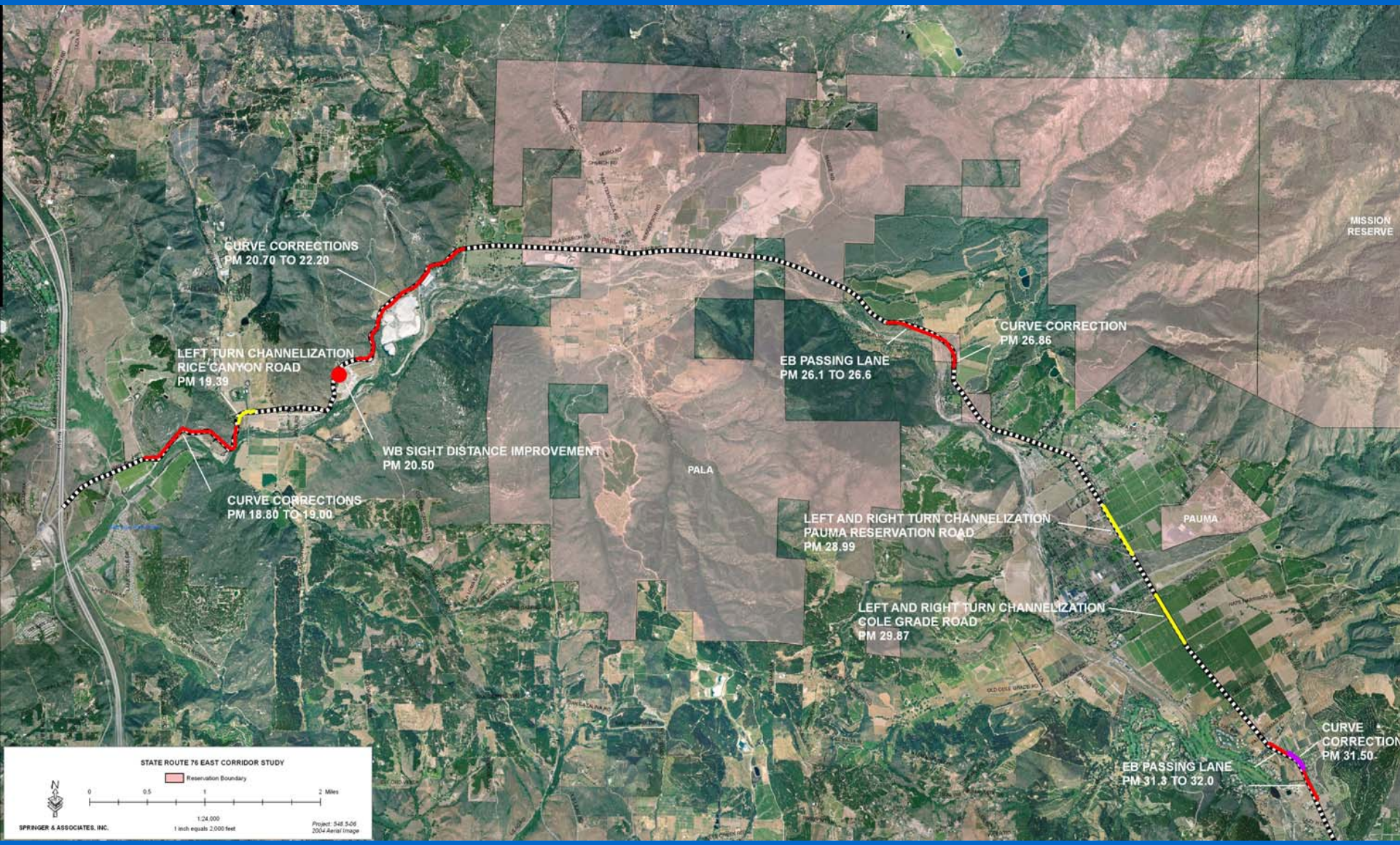


FIGURE 6.1-1

SR-76 TRANSPORTATION CONCEPT SUMMARY - JANUARY 2006
PROPOSED KEY OPERATIONAL IMPROVEMENTS

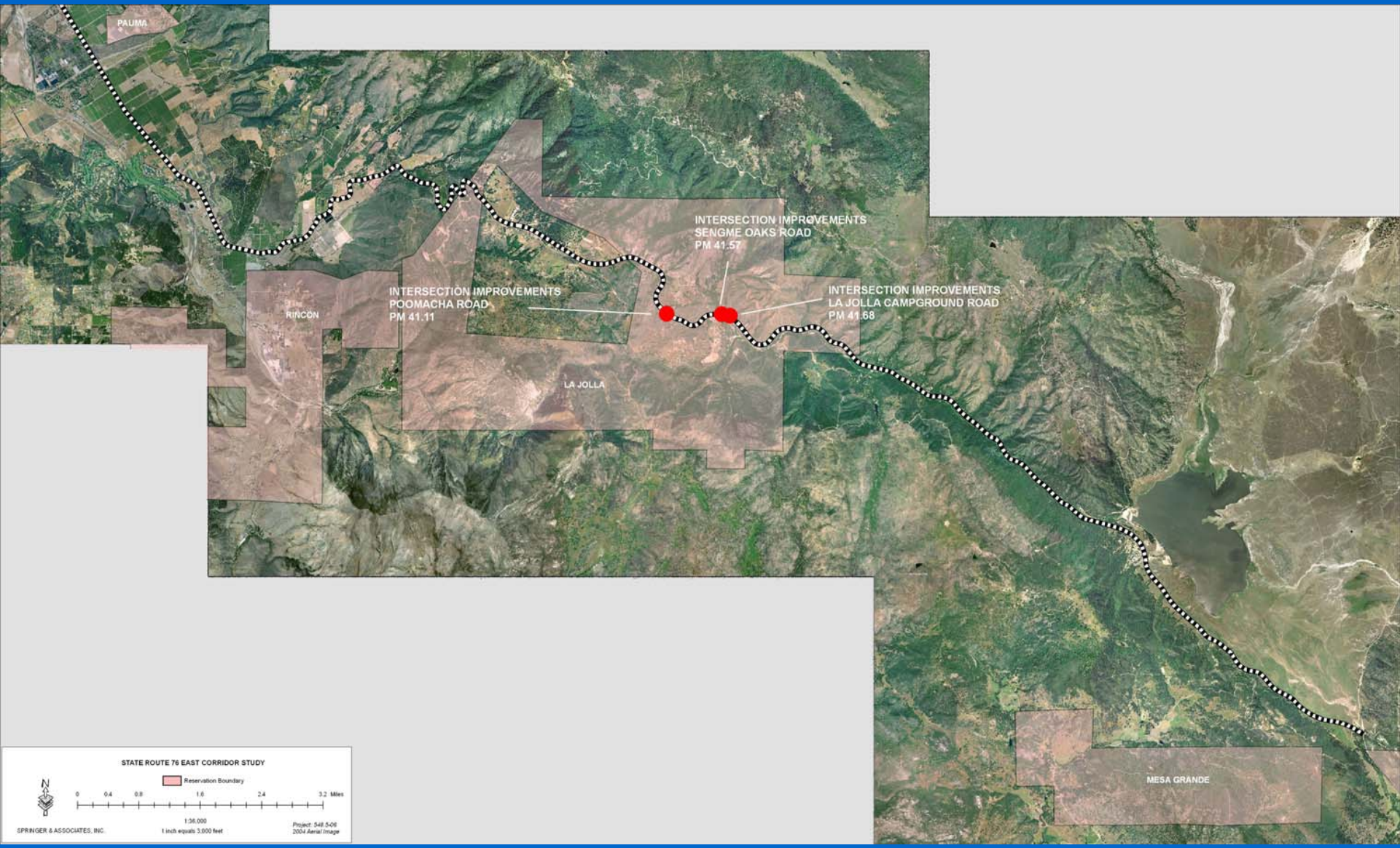


FIGURE 6.1-2

7.0 ANALYSIS OF EXISTING CONDITIONS

7.1 Evaluation of Existing Traffic Volumes

Average daily traffic (ADT) counts for study area segments and peak hour turning movements for key intersections counts were performed over 3 days between August 25, 2006 (Thursday) and August 27, 2006 (Saturday). ***Table 7–1*** is a summary of the average daily traffic volumes (ADTs). ***Appendix C*** contains the intersection and segment count sheets.

TABLE 7–1
EXISTING TRAFFIC VOLUMES

Street Segment	Existing Classification	Existing Capacity (at LOS E) [a]	Thursday ADT [b]	Friday ADT	Saturday ADT
SR-76					
East of I-15	Rural Collector	16,200	12,760	15,180	13,190
West of Pala Casino	Rural Collector	16,200	11,530	14,050	13,220
East of Pala Casino	Rural Collector	16,200	5890	7380	7340
West of Pauma Reservation Rd.	Rural Collector	16,200	9820	11,660	12,460
East of Pauma Reservation Rd.	Rural Collector	16,200	9130	10,700	11,160
West of Valley Center Rd. (S6)	Rural Collector	16,200	7660	8870	9360
East of Valley Center Rd. (S6)	Rural Collector	16,200	3740	4540	4590
West of SR 79	Rural Collector	16,200	1270	1580	1920
Pala Temecula Road					
North of Pala Mission Rd.	Rural Collector	16,200	9120	10,010	10,810
Pauma Reservation Road					
North of SR-76	Rural Collector	16,200	4550	5810	6570
Valley Center Road (S6)					
South of SR-76	Rural Collector	16,200	8360	9370	9570
East of N. Lake Wohlford Rd.	Rural Collector	16,200	9690	10,120	10,380

Footnotes:

a. Capacities based on County of San Diego Roadway Classification & LOS table (See *Appendix D*).

b. Average Daily Traffic Volumes.

The peak hour turning movement counts were done on August 24, 2006 at the following locations:

- SR-76/ West Pala Mission Road
- SR-76/ Pauma Reservation Road
- SR-76/ Valley Center Road
- SR-76/ SR 79

7.2 Analysis Approach and Methodology

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

7.3 Intersections

Signalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in Chapter 16 of the *2000 Highway Capacity Manual (HCM),* with the assistance of the Synchro Version 6 computer software. The delay values (represented in seconds) were qualified with a corresponding intersection Level of Service (LOS).

Unsignalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay and Levels of Service (LOS) was determined based upon the procedures found in Chapter 17 of the *2000 Highway Capacity Manual (HCM),* with the assistance of the Synchro Version 6 computer software.

7.4 Street Segments

Street segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the County of San Diego's *Roadway Classification, Level of Service, and ADT Table*. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The County of San Diego's *Roadway Classification, Level of Service, and ADT Table* is attached in ***Appendix D***.

7.5 ILV Operations

Caltrans requires that State-owned signalized intersections be analyzed using Intersecting Lane Vehicles (ILV) methodology as described in Chapter 400, Topic 406 of the Department Highway Design Manual. The ILV methodology is based on the concept that capacity of intersecting lanes of traffic is 1,500 vehicles per hour. For the typical local street interchange there is usually a critical intersection of a ramp and the crossroads that establishes the capacity of the interchange.

- *UNDER* - ILV/hr<1200
  Description: Stable flow with slight, but acceptable delay. Occasional signal loading may develop. Free mid-block operations.

- *NEAR* - ILV/hr 1200 – 1500:
  Description: Unstable flow with considerable delays possible. Some vehicles occasionally wait two or more cycles to pass through the intersection. Continuous backup occurs at some approaches.

- *OVER* - ILV/hr >1500:
  Description: Stop and go operation with severe delay and heavy congestion[1]. Traffic volume is limited by maximum discharge rates of each phase. Continuous backup in varying degrees occurs on all approaches. Where downstream capacity is restrictive, mainline congestion can impede orderly discharge through the intersection.

Note: The amount of congestion depends on how much the ILV/hr value exceeds 1500. Observed flow rates will normally not exceed 1500 ILV/hr and the excess will be delayed in a queue

7.6 Two Lane Highway

The two-way lane highway methodology calculates traffic operations along a section of highway based on terrain, geometric design and traffic conditions. There are two classes for a two-lane highway – Class I and Class II. On Class I highways, motorist's travel at relatively high speeds along major intercity routes, primary arterials and daily commuter routes. On Class II highways, motorists travel at lower speeds than Class I. Class II highway include access routes, scenic and recreational routes.

The Level of Service (LOS) criteria for Class I two-lane highway is determined based on Percent Time Spent Following (PTSF) and average speed. On Class II highways, LOS is solely based on PTSF. Adjustments to the analysis include for percentage of heavy vehicles, recreational vehicles, speed limit, and shoulder width among others. ***Table 7–2*** categorizes LOS based on PTSF and average speed (mph).

TABLE 7–2
TWO LANE HIGHWAY LOS

LOS[a]	Class I		Class II
	PTSF [b]	Speed [c]	PTSF
A	≤ 35	>50	≤ 40
B	> 35-50	>50-55	> 40-55
C	>50-65	>45-50	>55-70
D	>65-80	>40-45	>70-85
E	>80	≤ 40	>85

Footnotes:
a. LOS – Level of Service
b. PTSF – Percent Time Spent Following
c. Average speed expressed in miles per hour (mph).

7.7 Street System Operations Under Existing Conditions

The following is a summary of the street system operations under existing conditions. This includes intersection (signalized and unsignalized), street segment, and two-lane highway operational summaries. Intersections are analyzed under typical commuter peak hours (7-9 AM and 4-6 PM) for a weekday. Street segments are analyzed on a 24-hour basis for a Thursday, Friday and Saturday. Two-lane highways are analyzed on a "street peak" (highest volume in AM and PM) for a Thursday, Friday and Saturday.

7.8 Peak Hour Intersection Levels of Service

Table 7–3 shows the existing signalized intersection operations in the project vicinity. SR-76/ Pala Mission Road is calculated to operate at LOS C during the AM/PM commuter peak hours. Appendix E contains the existing peak hour analysis worksheets.

Table 7–3 also shows the existing operations of the unsignalized intersections in the project vicinity. All of the unsignalized intersections are calculated to operate at LOS C or better during the AM/PM commuter peak hours.

TABLE 7–3
INTERSECTION OPERATIONS
EXISTING CONDITIONS
(THURSDAY, COMMUTER PEAK HOURS)

Intersection	Control Type	Peak Hour	Existing	
			Delay[a]	LOS[b]
1. SR-76/ Pala Mission Road	Signal	AM	28.7	C
		PM	24.8	C
2. SR-76/ Pauma Reservation Road	TWSC[c]	AM	11.0	B
		PM	15.8	C
3. SR-76/ Valley Center Road	TWSC[c]	AM	10.5	B
		PM	9.2	A
4. SR-76/ SR 79	TWSC[c]	AM	9.3	A
		PM	8.6	A

Footnotes:

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

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

7.9 Daily Street Segment Levels of Service

The following is an operational summary of the SR-76/Pala Road corridor using the County of San Diego's preferred volume/capacity (V/C) method.

Table 7–4 shows the existing street segment operations on the SR-76 corridor on a Thursday. All of the segments are calculated to operate at LOS D or better with the following exceptions:

- SR-76 – East of I 15 (LOS E)
- SR-76 – West of Pala Casino (LOS E)
- (See Section 7.10 for explanation of LOS E)

TABLE 7–4
STREET SEGMENT OPERATIONS
EXISTING CONDITIONS
(THURSDAY, COMMUTER PEAK HOURS)

Street Segment	Existing Capacity (LOS E)[a]	Baseline Year 2006		
		ADT[b]	V/C[c]	LOS[d]
SR-76				
1. East of I-15	16,200	12,760	0.79	E
2. West of Pala Casino	16,200	11,530	0.71	E
3. East of Pala Casino	16,200	5890	0.36	C
4. West of Pauma Reservation Road	16,200	9820	0.61	D
5. East of Pauma Reservation Road	16,200	9130	0.56	D
6. West of Valley Center Road (S6)	16,200	7660	0.47	D
7. East of Valley Center Road (S6)	16,200	3740	0.23	B
8. West of SR 79	16,200	1270	0.08	A
Pala Temecula Road				
9. North of Pala Mission Road	16,200	9120	0.56	D
Pauma Reservation Road				
10. North of SR-76	16,200	4550	0.28	C
Valley Center Road (S6)				
11. South of SR-76	16,200	8360	0.52	D
12. East of N. Lake Wohlford Road	16,200	9690	0.60	D

Footnotes:

a. Capacities based on County of San Diego Roadway Classification & LOS table (See *Appendix D*).
b. Average Daily Traffic
c. Volume to Capacity ratio
d. Level of Service

Table 7–5 shows the existing street segment operations on the SR-76 corridor on a Friday. All of the segments are calculated to operate at LOS D or better with the following exceptions:

- SR-76 – East of I 15 (LOS E)
- SR-76 – West of Pala Casino (LOS E)
- SR-76 – West of Pauma Reservation Road (LOS E)
- (See Section 7.10 for explanation of LOS E)

TABLE 7-5
STREET SEGMENT OPERATIONS
EXISTING CONDITIONS
(FRIDAY DAILY VOLUMES)

Street Segment	Existing Capacity (LOS E)[a]	Baseline Year 2006		
		ADT[b]	V/C[c]	LOS[d]
SR-76				
1. East of I-15	16,200	15,180	0.94	E
2. West of Pala Casino	16,200	14,050	0.87	E
3. East of Pala Casino	16,200	7380	0.46	D
4. West of Pauma Reservation Road	16,200	11,660	0.72	E
5. East of Pauma Reservation Road	16,200	10,700	0.66	D
6. West of Valley Center Road (S6)	16,200	8870	0.55	D
7. East of Valley Center Road (S6)	16,200	4540	0.28	C
8. West of SR 79	16,200	1580	0.10	A
Pala Temecula Road				
9. North of Pala Mission Road	16,200	10,010	0.62	D
Pauma Reservation Road				
10. North of SR-76	16,200	5810	0.36	C
Valley Center Road (S6)				
11. South of SR-76	16,200	9370	0.58	D
12. East of N. Lake Wohlford Road	16,200	10,120	0.62	D

Footnotes:

a. Capacities based on County of San Diego Roadway Classification & LOS table (See *Appendix D*).
b. Average Daily Traffic
c. Volume to Capacity ratio
d. Level of Service

Table 7–6 shows the existing street segment operations on the SR-76 corridor on a Saturday. All of the segments are calculated to operate at LOS D or better with the following exceptions:

- SR-76 – East of I 15 (LOS E)
- SR-76 – West of Pala Casino (LOS E)
- SR-76 – West of Pauma Reservation Road (LOS E)
- SR-76 – East of Pauma Reservation Road (LOS E)
- (See Section 7.10 for explanation of LOS E)

TABLE 7-6
STREET SEGMENT OPERATIONS
EXISTING CONDITIONS
(SATURDAY DAILY VOLUMES)

Street Segment	Existing Capacity (LOS E)[a]	Baseline Year 2006		
		ADT[b]	V/C[c]	LOS[d]
SR-76				
1. East of I-15	16,200	13,190	0.81	E
2. West of Pala Casino	16,200	13,220	0.82	E
3. East of Pala Casino	16,200	7340	0.45	D
4. West of Pauma Reservation Road	16,200	12,460	0.77	E
5. East of Pauma Reservation Road	16,200	11,160	0.69	E
6. West of Valley Center Road (S6)	16,200	9360	0.58	D
7. East of Valley Center Road (S6)	16,200	4590	0.28	C
8. West of SR 79	16,200	1920	0.12	B
Pala Temecula Road				
9. North of Pala Mission Road	16,200	10,810	0.67	D
Pauma Reservation Road				
10. North of SR-76	16,200	6570	0.41	C
Valley Center Road (S6)				
11. South of SR-76	16,200	9570	0.59	D
12. East of N. Lake Wohlford Road	16,200	10,380	0.64	D

Footnotes:

a. Capacities based on County of San Diego Roadway Classification & LOS table (See *Appendix D*).
b. Average Daily Traffic
c. Volume to Capacity ratio
d. Level of Service

7.10 Summary of Street Segment Operations for Existing Conditions

From the above analysis, it has been calculated that the key roadway segments currently operate at LOS E on some of the key roadway segments. However, the "V/C" analysis used to calculate segment operations is the least sophisticated method of segment analysis, and can often yield results that do not match field observations.

For example, "LOS E" indicates that severe congestion nearing gridlock is to be expected. SR 76, while calculating as LOS E with the V/C method, does not come close to "severe congestion" conditions on the segments during typical peak operations. This is because the distribution of traffic over the 24-hour period is not consistent with the typical commuter distribution used when developing the LOS tables for the V/C method. In rural areas, and especially areas with gaming facility-influence, traffic is distributed much more evenly through the day and night.

More specific, peak hour analyses were conducted on both the key intersections along the corridor, as well as the key segments to examine the existing operations during this constrained, peak time. The results of the peak hour intersection and "two-lane highway" (peak segment) calculations show that LOS D or better operations currently occur.

The results of the peak hour analyses were conducted should be considered when reviewing the V/C method segment calculations. Traffic engineering professionals rely more on peak hour results, due to the increased consideration of variables and the "worst-case" nature these calculations provide.

7.11 Intersecting Lane Vehicle (ILV) Analysis

The following is a summary of the signalized intersection operations using Caltrans' preferred Intersecting Lane Vehicles (ILV) analysis.

Table 7–7 shows the ILV operations for SR-76/ Pala Mission Road signalized intersection. This intersection is calculated to operate "under capacity" according to the Caltrans ILV methodology. ***Appendix F*** contains the peak hour ILV analysis worksheets.

TABLE 7–7
ILV OPERATIONS
EXISTING CONDITIONS
(THURSDAY, COMMUTER PEAKS)

Intersection	Peak Hour	Total Operating Level (ILV[1] / Hour)	Capacity [2]
SR-76/Pala Mission Road	AM PM	181 428	Under Under

General Notes:

1. ILV = Intersecting Lane Vehicles
2. CAPACITY is shown as *UNDER* capacity, *NEAR* capacity or *OVER* capacity;
   Under *Capacity = <1200 ILV/Hour*
   Near Capacity = >1200 but < 1500 ILV/Hour
   Over *Capacity = >1500 ILV/Hour*
3. See *Appendix H* for ILV calculation sheets.

7.12 Two-Lane Highway Analysis

The following is a summary of the SR-76/Pala Road corridor operations using the Caltrans-approved Two-Lane Highway Analysis, supported by the Highway Capacity Manual. The scenarios analyzed are for Thursday, Friday and Saturday time periods, for the "peak of the street" for the key roadway segments along the project corridor. This is the highest combined volume on the highway combined for a single hour.

Table 7–8 shows the two-lane highway operations for SR-76 on a Thursday. All of the segments currently operate at LOS D or better. ***Appendix G*** contains the two lane highway analysis sheets for a Thursday street peak hour.

TABLE 7–8
TWO-LANE HIGHWAY OPERATIONS
EXISTING CONDITIONS
(THURSDAY STREET PEAK VOLUMES)

Segment Limits	Highest Peak Hour [a]	Two Way Flow Rate [b] (veh/h)	PTSF [c] (%)	V/C [d]	LOS [e]
SR-76					
I 15 to Pankey Road	6.00- 7.00 PM	1128	73.9%	0.34	D
West of Pala Casino	6.00- 7.00 PM	1017	71.3%	0.34	D
East of Pala Mission Road	3.00-4.00 PM	548	59.8%	0.18	C
West of Pauma Reservation Rd.	4.00-5.00 PM	885	68.4%	0.29	D
East of Pauma Reservation Rd.	4.00-5.00 PM	834	66.8%	0.28	D
West of Valley Center Rd.	4.00-5.00 PM	759	64.9%	0.26	D
East of Valley Center Rd.	4.00-5.00 PM	527	58.9%	0.14	C
West of SR 79	3.00-4.00 PM	174	35.6%	0.06	C

Footnotes:

a. Highest peak hour is the highest sum of the volumes (both directions) during a peak hour of the day.
b. Two-way flow rate is the adjusted flow rate (pc/h/lane) taking into account peak hour factor, heavy vehicles and directional split.
c. PTSF – Percent time spent following
d. V/C – Volume to capacity ratio
e. LOS – Level of Service

Table 7–9 shows the two-lane highway operations for SR-76 on a Friday. All of the segments currently operate at LOS D or better. ***Appendix H*** contains the two lane highway analysis sheets for a Friday street peak hour.

TABLE 7–9
TWO-LANE HIGHWAY OPERATIONS
EXISTING CONDITIONS
(FRIDAY STREET PEAK VOLUMES)

Segment Limits	Highest Peak Hour	Two Way Flow Rate [a] (veh/h/lane)	PTSF [b]	V/C [c]	LOS [d]
SR-76					
I 15 to Pankey Road	6.00- 7.00 PM	1322	78.1%	0.45	D
West of Pala Casino	6.00- 7.00 PM	1180	75.2%	0.40	D

East of Pala Mission Road	3.00-4.00 PM	681	63.2%	0.23	D
West of Pauma Reservation Rd.	3.00-4.00 PM	1012	71.4%	0.34	D
East of Pauma Reservation Rd.	4.00-5.00 PM	987	70.8%	0.33	D
West of Valley Center Rd.	5.00-6.00 PM	820	66.0%	0.28	D
East of Valley Center Rd.	4.00-5.00 PM	596	61.4%	0.16	C
West of SR 79	4.00-5.00 PM	178	36.0%	0.06	C

Footnotes:

a. Highest peak hour is the highest sum of the volumes (both directions) during a peak hour of the day.
b. Two-way flow rate is the adjusted flow rate (pc/h/lane) taking into account peak hour factor, heavy vehicles and directional split.
c. PTSF – Percent time spent following
d. V/C – Volume to capacity ratio
e. LOS – Level of Service

Table 7–10 shows the two lane highway operations for SR-76 on a Saturday. All of the segments currently operate at LOS D or better. ***Appendix I*** contains the two lane highway analysis sheets for a Saturday street peak hour.

TABLE 7–10
TWO-LANE HIGHWAY OPERATIONS
EXISTING CONDITIONS
(SATURDAY STREET PEAK VOLUMES)

Segment Limits	Highest Peak Hour [a]	Two Way Flow Rate [b] (veh/h)	PTSF [c] (%)	V/C [d]	LOS [e]
SR-76					
I 15 to Pankey Road	4.00-5.00 PM	1209	75.7%	0.41	D
West of Pala Casino	3.00-4.00 PM	1089	73.3%	0.37	D
East of Pala Mission Road	4.00-5.00 PM	683	63.5%	0.23	D
West of Pauma Reservation Rd.	4.00-5.00 PM	1076	73.1%	0.36	D
East of Pauma Reservation Rd.	4.00-5.00 PM	966	70.5%	0.32	D
West of Valley Center Rd.	4.00-5.00 PM	829	66.8%	0.28	D
East of Valley Center Rd.	12.00-1.00 PM	511	58.5%	0.14	C
West of SR 79	12.00-1.00 PM	287	45.4%	0.10	C

Footnotes:

a. Highest peak hour is the highest sum of the volumes (both directions) during a peak hour of the day.
b. Two-way flow rate is the adjusted flow rate (pc/h/lane) taking into account peak hour factor, heavy vehicles and directional split.
c. PTSF – Percent time spent following
d. V/C – Volume to capacity ratio
e. LOS – Level of Service

7.13 Existing Speed Data Analysis

Speed data was also collected for the key study area segments at the same time machine counts were done. ***Table 7–11*** shows the existing speed data analysis in terms of average travel speed (mph) and 85th percentile speed (speed which 85% of the vehicles are not exceeding) by direction for a Thursday Street peak. ***Table 7–12*** shows the existing speed data analysis in terms of average travel speed (mph) and 85th percentile speed (speed which 85% of the vehicles are not exceeding) by direction for a Friday Street peak. ***Table 7–13*** shows the existing speed data analysis in terms of average travel speed (mph) and 85th percentile speed (speed which 85% of the vehicles are not exceeding) by direction for a Saturday Street peak.

TABLE 7–11
EXISTING SPEED DATA ANALYSIS
(THURSDAY STREET PEAK VOLUMES)

Segment Limits	Average Travel Speed		85th Percentile Speed [a]	
	EB (mph)	WB (mph)	EB (mph)	WB (mph)
SR-76				
I 15 to Pankey Road	48.9	40.8	54.4	46.8
West of W Pala Mission Road	36.1	36.8	48.1	47.4
East of E Pala Mission Road	47.8	47.8	53.9	53.9
West of Pauma Reservation Rd.	45.2	42.9	53.7	52.1
East of Pauma Reservation Rd.	44.8	47.5	50.8	54.4
West of Valley Center Rd.	42.3	39.9	48.3	45.4
East of Valley Center Rd.	36.2	38.8	42.7	44.3
West of SR 79	47.6	41.4	54.4	46.5

Footnotes:

a. 85th percentile speed is the speed which 85% of the vehicles are not exceeding)

General Notes:

mph – miles per hour

TABLE 7–12
EXISTING SPEED DATA ANALYSIS
(FRIDAY STREET PEAK VOLUMES)

Segment Limits	Average Travel Speed		85th Percentile Speed [a]	
	EB (mph)	WB (mph)	EB (mph)	WB (mph)
SR-76				
I 15 to Pankey Road	48.3	53.7	40.7	46.5
West of W Pala Mission Road	35.4	36.0	47.0	46.8
East of E Pala Mission Road	47.5	47.5	53.5	53.5
West of Pauma Reservation Rd.	43.4	42.2	51.7	51.4
East of Pauma Reservation Rd.	44.0	46.4	49.7	53.5
West of Valley Center Rd.	41.2	39.8	474	45.4
East of Valley Center Rd.	36.2	39.1	41.8	44.7
West of SR 79	50.3	39.1	57.9	44.3

Footnotes:

a. 85th percentile speed is the speed which 85% of the vehicles are not exceeding)

General Notes:

mph – miles per hour

TABLE 7–13
EXISTING SPEED DATA ANALYSIS
(SATURDAY STREET PEAK VOLUMES)

Segment Limits	Average Travel Speed		85th Percentile Speed [a]	
	EB (mph)	WB (mph)	EB (mph)	WB (mph)
SR-76				
I 15 to Pankey Road	48.3	39.2	53.9	46.3
West of W Pala Mission Road	36.1	36.2	47.2	46.1
East of E Pala Mission Road	46.0	46.0	52.3	52.3
West of Pauma Reservation Rd.	43.5	41.6	51.7	51.0
East of Pauma Reservation Rd.	44.2	46.6	49.7	53.9
West of Valley Center Rd.	41.4	40.2	47.6	46.3
East of Valley Center Rd.	37.4	39.4	43.6	44.5
West of SR 79	53.3	40.4	60.8	45.6

Footnotes:

a. 85th percentile speed is the speed which 85% of the vehicles are not exceeding)

General Notes:

mph – miles per hour

7.14 Accident Data Collection

The portion of SR-76 east of I-15 is a two lane conventional highway passing through hilly terrain and characterized by a number of curves and lack of passing opportunities. This area has experienced increasing traffic due to development of a number of tribal gaming facilities on Native American reservations adjacent or near SR-76 thereby leading to increasing accident rates. This section addresses and discusses some specific accident issues in detail from a corridor perspective and provides recommendation to improve traffic flow throughout the corridor.

7.15 Accident Data Findings

Accident data was obtained from Caltrans for a five-year period (1/1/2001 to 12/31/2005). The limits of the accident data were from Interstate 15 (PM 17.30) to State Route 79 (PM 52.3). On a project wide basis, SR-76 is a 2 lane mountainous roadway. The section below discusses the accident data analysis based on three study areas, which have been split, based on these distinct characteristics. They are

- I-15 *(PM 17.3)* to East Pala Mission Road (*PM 24.13)*
- East Pala Mission Road *(PM 24.14)* to Pauma Reservation Road *(PM 28.99)*
- Pauma Reservation Road *(PM 29.00)* to Valley Center Road *(PM 32.87)*
- Valley Center Road *(PM 32.88)* to SR 79 *(PM 52.3)*

Table 7–14 presents a summary of the accident data between segment limits. Figures 7.15.1 through 7.15-4 identify the physical locations of the accident history information by roadway segments and intersections, total number of accidents within the post mile interval, number of fatal accidents, reason for fatality and percentage of accidents based on direction of travel. ***Table 7–15*** presents a summary of the accident data at major intersections. A total of 693 accidents have been retrieved over the last 5 years in this project corridor and the below analyses focuses on all the accidents based on intensity of occurrence between post-mile limits.

TABLE 7–14
ACCIDENT HISTORY SUMMARY BETWEEN ROADWAY SEGMENTS

Segment Limits (Post mile)	Distance (miles)	Total Number of Accidents [a]	Number of Fatal accidents	Reason for fatality [b]	Time of Day				Direction of Travel	
					05:00 - 11:00	11:00 - 16:00	16:00- 19:00	19:00- 05:00	EB	WB
I-15 to E Pala Mission Rd (PM 17.3 to PM 24.13)										
PM 18.01	-	1	1	Alcohol	-	1	-	-	100%	-
PM 18.95-PM 19.35	0.40	55	2	Improper turn	12	17	6	20	30%	70%
PM 20.00-PM 21.00	1.00	34	-	-	8	6	7	13	56%	44%
PM 21.80-PM 21.82	0.02	8	-	-	-	2	-	6	25%	75%
PM 22.91-PM 22.97	0.06	17	-	-	1	9	2	5	64%	36%
PM 23.01-PM 23.02	0.01	26	1	Failure to yield	-	9	7	10	46%	54%
PM 23.76	-	1	1	Improper turn	-	-	-	1	100%	-
PM 24.13	-	1	1	Failure to yield	-	-	1	-	-	100%
E Pala Mission Rd to Pauma Reservation Rd (PM 24.14 to PM 28.99)										
PM 26.00-PM 27.00	1.00	34	1	Failure to yield	8	3	3	20	61%	39%
PM 27.32	-	1	1	Other violation	-	-	-	1	-	100%
Pauma Reservation Rd to Valley Center Rd (PM 29.00 to PM 32.87)										
PM 28.99-PM 29.02	0.03	21	2	Failure to yield	1	7	5	8	20%	80%
PM 29.866	-	10	1	Failure to yield	3	2	-	5	70%	30%
PM 30.92	-	1	1	Improper turn	-	-	1	-	100%	-
PM 31.33	-	1	1	Speeding	-	-	-	1	100%	-
PM 31.46	-	1	1	Alcohol	-	1	-	-	-	100%

TABLE 7–14
ACCIDENT HISTORY SUMMARY BETWEEN ROADWAY SEGMENTS

Segment Limits (Post mile)	Distance (miles)	Total Number of Accidents [a]	Number of Fatal accidents	Reason for fatality [b]	Time of Day				Direction of Travel	
					05:00 - 11:00	11:00 - 16:00	16:00- 19:00	19:00- 05:00	EB	WB
Valley Center Rd to SR 79 (PM 32.88 to PM 52.30)										
PM 32.86-PM 32.88	0.02	31	-	-	5	7	4	15	50%	50%
Total		***243***	***14***		***38***	***64***	***36***	**105**	-	-

Footnotes:

a. Total number of accidents that have occurred in the post mile range (including the beginning and ending postmile)

b. Reason identified from "fatal accidents" from *California Highway Patrol Accident Records*

Source: California Highway Patrol Accident Records (Jan 2001- Dec 2005)

TABLE 7–15
ACCIDENT HISTORY SUMMARY AT INTERSECTIONS

Segment Limits (Post mile)	Total Number of Accidents [a]	Number of Fatal accidents	Primary Collision Factor [b]	Time of Day				Direction of Travel	
				05:00 - 11:00	11:00 - 16:00	16:00- 19:00	19:00- 05:00	EB	WB
SR-76/ Rice Canyon Road *PM 19.39*	2	-	Improper turn	-	2	-	-	50%	50%
SR-76/ W Pala Mission Road *PM 23.01*	23	1	Failure to yield	-	13	3	7	46%	54%
SR-76/ E Pala Mission Road *PM 24.13*	4	1	Failure to yield	-	1	3	-	0%	100%
SR-76/ Pauma Reservation Rd *PM 28.99*	20	2	Failure to yield	-	7	5	8	20%	80%
SR-76/ Cole Grade Rd *PM 29.86*	10	-	Failure to yield	2	2	1	5	70%	30%
SR-76/ Valley Center Rd *PM 32.87*	24	-	Failure to yield	3	6	3	12	60%	40%
SR-76/ Poomacha Rd *PM 41.11*	-	-	-	-	-	-	-	-	-
SR-76/ Sengme Oaks Rd *PM 41.57*	-	-	-	-	-	-	-	-	-
SR-76/ La Jolla Campgrounds Rd *PM 41.68*	2	1	Failure to yield	-	2	-	-	50%	50%
Total	***79***	***4***	-	***5***	***30***	***12***	***32***	-	-

Footnotes:

a. Total number of accidents that have occurred at the intersection from January 1, 2001 till December 31, 2005.

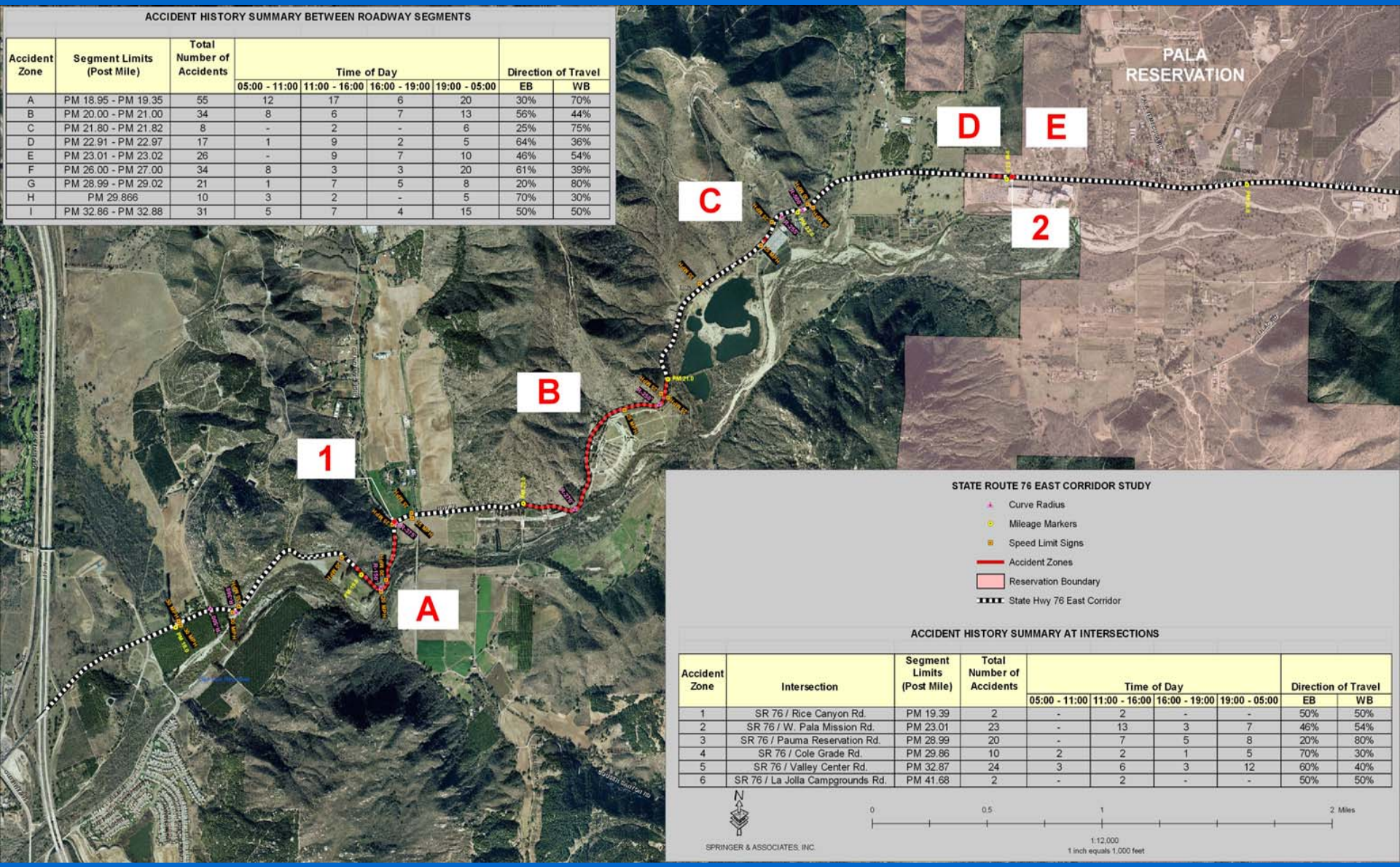
b. Primary Collision Factor identified based on the reason for collision for the most number of accidents.

Source: California Highway Patrol Accident Records (Jan 2001- Dec 2005)

ACCIDENT HISTORY INFORMATION

ACCIDENT HISTORY SUMMARY BETWEEN ROADWAY SEGMENTS

Accident Zone	Segment Limits (Post Mile)	Total Number of Accidents	Time of Day				Direction of Travel	
			05:00 - 11:00	11:00 - 16:00	16:00 - 19:00	19:00 - 05:00	EB	WB
A	PM 18.95 - PM 19.35	55	12	17	6	20	30%	70%
B	PM 20.00 - PM 21.00	34	8	6	7	13	56%	44%
C	PM 21.80 - PM 21.82	8	-	2	-	6	25%	75%
D	PM 22.91 - PM 22.97	17	1	9	2	5	64%	36%
E	PM 23.01 - PM 23.02	26	-	9	7	10	46%	54%
F	PM 26.00 - PM 27.00	34	8	3	3	20	61%	39%
G	PM 28.99 - PM 29.02	21	1	7	5	8	20%	80%
H	PM 29.866	10	3	2	-	5	70%	30%
I	PM 32.86 - PM 32.88	31	5	7	4	15	50%	50%

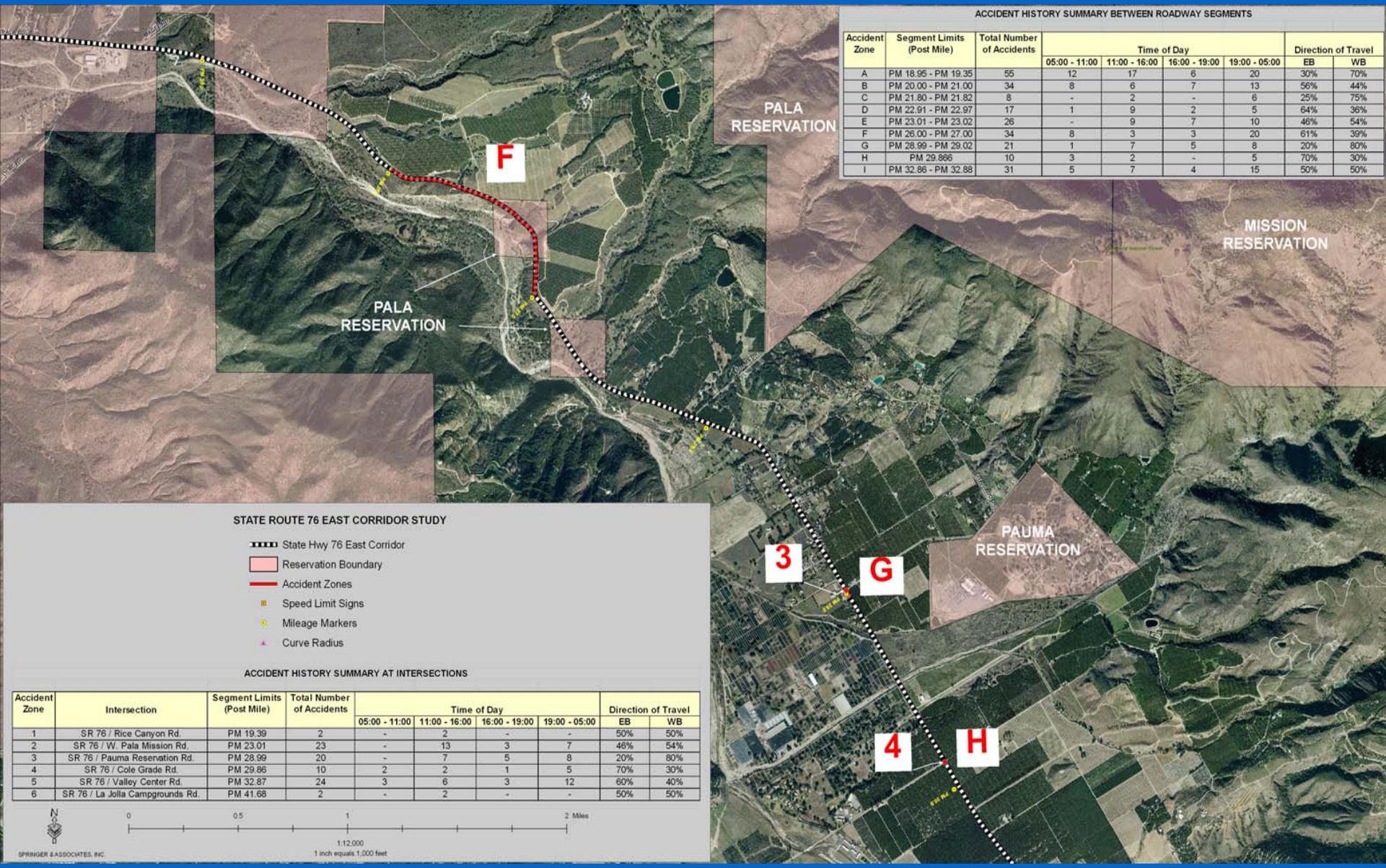


ACCIDENT HISTORY SUMMARY AT INTERSECTIONS

Accident Zone	Intersection	Segment Limits (Post Mile)	Total Number of Accidents	Time of Day				Direction of Travel	
				05:00 - 11:00	11:00 - 16:00	16:00 - 19:00	19:00 - 05:00	EB	WB
1	SR 76 / Rice Canyon Rd.	PM 19.39	2	-	2	-	-	50%	50%
2	SR 76 / W. Pala Mission Rd.	PM 23.01	23	-	13	3	7	46%	54%
3	SR 76 / Pauma Reservation Rd.	PM 28.99	20	-	7	5	8	20%	80%
4	SR 76 / Cole Grade Rd.	PM 29.86	10	2	2	1	5	70%	30%
5	SR 76 / Valley Center Rd.	PM 32.87	24	3	6	3	12	60%	40%
6	SR 76 / La Jolla Campgrounds Rd.	PM 41.68	2	-	2	-	-	50%	50%

FIGURE 7.15-1

ACCIDENT HISTORY INFORMATION, CONTINUED



ACCIDENT HISTORY SUMMARY BETWEEN ROADWAY SEGMENTS

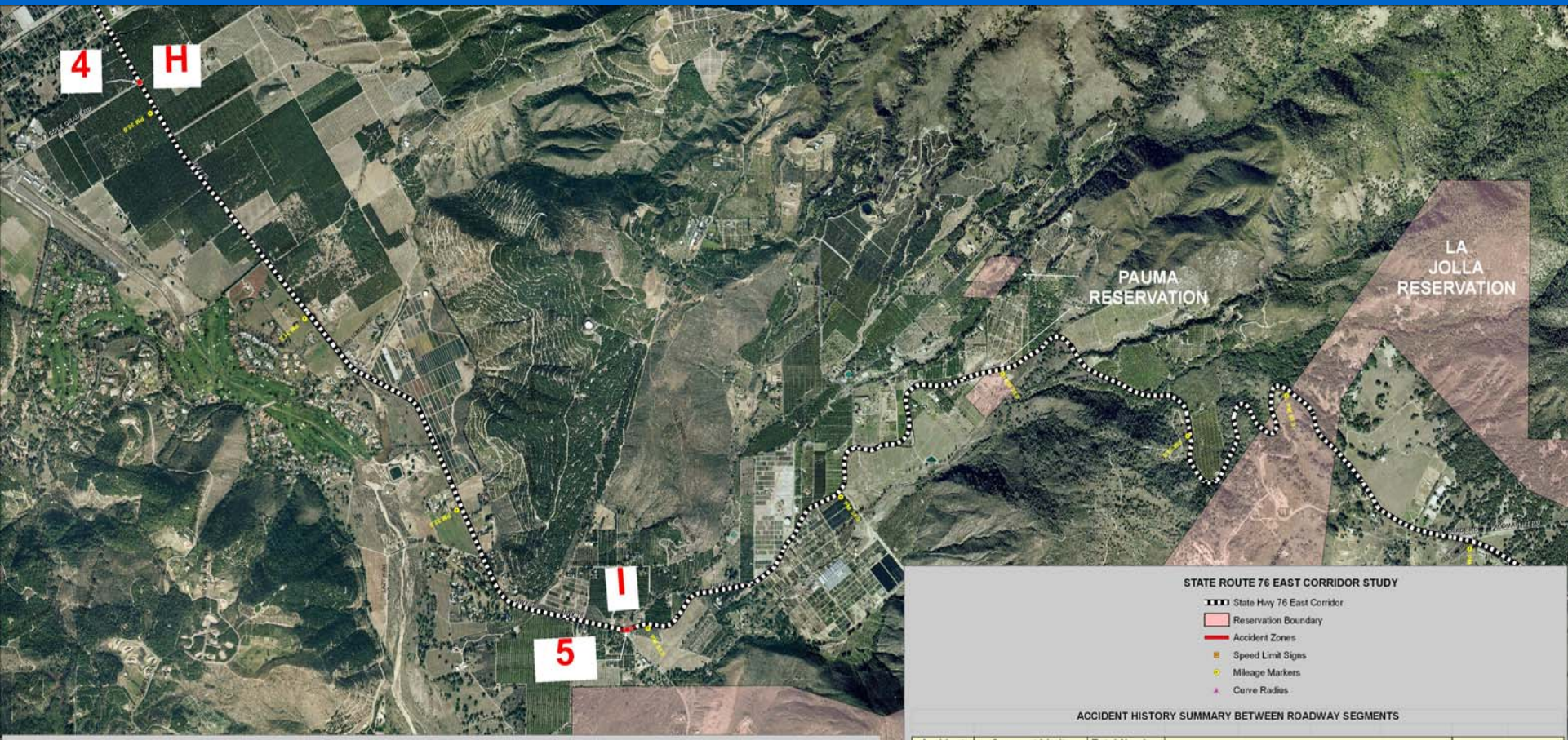
Accident Zone	Segment Limits (Post Mile)	Total Number of Accidents	Time of Day				Direction of Travel	
			05:00 - 11:00	11:00 - 16:00	16:00 - 19:00	19:00 - 05:00	EB	WB
A	PM 18.95 - PM 19.35	55	12	17	6	20	30%	70%
B	PM 20.00 - PM 21.00	34	8	6	7	13	56%	44%
C	PM 21.80 - PM 21.82	8	-	2	-	6	25%	75%
D	PM 22.91 - PM 22.97	17	1	9	2	5	64%	36%
E	PM 23.01 - PM 23.02	26	-	9	7	10	46%	54%
F	PM 26.00 - PM 27.00	34	8	3	3	20	61%	39%
G	PM 28.99 - PM 29.02	21	1	7	5	8	20%	80%
H	PM 29.866	10	3	2	-	5	70%	30%
I	PM 32.86 - PM 32.88	31	5	7	4	15	50%	50%

ACCIDENT HISTORY SUMMARY AT INTERSECTIONS

Accident Zone	Intersection	Segment Limits (Post Mile)	Total Number of Accidents	Time of Day				Direction of Travel	
				05:00 - 11:00	11:00 - 16:00	16:00 - 19:00	19:00 - 05:00	EB	WB
1	SR 76 / Rice Canyon Rd.	PM 19.39	2	-	2	-	-	50%	50%
2	SR 76 / W. Pala Mission Rd.	PM 23.01	23	-	13	3	7	46%	54%
3	SR 76 / Pauma Reservation Rd.	PM 28.99	20	-	7	5	8	20%	80%
4	SR 76 / Cole Grade Rd.	PM 29.86	10	2	2	1	5	70%	30%
5	SR 76 / Valley Center Rd.	PM 32.87	24	3	6	3	12	60%	40%
6	SR 76 / La Jolla Campgrounds Rd.	PM 41.68	2	-	2	-	-	50%	50%

FIGURE 7.15-2

ACCIDENT HISTORY INFORMATION, CONTINUED



STATE ROUTE 76 EAST CORRIDOR STUDY

- State Hwy 76 East Corridor
- Reservation Boundary
- Accident Zones
- Speed Limit Signs
- Mileage Markers
- Curve Radius

ACCIDENT HISTORY SUMMARY AT INTERSECTIONS

Accident Zone	Intersection	Segment Limits (Post Mile)	Total Number of Accidents	Time of Day				Direction of Travel	
				05:00 - 11:00	11:00 - 16:00	16:00 - 19:00	19:00 - 05:00	EB	WB
1	SR 76 / Rice Canyon Rd.	PM 19.39	2	-	2	-	-	50%	50%
2	SR 76 / W. Pala Mission Rd.	PM 23.01	23	-	13	3	7	46%	54%
3	SR 76 / Pauma Reservation Rd.	PM 28.99	20	-	7	5	8	20%	80%
4	SR 76 / Cole Grade Rd.	PM 29.86	10	2	2	1	5	70%	30%
5	SR 76 / Valley Center Rd.	PM 32.87	24	3	6	3	12	60%	40%
6	SR 76 / La Jolla Campgrounds Rd.	PM 41.68	2	-	2	-	-	50%	50%

ACCIDENT HISTORY SUMMARY BETWEEN ROADWAY SEGMENTS

Accident Zone	Segment Limits (Post Mile)	Total Number of Accidents	Time of Day				Direction of Travel	
			05:00 - 11:00	11:00 - 16:00	16:00 - 19:00	19:00 - 05:00	EB	WB
A	PM 18.95 - PM 19.35	55	12	17	6	20	30%	70%
B	PM 20.00 - PM 21.00	34	8	6	7	13	56%	44%
C	PM 21.80 - PM 21.82	8	-	2	-	6	25%	75%
D	PM 22.91 - PM 22.97	17	1	9	2	5	64%	36%
E	PM 23.01 - PM 23.02	26	-	9	7	10	46%	54%
F	PM 26.00 - PM 27.00	34	8	3	3	20	61%	39%
G	PM 28.99 - PM 29.02	21	1	7	5	8	20%	80%
H	PM 29.866	10	3	2	-	5	70%	30%
I	PM 32.86 - PM 32.88	31	5	7	4	15	50%	50%

N

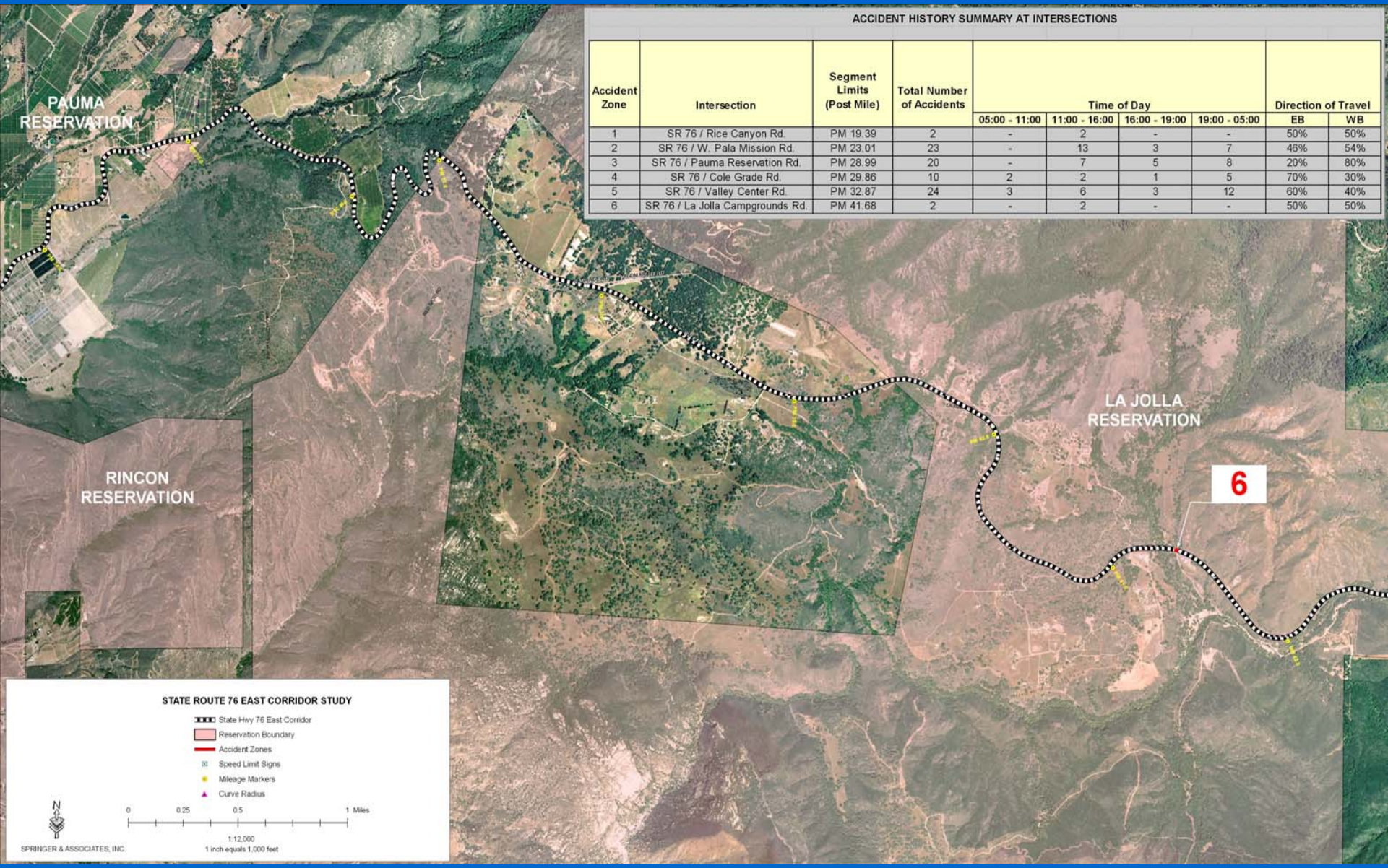
SPRINGER & ASSOCIATES, INC.

0 0.4 0.8 1.6 Miles

1:12,000
1 inch equals 1,000 feet

FIGURE 7.15-3

ACCIDENT HISTORY INFORMATION, CONTINUED



ACCIDENT HISTORY SUMMARY AT INTERSECTIONS

Accident Zone	Intersection	Segment Limits (Post Mile)	Total Number of Accidents	Time of Day				Direction of Travel	
				05:00 - 11:00	11:00 - 16:00	16:00 - 19:00	19:00 - 05:00	EB	WB
1	SR 76 / Rice Canyon Rd.	PM 19.39	2	-	2	-	-	50%	50%
2	SR 76 / W. Pala Mission Rd.	PM 23.01	23	-	13	3	7	46%	54%
3	SR 76 / Pauma Reservation Rd.	PM 28.99	20	-	7	5	8	20%	80%
4	SR 76 / Cole Grade Rd.	PM 29.86	10	2	2	1	5	70%	30%
5	SR 76 / Valley Center Rd.	PM 32.87	24	3	6	3	12	60%	40%
6	SR 76 / La Jolla Campgrounds Rd.	PM 41.68	2	-	2	-	-	50%	50%

FIGURE 7.15-4

7.16 Statewide Accident Rate Calculation

California Department of Transportation (Caltrans) Traffic Operations Division provided statewide and actual accident rates for the project corridor for the time period of January 1, 2001 through December 31, 2005.

A given highway corridor is categorized under a particular rate group based on type of terrain (for example: Rural, urban or suburban) representing an expected accident distribution. This expected accident rate is compared to the actual accident rate calculated on the given highway corridor. The actual accident rate is calculated by dividing the total number of accidents by million-vehicle miles (MVM).

Table 7–16 summarizes the actual accident rate and statewide expected accident rate for the given project corridor.

TABLE 7–16
STATE WIDE ACCIDENT RATE CALCULATION

Segment Limits	Length (miles) [a]	Total		Actual			Expected		
		Accidents[b]	F + I[c]	ADT [d] (in thousands)	Time [e] (days)	Accident Rate [f]	Rate Group [g]	Terrain	Total
SR-76									
I-15 to SR 79	34.93	693	408	6.7	1825	**1.63**	H03	Rolling	**1.35**

Footnotes:

a. Length of study segment (PM 17.38 to PM 52.31), which equals 34.93 (L).

b. Total number of accidents that have occurred in the post mile range (including the beginning and ending post mile) (N)

c. Total number of fatalities and injuries that have occurred in the post mile range (including the beginning and ending post mile)

d. ADT – Average daily traffic (A)

e. Analysis time period is 5 years (1825 days) (T)

f. Accident rate calculated as N * 1000 / (A * T * L)

g. Rate group (H03) selected based on speed limit (less than 55 mph) and rolling terrain.

Source: California Highway Patrol Accident Records (Jan 2001- Dec 2005)
California Department of Transportation, Traffic Operations Division

7.17 Analysis of Speed Warning Signs and Road Curve Radii

Due to the significant number of sharp roadway curves and speed warning signs in the SR-76 road segment between the I-15 freeway and the westerly boundary of the Pala Indian Reservation, an analysis was performed to locate and plot the existing speed warning signs in this segment and estimate the existing road curve radiuses. From the analysis it was found that the existing speed warning signs were appropriate for the roadway curves within this segment of SR-76. At milepost 20.20, additional speed warning signs in both directions are recommended for the roadway curve in this area. Figure 7.17-1 provides a plot and chart of the speed warning signs and road curve radii in this segment of SR-76.

SPEED WARNING SIGNS / ROAD CURVE RADII

SPEED WARNING SIGNS / ROAD CURVE RADII

POST MILE	SPEED WARNING SIGN	APPROX. CURVE RADIUS (FT.)	MINIMUM CURVE RADIUS (FT.)
18.03	30 MPH	500	300
19.20	30 MPH	360	300
18.35	30 MPH	360	300
18.90	20 MPH	150	130
19.10	20 MPH	150	130
19.15	20 MPH	150	130
19.30	25 MPH	375	215
19.50	25 MPH	375	215
20.20	25 MPH	270	215
20.70	25 MPH	250	215
21.76	25 MPH	255	215
21.89	25 MPH	255	215
22.08	30 MPH	500	300

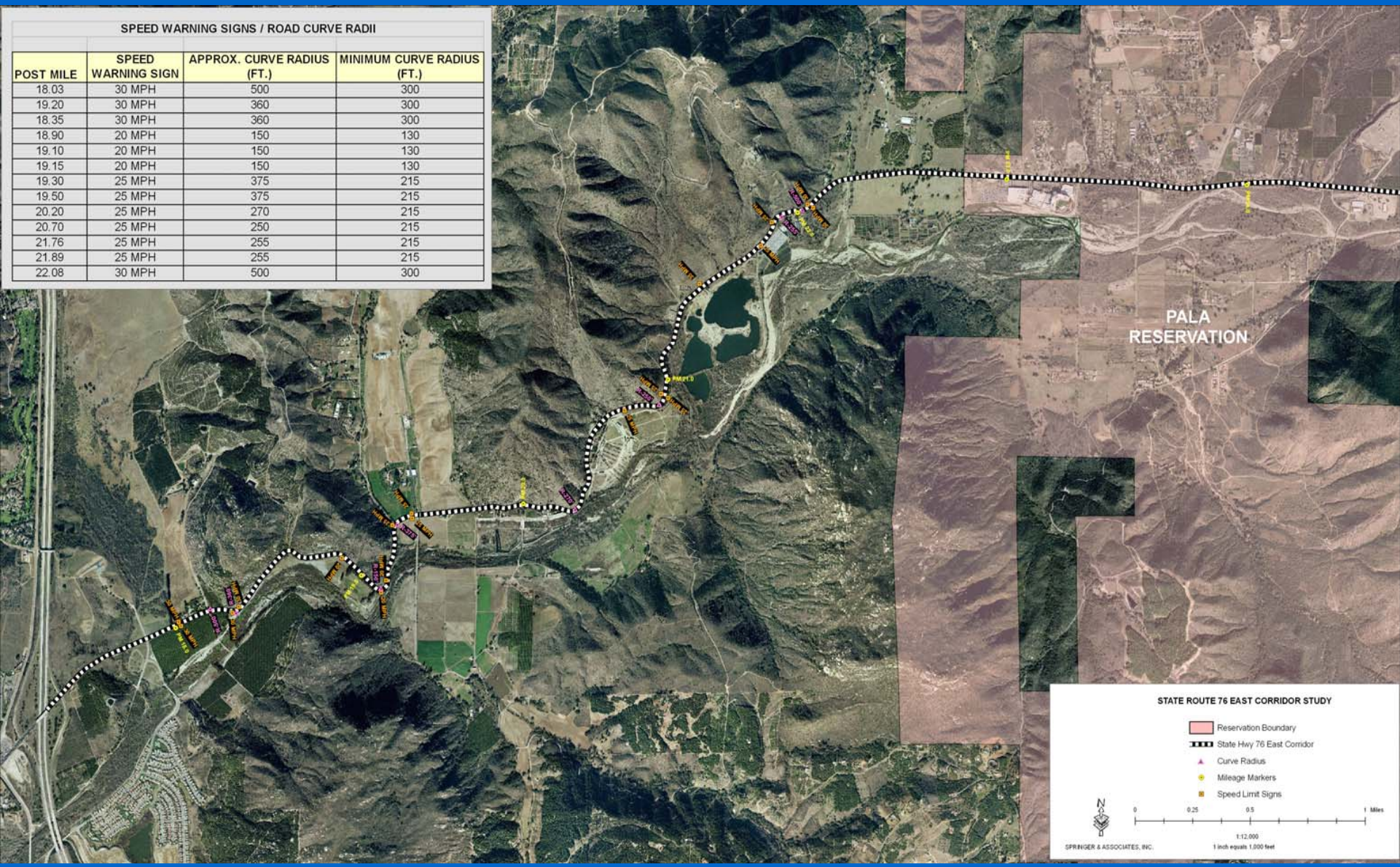


FIGURE 7.17-1

8.0 CRITERIA, DESCRIPTION AND PRELIMINARY PROJECT COST ESTIMATES FOR PROPOSED OPERATIONAL IMPROVEMENTS

The criteria for the proposed operational improvements are as follows:

- The improvements must be practical in nature and can designed and constructed in a short time period (1-2 Years).
- No additional right-of-way will be required for the proposed operational improvements.
- The improvements will not require any significant environmental studies.
- The cost of each proposed operational improvement will not exceed $1,000,000.

Based on the results of the study and input from stakeholder meetings, the following are descriptions of the recommended operational improvements for the corridor. These improvements should reduce the potential for accidents, improve traffic flow and provide some level of mitigation for traffic impacts.

- PM 20.20 Place 25 MPH speed advisory (warning) signs in both directions.
- PM 23.6 Install lighting improvements at the intersection of East Pala Mission Road and SR-76.
- PM 28.99 At intersection of Pauma Reservation Road and SR-76, increase the left turn pocket by approximately 60 feet to 300 feet total, lower the roadway to the east and west of the intersection to improve vertical sight distance and provide signalization at the intersection.
- PM 32.9 At Valley Center Road and SR-76 intersection, extend existing left turn pocket by approximately 34 feet to 120 feet total, and provide speed warning and directional signage.
- PM 41.57 For the intersection of SR-76 and Sengme Oaks Road, improve the horizontal sight distance to the west of the intersection along with speed warning signage. This proposed operational improvement may become a proposed near term improvement due to possible environmental issues such oak tree removal / mitigation.
- PM 41.68 At the intersection of SR-76 and La Jolla Campground Road, install an approximate 75 foot left turn pocket on SR-76 for entry to the campground road, improve horizontal sight distance to the east of the intersection along with speed warning signage. This proposed operational improvement may also become a

proposed near term improvement due to possible environmental issues such as oak tree removal / mitigation.

The proposed Operational Improvements are plotted on Figures 8.0-1 and 8.0-2. Schematic design drawings have also been prepared for the proposed Operational Improvements and are shown on Figures 8.0-3 through 8.0-8.

Preliminary Project Cost Estimates have been prepared for the proposed Operational Improvements and are shown on Table 8-1.

PROPOSED OPERATIONAL IMPROVEMENTS

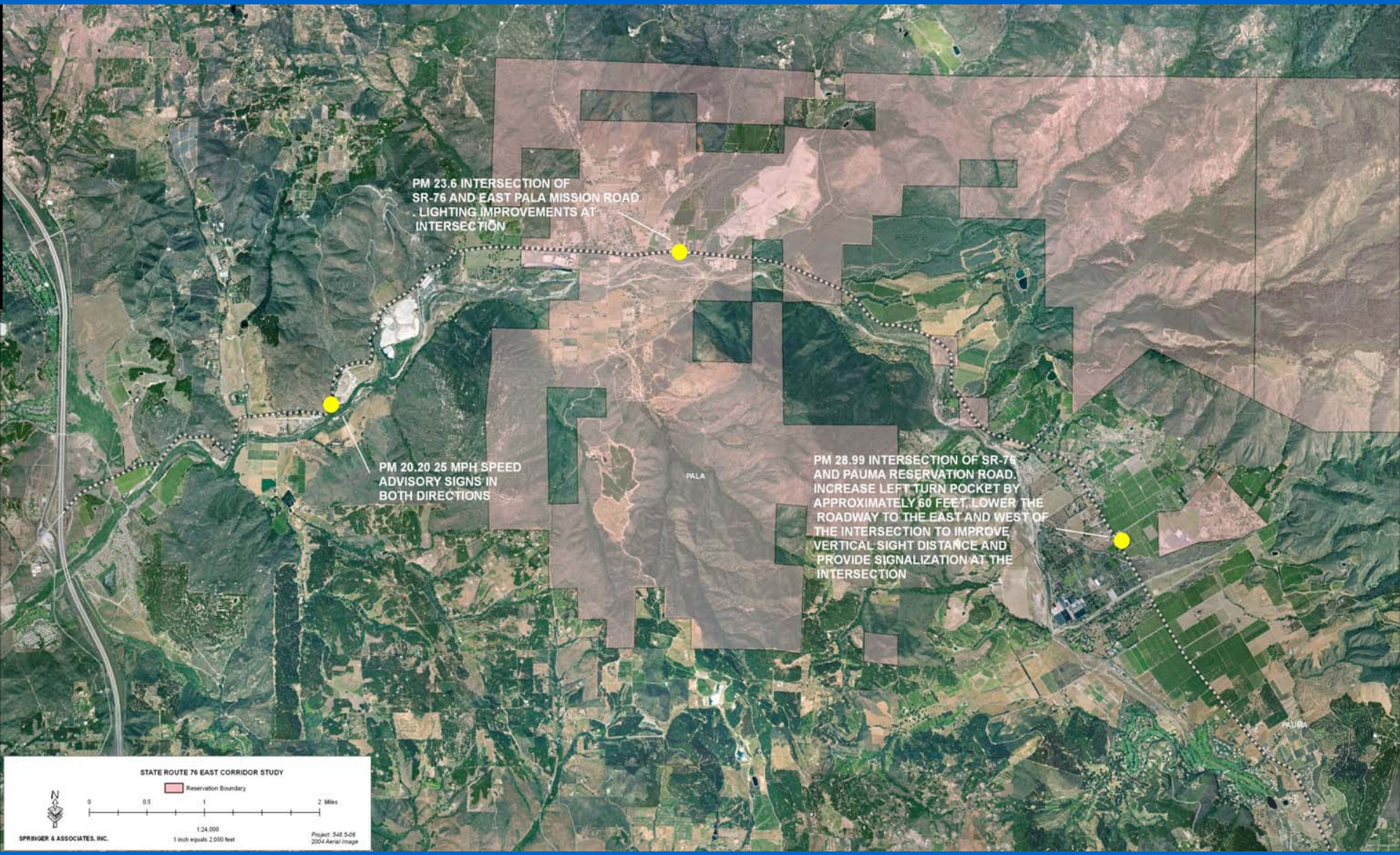


FIGURE 8.0-1

PROPOSED OPERATIONAL IMPROVEMENTS

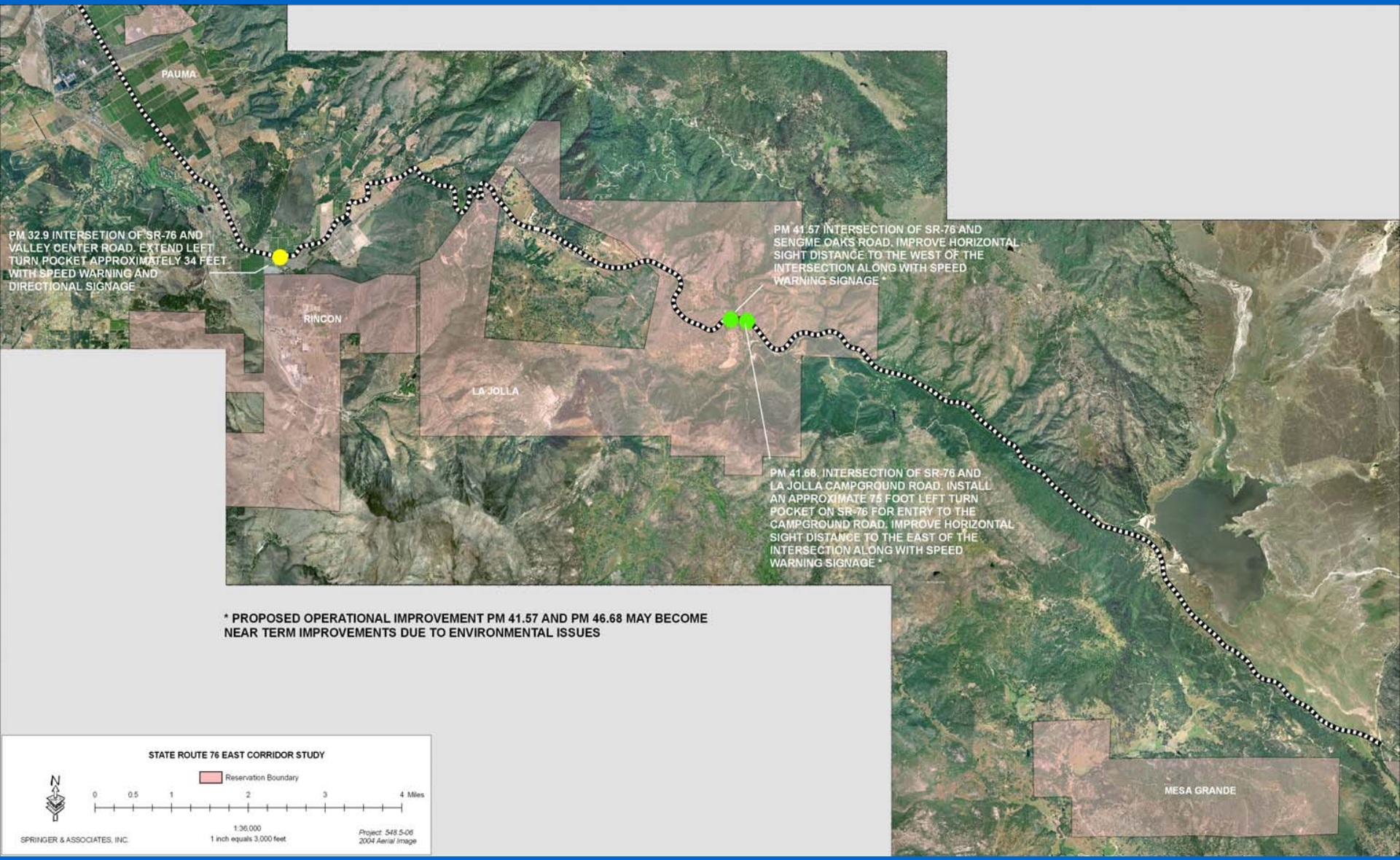


FIGURE 8.0-2

PROPOSED OPERATIONAL IMPROVEMENTS
SCHEMATIC DRAWINGS

SCALE: NTS

LEFT TURN WARNING SIGN WITH 25 MPH ADVISORY SPEED PLATE

RIGHT TURN WARNING SIGN WITH 25 MPH ADVISORY SPEED PLATE

SR-76 - POST MILE 20.2

FIGURE 8.0-3

PROPOSED OPERATIONAL IMPROVEMENTS
SCHEMATIC DRAWINGS

SCALE: NTS

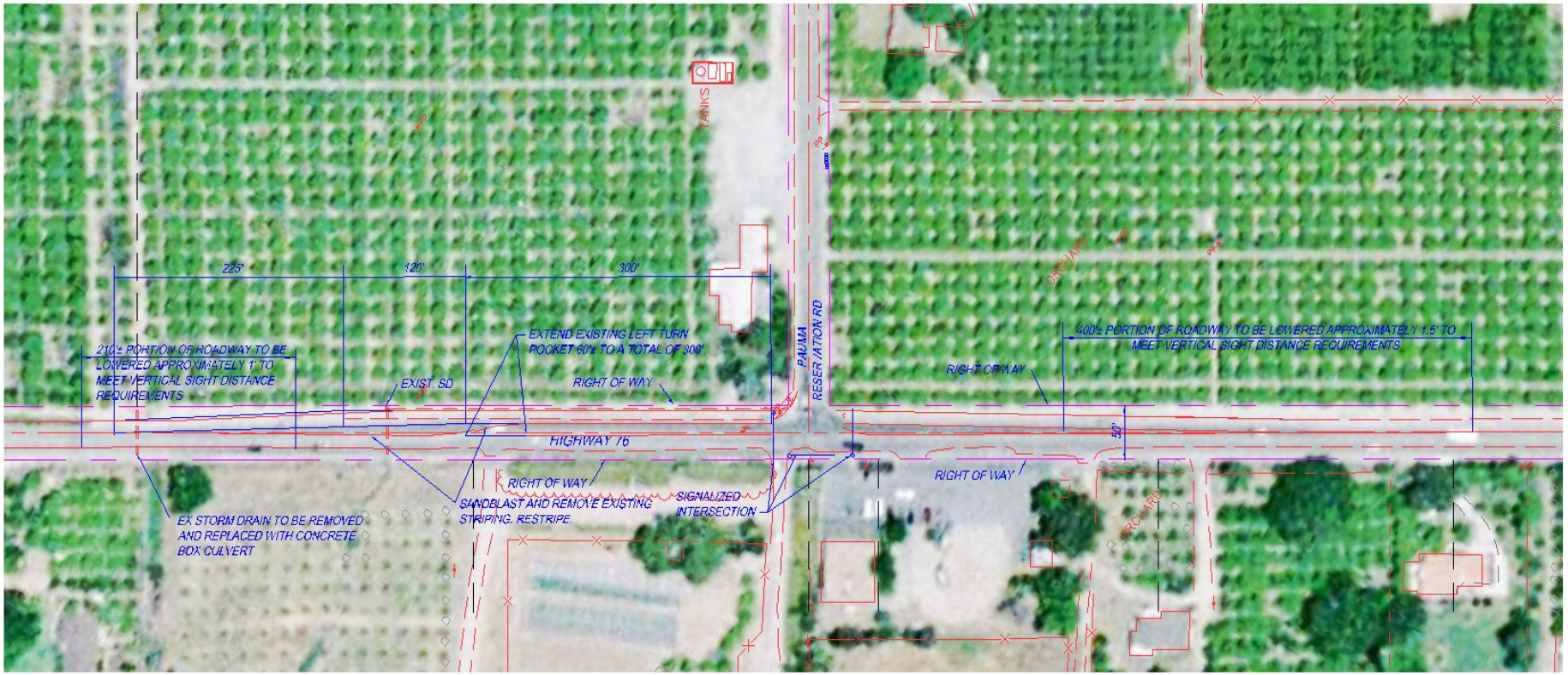
PALA MISSION ROAD AND 76 INTERSECTION

SR-76 EAST - POST MILE 23.6

FIGURE 8.0-4

SCALE: NTS

PROPOSED OPERATIONAL IMPROVEMENTS
SCHEMATIC DRAWINGS



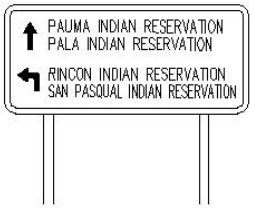
PAUMA RESERVATION ROAD AND HWY 76 INTERSECTION

SR-76 EAST - POST MILE 28.99

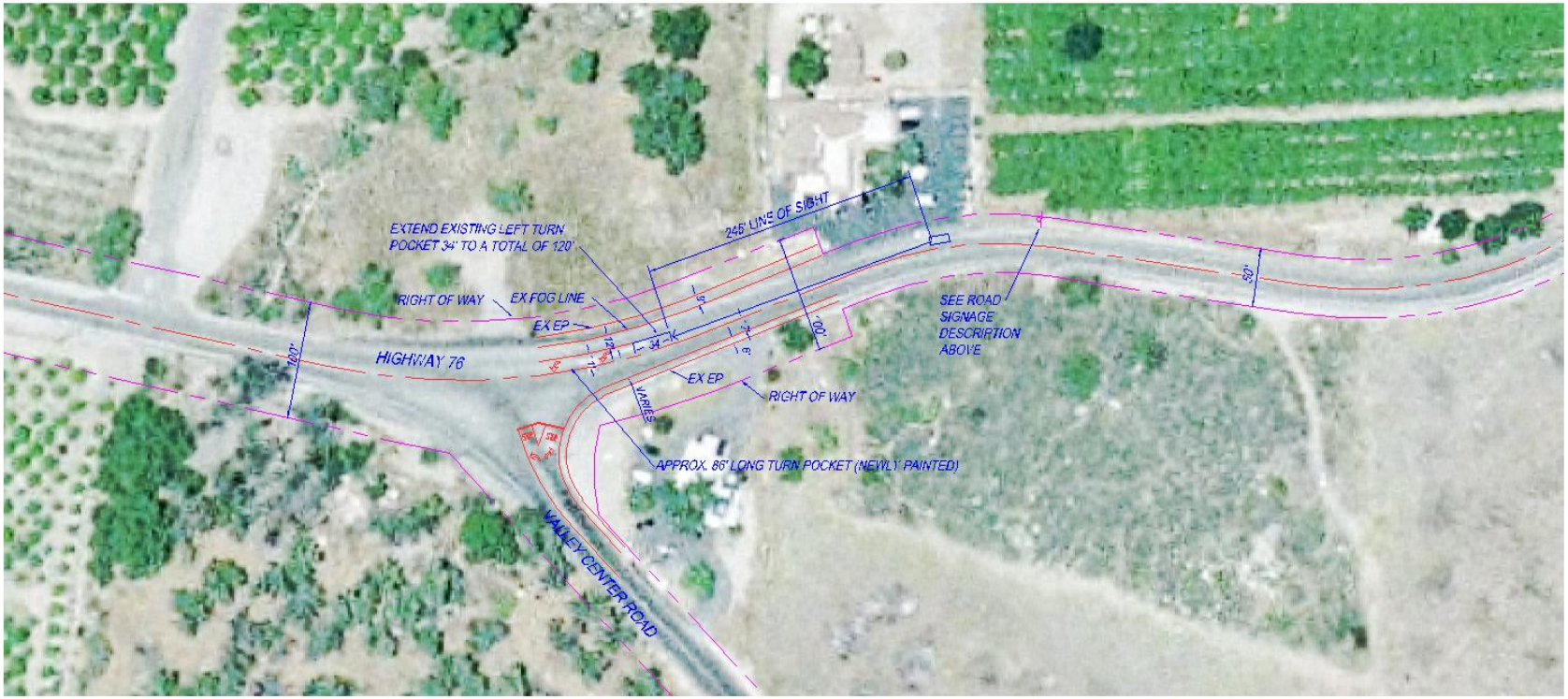
FIGURE 8.0-5

SCALE NTS

PROPOSED OPERATIONAL IMPROVEMENTS SCHEMATIC DRAWINGS



DIRECTIONAL ROAD SIGNAGE FOR INDIAN RESERVATIONS



VALLEY CENTER ROAD AND HWY 76 INTERSECTION

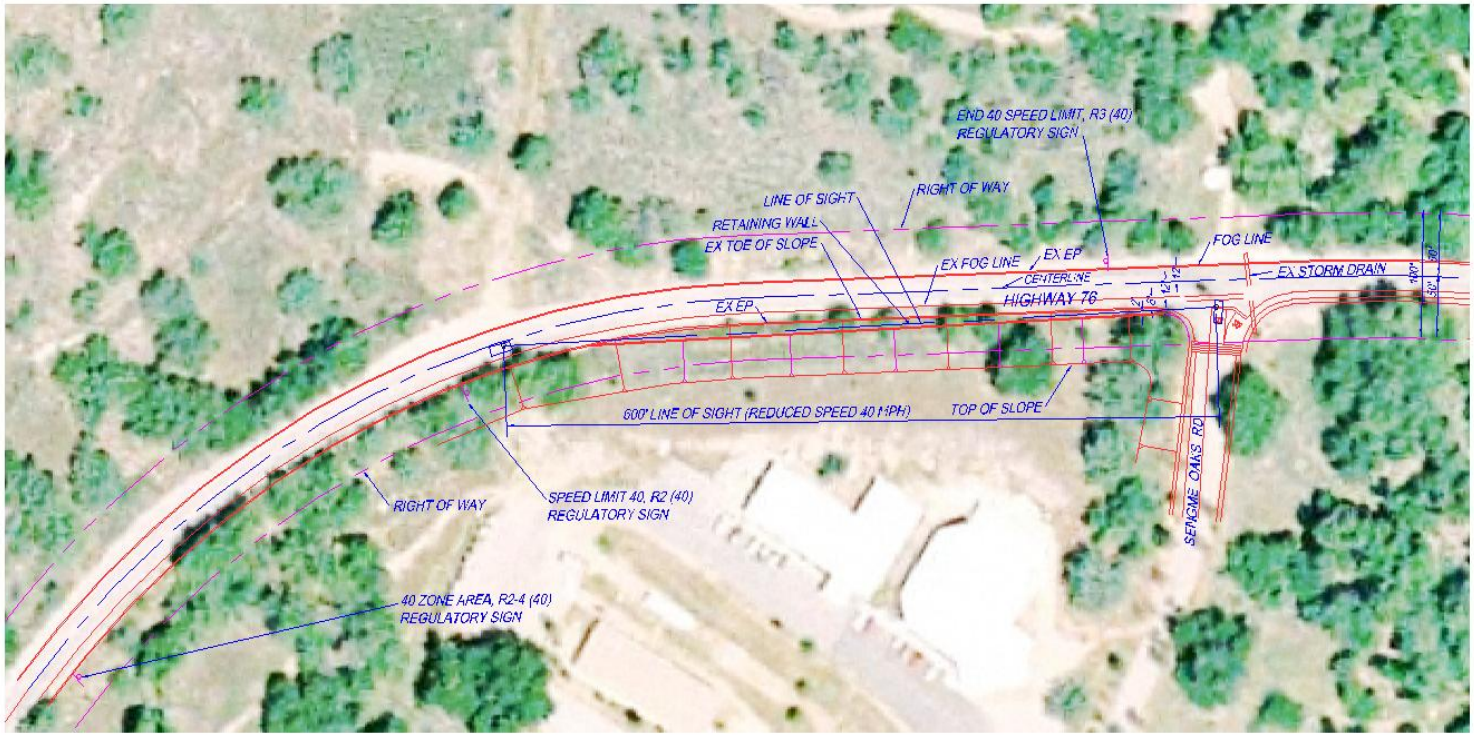
SR-76 EAST - POST MILE 32.9

NOTE:
SPEED REDUCTION WARNING SIGNAGE TO BE POSTED AND LOCATED ACCORDING TO CALTRANS STANDARDS.

FIGURE 8.0-6

PROPOSED OPERATIONAL IMPROVEMENTS*
SCHEMATIC DRAWINGS

SCALE NTS



LA JOLLA INDIAN RESERVATION - SENGME OAKS ROAD

SR-76 EAST - POST MILE 41.57

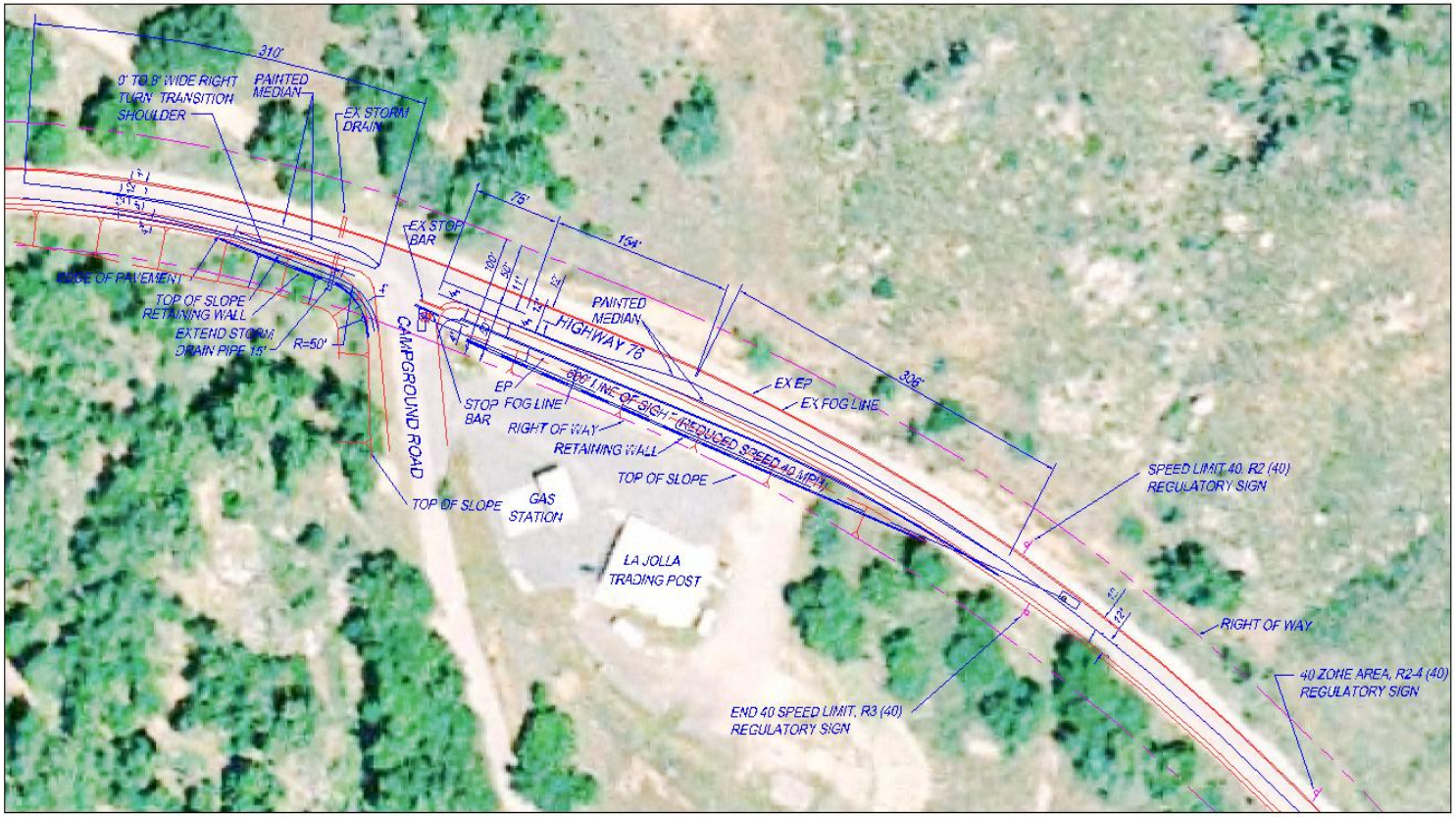
* THIS PROPOSED OPERATIONAL IMPROVEMENT MAY BECOME A NEW TERM IMPROVEMENT DUE TO ENVIRONMENTAL ISSUES.

NOTE:
SPEED REDUCTION WARNING SIGNAGE TO BE POSTED AND LOCATED ACCORDING TO CALTRANS STANDARDS.

FIGURE 8.0-7

PROPOSED OPERATIONAL IMPROVEMENTS*
SCHEMATIC DRAWINGS

SCALE NTS



* THIS PROPOSED OPERATIONAL IMPROVEMENT MAY BECOME A NEW TERM IMPROVEMENT DUE TO ENVIRONMENTAL ISSUES.

LA JOLLA INDIAN RESERVATION - CAMPGROUND ROAD

SR-76 EAST - POST MILE 41.68

NOTE:
SPEED REDUCTION WARNING SIGNAGE TO BE POSTED AND LOCATED ACCORDING TO CALTRANS STANDARDS.

FIGURE 8.0-8

TABLE 8-1
PRELIMINARY PROJECT COST ESTIMATE
PROPOSED OPERATIONAL IMPROVEMENTS

	Item	Unit	Quantity	Unit Price	Total Price
	SR-76 - Post Mile 20.2				
1.	Right Turn Warning Sign (W3RT)	EA.	2	$400	$800
2.	25 MPH Advisory Speed Plate (W6)	EA.	2	$400	$800
3.	Subtotal Construction Cost:				$1,600
3.	Construction Contingency Cost (15%)				$240
4.	Administrative / Engineering Cost (30%)				$480
5.	**Total Preliminary Project Cost:**				**$2,320**
	East Pala Mission Road and SR-76				
	SR-76 Post Mile 24.2				
1.	Street Light	EA.	4	$6,000	$24,000
2.	Electric Street Light Pull Boxes	EA.	4	$260	$1,040
3.	Subtotal Construction Cost:				$25,040
4.	Construction Contingency Cost (15%)				$3,756
5.	Administrative / Engineering Cost (30%)				$7,512
6.	**Total Preliminary Project Cost:**				**$36,308**
	Pauma Reservation Road and SR-76				
	Intersection SR-76 Post Mile 28.99				
1.	Sawcut, Demolish and Remove 6" Asphalt	S.F.	15,860	$2	$31,720
2.	Grade and Remove Class II Base (lower	C.Y.	100	$20	$2,000
3.	Demolish and Remove 36" Corrugated Steel	L.F.	40	$10	$400
4.	Sandblast and Remove Pavement Markings	L.F.	350	$2.00	$700
5.	Subgrade Grading (paving preparation)	S.F.	15,860	$0.40	$6,344
6.	4" Wide Pavement Markings	L.F.	2,400	$1.00	$2,400
7.	6" Asphalt Concrete over 8" Class II Base	S.F.	15,860	$4.60	$72,956
8.	2'x4'x40' Single Concrete Box Culvert	C.Y.	11.6	$550	$6,380
9.	Signalized Intersection	L.S.	1	$150,000	$150,000
10.	Subtotal Construction Cost:				$272,900
11.	Construction Contingency Cost (15%)				$40,935
12.	Administrative / Engineering Cost (25%)				$68,225
13.	**Total Preliminary Project Cost:**				**$382,060**

TABLE 8-1
PRELIMINARY PROJECT COST ESTIMATE
PROPOSED OPERATIONAL IMPROVEMENTS

	Item	Unit	Quantity	Unit Price	Total Price
	Valley Center Road and SR-76				
	SR-76 Post Mile 32.9				
1.	4" Wide Pavement Markings	L.F.	2,400	$1.00	$2,400
2.	Directional Road Sign for Indian Reservations	EA.	1	$1,600	$1,600
3.	Subtotal Construction Cost:				$4,000
4.	Construction Contingency Cost (15%)				$600
5.	Administrative / Engineering Cost (30%)				$1,200
6.	**Total Preliminary Project Cost:**				**$5,800**
	Sengme Oaks Road and SR-76				
	SR-76 Post Mile 41.57				
1.	Sandblast and Remove Pavement Markings	L.F.	180	$2	$360
2.	Remove Trees	EA.	5	$1,000	$5,000
3.	Excavation	C.Y.	500	$20	$10,000
4.	Pavement Markings	L.F.	180	$1	$180
5.	Retaining Wall	S.F.	1,900	$50	$95,000
6.	Regulatory Sign R2-4 (40) - (40 Zone Area)	EA.	1	$400	$400
7.	Regulatory Sign R2 (40) - (Speed Limit 40)	EA.	1	$400	$400
8.	Regulatory Sign R3 (40) - (End 40 Speed Limit)	EA.	1	$400	$400
9.	Subtotal Construction Cost:				$111,740
10.	Construction Contingency Cost (15%)				$16,761
11.	Administrative / Engineering Cost (30%)				$33,522
12.	**Total Preliminary Project Cost**				**$162,023**
	La Jolla Campground Road and SR-76				
	SR-76 Post Mile 41.68				
1.	Clearing and Grubbing (slope area only)	S.F.	1,400	$0.45	$630
2.	Sandblast and Remove Pavement Markings	L.F.	1,850	$2	$3,700
3.	Sawcut, Demolish and Remove 6" Asphalt	S.F.	800	$2	$1,600
4.	Excavation	C.Y.	224	$20	$4,480
5.	6" Asphalt Concrete over 8" Class II Base	S.F.	4,600	$4.60	$21,160
6.	Subgrade Grading (paving preparation)	S.F.	4,600	$0.40	$1,840
7.	Pavement Markings	L.F.	2,900	$1	$2,900
8.	Retaining Wall	S.F.	2,060	$50	$103,000
9.	Regulatory Sign R2-4 (40) - (40 Zone Area)	EA.	1	$400	$400
10.	Regulatory Sign R2 (40) - (Speed Limit 40)	EA.	1	$400	$400
11.	Remove Tree	EA.	1	$1,000	$1,000

TABLE 8-1
PRELIMINARY PROJECT COST ESTIMATE
PROPOSED OPERATIONAL IMPROVEMENTS

	Item	Unit	Quantity	Unit Price	Total Price
12.	Regulatory Sign R3 (40) - (End 40 Speed Limit)	EA.	1	$400	$400
13.	Subtotal Construction Cost:				$141,510
14.	Construction Contingency Cost (15%)				$21,226
15.	Administrative / Engineering Cost (30%)				$42,453
16.	**Total Preliminary Project Cost**				**$205,189**

9.0 CRITERIA AND DESCRIPTION OF PROPOSED NEAR TERM IMPROVEMENTS

The criteria for the proposed near term improvements are as follows:

- Improvement is a Present Need
- Environmental Studies and/or Right-of-Way Acquisition is Required
- The Cost of Each Item May Exceed $1,000,000
- Fund and Construct Within the Next 5-10 Years

The following are descriptions of proposed near term improvements based on the results of the study and input from stakeholder's meetings.

- Curve Corrections PM 18.80 to 19.00
- Left Turn Channelization Rice Canyon Road PM 19.39
- Westbound Sight Distance Improvement PM 20.50
- Curve Corrections PM 20.70 to 22.20
- Eastbound Passing Lane PM 26.1 to 26.6
- Curve Correction PM 26.86
- Left and Right Turn Channelization Cole Grade Road PM 29.87
- Eastbound Passing Lane PM 31.3 to 32.0
- Curve Correction PM 31.50
- Intersection Improvements Poomacha Road PM 41.11

The above list of proposed near term improvements are shown on Figures 9.0-1 and 9.0-2.

PROPOSED NEAR TERM IMPROVEMENTS

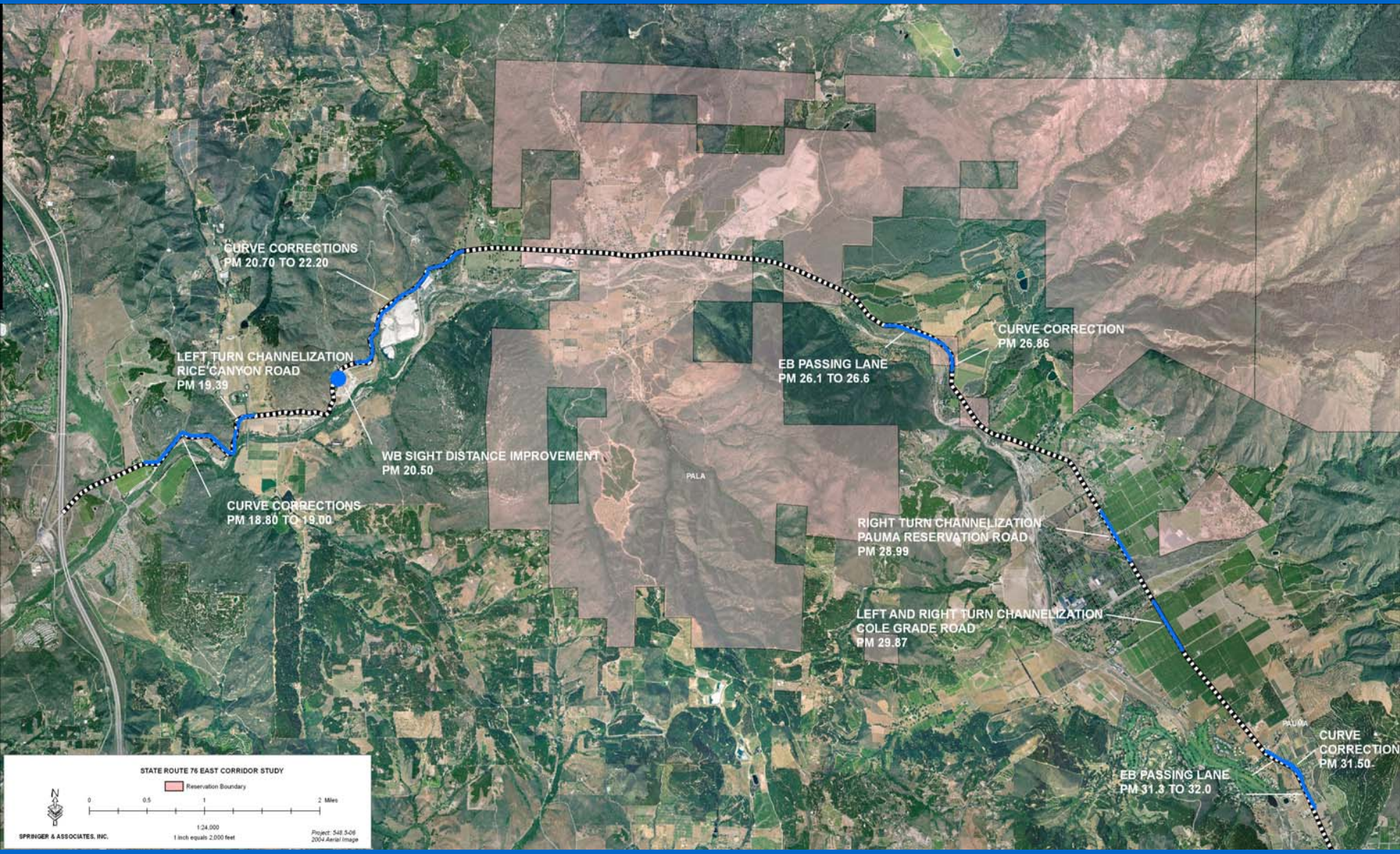


FIGURE 9.0-1

PROPOSED NEAR TERM IMPROVEMENTS, CONTINUED

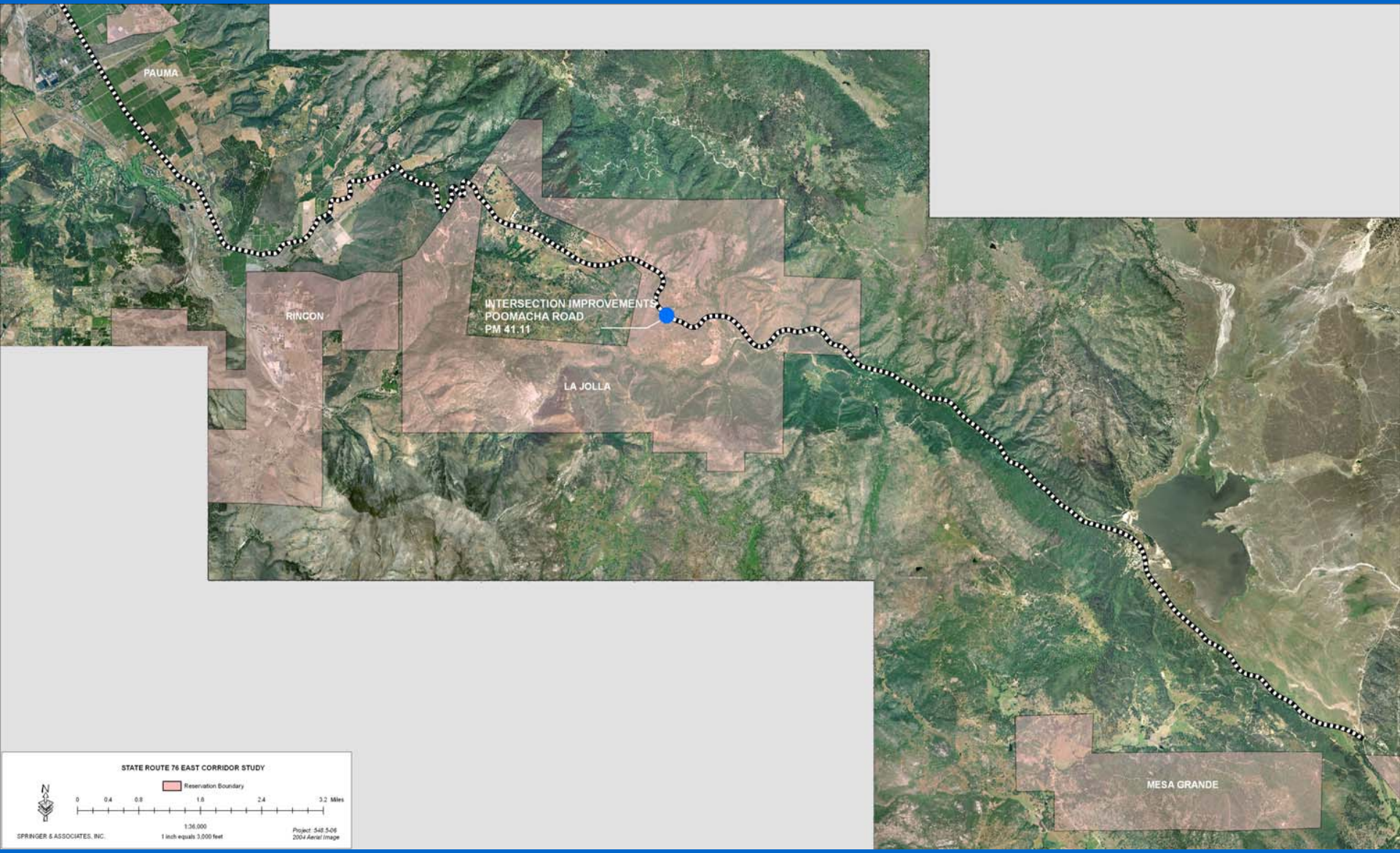


FIGURE 9.0-2

10.0 EVALUATION OF POTENTIAL FUNDING SOURCES FOR PROPOSED OPERATIONAL IMPROVEMENTS

The proposed operational improvements, as identified in Section 8.0 of the study report, will required funding in the very near future if the improvements are to be designed and constructed in 1-2 years. All the proposed operational improvements represent a current need for the corridor and, when in place, should improve traffic flow, provide some level of mitigation for traffic impacts, and reduce the potential for accidents.

The Reservation Transportation Authority, as lead Agency for the SR-76 East Corridor Study, plans to develop a specific financial and implementation plan for the proposed operational improvements. Potential funding sources include that State of California, Federal Agencies such as the Federal Highway Administration and Bureau of Indian Affairs, local governments such as the County of San Diego and SANDAG, and the Native American Tribal Governments. A cooperative approach is needed to identify specific funding sources as soon as possible and a "formula" developed for cost sharing of the proposed operational improvements. With a "formula" in place, a specific financial and implementation plan can be finalized and work can begin to design and construct the proposed operational improvements. It is in the best interests of the State, Federal and Local Government Agencies, the Native American Tribal Governments, and the public that work begin as soon as possible to implement the proposed operational improvements in the SR-76 East Corridor.

11.0 TRAFFIC FORECASTS AND APPROXIMATE LONG TERM MODELING

The following is a discussion about the development of the near-term, Year 2013 traffic volumes and long term, Year 2035 traffic volumes.

11.1 Overview

The Year 2013 was selected as an interim year for review, based on reasonable timelines for first-phase development of proposed master-planned residential projects, as well as the initial development of potential casino master-plans.

11.2 SANDAG Traffic Model

The standard of practice for the development of interim year traffic volumes is to use the SANDAG Series 10 Regional Traffic Model ("Horizon Year" 2030). This regional model is coded with development types and densities for general plan land uses for every jurisdiction in the County, including the County of San Diego itself. Also included in the SANDAG model are network and infrastructure improvements, such as roadway and freeway construction and improvement projects.

The accuracy of the model is dependent on the timely and accurate inputs of land uses and capital improvement projects from the participating agencies. Even then, development densities in excess of those approved within a General Plan (and submitted to SANDAG for inclusion in the model) are not considered within the model, especially for small, or recently proposed projects.

In the case of the current Series 10 model, several issues were encountered when "proofing" the land uses, especially in the study area. To begin with, the County of San Diego's current General Plan 2020 (referred to as "GP 2020") was determined to be not included in the model. This is a significant omission, as the long-awaited GP 2020 update consists of a comprehensive update of both land-uses and network changes, especially in the rural and developing portions of the County, such as the project study location.

The omission of key GP 2020 updates within the model could result in an undercounting of traffic volumes in the study area. As it stands, the current Series 10 Traffic Model shows Year 2030 volumes on SR-76 east of I-15 to be lower than existing 2006 counts, an obvious flaw in the model's accounting of the corridor demands. Furthermore, high development intensity near the SR-76/I-15 corridor is proposed, but not coded into the model. The same is true of casino-expansion development.

A third major issue with the current Series 10 Traffic Model (besides the lack of GP 2020 update information, and the omission of currently proposed, major development) is the imminent release of the Series 11 Traffic Model ("Horizon Year" 2035). This next series is expected to be adopted in 2007, and will likely include several significant changes as jurisdictions are provide updated planning input.

11.3 Forecasting Methods

Given the instability of the current Series 10 Traffic Model and its demonstrated erroneous output on a key link of the study corridor, discussions were held with Caltrans on an acceptable methodology. It was suggested that a "list of projects" method might be considered as a reasonable means to estimate future traffic volumes. Caltrans Development Review provided a computerized spreadsheet containing the names and general descriptions of two hundred (200) projects currently under review by their department. The projects were sorted by development intensity. Many of the applications were for non-traffic generating projects, such as easements, or cell-towers. Even more applications were for very small subdivision projects, such as lot splits, which averaged 40-60 ADT apiece.

A handful of projects were for substantial development, totaling anywhere from 5,000 ADT to 40,000+ ADT. While the spreadsheet information did not contain the relative locations of any of the potential projects, the substantial traffic-generating projects were

generally proposed large residential/mixed-use development. The spread sheet also included the casinos.

11.3.1 Tribal Development

There are three casinos along the corridor anticipated to increase operations by developing expanded gaming and recreational facilities in the near-and-long-term. These casinos are the Pala Casino, Pauma Casino, and Harrah's Rincon Casino.

Direction from Caltrans Development Review was provided to assume the following development intensity (in ADT) for 2013:

- Pala Casino – 3,000 ADT
- Pauma Casino – 5,200 ADT
- Harrah's Rincon Casino – 3,000 ADT

Other casino-related development adjacent to the study area included the following:

- La Jolla – 3,000 ADT
- San Pasqual – 3,000 ADT
-

11.3.2 Substantial Proposed Development

Of the 200 projects along the corridor identified for consideration by Caltrans Development Review, nine (9) were in excess of 5,000 ADT and therefore considered "substantial" developments:

- Campus Park (Passerelle)
- Campus Park West (Pappas)
- Village Square at Valley Center
- Meadowood Plan Replacement (Pardee)
- Warner Ranch
- Valley View Casino Expansion (San Pasqual)
- Rincon Casino Expansion
- Pala Casino Expansion
- Pauma Casino Expansion

Traffic forecast information on several of these projects was obtained from consultants working in the corridor, including Valley Research and Planning Associates (VRPA), Katz, Okitsu Associates (KOA) and Urban Systems Associates (USA).

The USA study for the Campus Park Development (or called Passarelle) is apparently the most recent and comprehensive study currently under review by Caltrans Development Review to include interim and buildout analyses based on the Year 2030 (Series 9) Traffic Model. Discussions were held with key staff at USA to understand how future

forecast volumes were determined for the Campus Park project. USA has conducted an ongoing modeling effort through SANDAG, which has included several changes to the regional model to reflect proposed land-uses not currently included in the Regional Model. ***Appendix J*** contains information on the relevant cumulative projects in the project study area.

11.4 Year 2035 Traffic Volumes

Year 2035 ADT's were estimated by assuming a 2% growth per year for 22 years (Year 2013 to Year 2035). This was calculated considering the permanent gaming facility and expansion plans for all the casinos and the build out of all capital improvement projects along the corridor.

Table 11–1 shows the average daily traffic volumes for the key roadway segments along the project corridor for existing, Year 2013 and Year 2035 for a Thursday. ***Table 11–2*** shows the average daily traffic volumes for the key roadway segments along the project corridor for existing, Year 2013 and Year 2035 for a Friday. ***Table 11–3*** shows the average daily traffic volumes for the key roadway segments along the project corridor for existing, Year 2013 and Year 2035 for a Saturday.

TABLE 11-1
STREET SEGMENT
(THURSDAY DAILY VOLUMES)

Street Segment	Existing Capacity (LOS E)[a]	Baseline Year 2006 ADT [b]	Interim Year 2013 ADT	Buildout Year 2035 ADT
SR-76				
1. East of I-15	16,200	12,760	35,040	50,460
2. West of Pala Casino	16,200	11,530	27,080	39,000
3. East of Pala Casino	16,200	5890	16,200	23,330
4. West of Pauma Reservation Road	16,200	9820	20,140	29,000
5. East of Pauma Reservation Road	16,200	9130	18,050	25,990
6. West of Valley Center Road (S6)	16,200	7660	16,380	23,590
7. East of Valley Center Road (S6)	16,200	3740	5,640	8,120
8. West of SR 79	16,200	1270	3,170	4,560
Pala Temecula Road				
9. North of Pala Mission Road	16,200	9120	14,320	20,620
Pauma Reservation Road				
10. North of SR-76	16,200	4550	14,550	20,950
Valley Center Road (S6)				
11. South of SR-76	16,200	8360	13,260	19,090
12. East of N. Lake Wohlford Road	16,200	9690	15,590	22,450

Footnotes:

a. Capacities based on County of San Diego Roadway Classification & LOS table (See *Appendix D*).

b. Average Daily Traffic

TABLE 11-2
STREET SEGMENT
(FRIDAY DAILY VOLUMES)

Street Segment	Existing Capacity (LOS E)[a]	Baseline Year 2006 ADT[b]	Interim Year 2013 ADT	Buildout Year 2035 ADT
SR-76				
1. East of I-15	16,200	12,760	36,090	51,970
2. West of Pala Casino	16,200	11,530	31,140	44,840
3. East of Pala Casino	16,200	5890	20,250	29,160
4. West of Pauma Reservation Road	16,200	9820	25,580	36,840
5. East of Pauma Reservation Road	16,200	9130	22,020	31,710
6. West of Valley Center Road (S6)	16,200	7660	19,980	28,770
7. East of Valley Center Road (S6)	16,200	3740	6,940	9,990
8. West of SR 79	16,200	1270	4,790	6,900
Pala Temecula Road				
9. North of Pala Mission Road	16,200	9120	15,900	22,900
Pauma Reservation Road				
10. North of SR-76	16,200	4550	15,810	22,770
Valley Center Road (S6)				
11. South of SR-76	16,200	8360	15,170	21,840
12. East of N. Lake Wohlford Road	16,200	9690	16,680	24,020

Footnotes:

a. Capacities based on County of San Diego Roadway Classification & LOS table (See *Appendix D*).

b. Average Daily Traffic

TABLE 11–3
STREET SEGMENT
(SATURDAY DAILY VOLUMES)

Street Segment	Existing Capacity (LOS E)[a]	Baseline Year 2006 ADT[b]	Interim Year 2013 ADT	Buildout Year 2035 ADT
SR-76				
1. East of I-15	16,200	12,760	41,700	60,050
2. West of Pala Casino	16,200	11,530	33,040	47,580
3. East of Pala Casino	16,200	5890	20,250	29,160
4. West of Pauma Reservation Road	16,200	9820	23,970	34,520
5. East of Pauma Reservation Road	16,200	9130	21,120	30,410
6. West of Valley Center Road (S6)	16,200	7660	19,000	27,360
7. East of Valley Center Road (S6)	16,200	3740	6,820	9,820
8. West of SR 79	16,200	1270	3,930	5,660
Pala Temecula Road				
9. North of Pala Mission Road	16,200	9120	16,900	24,340
Pauma Reservation Road				
10. North of SR-76	16,200	4550	16,570	23,860
Valley Center Road (S6)				
11. South of SR-76	16,200	8360	14,850	21,380
12. East of N. Lake Wohlford Road	16,200	9690	16,230	23,370

Footnotes:

a. Capacities based on County of San Diego Roadway Classification & LOS table (See *Appendix D*).

b. Average Daily Traffic

APPENDIX A

SR-76 Transportation Concept Summary January 2006

SR-76 Transportation Concept Summary January 2006

CORRIDOR PURPOSE

SR-76 is a principal east-west route that carries intraregional, interregional, commuter and recreational travel. In San Diego County, SR-76 traverses the city of Oceanside and the unincorporated communities of Bonsall, Fallbrook, Pala, Pauma Valley, Rincon, and Lake Henshaw. The western portion of the route in the city of Oceanside and easterly to I-15 serves as a major commuter route. In addition, many commuters coming from communities in southwestern Riverside County (i.e. Temecula, Murrieta, Rancho California, and Menifee) utilize I-15, SR-76 and SR-78 to travel to jobs in northern San Diego County, including Camp Pendleton, Carlsbad, and Oceanside. The remainder of the route east of I-15 in San Diego County serves outlying rural communities and a number of Tribal Reservations.

SR-76 intersects a number of State routes, including I-5, I-15, and SR-79. The closest parallel State Route to SR-76 in San Diego County is State Route 78 (SR-78), which varies between three and 15 miles to the south.

CORRIDOR NEEDS

Portions of SR-76 are currently experiencing traffic congestion and delay at peak periods. Between I-5 and Melrose, SR-76 is a four-lane expressway. From Melrose to I-15, SR-76 is a two lane conventional highway. Traffic congestion on this part of SR-76 is due primarily to a lack of sufficient highway capacity, a lack of continuous parallel routes, an absence of incentives to switch to alternatives to single occupant vehicle travel, and a lack of access control. In addition, existing accident rates greatly exceed the statewide average for similar type facilities. There is also a need to improve the corridor because of the increasing development in the area, in particular, the shift from agricultural/open space uses to rural and urban development areas.

There is a significant jobs/housing imbalance between the San Diego region and western Riverside County. This has developed because an adequate supply of relatively affordable housing has not been built in San Diego County to match the employment growth in the San Diego region. Due to the relatively low cost and plentiful single family housing developments in southwestern Riverside County, it is expected that interregional commuter trips between Riverside County and San Diego County are expected to increase in the future. Improvements to SR-76 between I-5 and I-15 will be needed to accommodate this increased traffic demand and to alleviate congestion.

The portion of SR-76 east of I-15 is a two lane conventional highway passing through hilly terrain and characterized by a number of curves and lack of passing opportunities. This area has experienced increasing traffic due to the development of a number of

tribal gaming facilities on Native American reservations adjacent or near to the SR-76 corridor and other development in the area.

CORRIDOR ANALYSIS

For purposes of analysis, portions of SR-76 are expressway and portions are conventional highway. Some specific issues and improvements need to be analyzed separately depending on the type of facility, however, from a corridor perspective, these issues and improvements work together to improve traffic flow throughout the entire corridor.

CORRIDOR TRAFFIC

SR-76 will be experiencing an increase in traffic in the future. In some cases, traffic is expected to double or even triple between 2004 and 2030 in certain parts of the corridor. This increased traffic will lead to higher levels of congestion unless corridor improvements are developed. The following table shows existing and future traffic conditions for SR-76.

Existing and Future Average Weekday Traffic

LOCATION	2004 AWDT[1]	2004 LOS[2]	2030 AWDT[3]	2030 LOS[2]
I-5 to Foussat Road	51,300	D	57,000	C
Foussat Road to Douglas Drive	49,200	D	57,500	C
Douglas Drive to College Blvd	33,600	C	55,700	C
College Boulevard to Melrose Dr	40,400	C	52,700	B
Melrose Drive to South Mission Rd	36,200	F	54,500	E
South Mission Road to I-15	18,000	D	38,400	D
I-15 to Pankey Road	12,300	C	33,900	C
Pankey Road to Rice Canyon Road	12,300	C	34,500	C
Rice Canyon Road to Pala-Temecula Rd	7,000	B	28,000	C
Pala-Temecula Rd to Lilac Road	10,100	C	23,300	C
Lilac Road to Cole Grade Rd	10,100	C	23,400	C
Cole Grade Rd to Valley Center Rd	6,700	C	24,500	D
Valley Center Rd to East Boundary La Jolla Reservation	6,900	B	14,200	B
East Boundary La Jolla Reservation to East Grade Road	3,500	B	8,000	B
East Grade Road to SR-79	1,600	B	5,000	B

[1] 2004 Average Weekday Traffic (AWDT) derived from Caltrans District 11 Traffic Census Branch Average Annual Daily Traffic Volumes (AADT).
[2] 2004and 2030 Level of Service are based on sketch level planning analysis and is not to be used for design purposes.
[3] 2030 AWDT based on the SANDAG Regional Transportation Model.

RECOMMENDED CORRIDOR IMPROVEMENTS

Highway Improvements

There are many types of improvements planned for SR-76. Some of these are short-term improvements that have been developed in conjunction with the District 11 Traffic Operations Division. Some of these projects address spot locations or short distances and can provide some quick congestion relief benefits. Additional recommended improvements are from the 2004 State Transportation Improvement Program (STIP), the 2004 State Highway Operation and Protection Plan (SHOPP), the 2005 Ten-Year SHOPP Needs Plan, the most recent Status of Projects, the Project Information Reporting System (PIRS), and the District 11 Planning Division.

The following table shows recommended major highway improvements for SR-76.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION
0.0 - R2.7	I-5 to Foussat Road	Upgrade from 4E to 6E
R2.7 - 3.4	Foussat Road to Douglas Drive	Upgrade from 4E to 6E
3.4 – 6.1	Douglas Drive to College Boulevard	Upgrade from 4E to 6E
6.1 – 7.5	College Boulevard to Melrose Drive	Upgrade from 4E to 6E
7.5 - 12.4	Melrose Drive to South Mission Road	Upgrade from 2C to 6C
12.4 - R17.3	South Mission Road to I-15	Upgrade from 2C to 4C or 6C
R17.3	Junction SR-76/I-15	Widen /Revise Interchange
R17.3 - 17.9	I-15 to Pankey Road	Upgrade from 2C to 4C
17.9 - 19.4	Pankey Road to Rice Canyon Road	Upgrade from 2C to 4C
19.4 – 23.6	Rice Canyon Road to Pala-Temecula	Upgrade from 2C to 4C
23.6 – 24.3	Pala-Temecula to Lilac Road	Upgrade from 2C to 4C
24.3 – 29.0	Lilac Road to Pauma Reservation Rd	Upgrade from 2C to 4C
29.0 – 32.9	Pauma Reservation to Valley Center	Upgrade from 2C to 4C
32.9 --43.7	Valley Center to East Boundary La Jolla Indian Reservation	Upgrade from 2C to 4C

The following table shows 2004 STIP and 2004 SHOPP projects for SR-76 (if any), as well as PIRS projects.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	SOURCE/ PHASE
R0.0 -R 2.7	I-5/SR-75 Separation to Foussat Rd	Roadway Rehabilitation	PIRS/PSR
R0.1-R2.2	0.1 km east of I-5 to Airport Rd	Construct Median Barrier	PIRS/PSE
R2.7 – R8.5	0.9 km east of Airport Rd to 0.7 km east of Jeffries Ranch Rd.	Apply Slurry Seal	PIRS/PSE
17.3 –43.7	I-15 to East Boundary of La Jolla Indian Reservation	Operational Improvement Studies	PIRS/PSR
R17.4 –R19.8	0.2 km east of SR-76/I-15 Separation to 0.5 km east of Couser Canyon Rd	Widen from 2C to 4C and realign highway (Palomar Quarry)	PIRS/PA&E D
17.5 –32.9	15 km east of I-15 to Valley Center Rd	Resurface pavement	PIRS/PSE
19.4 –19.5	Rice Canyon Rd and Couser Canyon Rd	Upgrade drainage units and roadway rehabilitation at 2 spot locations	PIRS/PA&E D
23.2	Pala Creek Bridge	Bridge Replacement	PIRS/PSR
32.9 –52.3	Valley Center Rd to Junction SR-79	Apply microsurfacing	PIRS/PSR

PSR = Project Study Report
PSE = Plans. Specifications and Estimates
PA&ED = Project Approval and Environmental Document

The following table shows 2005 10–Year SHOPP Needs Plan Projects for SR-76.

POST MILE	LOCATION	IMPROVEMENT DESCRIPTION	CATEGORY/ FISCAL YEAR
R0.0 –2.7	I-5 to Foussat Road	Pavement Rehabilitation	Roadway Preservation 2008/09
R0.0 –52.3	I-5 to SR-79	Outside Shoulder Rumble Strip	Collision Reduction 2011/12
17.9 –23.0	Pankey Road to Pala Mission Road	Realign curves, widen shoulders/bridge, channelization	Collision Reduction 2008/09, Mobility 2008/09
28.8 –29.3	Pauma Road intersection	Widening and Channelization	Mobility 2008/09
41.4 –41.7	Sengme Oaks Road	Improve Site Distance	Collision Reduction 2006/07
Various	Various	Bridge Rehabilitation and bridge rail upgrade	Bridge Preservation 2009/10
Various	Various	Repair/replace culverts	Roadway Preservation 2013/14

The following table shows additional potential operational improvements for SR-76. These improvements were originally developed by Caltrans District 11 Traffic Operations. Many of these proposed improvements will require further study and analysis.

7.5 -R17.3	Melrose Drive to I-15	Traffic Signal Reconfigurations
12.0	Olive Hill Road	Signal modification and widening
12.4	South Mission Road	Construct interim Modern Roundabout
18.80	0.9 mile east of Pankey Road	Curve Correction
19.00	0.4 mile west of Rice Canyon Road	Curve Correction
19.39	Rice Canyon Road	Left Turn Channelization
19.51	Couser Canyon Road	Drainage Unit
20.50	1.0 mile east of Couser Canyon	Westbound Sight Distance Improvement
20.70	1.2 miles east of Couser Canyon	Curve Correction
21.00	1.5 miles east of Couser Canyon	Curve Correction
21.20	1.7 miles east of Couser Canyon	Curve Correction
21.84 –22.0	0.4 mile east of Fenton Building Materials Road	Curve Correction
22.23	Gomez Creek	Culvert and Guardrail
23.23	Pala Creek	Guardrail
24.40	Pyle Road	Guardrail
25.40	0.8 mile east of Magee Road	Eastbound Maintenance Turnout
26.1 - 26.6	1.5 mile to 2.0 mile east of Magee Road	Eastbound Passing Lane
26.86	0.3 mile west of Agua Tibia Creek	Curve Correction
27.00	0.2 mile west of Agua Tibia Creek	Guardrail
27.20	Agua Tibia Creek	Guardrail
27.38	Frey Creek	Guardrail
27.50	0.1 east of Frey Creek	Curve Correction
29.00	Nursery	Guardrail
28.99	Pauma Reservation Road	Left and Right Turn Channelization
29.45	Pauma Creek	Guardrail
29.87	Cole Grade Road	Left and Right Turn Channelization
30.60	0.7 mile east of Cole Grade Rd	Eastbound Maintenance Pullout
31.3 to 32.0	Pauma Valley Road to 0.7 mile east of Pauma Valley Road	Eastbound Passing Lane
31.50	0.2 mile east of Pauma Valley Road	Curve Correction
32.87	Valley Center Road	Lengthen Left Turn Pocket
41.11	Poomacha Road	Intersection improvement
41.57	Sengme Oaks Road/SR-76	Intersection improvements
41.68	La Jolla Campground Road/SR-76	Intersection improvements

Caltrans has contracted with the Reservation Transportation Authority (RTA) to develop the SR-76 East Corridor Study. The proposed SR-76 East Corridor Study will analyze existing conditions east of I-15 within the study corridor from both a technical and policy standpoint. Emphasis will be focused on the development of partnerships with Native American tribal governments, the County of San Diego, developers, local community planning groups, the San Diego Association of Governments (SANDAG), the environmental resource agencies, and will include active participation with the public. Existing land use and transportation funding policies will be reviewed to determine what barriers exist that hinder local/regional efforts, and what potential changes need to be made in order to facilitate a cooperative approach to funding operational improvements for SR-76. The Corridor Study will include a comprehensive, prioritized list of improvement strategies with preliminary cost estimates, identified funding sources, and, an implementation plan that will direct the scope and project delivery timeframe for specific improvements. Other products from this study will include a Geographic Information Data (GIS) base and existing trip generation and traffic forecast data.

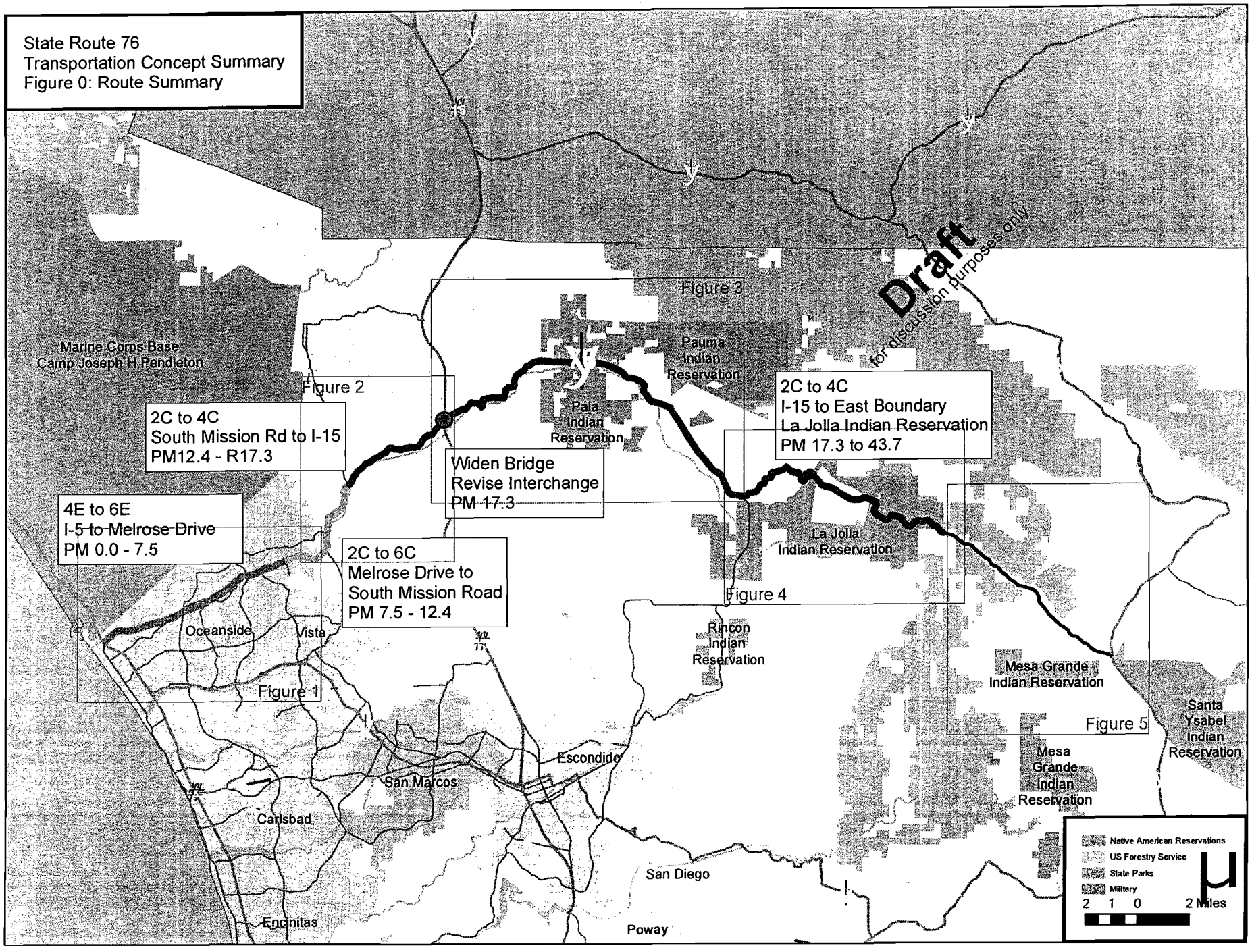
Transit Improvements

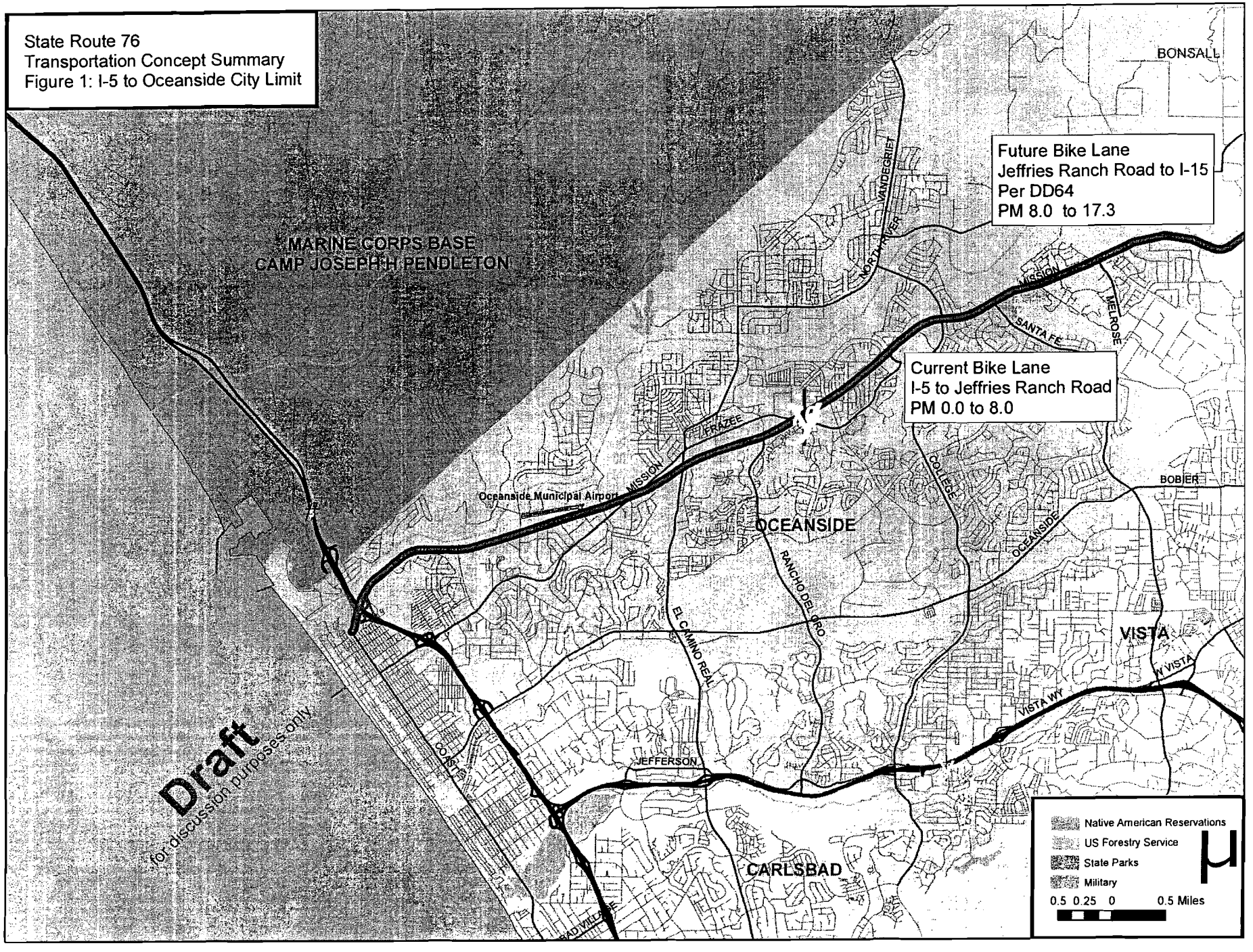
Current transit service on SR-76 consists primarily of North County Transit District Route 388, which provides service six times daily between the Escondido Transit Center and the Pala Casino. This service utilizes the portion of SR-76 between Valley Center Road and the Pala Casino.

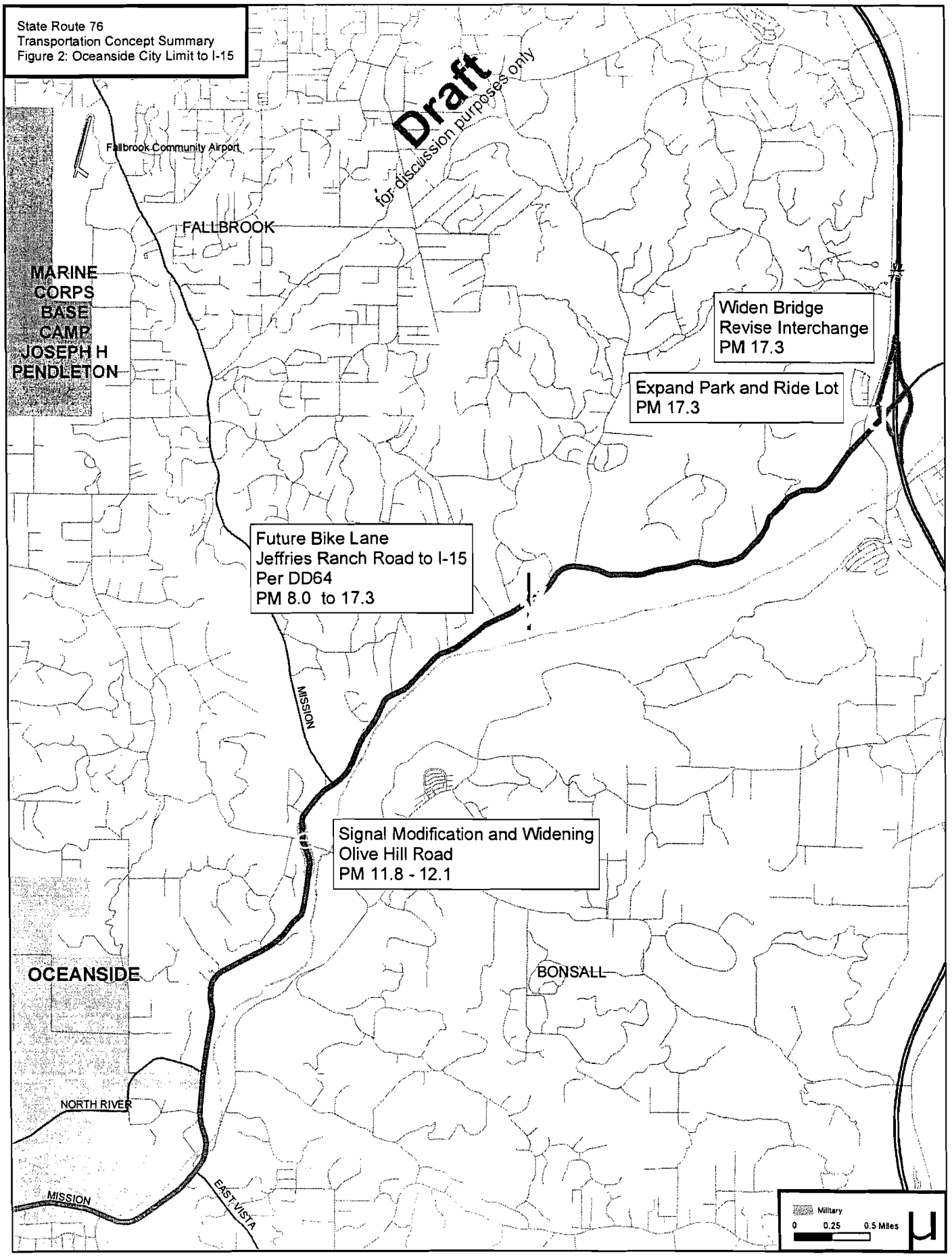
Additional transit services to and from the tribal development projects, as well as other developments in the corridor such as the expansion of the I-15/SR-76 park and ride lot, should be developed to accommodate near term and long term travel demand.

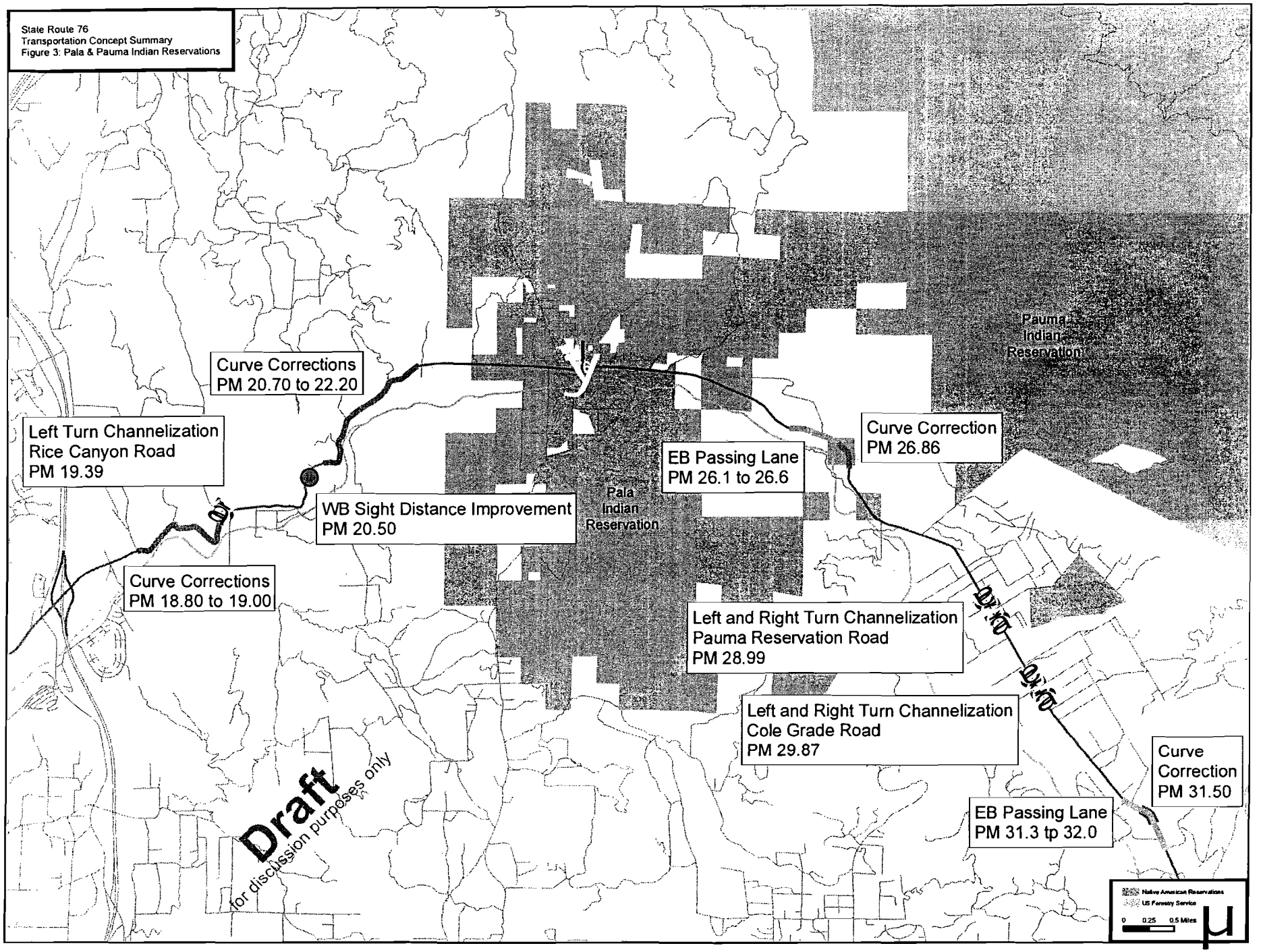
Other transportation improvements

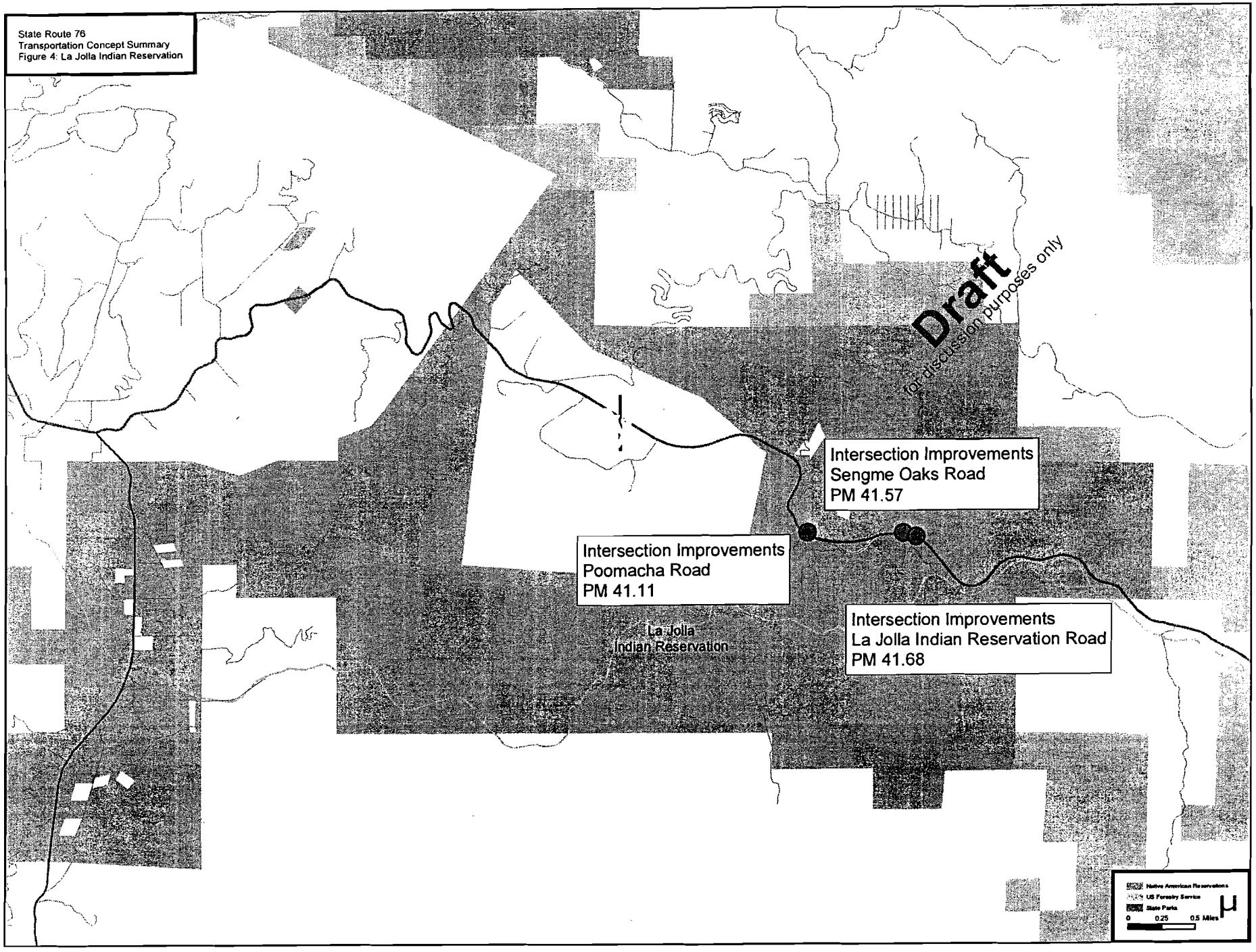
Additional modal option improvements such as non-motorized, transportation demand management, transportation system management, and Intelligent Transportation Systems should also be developed where appropriate for the SR-76 corridor.


State Route 76
Transportation Concept Summary
Figure 0: Route Summary
Draft
for discussion purposes only
Marine Corps Base
Camp Joseph H Pendleton
Figure 2
2C to 4C
South Mission Rd to I-15
PM12.4 - R17.3
4E to 6E
I-5 to Melrose Drive
PM 0.0 - 7.5
2C to 6C
Melrose Drive to
South Mission Road
PM 7.5 - 12.4
Figure 1
Figure 3
Widen Bridge
Revise Interchange
PM 17.3
Pauma
Indian
Reservation
Pala
Indian
Reservation
2C to 4C
I-15 to East Boundary
La Jolla Indian Reservation
PM 17.3 to 43.7
La Jolla
Indian Reservation
Figure 4
Rincon
Indian
Reservation
Mesa Grande
Indian Reservation
Figure 5
Santa
Ysabel
Indian
Reservation
Mesa
Grande
Indian
Reservation
Oceanside
Vista
Escondido
San Marcos
Carlsbad
San Diego
Encinitas
Poway
Native American Reservations
US Forestry Service
State Parks
Military
2 1 0 2 Miles

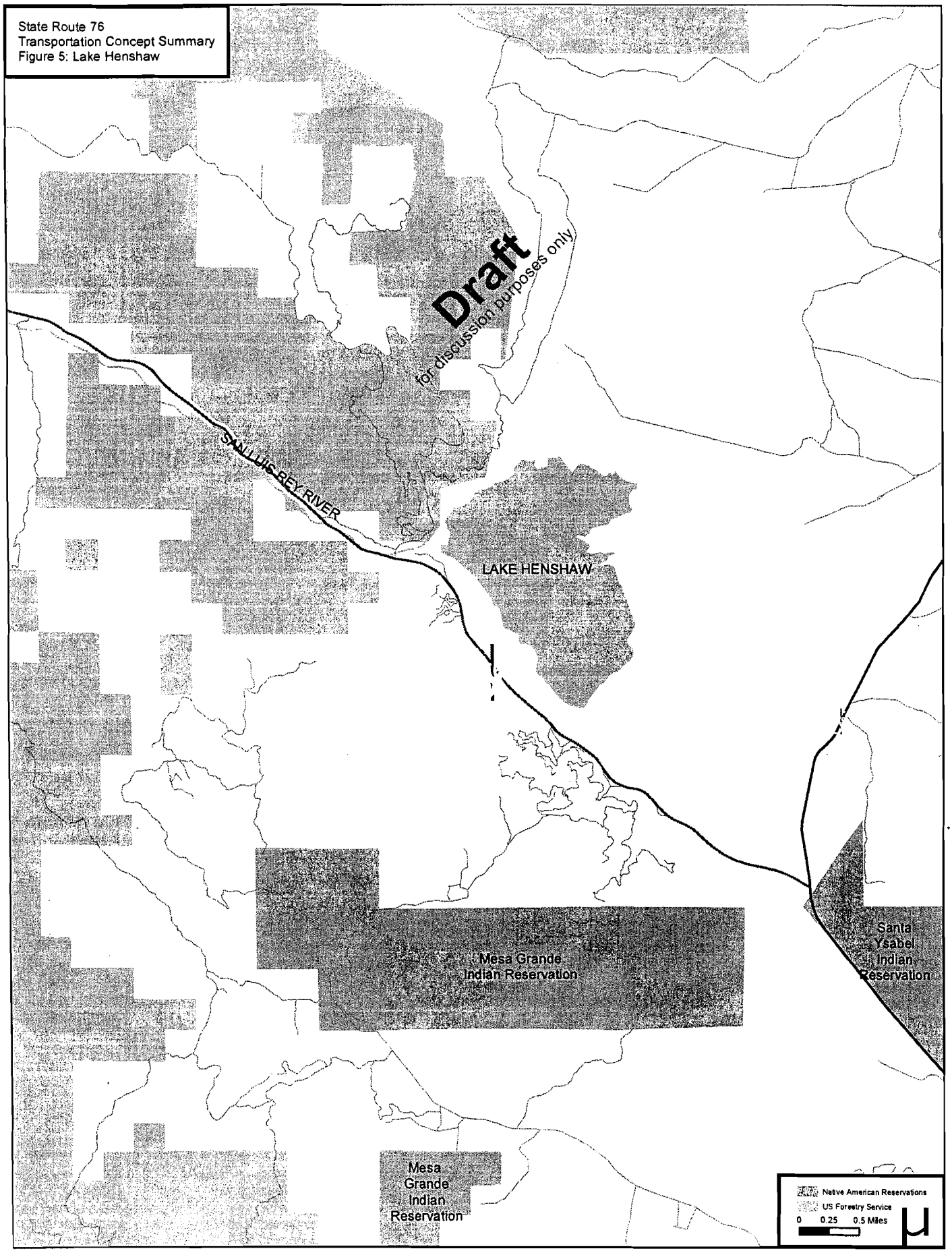

State Route 76
Transportation Concept Summary
Figure 1: I-5 to Oceanside City Limit
Future Bike Lane
Jeffries Ranch Road to I-15
Per DD64
PM 8.0 to 17.3
Current Bike Lane
I-5 to Jeffries Ranch Road
PM 0.0 to 8.0
MARINE CORPS BASE
CAMP JOSEPH H PENDLETON
BONSALL
VANDEGRIFT
NORTH RIVER
MISSION
SANTA FE
MELROSE
FRAZEE
Oceanside Municipal Airport
OCEANSIDE
COLLEGE
BOBIER
OCEANSIDE
RANCHO DEL ORO
EL CAMINO REAL
VISTA
VISTA WY
JEFFERSON
CARLSBAD
Draft
for discussion purposes only
Native American Reservations
US Forestry Service
State Parks
Military
0.5 0.25 0 0.5 Miles


State Route 76
Transportation Concept Summary
Figure 2: Oceanside City Limit to I-15
Draft
for discussion purposes only
Fallbrook Community Airport
FALLBROOK
MARINE CORPS BASE CAMP JOSEPH H PENDLETON
Widen Bridge
Revise Interchange
PM 17.3
Expand Park and Ride Lot
PM 17.3
Future Bike Lane
Jeffries Ranch Road to I-15
Per DD64
PM 8.0 to 17.3
MISSION
Signal Modification and Widening
Olive Hill Road
PM 11.8 - 12.1
OCEANSIDE
BONSALL
NORTH RIVER
MISSION
EAST VISTA
Military
0 0.25 0.5 Miles


State Route 76
Transportation Concept Summary
Figure 3: Pala & Pauma Indian Reservations
Curve Corrections
PM 20.70 to 22.20
Left Turn Channelization
Rice Canyon Road
PM 19.39
WB Sight Distance Improvement
PM 20.50
Curve Corrections
PM 18.80 to 19.00
Pala
Indian
Reservation
EB Passing Lane
PM 26.1 to 26.6
Pauma
Indian
Reservation
Curve Correction
PM 26.86
Left and Right Turn Channelization
Pauma Reservation Road
PM 28.99
Left and Right Turn Channelization
Cole Grade Road
PM 29.87
Curve
Correction
PM 31.50
EB Passing Lane
PM 31.3 tp 32.0
Draft
for discussion purposes only
Native American Reservations
US Forestry Service
0 0.25 0.5 Miles


State Route 76
Transportation Concept Summary
Figure 4: La Jolla Indian Reservation
Draft
for discussion purposes only
Intersection Improvements
Sengme Oaks Road
PM 41.57
Intersection Improvements
Poomacha Road
PM 41.11
Intersection Improvements
La Jolla Indian Reservation Road
PM 41.68
La Jolla
Indian Reservation
Native American Reservations
US Forestry Service
State Parks
0
0.25
0.5 Miles

State Route 76
Transportation Concept Summary
Figure 5: Lake Henshaw



APPENDIX B

Final Stakeholders List

SR-76 Corridor Study
Final Stakeholders List

Pala Band of Indians
P.O. Box 50
Pala, California 92059
(760) 742-3784

Pauma Indian Reservation
P.O. Box 369
Pauma Valley, California 92061
(760) 742-1289

San Pasqual Band of Indians
P.O. Box 365
Valley Center, California 92082
(760) 749-3200

La Jolla Indian Reservation
2200 Highway 76
Pauma Valley, California 92061
(760) 742-3771

Rincon Indian Reservation
P.O. Box 68
Valley Center, California 92082
(760) 749-1054

Santa Ysabel Indian Reservation
P.O. Box 130
Santa Ysabel, California 92070
(760) 765-0846

Caltrans
4050 Taylor Street
Mail Station 240
San Diego, California 92110
(619) 688-6003

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

U.S Fish & Wildlife Service
Carlsbad Field Office
6010 Hidden Valley Road
Carlsbad, CA 92011
Kurt Roblek, (760) 431-9440 x308, kurt_roblek@fws.gov (Caltrans paid position)

U.S. Army Corps of Engineers
P.O. Box 532711
Los Angeles, CA 90053-2325
Stephanie J. Hall, (213) 452-3410, stephanie.j.hall@usace.army.mil (Caltrans paid position)

U.S. Environmental Protection Agency
75 Hawthorne Street
San Francisco, CA 94105-3901
Connell Dunning, (415) 947-4161, dunning.connell@epa.gov (NEPA reviewer)
Elizabeth Goldmann, (415) 972-3398, goldmann.elizabeth@epa.gov (404 reviewer)

Federal Highway Administration
650 Capitol Mall, Ste 4-100
Sacramento, CA 95814-4708
Lisa Cathcart-Randall, (916) 498-5048, lisa.cathcart-randall@fhwa.dot.gov
Steve Healow, (916) 498-5849, steve.healow@fhwa.dot.gov

California Department of Fish & Game
4949 Viewridge Ave
San Diego,CA 92123
Pam Beare, (858) 467-4229, pbeare@dfg.ca.gov (CEQA reviewer)
Tamara Spear, (858) 467-4223, t spear@dfg.ca.gov (1602 reviewer)

Regional Water Quality Control Board
9174 Sky Park Court, Suite 100
San Diego, CA 92123
Michael Porter, (858) 467-2726, mporter@waterboards.ca.gov

San Diego Area Governments
401 “B” Street
San Diego, CA 92101
Richard Chavez, (619) 595-5604, rch@sandag.org (transportation projects)
Rob Rundle, (619) 595-5649, rru@sandag.org (mitigation)

County of San Diego
Department of Planning & Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123
Thomas Oberbauer, (858) 694-3701, thomas.oberbauer@sdcounty.ca.gov
Jeremy Buegge, (858) 694-3719, jeremy.buegge@sdcounty.ca.gov

County of San Diego
Department of Public Works
5469 Kearny Villa Road, #305
San Diego, CA 92123
Sirous Deylamian, (858) 694-2814, sirous.deylamian@sdcounty.ca.gov

County of San Diego
Department of Parks & Recreation
5201 Ruffin Road, Suite P
San Diego, CA 92123
Casey Lydon, (858) 694-3430, casey.lydon@sdcounty.ca.gov
Charles Marchesano, (858) 495-5321, charles.marchesano@sdcounty.ca.gov

Palomar Mountain Sponsor Group
P.O. Box 145
Palomar Mountain, California 92060
Bruce Graves
(760) 742-3027

Pala Pauma Sponsor Group
P.O. Box 1273
Pauma Valley, California 92061

Valley Center Planning Group
P.O. Box 127
Valley Center, California 92082
(760) 751-2797

Fallbrook Community Planning Group
205 Calle Linda
Fallbrook, California 92028
(760) 728-8081
Jim Russell Chairman

Reservation Transportation Authority
28860 Old Town Front Street Suite C-1
Temecula, California 92590-2892
(951) 308-1442

California Highway Patrol
Oceanside Office
1888 Oceanside Blvd.
Oceanside, California 92054-3486
(760) 757-1675

NCIRL
North County Inland Regional Leadership
P.O. Box 2436
Valley Center, California 92082
Attn: Larry Glavnic
(760) 749-6350

APPENDIX C

Intersection and Segment Traffic County Sheets

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

Weather: Clear & Dry
Counted By: C. Linden
Board No.: D1-1430
Loc: Pala Mission Rd & SR-76 (Pala Rd)

File Name : 06226040
Site Code : 00226040
Start Date : 8/24/2006
Page No : 1

Groups Printed- Group 1

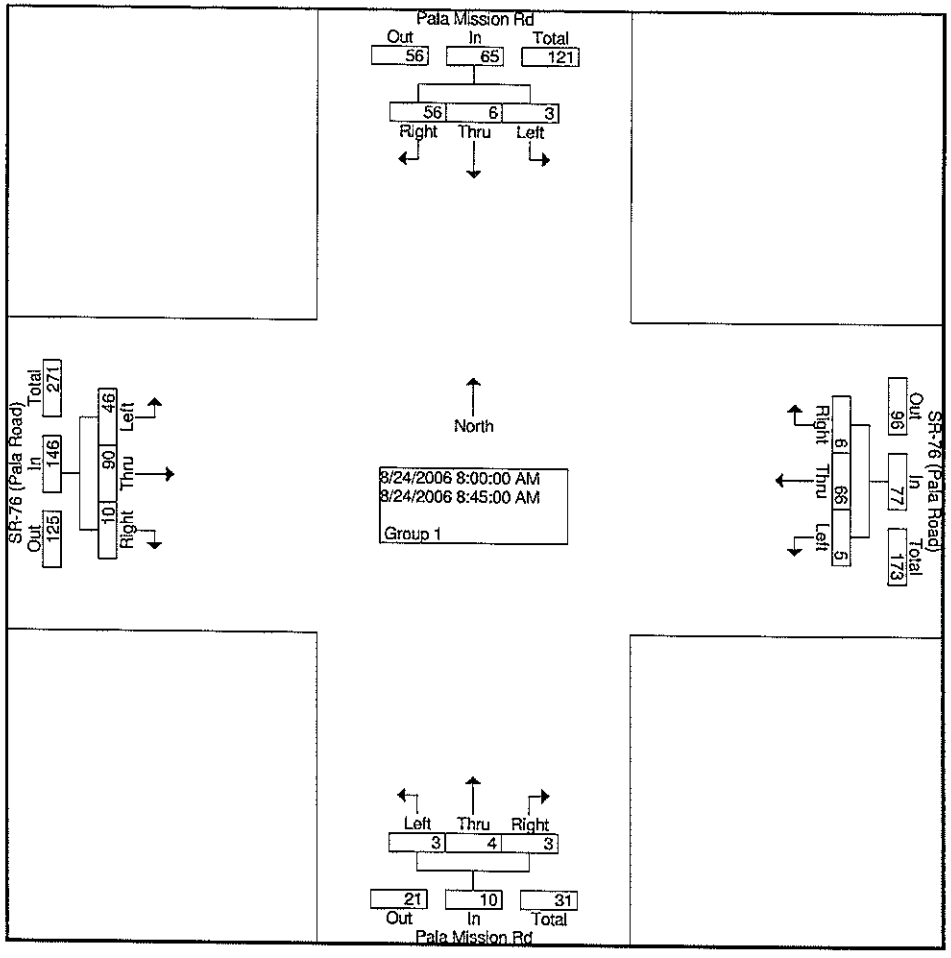
	Pala Mission Rd Southbound					SR-76 (Pala Road) Westbound					Pala Mission Rd Northbound					SR-76 (Pala Road) Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	0	1	21	0	22	3	27	4	0	34	2	1	1	0	4	17	22	0	0	39	0	99	99
07:15	2	0	13	0	15	2	17	2	0	21	2	0	0	0	2	10	23	1	0	34	0	72	72
07:30	0	2	15	0	17	1	10	0	0	11	0	0	0	0	0	6	17	0	0	23	0	51	51
07:45	1	0	13	0	14	1	5	0	0	6	0	0	1	0	1	8	18	0	0	26	0	47	47
Total	3	3	62	0	68	7	59	6	0	72	4	1	2	0	7	41	80	1	0	122	0	269	269
08:00	0	1	15	0	16	2	15	1	0	18	2	2	0	0	4	17	22	0	1	39	1	77	78
08:15	1	1	17	0	19	2	21	1	0	24	0	0	1	1	1	6	27	1	1	34	2	78	80
08:30	2	1	12	0	15	0	15	3	0	18	1	0	1	0	2	15	24	2	0	41	0	76	76
08:45	0	3	12	0	15	1	15	1	0	17	0	2	1	0	3	8	17	7	0	32	0	67	67
Total	3	6	56	0	65	5	66	6	0	77	3	4	3	1	10	46	90	10	2	146	3	298	301
Grand Total	6	9	118	0	133	12	125	12	0	149	7	5	5	1	17	87	170	11	2	268	3	567	570
Apprch %	4.5	6.8	88.7			8.1	83.9	8.1			41.2	29.4	29.4			32.5	63.4	4.1					
Total %	1.1	1.6	20.8		23.5	2.1	22.0	2.1		26.3	1.2	0.9	0.9		3.0	15.3	30.0	1.9		47.3	0.5	99.5	

	Pala Mission Rd Southbound				SR-76 (Pala Road) Westbound				Pala Mission Rd Northbound				SR-76 (Pala 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	08:00																
Volume	3	6	56	65	5	66	6	77	3	4	3	10	46	90	10	146	298
Percent	4.6	9.2	86.2		6.5	85.7	7.8		30.0	40.0	30.0		31.5	61.6	6.8		
08:15 Volume	1	1	17	19	2	21	1	24	0	0	1	1	6	27	1	34	78
Peak Factor																	0.955
High Int.	08:15				08:15				08:00				08:30				
Volume	1	1	17	19	2	21	1	24	2	2	0	4	15	24	2	41	
Peak Factor				0.855				0.802				0.625				0.890	

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

Weather: Clear & Dry
Counted By: C. Linden
Board No.: D1-1430
Loc: Pala Mission Rd & SR-76 (Pala Rd)

File Name : 06226040
Site Code : 00226040
Start Date : 8/24/2006
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: C. Linden
Board No.: D1-1430
Loc: Pala Mission Rd & SR-76 (Pala Rd)

File Name : 06226041
Site Code : 00226041
Start Date : 8/24/2006
Page No : 1

Groups Printed- Group 1

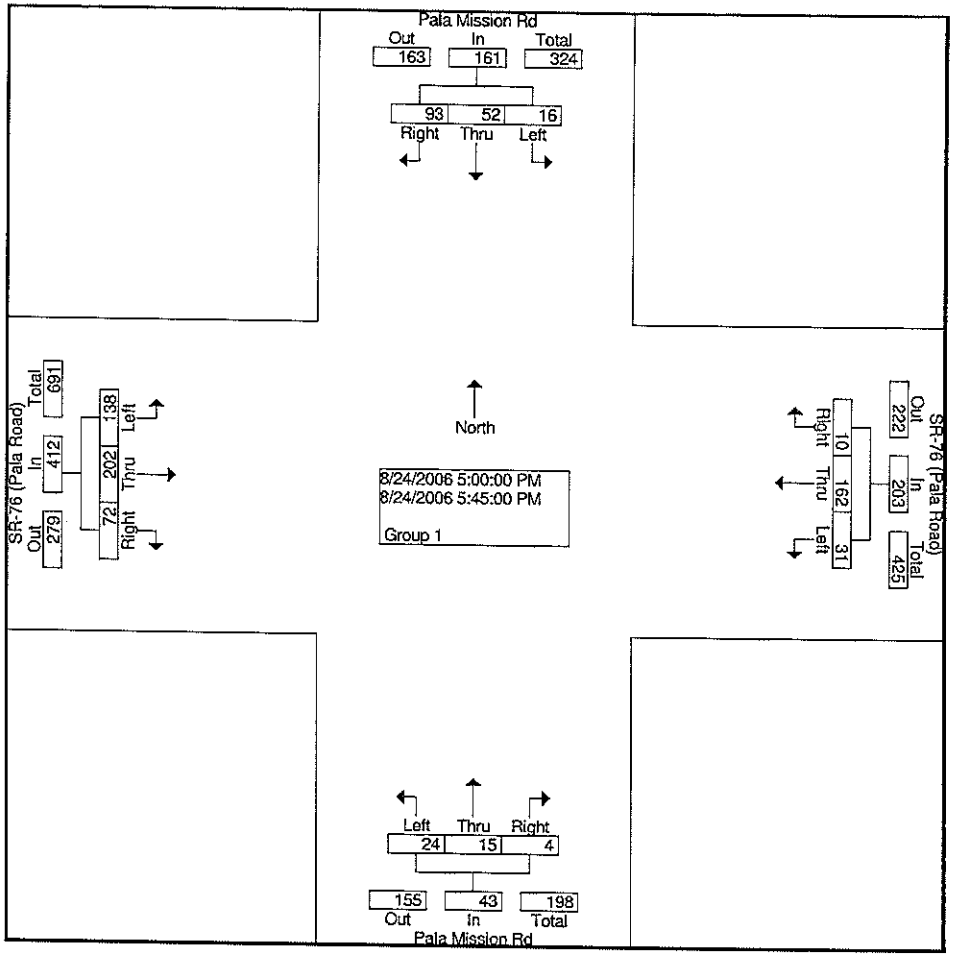
	Pala Mission Rd Southbound					SR-76 (Pala Road) Westbound					Pala Mission Rd Northbound					SR-76 (Pala Road) Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	2	2	13	1	17	4	43	0	0	47	3	3	4	0	10	24	59	4	1	87	2	161	163
16:15	2	7	31	0	40	5	38	6	0	49	9	4	4	0	17	30	46	18	0	94	0	200	200
16:30	3	8	30	2	41	6	39	1	0	46	9	7	3	1	19	39	45	15	1	99	4	205	209
16:45	6	10	11	0	27	4	39	2	0	45	2	4	2	0	8	24	53	13	0	90	0	170	170
Total	13	27	85	3	125	19	159	9	0	187	23	18	13	1	54	117	203	50	2	370	6	736	742
17:00	3	9	24	1	36	7	35	3	0	45	7	4	0	0	11	47	57	15	1	119	2	211	213
17:15	6	16	16	0	38	10	48	1	0	59	4	1	0	0	5	22	45	19	0	86	0	188	188
17:30	3	12	31	1	46	7	42	4	0	53	8	5	3	0	16	35	53	20	0	108	1	223	224
17:45	4	15	22	0	41	7	37	2	0	46	5	5	1	0	11	34	47	18	0	99	0	197	197
Total	16	52	93	2	161	31	162	10	0	203	24	15	4	0	43	138	202	72	1	412	3	819	822
Grand Total	29	79	178	5	286	50	321	19	0	390	47	33	17	1	97	255	405	122	3	782	9	1555	1564
Apprch %	10.1	27.6	62.2			12.8	82.3	4.9			48.5	34.0	17.5			32.6	51.8	15.6					
Total %	1.9	5.1	11.4		18.4	3.2	20.6	1.2		25.1	3.0	2.1	1.1		6.2	16.4	26.0	7.8		50.3	0.6	99.4	

	Pala Mission Rd Southbound				SR-76 (Pala Road) Westbound				Pala Mission Rd Northbound				SR-76 (Pala 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	17:00																
Volume	16	52	93	161	31	162	10	203	24	15	4	43	138	202	72	412	819
Percent	9.9	32.3	57.8		15.3	79.8	4.9		55.8	34.9	9.3		33.5	49.0	17.5		
17:30 Volume	3	12	31	46	7	42	4	53	8	5	3	16	35	53	20	108	223
Peak Factor																	0.918
High Int.	17:30				17:15				17:30				17:00				
Volume	3	12	31	46	10	48	1	59	8	5	3	16	47	57	15	119	
Peak Factor				0.875				0.860				0.672				0.866	

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

Weather: Clear & Dry
Counted By: C. Linden
Board No.: D1-1430
Loc: Pala Mission Rd & SR-76 (Pala Rd)

File Name : 06226041
Site Code : 00226041
Start Date : 8/24/2006
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: S. Mangiafico
Board No.: D1-1429
Loc:Pauma Res. Rd & SR-76 (Pala Rd)

File Name : 06226050
Site Code : 00226050
Start Date : 8/24/2006
Page No : 1

Groups Printed- Group 1

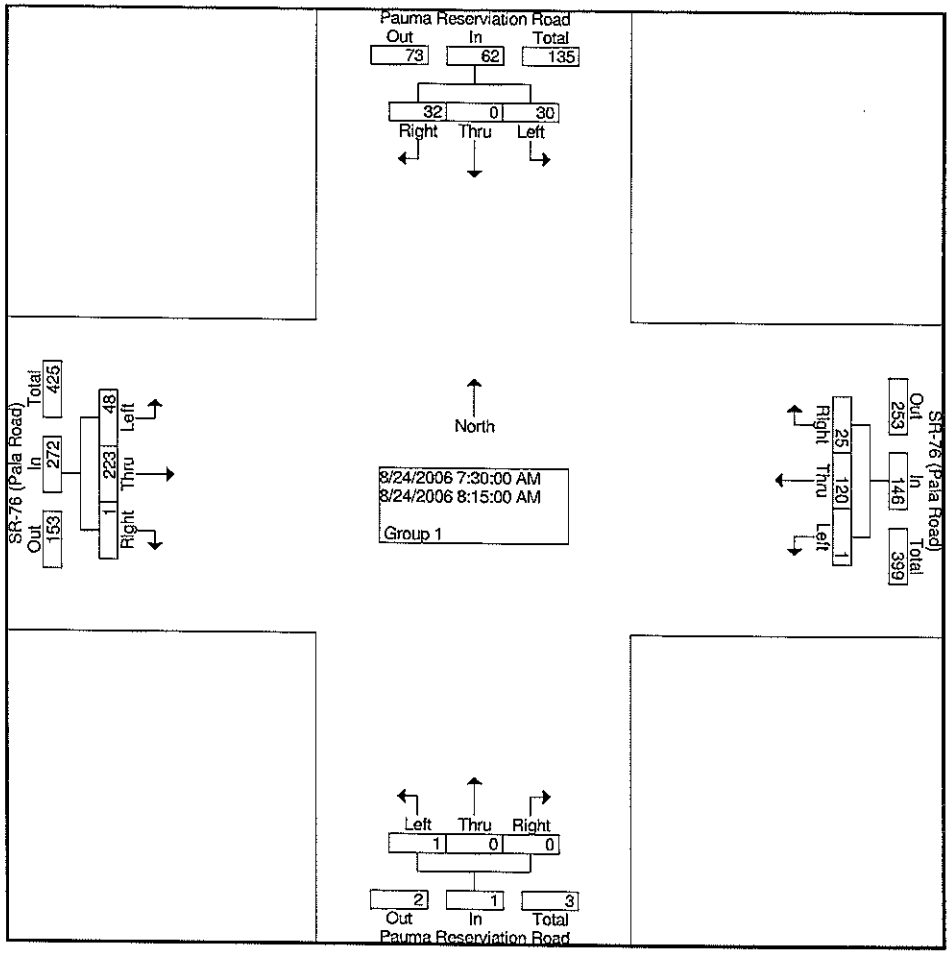
	Pauma Reservation Road Southbound					SR-76 (Pala Road) Westbound					Pauma Reservation Road Northbound					SR-76 (Pala Road) Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	0	51	2	0	53	2	2	1	1	5	1	38	1	1	40	2	98	100
07:15	5	0	5	0	10	0	35	5	0	40	0	0	0	0	0	16	49	0	0	65	0	115	115
07:30	3	0	9	0	12	0	38	9	0	47	0	0	0	0	0	12	58	0	0	70	0	129	129
07:45	6	0	4	0	10	0	30	9	0	39	0	0	0	0	0	14	55	0	0	69	0	118	118
Total	14	0	18	0	32	0	154	25	0	179	2	2	1	1	5	43	200	1	1	244	2	460	462
08:00	11	0	6	0	17	1	32	2	0	35	0	0	0	0	0	10	50	1	0	61	0	113	113
08:15	10	0	13	0	23	0	20	5	0	25	1	0	0	0	1	12	60	0	0	72	0	121	121
08:30	11	0	5	0	16	0	27	12	0	39	0	0	0	0	0	18	42	0	0	60	0	115	115
08:45	10	1	9	0	20	0	15	7	0	22	0	0	2	0	2	13	44	0	1	57	1	101	102
Total	42	1	33	0	76	1	94	26	0	121	1	0	2	0	3	53	196	1	1	250	1	450	451
Grand Total	56	1	51	0	108	1	248	51	0	300	3	2	3	1	8	96	396	2	2	494	3	910	913
Apprch %	51.9	0.9	47.2			0.3	82.7	17.0			37.5	25.0	37.5			19.4	80.2	0.4					
Total %	6.2	0.1	5.6		11.9	0.1	27.3	5.6		33.0	0.3	0.2	0.3		0.9	10.5	43.5	0.2		54.3	0.3	99.7	

	Pauma Reservation Road Southbound				SR-76 (Pala Road) Westbound				Pauma Reservation Road Northbound				SR-76 (Pala 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 07:30																	
Volume	30	0	32	62	1	120	25	146	1	0	0	1	48	223	1	272	481
Percent	48.4	0.0	51.6		0.7	82.2	17.1		100.0	0.0	0.0		17.6	82.0	0.4		
07:30 Volume	3	0	9	12	0	38	9	47	0	0	0	0	12	58	0	70	129
Peak Factor																	0.932
High Int. 08:15					07:30				08:15				08:15				
Volume	10	0	13	23	0	38	9	47	1	0	0	1	12	60	0	72	
Peak Factor				0.674				0.777				0.250				0.944	

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

Weather: Clear & Dry
Counted By: S. Mangiafico
Board No.: D1-1429
Loc:Pauma Res. Rd & SR-76 (Pala Rd)

File Name : 06226050
Site Code : 00226050
Start Date : 8/24/2006
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: S. Mangiafico
Board No.: D1-1429
Loc:Pauma Res. Rd & SR-76 (Pala Rd)

File Name : 06226051
Site Code : 00226051
Start Date : 8/24/2006
Page No : 1

Groups Printed- Group 1

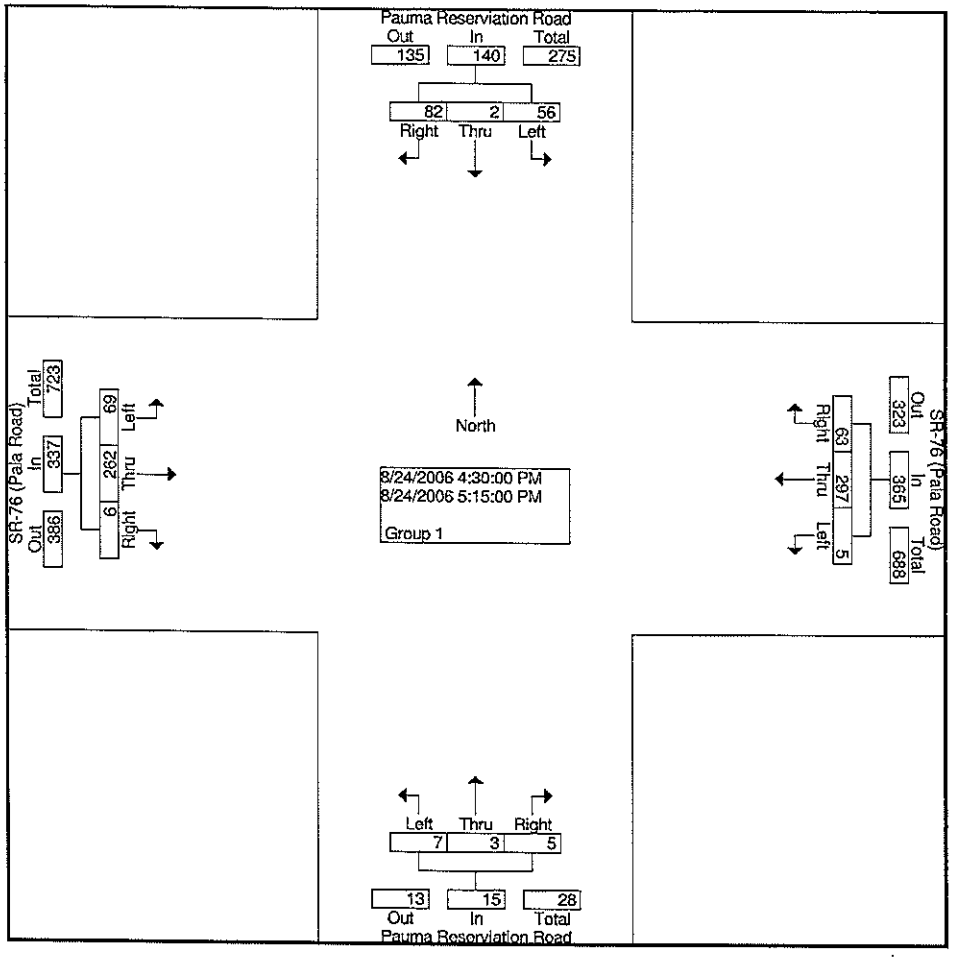
	Pauma Reserviation Road Southbound					SR-76 (Pala Road) Westbound					Pauma Reserviation Road Northbound					SR-76 (Pala Road) Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	19	2	27	0	48	1	70	14	0	85	2	1	0	0	3	13	74	1	0	88	0	224	224
16:15	15	1	27	0	43	0	70	11	0	81	1	1	3	0	5	14	73	0	0	87	0	216	216
16:30	13	1	24	0	38	0	61	12	0	73	4	0	0	0	4	18	80	1	0	99	0	214	214
16:45	16	0	19	0	35	2	70	17	0	89	1	0	0	0	1	12	49	0	0	61	0	186	186
Total	63	4	97	0	164	3	271	54	0	328	8	2	3	0	13	57	276	2	0	335	0	840	840
17:00	13	0	20	1	33	2	84	18	0	104	0	0	3	0	3	17	73	5	0	95	1	235	236
17:15	14	1	19	0	34	1	82	16	0	99	2	3	2	0	7	22	60	0	0	82	0	222	222
17:30	4	0	28	0	32	2	71	12	0	85	1	0	2	0	3	25	44	4	0	73	0	193	193
17:45	8	0	19	0	27	2	62	13	0	77	3	1	1	0	5	23	42	0	0	65	0	174	174
Total	39	1	86	1	126	7	299	59	0	365	6	4	8	0	18	87	219	9	0	315	1	824	825
Grand Total	102	5	183	1	290	10	570	113	0	693	14	6	11	0	31	144	495	11	0	650	1	1664	1665
Apprch %	35.2	1.7	63.1			1.4	82.3	16.3			45.2	19.4	35.5			22.2	76.2	1.7					
Total %	6.1	0.3	11.0		17.4	0.6	34.3	6.8		41.6	0.8	0.4	0.7		1.9	8.7	29.7	0.7		39.1	0.1	99.9	

	Pauma Reserviation Road Southbound				SR-76 (Pala Road) Westbound				Pauma Reserviation Road Northbound				SR-76 (Pala 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	16:30																
Volume	56	2	82	140	5	297	63	365	7	3	5	15	69	262	6	337	857
Percent	40.0	1.4	58.6		1.4	81.4	17.3		46.7	20.0	33.3		20.5	77.7	1.8		
17:00 Volume	13	0	20	33	2	84	18	104	0	0	3	3	17	73	5	95	235
Peak Factor																	0.912
High Int.	16:30				17:00				17:15				16:30				
Volume	13	1	24	38	2	84	18	104	2	3	2	7	18	80	1	99	
Peak Factor				0.921				0.877				0.536				0.851	

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

Weather: Clear & Dry
Counted By: S. Mangiafico
Board No.: D1-1429
Loc:Pauma Res. Rd & SR-76 (Pala Rd)

File Name : 06226051
Site Code : 00226051
Start Date : 8/24/2006
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: J. Linden
Board No.: D1-2278
Loc: Valley Center Road & SR-76 (Pala Rd

File Name : 06226060
Site Code : 00226060
Start Date : 8/24/2006
Page No : 1

Groups Printed- Group 1

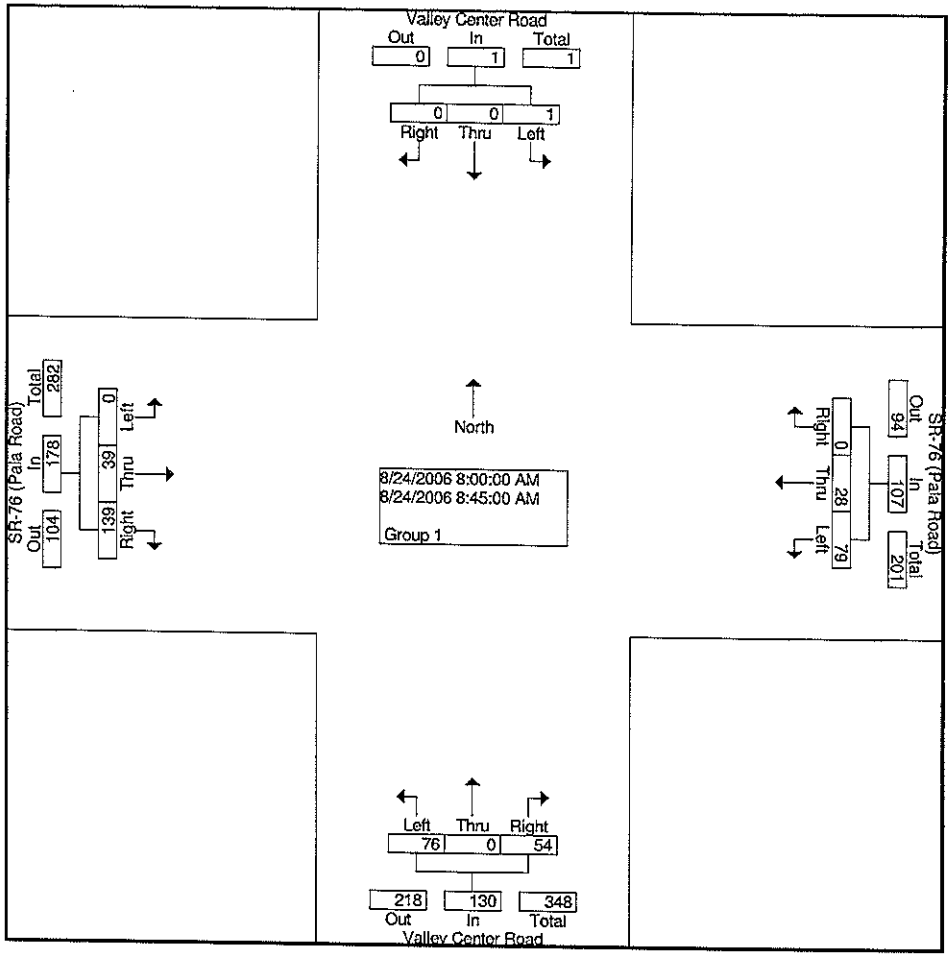
	Valley Center Road Southbound					SR-76 (Pala Road) Westbound					Valley Center Road Northbound					SR-76 (Pala Road) Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	1	0	0	1	1	0	39	1	1	40	0	0	0	0	0	0	29	1	2	30	4	71	75
07:15	0	0	0	0	0	12	11	0	0	23	15	0	5	0	20	0	5	26	0	31	0	74	74
07:30	0	0	0	0	0	14	9	0	0	23	24	0	10	0	34	0	11	34	0	45	0	102	102
07:45	0	0	0	0	0	22	11	0	0	33	18	0	5	0	23	0	4	50	0	54	0	110	110
Total	1	0	0	1	1	48	70	1	1	119	57	0	20	0	77	0	49	111	2	160	4	357	361
08:00	1	0	0	0	1	16	4	0	0	20	11	0	12	0	23	0	5	40	0	45	0	89	89
08:15	0	0	0	0	0	20	6	0	0	26	24	0	14	0	38	0	15	31	0	46	0	110	110
08:30	0	0	0	0	0	20	6	0	0	26	18	0	17	0	35	0	9	28	0	37	0	98	98
08:45	0	0	0	0	0	23	12	0	0	35	23	0	11	0	34	0	10	40	0	50	0	119	119
Total	1	0	0	0	1	79	28	0	0	107	76	0	54	0	130	0	39	139	0	178	0	416	416
Grand Total	2	0	0	1	2	127	98	1	1	226	133	0	74	0	207	0	88	250	2	338	4	773	777
Apprch %	100.0	0.0	0.0			56.2	43.4	0.4			64.3	0.0	35.7			0.0	26.0	74.0					
Total %	0.3	0.0	0.0		0.3	16.4	12.7	0.1		29.2	17.2	0.0	9.6		26.8	0.0	11.4	32.3		43.7	0.5	99.5	

	Valley Center Road Southbound				SR-76 (Pala Road) Westbound				Valley Center Road Northbound				SR-76 (Pala 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	08:00																
Volume	1	0	0	1	79	28	0	107	76	0	54	130	0	39	139	178	416
Percent	100.0	0.0	0.0		73.8	26.2	0.0		58.5	0.0	41.5		0.0	21.9	78.1		
08:45 Volume	0	0	0	0	23	12	0	35	23	0	11	34	0	10	40	50	119
Peak Factor																	0.874
High Int.	08:00				08:45				08:15				08:45				
Volume	1	0	0	1	23	12	0	35	24	0	14	38	0	10	40	50	
Peak Factor				0.250				0.764				0.855				0.890	

Weather: Clear & Dry
Counted By: J. Linden
Board No.: D1-2278
Loc: Valley Center Road & SR-76 (Pala Rd

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

File Name : 06226060
Site Code : 00226060
Start Date : 8/24/2006
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: J. Linden
Board No.: D1-2278
Loc: Valley Center Road & SR-76 (Pala Rd

File Name : 06226061
Site Code : 00226061
Start Date : 8/24/2006
Page No : 1

Groups Printed- Group 1

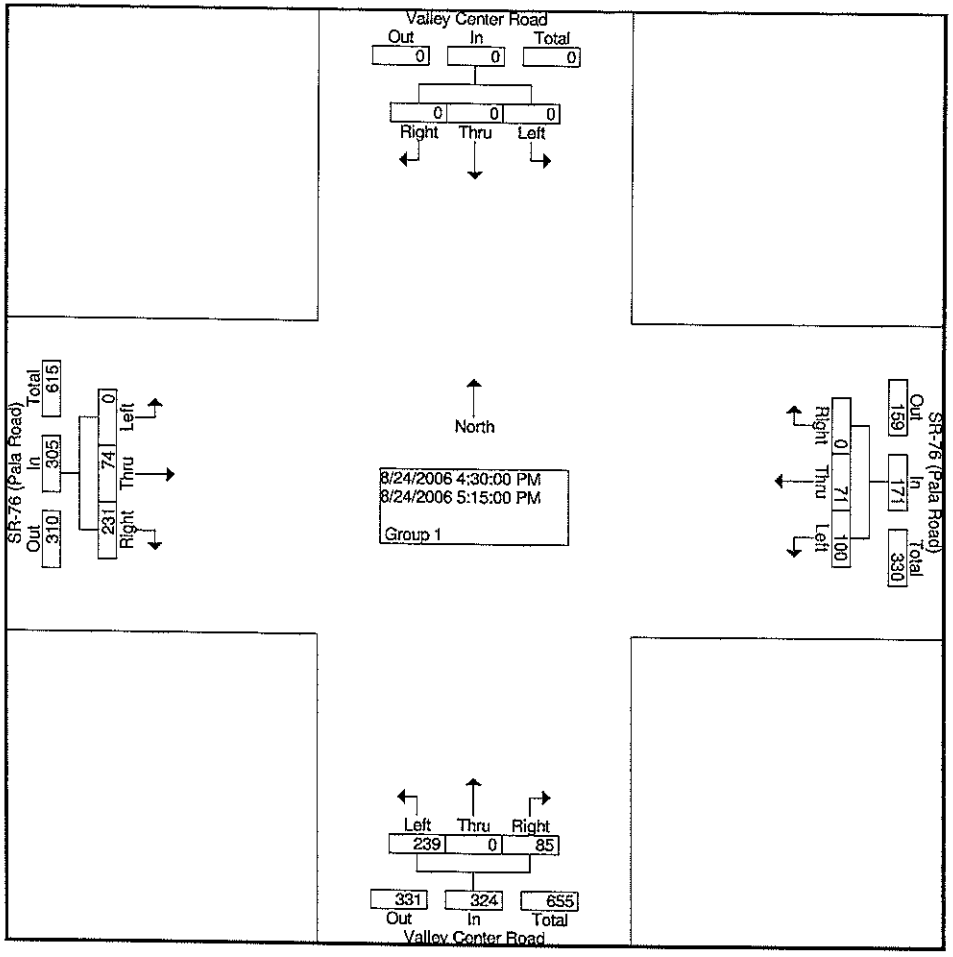
	Valley Center Road Southbound					SR-76 (Pala Road) Westbound					Valley Center Road Northbound					SR-76 (Pala Road) Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	18	15	0	0	33	50	1	27	0	78	0	22	57	0	79	0	190	190
16:15	0	1	0	0	1	19	15	0	0	34	38	0	20	0	58	0	19	58	0	77	0	170	170
16:30	0	0	0	0	0	36	20	0	0	56	52	0	23	0	75	0	25	73	0	98	0	229	229
16:45	0	0	0	0	0	18	14	0	0	32	59	0	22	0	81	0	14	47	0	61	0	174	174
Total	0	1	0	0	1	91	64	0	0	155	199	1	92	0	292	0	80	235	0	315	0	763	763
17:00	0	0	0	0	0	25	22	0	0	47	64	0	23	0	87	0	19	64	0	83	0	217	217
17:15	0	0	0	0	0	21	15	0	0	36	64	0	17	0	81	0	16	47	0	63	0	180	180
17:30	0	0	0	0	0	7	19	0	0	26	54	0	30	0	84	0	7	37	0	44	0	154	154
17:45	0	0	0	0	0	11	13	0	0	24	42	1	26	0	69	0	11	31	0	42	0	135	135
Total	0	0	0	0	0	64	69	0	0	133	224	1	96	0	321	0	53	179	0	232	0	686	686
Grand Total	0	1	0	0	1	155	133	0	0	288	423	2	188	0	613	0	133	414	0	547	0	1449	1449
Apprch %	0.0	100.0	0.0			53.8	46.2	0.0			69.0	0.3	30.7			0.0	24.3	75.7					
Total %	0.0	0.1	0.0		0.1	10.7	9.2	0.0		19.9	29.2	0.1	13.0		42.3	0.0	9.2	28.6		37.8	0.0	100.0	

	Valley Center Road Southbound				SR-76 (Pala Road) Westbound				Valley Center Road Northbound				SR-76 (Pala 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	16:30																
Volume	0	0	0	0	100	71	0	171	239	0	85	324	0	74	231	305	800
Percent	0.0	0.0	0.0		58.5	41.5	0.0		73.8	0.0	26.2		0.0	24.3	75.7		
16:30 Volume	0	0	0	0	36	20	0	56	52	0	23	75	0	25	73	98	229
Peak Factor																	0.873
High Int.	3:45:00 PM				16:30				17:00				16:30				
Volume	0	0	0	0	36	20	0	56	64	0	23	87	0	25	73	98	
Peak Factor								0.763				0.931				0.778	

Weather: Clear & Dry
Counted By: J. Linden
Board No.: D1-2278
Loc: Valley Center Road & SR-76 (Pala Rd

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

File Name : 06226061
Site Code : 00226061
Start Date : 8/24/2006
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: S. Mockler
Board No.: D1-2279
Loc: SR-79 & SR-76 (Pala Rd)

File Name : 06226070
Site Code : 00226070
Start Date : 8/24/2006
Page No : 1

Groups Printed- Group 1

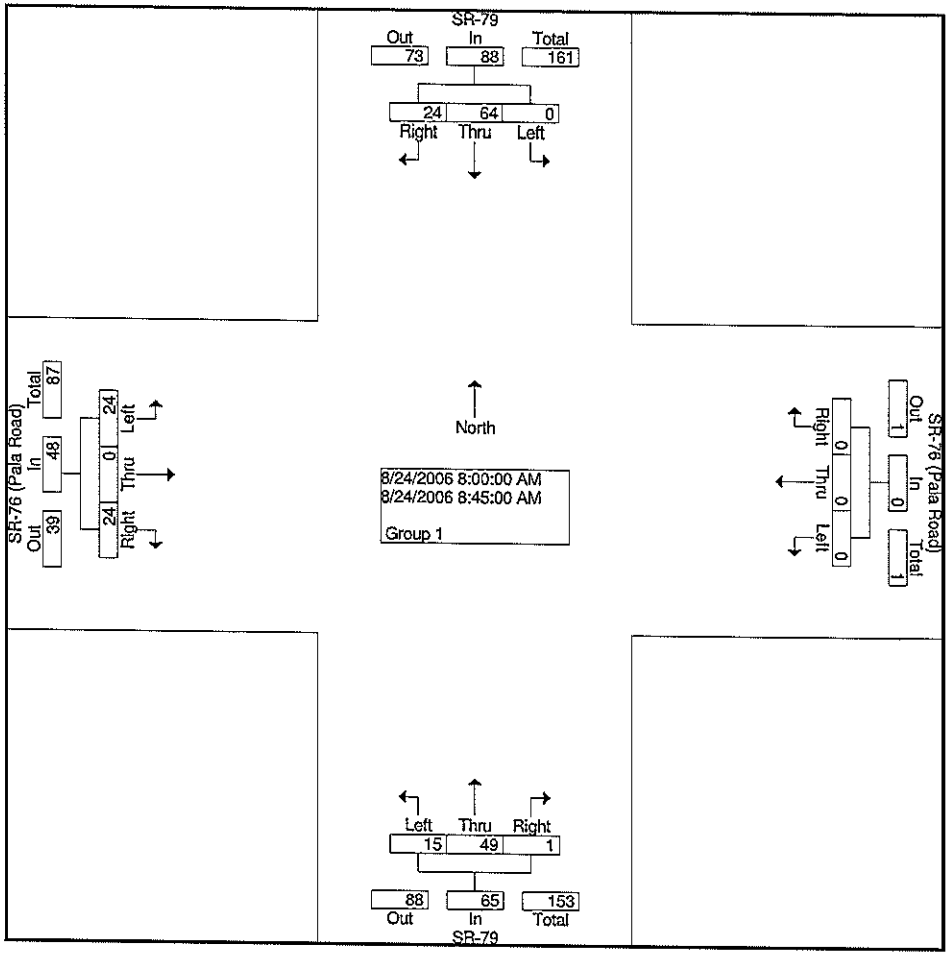
	SR-79 Southbound					SR-76 (Pala Road) Westbound					SR-79 Northbound					SR-76 (Pala Road) Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	0	25	4	0	29	0	0	0	0	0	5	9	0	0	14	4	0	5	0	9	0	52	52
07:15	0	22	7	0	29	0	0	0	0	0	5	11	0	0	16	4	0	7	0	11	0	56	56
07:30	0	8	7	0	15	0	0	0	0	0	3	14	0	0	17	3	0	7	0	10	0	42	42
07:45	0	11	4	0	15	0	0	0	0	0	6	12	0	0	18	9	0	5	0	14	0	47	47
Total	0	66	22	0	88	0	0	0	0	0	19	46	0	0	65	20	0	24	0	44	0	197	197
08:00	0	12	8	0	20	0	0	0	0	0	1	11	0	0	12	5	0	4	0	9	0	41	41
08:15	0	18	6	0	24	0	0	0	0	0	6	14	1	0	21	5	0	5	0	10	0	55	55
08:30	0	17	5	0	22	0	0	0	0	0	4	8	0	0	12	8	0	4	0	12	0	46	46
08:45	0	17	5	0	22	0	0	0	0	0	4	16	0	0	20	6	0	11	0	17	0	59	59
Total	0	64	24	0	88	0	0	0	0	0	15	49	1	0	65	24	0	24	0	48	0	201	201
Grand Total	0	130	46	0	176	0	0	0	0	0	34	95	1	0	130	44	0	48	0	92	0	398	398
Apprch %	0.0	73.9	26.1			0.0	0.0	0.0			26.2	73.1	0.8			47.8	0.0	52.2					
Total %	0.0	32.7	11.6		44.2	0.0	0.0	0.0		0.0	8.5	23.9	0.3		32.7	11.1	0.0	12.1		23.1	0.0	100.0	

	SR-79 Southbound				SR-76 (Pala Road) Westbound				SR-79 Northbound				SR-76 (Pala 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	08:00																
Volume	0	64	24	88	0	0	0	0	15	49	1	65	24	0	24	48	201
Percent	0.0	72.7	27.3		0.0	0.0	0.0		23.1	75.4	1.5		50.0	0.0	50.0		
08:45 Volume	0	17	5	22	0	0	0	0	4	16	0	20	6	0	11	17	59
Peak Factor																	0.852
High Int.	08:15				6:45:00 AM				08:15				08:45				
Volume	0	18	6	24	0	0	0	0	6	14	1	21	6	0	11	17	
Peak Factor				0.917								0.774				0.706	

Weather: Clear & Dry
Counted By: S. Mockler
Board No.: D1-2279
Loc: SR-79 & SR-76 (Pala Rd)

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

File Name : 06226070
Site Code : 00226070
Start Date : 8/24/2006
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: S. Mockler
Board No.: D1-2279
Loc: SR-79 & SR-76 (Pala Rd)

File Name : 06226071
Site Code : 00226071
Start Date : 8/24/2006
Page No : 1

Groups Printed- Group 1

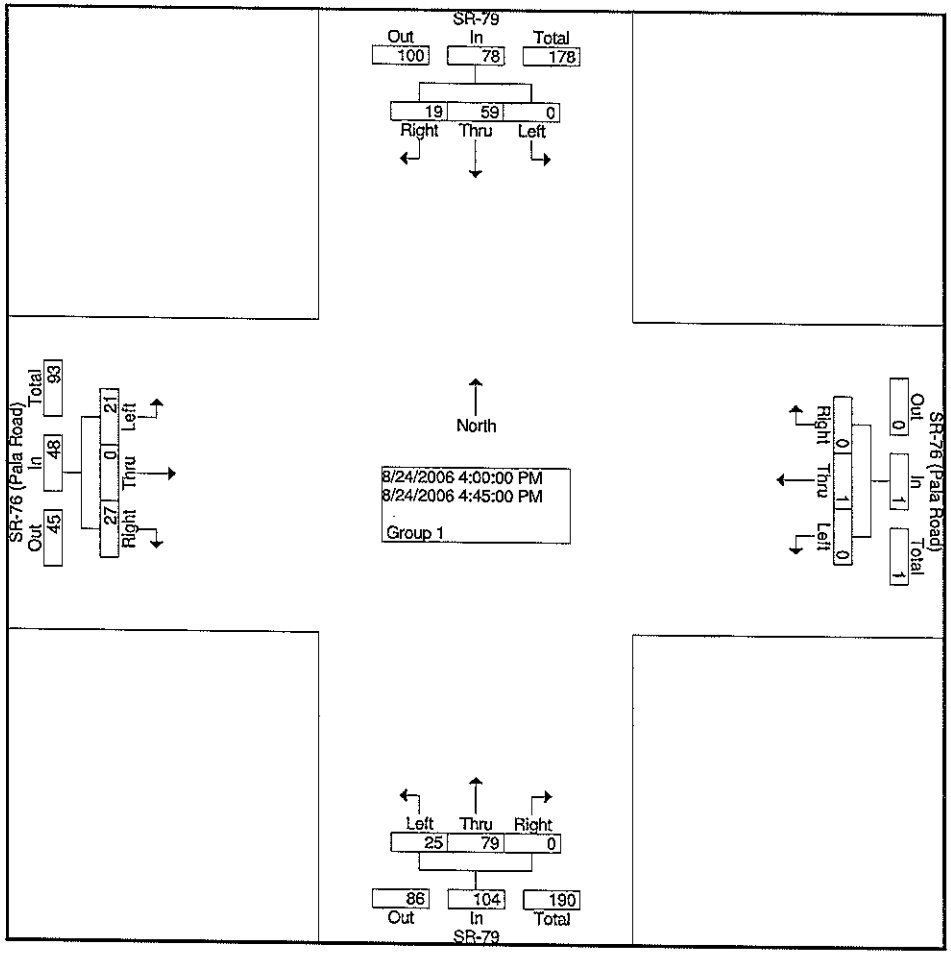
	SR-79 Southbound					SR-76 (Pala Road) Westbound					SR-79 Northbound					SR-76 (Pala Road) Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	0	10	5	0	15	0	1	0	0	1	7	20	0	0	27	7	0	5	0	12	0	55	55
16:15	0	17	3	0	20	0	0	0	0	0	5	24	0	0	29	3	0	11	0	14	0	63	63
16:30	0	20	7	0	27	0	0	0	0	0	6	16	0	0	22	8	0	7	0	15	0	64	64
16:45	0	12	4	0	16	0	0	0	0	0	7	19	0	0	26	3	0	4	0	7	0	49	49
Total	0	59	19	0	78	0	1	0	0	1	25	79	0	0	104	21	0	27	0	48	0	231	231
17:00	0	14	3	0	17	0	0	1	0	1	6	11	1	0	18	10	0	7	0	17	0	53	53
17:15	0	11	6	0	17	0	0	0	0	0	8	15	0	0	23	5	0	6	0	11	0	51	51
17:30	0	8	3	0	11	0	0	0	0	0	7	24	0	0	31	5	0	7	0	12	0	54	54
17:45	0	9	2	0	11	0	0	0	0	0	4	14	0	0	18	5	0	3	0	8	0	37	37
Total	0	42	14	0	56	0	0	1	0	1	25	64	1	0	90	25	0	23	0	48	0	195	195
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	101	33	0	134	0	1	1	0	2	50	143	1	0	194	46	0	50	0	96	0	426	426
Apprch %	0.0	75.4	24.6			0.0	50.0	50.0			25.8	73.7	0.5			47.9	0.0	52.1					
Total %	0.0	23.7	7.7		31.5	0.0	0.2	0.2		0.5	11.7	33.6	0.2		45.5	10.8	0.0	11.7		22.5	0.0	100.0	

	SR-79 Southbound				SR-76 (Pala Road) Westbound				SR-79 Northbound				SR-76 (Pala 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 18:00 - Peak 1 of 1																	
Intersection	16:00																
Volume	0	59	19	78	0	1	0	1	25	79	0	104	21	0	27	48	231
Percent	0.0	75.6	24.4		0.0	100.0	0.0		24.0	76.0	0.0		43.8	0.0	56.3		
16:30 Volume	0	20	7	27	0	0	0	0	6	16	0	22	8	0	7	15	64
Peak Factor																	0.902
High Int.	16:30				16:00				16:15				16:30				
Volume	0	20	7	27	0	1	0	1	5	24	0	29	8	0	7	15	
Peak Factor				0.722				0.250				0.897				0.800	

Weather: Clear & Dry
Counted By: S. Mockler
Board No.: D1-2279
Loc: SR-79 & SR-76 (Pala Rd)

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

File Name : 06226071
Site Code : 00226071
Start Date : 8/24/2006
Page No : 2



Traffic Data Service Southwest
Vehicle Counts

22601-08 VehicleCount-974 -- English (ENU)

Datasets:

Site:	**[22601] ISR-76 - E/O I-15**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	8:26 Wednesday, August 23, 2006 => 9:57 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\UM22601829.EC0 (Plus)
Identifier:	M387WA3J MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 28443 / 76909 (36.98%)

*** Wednesday, August 23, 2006 - Total=4854 (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	
-	-	-	-	-	-	-	-	-	295	351	396	388	423	435	363	366	403	371	295	236	226	191	115	
-	-	-	-	-	-	-	-	-	57	78	102	104	88	99	97	78	91	113	80	56	57	65	22	26
-	-	-	-	-	-	-	-	-	73	85	120	86	114	115	93	98	98	92	73	68	64	40	41	14
-	-	-	-	-	-	-	-	-	91	91	85	89	110	108	92	94	97	88	73	55	58	56	26	12
-	-	-	-	-	-	-	-	-	74	97	89	109	111	113	81	96	117	78	69	57	47	30	26	11

PM Peak 1330 - 1430 (435), PM PHF=0.95

*** Thursday, August 24, 2006 - Total=6600, 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	
63	36	57	30	46	77	184	238	271	309	365	414	394	386	450	433	496	556	610	418	287	215	170	95	
26	6	13	8	11	19	46	47	81	64	81	95	87	92	107	107	114	115	154	134	85	57	48	30	17
14	9	22	5	8	19	43	49	55	78	97	116	82	97	121	113	135	141	141	127	73	53	55	16	19
12	8	13	3	12	22	59	73	72	78	95	104	104	89	108	109	108	132	152	79	74	45	45	30	18
11	13	9	14	15	17	36	69	63	89	92	99	121	108	114	104	139	168	163	78	55	60	22	19	26

AM Peak 1100 - 1200 (414), AM PHF=0.89 PM Peak 1745 - 1845 (615), PM PHF=0.92

*** Friday, August 25, 2006 - Total=8782, 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	
80	53	53	32	45	78	207	263	235	335	387	410	392	462	555	516	610	754	872	750	530	472	411	280	
17	15	14	4	10	17	39	52	63	64	85	107	86	127	160	153	151	170	205	231	152	121	113	79	41
19	15	13	7	7	19	57	55	56	84	97	109	118	111	135	117	143	176	228	197	138	117	107	83	37
18	13	13	7	11	21	52	75	50	99	94	104	103	110	137	143	152	206	201	190	115	109	100	63	54
26	10	13	14	17	21	59	81	66	88	111	90	85	114	123	103	164	202	238	132	125	125	91	55	37

AM Peak 1045 - 1145 (431), AM PHF=0.97 PM Peak 1815 - 1915 (898), PM PHF=0.94

*** Saturday, August 26, 2006 - Total=6487, 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	
169	82	82	31	41	103	175	223	282	379	490	499	572	577	591	590	575	316	3	4	3	4	431	265	
41	27	24	2	7	23	35	46	64	86	108	112	146	157	125	170	131	149	0	0	1	1	132	73	49
37	25	29	9	9	24	46	50	69	99	120	118	138	134	161	156	159	153	0	1	1	0	131	75	41
54	17	18	7	12	29	44	63	84	105	147	128	145	152	144	149	139	9	2	2	0	1	102	68	47
37	13	11	13	13	27	50	64	65	89	115	141	143	134	161	115	146	5	1	1	1	2	66	49	29

AM Peak 1145 - 1245 (570), AM PHF=0.98 PM Peak 1415 - 1515 (636), PM PHF=0.94

*** Sunday, August 27, 2006 - Total=1720 (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	
166	98	89	36	48	88	147	245	384	419	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
49	26	22	10	11	19	31	47	102	91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
41	24	34	8	7	25	35	60	98	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
47	24	22	11	17	24	44	67	100	108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	24	11	7	13	20	37	71	84	130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

12764
15178
13188

Avg = 13710

Traffic Data Service Southwest
Vehicle Counts

22601-08 VehicleCount-973 -- English (ENU)

Datasets:

Site:	**[22601] !SR-76 - E/O I-15**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	8:26 Wednesday, August 23, 2006 => 9:57 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\UM22601829.EC0 (Plus)
Identifier:	M387WA3J MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 25713 / 76909 (33.43%)

*** Wednesday, August 23, 2006 - Total=4333 (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	
-	-	-	-	-	-	-	-	-	221	253	260	253	300	342	435	408	394	300	258	244	223	219	223	
-	-	-	-	-	-	-	-	-	50	52	64	61	81	88	98	90	93	70	66	72	70	50	55	40
-	-	-	-	-	-	-	-	-	57	46	65	76	74	75	98	116	102	70	59	52	52	47	52	43
-	-	-	-	-	-	-	-	-	60	79	71	63	68	95	115	97	97	80	64	61	52	47	68	43
-	-	-	-	-	-	-	-	-	54	76	60	53	77	84	124	105	102	80	69	59	49	75	48	27

PM Peak 1530 - 1630 (445), PM PHF=0.90

*** Thursday, August 24, 2006 - Total=6164, 15 minute drops** 12764

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
153	112	103	99	79	140	184	228	172	176	251	296	313	303	395	433	373	361	302	301	269	236	525	360	
40	27	23	23	11	30	48	55	35	28	51	81	63	59	75	94	97	77	75	76	60	60	111	92	57
43	24	19	32	17	41	46	77	42	42	60	79	98	78	110	98	94	103	71	83	77	58	200	101	59
43	32	29	19	28	32	33	52	45	49	60	74	79	92	103	118	101	91	76	63	64	63	116	81	51
27	29	32	25	23	37	57	44	50	57	80	62	73	74	107	123	81	90	80	79	68	55	98	86	59

AM Peak 1045 - 1145 (314), AM PHF=0.97 PM Peak 2200 - 2300 (525), PM PHF=0.66

*** Friday, August 25, 2006 - Total=6396, 15 minute drops** 15178

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
226	155	124	94	113	144	177	208	200	223	232	355	305	336	365	456	366	376	344	290	285	288	473	261	
57	41	31	22	16	27	43	40	36	49	46	95	68	71	81	112	94	106	86	88	63	59	94	39	236
59	37	29	23	21	45	40	64	57	50	64	87	89	98	94	104	89	95	75	82	74	79	94	35	236
51	39	36	27	36	37	48	41	49	53	56	81	65	86	102	122	88	91	75	60	75	74	152	84	149
59	38	28	22	40	35	46	63	58	71	66	92	83	81	88	118	95	84	108	60	73	76	133	103	120

AM Peak 1100 - 1200 (355), AM PHF=0.93 PM Peak 2345 - 2445 (724), PM PHF=0.77

*** Saturday, August 26, 2006 - Total=6701, 15 minute drops** 13188

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
741	378	311	221	156	143	137	180	225	226	311	356	393	401	419	463	537	335	42	35	46	18	298	329	
236	88	54	74	48	45	24	33	50	56	85	106	92	107	105	112	134	147	15	6	12	9	73	80	70
236	91	84	53	39	31	30	39	69	56	68	78	106	100	91	121	131	148	11	12	11	5	69	77	87
149	95	73	53	24	37	40	49	57	54	76	90	98	95	96	115	138	25	11	8	8	1	82	84	72
120	104	100	41	45	30	43	59	49	60	82	82	97	99	127	115	134	15	5	9	15	3	74	88	74

AM Peak 0000 - 0100 (741), AM PHF=0.78 PM Peak 1630 - 1730 (567), PM PHF=0.96

*** Sunday, August 27, 2006 - Total=2119 (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	
303	274	304	220	128	132	146	150	230	232	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
70	81	77	69	24	28	29	34	55	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
87	47	74	55	38	38	43	35	57	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
72	64	61	44	33	35	42	38	42	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
74	82	92	52	33	31	32	43	76	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT = 13710

Traffic Data Service Southwest
Vehicle Counts

22602-08 VehicleCount-976 -- English (ENU)

Datasets:

Site:	**[22602] SR-76 - W/O Pala Casino**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	8:51 Wednesday, August 23, 2006 => 10:10 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2260229Aug2006.EC0 (Plus)
Identifier:	A573BVAY MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 25539 / 70953 (35.99%)

* Wednesday, August 23, 2006 - Total=4231 (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	
-	-	-	-	-	-	-	-	-	263	287	372	348	389	373	330	297	328	319	246	210	191	171	107	
-	-	-	-	-	-	-	-	-	45	69	99	75	87	81	86	67	76	90	66	60	43	48	18	16
-	-	-	-	-	-	-	-	-	63	68	94	103	92	91	79	77	79	77	62	48	47	45	32	23
-	-	-	-	-	-	-	-	-	63	75	96	59	93	112	88	74	83	83	66	51	57	45	33	8
-	-	-	-	-	-	-	-	-	92	75	83	111	117	89	77	79	90	69	52	51	44	33	24	9

PM Peak 1345 - 1445 (401), PM PHF=0.86

* Thursday, August 24, 2006 - Total=5812, 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	
56	35	51	22	48	72	171	204	251	252	334	383	333	353	425	392	406	445	531	383	237	185	166	77	
16	6	5	9	13	17	31	35	64	48	81	90	88	95	90	104	103	109	129	112	66	43	44	15	18
23	5	15	7	8	16	43	48	69	69	85	98	64	89	119	97	110	92	142	126	53	48	46	20	13
8	11	23	1	17	27	51	54	48	58	83	96	84	77	117	110	89	123	128	79	67	41	52	20	22
9	13	8	5	10	12	46	67	70	77	85	99	97	92	99	81	104	121	132	66	51	53	24	22	17

AM Peak 1100 - 1200 (383), AM PHF=0.97 PM Peak 1800 - 1900 (531), PM PHF=0.93

* Friday, August 25, 2006 - Total=7782, 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	
70	56	49	31	37	67	167	235	210	283	343	363	333	398	497	463	515	637	757	711	473	367	324	396	
18	20	15	7	10	14	23	53	57	46	77	79	61	92	107	114	110	124	168	205	115	98	87	110	61
13	10	10	6	6	20	52	40	50	61	81	97	89	103	135	117	139	155	188	188	137	97	104	67	37
22	14	17	6	12	17	44	66	42	86	85	100	107	93	116	126	132	177	210	163	105	88	75	96	34
17	12	7	12	9	16	48	76	61	90	100	87	76	110	139	106	134	181	191	155	116	84	58	123	45

AM Peak 1045 - 1145 (376), AM PHF=0.94 PM Peak 1815 - 1915 (794), PM PHF=0.95

* Saturday, August 26, 2006 - Total=6128, 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	
177	101	83	27	47	89	153	209	271	339	419	427	525	495	534	537	455	304	163	52	48	45	384	244	
61	30	21	3	12	10	27	42	58	63	85	104	141	125	120	127	106	84	45	20	11	9	61	57	36
37	28	29	6	7	26	38	49	64	90	104	98	123	116	133	141	112	83	65	15	14	16	123	64	52
34	27	18	9	9	20	46	53	77	88	124	108	139	129	134	151	126	67	28	6	8	8	123	66	37
45	16	15	9	19	33	42	65	72	98	106	117	122	125	147	118	111	70	25	11	15	12	77	57	33

AM Peak 1145 - 1245 (520), AM PHF=0.92 PM Peak 1445 - 1545 (566), PM PHF=0.94

* Sunday, August 27, 2006 - Total=1586 (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	
158	97	86	38	50	84	142	219	366	346	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
36	28	20	12	10	15	34	43	85	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
52	25	18	8	7	26	30	57	100	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
37	20	29	10	13	23	48	57	96	92	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
33	24	19	8	20	20	30	62	85	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT ≅ 12940.

Traffic Data Service Southwest
Vehicle Counts

22602-08 VehicleCount-977 -- English (ENU)

Datasets:

Site:	**[22602] SR-76 - W/O Pala Casino**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	8:51 Wednesday, August 23, 2006 => 10:10 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2260229Aug2006.EC0 (Plus)
Identifier:	A573BVAY MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 25055 / 70953 (35.31%)

*** Wednesday, August 23, 2006 - Total=3943 (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	
-	-	-	-	-	-	-	-	-	165	232	203	251	276	308	396	370	339	275	241	246	207	210	224	
-	-	-	-	-	-	-	-	-	41	44	55	62	72	77	87	97	86	72	63	64	54	44	62	39
-	-	-	-	-	-	-	-	-	40	58	49	67	48	91	105	96	83	68	66	63	49	49	55	42
-	-	-	-	-	-	-	-	-	45	62	56	65	75	72	111	85	100	69	61	57	54	61	66	38
-	-	-	-	-	-	-	-	-	39	68	43	57	81	68	93	92	70	66	51	62	50	56	41	28

PM Peak 1515 - 1615 (406), PM PHF=0.91

*** Thursday, August 24, 2006 - Total=5721, 15 minute drops**

11533

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
147	112	98	93	73	131	149	175	146	162	232	268	285	287	353	415	327	326	291	262	270	239	530	350	
39	24	21	33	17	31	34	54	35	35	45	80	66	67	85	94	81	81	75	68	69	49	188	97	55
42	26	27	27	19	22	35	45	41	34	52	50	78	74	93	115	91	85	68	75	67	58	137	72	57
38	39	25	20	20	32	38	41	29	41	60	70	73	74	101	111	88	88	77	65	71	61	113	112	49
28	23	25	13	17	46	42	35	41	52	75	68	68	72	74	95	67	72	71	54	63	71	92	69	56

AM Peak 1145 - 1245 (285), AM PHF=0.91 PM Peak 2200 - 2300 (530), PM PHF=0.70

*** Friday, August 25, 2006 - Total=6268, 15 minute drops**

14050

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
217	156	115	95	104	130	143	165	166	204	210	312	280	297	361	422	358	315	329	280	276	296	555	482	
55	44	28	26	13	28	31	40	45	52	49	83	66	65	91	100	78	83	88	84	65	69	98	160	151
57	38	29	27	24	28	32	40	29	43	48	86	68	101	93	105	87	85	69	68	61	71	130	79	131
49	42	37	21	38	32	51	54	44	59	47	71	65	60	94	117	94	68	74	54	84	69	143	103	127
56	32	21	21	29	42	29	31	48	50	66	72	81	71	83	100	99	79	98	74	66	87	184	140	106

AM Peak 1100 - 1200 (312), AM PHF=0.91 PM Peak 2215 - 2315 (617), PM PHF=0.84

*** Saturday, August 26, 2006 - Total=7096, 15 minute drops**

13224

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
515	341	307	192	154	133	128	161	177	181	269	318	342	366	403	465	459	380	372	298	275	242	291	327	
151	92	74	54	42	39	25	29	43	46	64	90	89	84	82	110	121	95	84	85	66	73	57	82	73
131	76	60	58	30	32	23	47	55	40	67	84	88	93	98	118	100	110	84	75	82	58	86	68	76
127	84	94	42	39	33	48	46	40	36	64	70	76	91	106	122	136	102	98	74	66	47	74	99	71
106	89	79	38	43	29	32	39	39	59	74	74	89	98	117	115	102	73	106	64	61	64	74	78	89

AM Peak 0000 - 0100 (515), AM PHF=0.85 PM Peak 1515 - 1615 (476), PM PHF=0.98

*** Sunday, August 27, 2006 - Total=2027 (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	
309	275	292	198	135	134	134	158	186	206	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
73	64	84	75	38	31	33	36	35	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
76	60	51	35	37	43	39	31	50	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
71	75	87	55	34	25	36	45	43	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
89	76	70	33	26	35	26	46	58	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT ≈ 12940

Traffic Data Service Southwest
Vehicle Counts

22603-08 VehicleCount-980 -- English (ENU)

Datasets:

Site:	**[22603] SR-76 - E/O Pala Casino**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	9:44 Wednesday, August 23, 2006 => 10:25 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2260329Aug2006.EC0 (Plus)
Identifier:	M2757A0N MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**10:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 13994 / 37500 (37.32%)

*** Wednesday, August 23, 2006 - Total=2224 (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	
-	-	-	-	-	-	-	-	-	-	164	189	186	231	208	218	188	187	179	128	104	87	82	73	
-	-	-	-	-	-	-	-	-	-	33	46	35	63	53	53	44	52	51	35	35	25	24	14	13
-	-	-	-	-	-	-	-	-	-	46	48	45	60	48	50	46	41	40	37	26	20	14	19	15
-	-	-	-	-	-	-	-	-	-	41	51	48	53	55	57	51	43	51	33	25	22	24	26	11
-	-	-	-	-	-	-	-	-	-	44	44	58	55	52	58	47	51	37	23	18	20	20	14	8

PM Peak 1245 - 1345 (234), PM PHF=0.93

*** Thursday, August 24, 2006 - Total=3030, 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	
47	25	16	23	24	44	105	123	132	155	172	211	184	186	210	224	216	200	175	145	127	87	127	72	
13	5	4	5	5	11	14	25	36	29	43	50	46	65	43	56	61	52	49	39	34	21	36	21	14
15	5	4	7	3	11	32	32	34	43	40	59	41	47	49	56	53	51	46	46	36	24	43	13	9
11	9	4	6	7	15	28	35	28	33	53	51	51	34	55	65	44	48	37	30	28	21	30	20	17
8	6	4	5	9	7	31	31	34	50	36	51	46	40	63	47	58	49	43	30	29	21	18	18	7

AM Peak 1100 - 1200 (211), AM PHF=0.89 PM Peak 1445 - 1545 (240), PM PHF=0.92

*** Friday, August 25, 2006 - Total=4220, 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	
47	35	20	17	24	48	94	151	104	162	175	188	168	239	286	318	296	324	331	312	233	194	181	273	
14	14	5	7	4	10	14	29	21	30	54	42	33	51	69	87	65	73	79	94	64	57	51	70	32
9	11	4	0	6	15	26	33	33	44	49	54	42	71	72	70	82	84	85	81	60	38	39	62	21
17	4	7	2	8	10	27	44	29	35	29	46	60	55	72	85	85	87	85	69	57	48	49	73	27
7	6	4	8	6	13	27	45	21	53	43	46	33	62	73	76	64	80	82	68	52	51	42	68	26

AM Peak 0930 - 1030 (191), AM PHF=0.88 PM Peak 1815 - 1915 (346), PM PHF=0.92

*** Saturday, August 26, 2006 - Total=3597, 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	
106	72	36	29	22	39	92	132	136	167	257	232	296	281	260	270	271	203	151	107	75	87	159	117	
32	19	9	4	5	3	14	30	40	37	57	58	94	72	53	62	74	59	45	33	21	19	36	34	22
21	18	9	11	5	17	18	25	25	42	76	56	62	62	65	74	58	53	40	28	18	25	45	29	21
27	20	9	6	4	7	29	39	36	49	71	56	75	75	70	77	89	43	31	26	16	22	49	30	23
26	15	9	8	8	12	31	38	35	39	53	62	65	72	72	57	50	48	35	20	20	21	29	24	21

AM Peak 1145 - 1245 (293), AM PHF=0.78 PM Peak 1200 - 1300 (296), PM PHF=0.79

*** Sunday, August 27, 2006 - Total=923 (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	
87	65	39	24	26	40	74	137	212	219	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
22	18	9	6	6	12	11	24	49	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21	10	7	4	6	9	21	34	49	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23	13	12	6	5	10	20	38	53	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21	24	11	8	9	9	22	41	61	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT ≃ 6870

Traffic Data Service Southwest
Vehicle Counts

22603-08 VehicleCount-979 -- English (ENU)

Datasets:

Site:	**[22603] SR-76 - E/O Pala Casino**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	9:44 Wednesday, August 23, 2006 => 10:25 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2260329Aug2006.EC0 (Plus)
Identifier:	M2757A0N MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**10:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 12709 / 37500 (33.89%)

*** Wednesday, August 23, 2006 - Total=2011 (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	
-	-	-	-	-	-	-	-	-	-	132	143	125	156	180	205	205	171	140	151	131	104	91	77	
-	-	-	-	-	-	-	-	-	-	24	31	31	39	43	41	60	36	36	47	31	28	25	20	11
-	-	-	-	-	-	-	-	-	-	32	43	30	29	44	61	54	49	37	43	39	22	20	16	24
-	-	-	-	-	-	-	-	-	-	35	33	37	41	44	54	45	56	34	34	38	30	22	25	20
-	-	-	-	-	-	-	-	-	-	41	36	27	47	49	49	46	30	33	27	23	24	24	16	15

PM Peak 1515 - 1615 (224), PM PHF=0.92

*** Thursday, August 24, 2006 - Total=2854, 15 minute drops** 5884

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
70	45	42	50	36	80	104	98	88	103	134	149	167	167	194	219	180	183	161	151	152	95	105	81	
11	7	13	10	4	16	23	28	15	26	28	38	40	40	41	60	42	38	37	50	49	21	33	25	20
24	12	7	17	13	14	25	26	32	22	29	42	42	39	62	57	51	56	33	45	38	25	20	22	19
20	13	11	13	10	22	25	30	20	25	41	38	50	35	54	44	39	47	51	31	33	19	28	15	21
15	13	11	10	9	28	31	14	21	30	36	31	35	53	37	58	48	42	40	25	32	30	24	19	15

AM Peak 1145 - 1245 (163), AM PHF=0.81 PM Peak 1500 - 1600 (219), PM PHF=0.91

*** Friday, August 25, 2006 - Total=3157, 15 minute drops** 7377

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
75	64	46	31	48	85	91	105	106	111	108	170	157	174	188	232	203	181	174	145	148	128	196	191	
20	17	16	14	6	15	18	33	25	26	24	40	39	46	39	53	46	39	42	45	32	35	27	48	48
19	20	12	6	13	21	24	24	22	30	26	40	41	45	63	63	54	59	42	28	31	27	73	40	36
21	14	9	6	11	18	28	31	22	26	29	38	34	38	41	48	52	36	40	41	46	31	70	52	35
15	13	9	5	18	31	21	17	37	29	29	52	43	45	45	68	51	47	50	31	39	35	26	51	27

AM Peak 1100 - 1200 (170), AM PHF=0.82 PM Peak 1500 - 1600 (232), PM PHF=0.85

*** Saturday, August 26, 2006 - Total=3742, 15 minute drops** 7339

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
146	127	117	85	65	74	66	87	100	112	130	154	196	223	226	244	281	237	211	209	183	160	142	167	
48	32	35	22	19	22	9	18	29	31	30	31	46	58	52	59	68	57	58	60	38	42	26	43	29
36	32	23	23	15	14	18	25	29	20	33	37	53	48	65	72	79	63	41	57	57	48	51	46	37
35	35	32	23	15	17	21	21	23	21	36	41	51	53	46	56	71	65	64	47	41	26	34	29	24
27	28	27	17	16	21	18	23	19	40	31	45	46	64	63	57	63	52	48	45	47	44	31	49	32

AM Peak 1145 - 1245 (195), AM PHF=0.92 PM Peak 1600 - 1700 (281), PM PHF=0.89

*** Sunday, August 27, 2006 - Total=945 (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	
122	122	93	82	61	53	74	83	116	139	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
29	30	32	21	12	10	16	20	27	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
37	21	15	21	17	19	19	22	32	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24	43	26	22	20	9	25	20	26	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
32	28	20	18	12	15	14	21	31	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT ≈ 6870

Traffic Data Service Southwest
Vehicle Counts

22604-07 VehicleCount-982 -- English (ENU)

Datasets:

Site:	**[22604] Pala Temecula Rd - N/O Pala Mission Rd**
Direction:	7 - North bound A>B, South bound B>A., **Lane:** 0
Survey Duration:	15:47 Wednesday, August 30, 2006 => 8:58 Wednesday, September 06, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2260406Sep2006.EC0 (Plus)
Identifier:	A7987E8Y MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**16:00 Wednesday, August 30, 2006 => 9:00 Sunday, September 03, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 18283 / 59534 (30.71%)

*** Wednesday, August 30, 2006 - Total=1898 (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	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	360	326	290	251	174	167	169	161	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	86	66	82	43	43	52	36	37
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	84	86	57	49	31	43	32	38
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	87	60	60	45	44	37	53	35
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83	69	78	52	37	49	37	40	29

*** Thursday, August 31, 2006 - Total=4608, 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	
139	112	109	79	60	64	146	164	173	167	176	237	203	239	286	329	379	335	289	223	195	169	177	158	
37	32	17	33	9	17	24	39	53	35	39	81	46	46	59	81	99	87	70	81	51	41	48	38	37
38	29	20	17	19	12	45	32	50	57	35	47	63	51	61	80	89	97	79	43	49	48	45	42	25
35	31	34	14	18	21	46	48	40	42	49	60	47	78	87	85	91	75	72	42	39	38	45	47	43
29	20	38	15	14	14	31	45	30	33	53	49	47	64	79	83	100	76	68	57	56	42	39	31	31

AM Peak 1045 - 1145 (241), AM PHF=0.74 PM Peak 1600 - 1700 (379), PM PHF=0.95

*** Friday, September 01, 2006 - Total=4928, 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	
136	120	133	99	65	89	148	168	170	164	188	221	211	222	310	333	341	353	332	325	196	179	220	205	
37	31	27	42	16	17	27	38	47	35	42	58	43	57	71	68	81	95	75	110	41	43	62	49	43
25	28	36	18	14	23	34	32	28	46	40	46	61	58	72	87	96	73	89	84	44	38	46	48	47
43	33	23	21	19	30	57	51	52	44	47	59	50	54	89	98	100	99	77	70	55	47	54	67	49
31	28	47	18	16	19	30	47	43	39	59	58	57	53	78	80	64	86	91	61	56	51	58	41	31

AM Peak 1045 - 1145 (222), AM PHF=0.94 PM Peak 1815 - 1915 (367), PM PHF=0.83

*** Saturday, September 02, 2006 - Total=5340, 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	
170	182	192	171	113	82	98	131	154	173	196	209	198	245	294	323	332	349	380	334	257	241	239	277	
43	36	33	66	25	21	19	37	48	41	47	50	52	67	68	62	89	82	103	124	71	65	63	69	62
47	58	44	39	35	15	27	24	32	48	35	43	52	61	87	74	78	79	72	93	61	62	54	65	62
49	45	60	30	28	15	23	42	32	59	46	67	50	63	69	91	68	115	93	64	59	61	61	88	56
31	43	55	36	25	31	29	28	42	25	68	49	44	54	70	96	97	73	112	53	66	53	61	55	52

AM Peak 1045 - 1145 (228), AM PHF=0.84 PM Peak 1830 - 1930 (422), PM PHF=0.85

*** Sunday, September 03, 2006 - Total=1509 (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	
232	205	241	208	130	92	116	138	147	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
62	54	44	77	32	27	32	39	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
62	54	47	45	38	17	21	21	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
56	55	61	47	18	27	21	47	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
52	42	89	39	42	21	42	31	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT= 9980

Traffic Data Service Southwest
Vehicle Counts

22604-07 VehicleCount-983 -- English (ENU)

Datasets:

Site:	**[22604] Pala Temecula Rd - N/O Pala Mission Rd**
Direction:	7 - North bound A>B, South bound B>A., **Lane:** 0
Survey Duration:	15:47 Wednesday, August 30, 2006 => 8:58 Wednesday, September 06, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2260406Sep2006.EC0 (Plus)
Identifier:	A7987E8Y MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**16:00 Wednesday, August 30, 2006 => 9:00 Sunday, September 03, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 17537 / 59534 (29.46%)

*** Wednesday, August 30, 2006 - Total=1424 (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	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	303	245	219	165	146	142	125	79	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	44	49	48	43	35	31	17	17
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	77	78	46	25	36	37	16	13
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	97	60	40	35	39	30	38	25	13
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	64	52	36	39	41	19	21	10

*** Thursday, August 31, 2006 - Total=4512, 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	52	48	28	43	117	252	299	231	244	257	246	245	275	271	292	257	282	260	206	159	155	142	98	9120
17	11	9	8	8	21	35	36	68	59	59	60	64	66	64	64	69	68	70	45	38	38	35	23	18
13	7	13	6	8	38	59	56	55	75	69	61	55	55	75	86	68	68	69	56	41	45	32	23	15
13	21	19	6	12	31	95	103	48	61	78	64	57	83	69	81	67	66	62	50	40	41	42	23	14
10	13	7	8	15	27	63	104	60	49	51	61	69	71	63	61	53	80	59	55	40	31	33	29	19

AM Peak 0715 - 0815 (331), AM PHF=0.80 PM Peak 1515 - 1615 (297), PM PHF=0.86

*** Friday, September 01, 2006 - Total=5084, 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	
66	47	58	29	37	128	253	263	240	274	264	287	226	267	306	303	268	340	344	279	218	210	219	158	10012
18	13	15	4	6	26	40	53	65	63	76	45	50	69	65	70	69	73	76	63	48	50	42	51	30
15	9	18	10	4	31	58	46	52	78	84	91	61	72	70	69	61	94	112	69	58	55	76	39	27
14	15	16	5	19	39	90	55	61	82	53	79	58	70	87	89	65	90	80	73	62	55	55	33	37
19	10	9	10	8	32	65	109	62	51	51	72	57	56	84	75	73	83	76	74	50	50	46	35	20

AM Peak 0930 - 1030 (293), AM PHF=0.87 PM Peak 1730 - 1830 (361), PM PHF=0.81

*** Saturday, September 02, 2006 - Total=5467, 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	
114	64	83	39	36	100	158	191	239	256	305	303	325	370	368	373	298	376	343	273	266	225	191	171	10807.
30	9	14	11	3	16	21	47	55	51	90	71	91	77	95	103	72	94	81	76	70	62	47	48	42
27	21	26	14	11	28	33	44	54	71	83	74	74	93	103	74	71	113	107	73	70	62	52	40	36
37	16	29	6	14	28	64	50	72	64	76	83	86	85	90	123	84	83	74	51	64	49	67	47	33
20	18	14	8	8	28	40	50	58	70	56	75	74	115	80	73	71	86	81	73	62	52	25	36	28

AM Peak 1145 - 1245 (326), AM PHF=0.90 PM Peak 1345 - 1445 (403), PM PHF=0.88

*** Sunday, September 03, 2006 - Total=1050 (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	
139	93	86	29	37	75	132	183	276	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
42	16	16	7	12	9	20	33	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
36	31	30	10	6	23	19	44	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
33	24	31	5	9	24	51	53	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
28	22	9	7	10	19	42	53	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT ≈ 9980

Traffic Data Service Southwest
Vehicle Counts

22605-08 VehicleCount-987 -- English (ENU)

Datasets:

Site:	**[22605] SR-76 - W/O Pauma Reservation Rd**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	11:09 Wednesday, August 23, 2006 => 9:32 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2260529Aug2006.EC0 (Plus)
Identifier:	M299DS4P MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 21578 / 59083 (36.52%)

* Wednesday, August 23, 2006 - Total=2791 (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	
-	-	-	-	-	-	-	-	-	-	-	-	273	359	308	307	323	302	229	196	158	128	111	97	
-	-	-	-	-	-	-	-	-	-	-	-	64	81	80	84	100	80	68	58	43	31	26	20	13
-	-	-	-	-	-	-	-	-	-	-	-	65	109	75	71	70	89	52	57	42	35	29	17	17
-	-	-	-	-	-	-	-	-	-	-	-	63	92	82	87	83	72	55	45	29	31	23	35	21
-	-	-	-	-	-	-	-	-	-	-	-	81	77	71	65	70	61	54	36	44	31	33	25	16

PM Peak 1245 - 1345 (363), PM PHF=0.83

* Thursday, August 24, 2006 - Total=4859, 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	
67	34	28	35	41	128	237	252	251	275	295	297	293	295	298	321	340	313	257	224	195	130	152	101	
13	8	8	7	8	26	33	51	67	66	80	84	62	90	71	85	88	86	61	60	41	27	40	25	18
17	9	10	7	12	23	54	64	59	60	66	59	81	76	57	78	95	90	68	45	54	35	44	28	20
21	12	6	10	6	37	76	69	70	80	79	80	72	76	84	78	96	76	71	69	51	35	41	24	17
16	5	4	11	15	42	74	68	55	69	70	74	78	53	86	80	61	61	57	50	49	33	27	24	20

AM Peak 1015 - 1115 (299), AM PHF=0.89 PM Peak 1545 - 1645 (359), PM PHF=0.93

* Friday, August 25, 2006 - Total=6327, 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	
75	56	30	23	38	135	204	250	243	269	295	287	275	346	368	449	430	464	454	471	349	267	260	289	
18	17	8	12	9	27	25	50	60	54	84	62	61	93	79	111	85	112	109	112	76	73	69	79	47
20	17	9	3	8	24	41	59	67	78	83	78	71	71	101	119	100	101	112	144	92	75	68	49	33
17	15	6	6	14	53	74	59	59	77	68	56	86	92	78	110	117	125	124	103	85	46	62	68	27
20	7	7	2	7	31	64	82	57	60	60	91	57	90	110	109	128	126	109	112	96	73	61	93	32

AM Peak 1145 - 1245 (309), AM PHF=0.85 PM Peak 1830 - 1930 (489), PM PHF=0.85

* Saturday, August 26, 2006 - Total=6181, 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	
139	103	47	30	45	91	161	241	262	304	402	397	428	408	417	441	422	360	322	300	231	193	269	168	
47	25	7	5	10	13	26	58	54	57	78	95	125	113	118	111	105	97	86	80	65	37	57	32	41
33	32	21	10	9	27	22	37	67	81	107	99	110	110	90	92	107	87	93	75	52	51	74	58	30
27	23	12	9	8	33	64	68	56	91	114	95	112	86	107	135	101	97	70	67	56	45	76	39	36
32	23	7	6	18	18	49	78	85	75	103	108	81	99	102	103	109	79	73	78	58	60	62	39	29

AM Peak 1145 - 1245 (455), AM PHF=0.91 PM Peak 1530 - 1630 (450), PM PHF=0.83

* Sunday, August 27, 2006 - Total=1420 (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	
136	81	60	40	45	84	109	207	300	358	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
41	21	21	13	8	19	15	52	56	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30	19	16	12	11	17	25	44	79	106	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
36	21	10	7	15	26	40	58	85	95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	20	13	8	11	22	29	53	80	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT 11310

Traffic Data Service Southwest
Vehicle Counts

22605-08 VehicleCount-988 -- English (ENU)

Datasets:

Site:	**[22605] SR-76 - W/O Pauma Reservation Rd**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	11:09 Wednesday, August 23, 2006 => 9:32 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2260529Aug2006.EC0 (Plus)
Identifier:	M299DS4P MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 21470 / 59083 (36.34%)

*** Wednesday, August 23, 2006 - Total=3098 (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	
-	-	-	-	-	-	-	-	-	-	-	-	221	255	303	358	377	368	318	241	197	172	153	135	
-	-	-	-	-	-	-	-	-	-	-	-	66	60	63	87	113	110	92	73	45	36	38	32	34
-	-	-	-	-	-	-	-	-	-	-	-	62	64	79	89	92	92	87	56	72	49	43	30	34
-	-	-	-	-	-	-	-	-	-	-	-	47	62	80	95	75	89	63	49	36	45	44	41	31
-	-	-	-	-	-	-	-	-	-	-	-	46	69	81	87	97	77	76	63	44	42	28	32	18

PM Peak 1645 - 1745 (388), PM PHF=0.88

*** Thursday, August 24, 2006 - Total=4957, 15 minute drops** 9816

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
117	107	83	78	60	97	162	162	127	166	220	261	256	297	338	357	375	392	302	236	260	173	189	142	
34	28	26	25	16	12	41	36	37	42	58	62	61	73	85	94	92	101	72	66	72	35	49	39	34
34	31	18	19	17	19	38	41	34	45	51	65	56	75	91	80	105	108	78	62	63	50	47	38	32
31	24	23	21	15	32	43	45	31	39	64	66	77	64	70	86	85	91	72	47	62	43	50	33	32
18	24	16	13	12	34	40	40	25	40	47	68	62	85	92	97	93	92	80	61	63	45	43	32	26

AM Peak 1145 - 1245 (262), AM PHF=0.85 PM Peak 1645 - 1745 (393), PM PHF=0.91

*** Friday, August 25, 2006 - Total=5329, 15 minute drops** 11656

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
124	114	85	57	66	116	140	170	163	192	203	231	261	287	339	369	379	383	299	241	235	235	360	280	
34	31	25	15	12	20	40	37	39	54	40	45	76	69	83	91	99	111	82	68	65	56	87	69	84
32	33	28	16	21	32	34	42	38	55	59	67	66	74	79	84	100	93	76	64	63	67	105	70	63
32	27	15	14	19	29	32	49	42	37	47	66	53	67	91	103	100	93	73	54	55	64	86	73	51
26	23	17	12	14	35	34	42	44	46	57	53	66	77	86	91	80	86	68	55	52	48	82	68	50

AM Peak 1115 - 1215 (262), AM PHF=0.86 PM Peak 1530 - 1630 (393), PM PHF=0.95

*** Saturday, August 26, 2006 - Total=6275, 15 minute drops** 12456

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
248	219	211	134	124	106	115	141	161	205	229	262	289	332	377	392	448	426	365	329	288	301	272	301	
84	57	61	39	27	31	28	28	40	44	63	50	79	97	102	100	113	119	94	99	82	86	55	70	78
63	64	39	25	34	14	27	36	46	51	51	76	70	68	92	93	132	96	92	85	62	67	76	65	60
51	39	63	37	26	37	30	40	39	51	59	64	66	89	85	103	99	98	103	78	73	67	73	91	63
50	59	48	33	37	24	30	37	36	59	56	72	74	78	98	96	104	113	76	67	71	81	68	75	59

AM Peak 1115 - 1215 (291), AM PHF=0.92 PM Peak 1615 - 1715 (454), PM PHF=0.86

*** Sunday, August 27, 2006 - Total=1811 (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	
260	229	187	147	112	104	106	174	239	253	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
78	48	42	46	30	23	28	30	65	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
60	57	45	33	26	27	31	45	57	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
63	61	53	40	36	25	23	39	57	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
59	63	47	28	20	29	24	60	60	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT = 11310

Traffic Data Service Southwest
Vehicle Counts

22606-07 VehicleCount-991 -- English (ENU)

Datasets:

Site:	**[22606] Pauma Reservation Rd - N/O SR-76**
Direction:	7 - North bound A>B, South bound B>A., **Lane:** 0
Survey Duration:	10:44 Wednesday, August 23, 2006 => 10:16 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2260629Aug2006.EC0 (Plus)
Identifier:	M3530X9Z MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 11945 / 28971 (41.23%)

*** Wednesday, August 23, 2006 - Total=1510 (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	
-	-	-	-	-	-	-	-	-	-	-	-	146	167	166	153	152	168	107	128	86	89	86	62	
-	-	-	-	-	-	-	-	-	-	-	-	41	46	43	38	30	38	32	32	27	24	20	10	10
-	-	-	-	-	-	-	-	-	-	-	-	35	51	41	50	37	45	22	30	21	25	29	13	14
-	-	-	-	-	-	-	-	-	-	-	-	28	32	37	41	35	45	26	36	15	19	19	23	12
-	-	-	-	-	-	-	-	-	-	-	-	42	38	45	24	50	40	27	30	23	21	18	16	10

PM Peak 1645 - 1745 (178), PM PHF=0.89

*** Thursday, August 24, 2006 - Total=2408, 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	
46	25	27	10	11	45	57	81	81	114	112	123	143	141	145	136	160	181	168	158	144	100	111	89	
10	7	8	2	2	6	9	17	15	30	29	33	31	30	27	32	38	41	39	34	33	24	26	25	18
14	5	8	3	3	8	10	17	13	25	29	26	39	42	29	30	41	51	43	48	39	22	27	24	20
12	9	5	2	2	14	20	23	30	33	22	30	43	40	43	39	44	41	40	40	40	26	37	24	15
10	4	6	3	4	17	18	24	23	26	32	34	30	29	46	35	37	48	46	36	32	28	21	16	13

AM Peak 1145 - 1245 (147), AM PHF=0.85 PM Peak 1700 - 1800 (181), PM PHF=0.89

*** Friday, August 25, 2006 - Total=3362, 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	
66	50	30	15	25	47	72	98	112	112	138	143	132	172	176	217	180	225	255	329	230	176	191	171	
18	13	10	9	5	9	12	15	25	18	31	25	29	45	47	48	49	54	53	74	70	36	43	38	37
20	15	13	3	5	6	9	26	27	29	36	42	35	37	33	62	41	45	58	92	57	52	48	35	36
15	14	5	2	10	13	22	28	27	38	31	35	39	51	44	58	47	58	81	83	50	35	52	36	31
13	8	2	1	5	19	29	29	33	27	40	41	29	39	52	49	43	68	63	80	53	53	48	62	27

AM Peak 1115 - 1215 (147), AM PHF=0.88 PM Peak 1900 - 2000 (329), PM PHF=0.89

*** Saturday, August 26, 2006 - Total=3651, 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	
131	108	68	39	30	57	71	108	102	128	138	143	163	213	210	244	243	223	246	225	176	183	224	178	
37	31	15	3	8	10	13	24	23	22	38	28	41	48	49	62	70	57	61	51	55	51	51	43	43
36	27	22	8	8	12	11	18	29	33	31	32	41	60	52	57	58	48	59	63	39	51	60	47	44
31	29	20	13	6	22	27	32	23	42	40	45	47	52	61	59	67	67	66	55	37	34	61	45	35
27	21	11	15	8	13	20	34	27	31	29	38	34	53	48	66	48	51	60	56	45	47	52	43	25

AM Peak 1145 - 1245 (167), AM PHF=0.89 PM Peak 1545 - 1645 (261), PM PHF=0.93

*** Sunday, August 27, 2006 - Total=1014 (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	
147	131	93	51	56	68	70	119	122	157	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
43	26	30	14	16	13	11	22	27	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44	29	24	16	11	11	17	21	31	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
35	36	19	11	16	20	28	27	35	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25	40	20	10	13	24	14	49	29	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT = 5640

Traffic Data Service Southwest
Vehicle Counts

22606-07 VehicleCount-990 -- English (ENU)

Datasets:

Site:	**[22606] Pauma Reservation Rd - N/O SR-76**
Direction:	7 - North bound A>B, South bound B>A., **Lane:** 0
Survey Duration:	10:44 Wednesday, August 23, 2006 => 10:16 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2260629Aug2006.EC0 (Plus)
Identifier:	M3530X9Z MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 10052 / 28971 (34.70%)

* Wednesday, August 23, 2006 - Total=1566 (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	
-	-	-	-	-	-	-	-	-	-	-	-	94	125	153	156	162	167	155	128	118	105	108	95	
-	-	-	-	-	-	-	-	-	-	-	-	27	25	45	39	58	48	41	34	30	31	27	29	35
-	-	-	-	-	-	-	-	-	-	-	-	22	29	32	39	50	44	39	30	33	29	35	13	25
-	-	-	-	-	-	-	-	-	-	-	-	20	32	39	36	28	33	38	29	24	20	26	32	23
-	-	-	-	-	-	-	-	-	-	-	-	25	39	37	42	26	42	37	35	31	25	20	21	9

PM Peak 1530 - 1630 (186), PM PHF=0.80

* Thursday, August 24, 2006 - Total=2144, 15 minute drops

4552

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
92	73	51	44	28	24	51	41	74	71	71	85	91	108	135	137	162	125	123	127	129	100	121	81	
35	21	14	13	9	5	11	10	16	28	21	9	23	22	38	40	47	35	34	29	42	29	36	22	22
25	13	13	13	9	2	16	9	23	15	13	24	15	29	32	30	41	33	31	30	25	24	37	24	21
23	14	16	11	5	9	14	13	13	13	23	23	29	27	34	33	42	26	19	28	40	20	33	21	24
9	25	8	7	5	8	10	9	22	15	14	29	24	30	31	34	32	31	39	40	22	27	15	14	13

AM Peak 1115 - 1215 (99), AM PHF=0.85 PM Peak 1545 - 1645 (164), PM PHF=0.87

* Friday, August 25, 2006 - Total=2446, 15 minute drops

5808

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
80	66	59	43	26	36	51	54	73	66	79	89	92	100	132	148	149	126	124	121	126	130	304	172	
22	16	19	13	6	6	16	10	21	17	24	21	26	35	35	41	54	34	29	41	43	33	87	42	64
21	22	22	9	5	7	10	18	22	21	15	25	23	26	24	34	36	33	33	32	29	31	99	50	53
24	13	8	8	6	10	9	11	11	13	17	26	17	15	33	37	32	32	35	26	27	35	68	43	42
13	15	10	13	9	13	16	15	19	15	23	17	26	24	40	36	27	27	27	22	27	31	50	37	38

AM Peak 1045 - 1145 (95), AM PHF=0.91 PM Peak 2200 - 2300 (304), PM PHF=0.77

* Saturday, August 26, 2006 - Total=2917, 15 minute drops

6568

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
197	151	149	88	69	54	71	60	81	103	63	76	78	101	155	153	189	164	176	139	148	141	143	168	
64	49	40	25	24	20	22	14	28	41	17	18	19	26	49	48	47	44	49	50	41	42	40	41	53
53	39	36	19	19	7	15	13	21	14	14	16	16	17	30	32	58	30	40	32	30	34	37	35	37
42	25	46	21	7	14	17	21	18	16	14	24	20	32	34	36	39	41	48	33	39	32	46	49	42
38	38	27	23	19	13	17	12	14	32	18	18	23	26	42	37	45	49	39	24	38	33	20	43	33

AM Peak 0000 - 0100 (197), AM PHF=0.77 PM Peak 1600 - 1700 (189), PM PHF=0.81

* Sunday, August 27, 2006 - Total=979 (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	
165	174	131	92	76	57	58	70	75	81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
53	31	33	22	24	17	7	16	24	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
37	29	31	29	17	16	19	17	18	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42	53	38	18	24	13	20	14	21	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
33	61	29	23	11	11	12	23	12	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT= 5640

Traffic Data Service Southwest
Vehicle Counts

22607-08 VehicleCount-993 -- English (ENU)

Datasets:

Site:	**[22607] SR-76 - E/O Pauma Reservation Rd**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	12:18 Wednesday, August 23, 2006 => 10:06 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2260729Aug2006.EC0 (Plus)
Identifier:	M79303MC MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 19339 / 52550 (36.80%)

*** Wednesday, August 23, 2006 - Total=2298 (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	
-	-	-	-	-	-	-	-	-	-	-	-	-	324	285	280	308	269	215	163	150	120	97	87	
-	-	-	-	-	-	-	-	-	-	-	-	-	74	69	80	103	73	60	48	45	30	27	25	23
-	-	-	-	-	-	-	-	-	-	-	-	-	92	70	55	75	81	49	45	38	24	29	14	19
-	-	-	-	-	-	-	-	-	-	-	-	-	82	81	74	75	64	59	37	26	34	17	27	18
-	-	-	-	-	-	-	-	-	-	-	-	-	76	65	71	55	51	47	33	41	32	24	21	12

*** Thursday, August 24, 2006 - Total=4541, 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	
72	40	29	39	46	119	224	222	241	240	274	285	262	260	276	309	343	269	231	194	179	142	153	92	
23	9	7	8	10	23	32	45	64	61	73	74	61	89	71	82	86	84	57	46	46	41	42	25	15
19	6	8	11	13	17	53	55	61	55	57	54	67	60	60	73	95	83	59	42	42	31	48	28	20
18	9	7	9	7	42	72	59	57	64	81	85	61	63	80	85	100	51	58	58	49	38	45	19	19
12	16	7	11	16	37	67	63	59	60	63	72	73	48	65	69	62	51	57	48	42	32	18	20	19

AM Peak 1100 - 1200 (285), AM PHF=0.84 PM Peak 1545 - 1645 (350), PM PHF=0.88

*** Friday, August 25, 2006 - Total=5682, 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	
73	45	24	28	32	128	196	228	222	234	276	275	256	300	343	421	431	394	391	338	282	215	275	275	
15	13	6	10	6	22	23	46	58	50	91	62	66	86	73	104	93	110	92	84	65	54	72	75	48
20	12	8	5	7	21	47	53	64	72	67	78	63	69	91	108	101	87	100	101	70	64	76	60	37
19	10	4	6	10	54	69	54	54	57	63	62	65	72	73	102	110	101	109	75	73	43	68	70	30
19	10	6	7	9	31	57	75	46	55	55	73	62	73	106	107	127	96	90	78	74	54	59	70	29

AM Peak 1115 - 1215 (279), AM PHF=0.89 PM Peak 1615 - 1715 (448), PM PHF=0.88

*** Saturday, August 26, 2006 - Total=5552, 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	
144	93	56	43	47	95	167	204	247	275	348	332	375	335	373	371	396	337	298	255	226	184	201	150	
48	28	15	8	12	16	33	53	62	67	65	85	104	93	114	87	94	85	76	81	54	35	56	35	35
37	28	18	10	14	27	29	33	58	73	87	79	95	81	80	89	111	84	78	63	54	41	55	49	26
30	18	15	11	4	29	53	56	50	65	98	82	99	74	90	105	85	87	66	52	61	50	51	32	28
29	19	8	14	17	23	52	62	77	70	98	86	77	87	89	90	106	81	78	59	57	58	39	34	28

AM Peak 1145 - 1245 (384), AM PHF=0.92 PM Peak 1530 - 1630 (400), PM PHF=0.90

*** Sunday, August 27, 2006 - Total=1266 (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	
117	85	77	49	41	68	95	175	256	303	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
35	18	26	13	7	17	12	46	51	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
26	18	18	15	10	15	23	34	71	93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
28	22	19	9	14	16	34	48	70	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
28	27	14	12	10	20	26	47	64	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT = 10,330

Traffic Data Service Southwest
Vehicle Counts

22607-08 VehicleCount-994 -- English (ENU)

Datasets:

Site:	**[22607] SR-76 - E/O Pauma Reservation Rd**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	12:18 Wednesday, August 23, 2006 => 10:06 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2260729Aug2006.EC0 (Plus)
Identifier:	M79303MC MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 19128 / 52550 (36.40%)

*** Wednesday, August 23, 2006 - Total=2542 (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	
-	-	-	-	-	-	-	-	-	-	-	-	-	257	292	335	342	342	254	209	159	146	115	91	
-	-	-	-	-	-	-	-	-	-	-	-	-	70	65	87	78	98	70	62	43	24	32	18	16
-	-	-	-	-	-	-	-	-	-	-	-	-	71	79	86	85	86	69	46	55	39	35	27	24
-	-	-	-	-	-	-	-	-	-	-	-	-	54	69	82	72	89	54	46	26	42	30	22	15
-	-	-	-	-	-	-	-	-	-	-	-	-	62	79	80	107	69	61	55	35	41	18	24	16

*** Thursday, August 24, 2006 - Total=4590, 15 minute drops** 9131

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	65	60	47	48	107	154	168	120	176	235	281	282	289	316	340	331	363	284	205	227	160	141	120	
16	15	19	15	11	12	40	35	35	47	62	74	67	73	74	89	86	100	73	57	61	37	36	31	23
24	20	12	12	12	19	33	43	27	46	51	67	78	73	86	74	82	98	70	63	63	41	31	32	21
15	17	13	12	13	41	43	47	36	42	64	72	79	69	73	98	71	87	71	38	52	44	39	26	20
16	13	16	8	12	35	38	43	22	41	58	68	58	74	83	79	92	78	70	47	51	38	35	31	24

AM Peak 1145 - 1245 (292), AM PHF=0.92 PM Peak 1645 - 1745 (377), PM PHF=0.94

*** Friday, August 25, 2006 - Total=5018, 15 minute drops** 10700

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
88	72	41	30	56	114	146	176	171	185	234	242	260	294	327	354	367	371	316	286	232	206	223	227	
23	20	11	10	8	15	34	35	38	49	47	45	80	65	77	86	89	108	77	66	61	42	53	61	44
21	19	14	9	22	30	37	41	35	50	61	69	60	74	73	78	93	87	76	76	63	60	50	47	30
20	19	8	7	17	28	45	55	50	36	59	65	61	79	93	97	100	93	79	73	57	53	57	58	28
24	14	8	4	9	41	30	45	48	50	67	63	59	76	84	93	85	83	84	71	51	51	63	61	34

AM Peak 1115 - 1215 (277), AM PHF=0.87 PM Peak 1615 - 1715 (386), PM PHF=0.89

*** Saturday, August 26, 2006 - Total=5611, 15 minute drops** 11163

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
136	132	106	84	84	96	110	141	159	194	235	262	307	350	341	368	385	429	321	327	274	294	233	243	
44	29	32	17	14	18	26	29	42	32	64	55	80	101	88	81	108	118	70	93	71	77	49	62	44
30	44	14	11	25	14	25	36	41	55	51	76	83	78	91	90	106	97	84	85	68	68	63	57	46
28	30	31	29	20	41	28	37	38	52	57	60	70	93	75	102	86	119	92	79	70	70	53	65	38
34	29	29	27	25	23	31	39	38	55	63	71	74	78	87	95	85	95	75	70	65	79	68	59	38

AM Peak 1145 - 1245 (304), AM PHF=0.92 PM Peak 1700 - 1800 (429), PM PHF=0.90

*** Sunday, August 27, 2006 - Total=1367 (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	
166	124	113	92	68	81	87	165	227	244	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
44	35	32	31	14	13	27	24	54	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
46	41	23	18	17	15	20	34	59	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
38	23	29	29	20	24	20	43	54	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
38	25	29	14	17	29	20	64	60	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT = 10,330

Traffic Data Service Southwest
Vehicle Counts

22608-08 VehicleCount-996 -- English (ENU)

Datasets:

Site:	**[22608] SR-76 - W/O Valley Center Rd (S6)**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	12:44 Wednesday, August 23, 2006 => 10:39 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2260829Aug2006.EC0 (Base)
Identifier:	A568R525 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 16417 / 43886 (37.41%)

*** Wednesday, August 23, 2006 - Total=2005 (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	
-	-	-	-	-	-	-	-	-	-	-	-	-	280	261	259	264	253	183	150	124	93	69	69	
-	-	-	-	-	-	-	-	-	-	-	-	-	58	63	78	73	82	39	41	44	28	11	20	19
-	-	-	-	-	-	-	-	-	-	-	-	-	74	60	50	59	79	51	43	30	21	28	17	10
-	-	-	-	-	-	-	-	-	-	-	-	-	74	63	77	74	55	47	37	25	26	14	15	13
-	-	-	-	-	-	-	-	-	-	-	-	-	74	75	54	58	37	46	29	25	18	16	17	11

*** Thursday, August 24, 2006 - Total=3882, 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	22	26	30	37	89	160	177	203	210	244	244	245	238	236	290	316	248	189	180	138	117	121	69	
19	5	11	3	8	13	28	43	48	52	68	66	69	67	45	76	79	83	43	39	36	40	20	19	12
10	5	6	5	8	17	32	33	55	50	65	65	66	56	50	75	79	75	49	35	34	22	38	21	9
13	3	6	13	8	23	46	32	45	57	52	67	51	55	85	79	96	44	47	54	36	25	45	15	9
11	9	3	9	13	36	54	69	55	51	59	46	59	60	56	60	62	46	50	52	32	30	18	14	14

AM Peak 1045 - 1145 (257), AM PHF=0.96 PM Peak 1615 - 1715 (320), PM PHF=0.83

*** Friday, August 25, 2006 - Total=4787, 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	
44	38	19	15	31	93	129	190	188	219	238	229	235	274	290	341	338	353	338	316	264	199	209	197	
12	13	7	3	6	13	25	46	48	53	69	48	58	66	56	79	79	104	85	73	64	57	40	52	42
9	9	2	4	7	22	29	33	53	59	63	59	62	58	76	83	70	92	76	93	60	62	57	49	28
9	8	4	6	10	26	43	36	57	64	51	65	61	78	77	89	67	74	95	82	80	45	61	47	24
14	8	6	2	8	32	32	75	30	43	55	57	54	72	81	90	122	83	82	68	60	35	51	49	24

AM Peak 1130 - 1230 (242), AM PHF=0.93 PM Peak 1645 - 1745 (392), PM PHF=0.80

*** Saturday, August 26, 2006 - Total=4712, 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	
118	61	33	28	32	75	108	163	221	259	288	268	360	306	341	337	314	321	226	208	187	165	172	121	
42	25	8	10	9	15	24	42	52	59	59	75	92	94	106	73	63	92	53	65	51	46	41	29	22
28	15	12	4	13	10	14	32	55	59	54	60	104	73	60	70	87	85	56	56	40	37	50	38	29
24	8	7	12	4	31	37	38	52	67	94	65	90	58	98	111	78	74	65	42	49	34	45	32	17
24	13	6	2	6	19	33	51	62	74	81	68	74	81	77	83	86	70	52	45	47	48	36	22	28

AM Peak 1145 - 1245 (354), AM PHF=0.85 PM Peak 1215 - 1315 (362), PM PHF=0.87

*** Sunday, August 27, 2006 - Total=1031 (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	
96	54	59	28	29	53	79	132	218	283	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
22	17	14	6	4	7	11	33	55	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	10	19	11	7	12	13	22	44	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17	11	18	3	11	14	27	36	66	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
28	16	8	8	7	20	28	41	53	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT = 8650

Traffic Data Service Southwest
Vehicle Counts

22608-08 VehicleCount-995 -- English (ENU)

Datasets:

Site:	**[22608] SR-76 - W/O Valley Center Rd (S6)**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	12:44 Wednesday, August 23, 2006 => 10:39 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2260829Aug2006.EC0 (Base)
Identifier:	A568R525 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 15805 / 43886 (36.01%)

*** Wednesday, August 23, 2006 - Total=2086 (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	
-	-	-	-	-	-	-	-	-	-	-	-	-	215	254	281	250	264	217	172	137	116	95	85	
-	-	-	-	-	-	-	-	-	-	-	-	-	63	56	68	48	65	69	45	49	22	33	19	19
-	-	-	-	-	-	-	-	-	-	-	-	-	50	70	59	58	75	56	38	34	33	23	26	22
-	-	-	-	-	-	-	-	-	-	-	-	-	49	64	78	65	69	41	47	29	33	25	21	8
-	-	-	-	-	-	-	-	-	-	-	-	-	53	64	76	79	55	51	42	25	28	14	19	13

*** Thursday, August 24, 2006 - Total=3841, 15 minute drops** 7663

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
62	62	52	40	43	86	149	141	127	157	184	241	217	216	293	273	281	310	240	163	163	123	115	103	
19	24	18	15	11	8	20	35	30	53	46	58	44	58	79	71	72	89	71	42	38	31	28	22	25
22	9	8	10	9	21	40	33	32	33	36	50	65	53	72	67	58	87	60	46	46	33	27	27	15
8	13	13	9	13	29	47	40	37	34	57	64	56	56	62	71	72	74	49	33	41	29	32	28	22
13	16	13	6	10	28	42	33	28	37	45	69	52	49	80	64	79	60	60	42	38	30	28	26	21

AM Peak 1130 - 1230 (242), AM PHF=0.88 PM Peak 1645 - 1745 (329), PM PHF=0.92

*** Friday, August 25, 2006 - Total=4083, 15 minute drops** 8870

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	58	32	19	46	90	144	148	165	149	188	211	218	246	261	268	277	292	250	215	166	162	191	204	
25	15	6	7	10	10	33	35	45	43	39	52	70	55	58	56	74	78	65	44	37	43	44	51	32
15	18	13	6	14	21	32	44	33	41	56	49	47	64	60	77	71	68	63	66	50	54	43	46	26
22	13	5	4	11	34	43	45	49	31	50	60	57	55	76	71	73	79	59	58	40	36	50	58	19
21	12	8	2	11	25	36	24	38	34	43	50	44	72	67	64	59	67	63	47	39	29	54	49	26

AM Peak 1115 - 1215 (229), AM PHF=0.82 PM Peak 1700 - 1800 (292), PM PHF=0.92

*** Saturday, August 26, 2006 - Total=4650, 15 minute drops** 9362

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
103	126	91	75	71	70	122	114	123	170	183	220	273	284	279	309	338	323	289	256	228	209	185	209	
32	33	27	13	13	12	18	22	40	46	38	53	70	70	72	74	91	79	56	69	66	58	46	55	38
26	40	20	18	24	18	29	32	23	38	40	54	61	68	65	69	90	95	81	72	49	47	45	46	39
19	30	22	23	15	20	41	28	30	47	46	61	57	70	69	77	75	82	84	67	55	57	42	57	35
26	23	22	21	19	20	34	32	30	39	59	52	85	76	73	89	82	67	68	48	58	47	52	51	32

AM Peak 1130 - 1230 (244), AM PHF=0.87 PM Peak 1530 - 1630 (347), PM PHF=0.95

*** Sunday, August 27, 2006 - Total=1145 (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	
144	113	112	77	66	69	66	105	159	234	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
38	29	22	23	16	12	20	17	34	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39	32	27	20	15	17	9	25	50	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
35	26	32	23	25	15	15	31	30	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
32	26	31	11	10	25	22	32	45	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT = 8650

Traffic Data Service Southwest
Vehicle Counts

22609-08 VehicleCount-997 -- English (ENU)

Datasets:

Site:	**[22609] SR-76 - E/O Valley Center Rd (S6)**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	12:59 Wednesday, August 23, 2006 => 9:26 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2260929Aug2006.EC0 (Plus)
Identifier:	A594KV0T MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 8369 / 21827 (38.34%)

*** Wednesday, August 23, 2006 - Total=1084 (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	
-	-	-	-	-	-	-	-	-	-	-	-	-	87	114	144	157	138	122	111	82	52	45	32	
-	-	-	-	-	-	-	-	-	-	-	-	-	18	21	38	40	33	27	27	28	16	8	8	7
-	-	-	-	-	-	-	-	-	-	-	-	-	23	23	29	31	38	37	31	22	12	18	7	5
-	-	-	-	-	-	-	-	-	-	-	-	-	22	24	37	41	39	27	34	13	10	13	8	3
-	-	-	-	-	-	-	-	-	-	-	-	-	24	46	40	45	28	31	19	19	14	6	9	5

*** Thursday, August 24, 2006 - Total=1909, 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	
20	12	12	7	5	65	97	61	91	92	96	122	118	85	99	169	171	161	132	83	74	62	47	28	
7	4	1	0	0	11	15	19	16	29	28	25	33	22	27	41	46	52	37	21	22	17	14	4	5
5	5	6	1	2	11	18	12	25	20	16	39	39	21	22	47	46	38	37	18	21	19	11	8	3
3	2	0	5	1	16	34	14	31	24	26	34	16	22	25	35	46	37	32	22	13	12	16	7	0
5	1	5	1	2	27	30	16	19	19	26	24	30	20	25	46	33	34	26	22	18	14	6	9	6

AM Peak 1115 - 1215 (130), AM PHF=0.83 PM Peak 1545 - 1645 (184), PM PHF=1.00

*** Friday, August 25, 2006 - Total=2547, 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	
14	13	6	8	12	66	77	84	101	106	108	141	148	142	150	174	191	208	173	222	164	107	79	53	
5	6	3	3	2	6	18	20	24	33	29	34	32	35	34	42	36	55	59	47	43	39	13	14	22
3	3	1	4	3	21	9	15	27	25	29	29	43	40	38	46	51	54	38	64	33	34	18	6	7
0	2	2	0	4	14	24	16	29	27	19	36	34	33	36	35	54	49	38	60	52	18	22	20	13
6	2	0	1	3	25	26	33	21	21	31	42	39	34	42	51	50	50	38	51	36	16	26	13	4

AM Peak 1130 - 1230 (153), AM PHF=0.89 PM Peak 1900 - 2000 (222), PM PHF=0.87

*** Saturday, August 26, 2006 - Total=2344, 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	
46	31	17	11	9	58	69	86	120	146	181	153	198	169	155	157	134	127	91	91	95	90	69	41	
22	14	5	3	3	4	13	17	28	35	37	50	50	42	48	38	36	39	21	18	27	26	15	11	11
7	6	7	2	2	7	9	17	40	38	38	40	54	42	27	42	34	39	30	25	26	20	23	9	8
13	5	4	5	1	28	23	24	27	37	60	34	52	46	52	49	35	21	22	20	26	23	15	14	5
4	6	1	1	3	19	24	28	25	36	46	29	42	39	28	28	29	28	18	28	16	21	16	7	7

AM Peak 1030 - 1130 (196), AM PHF=0.82 PM Peak 1200 - 1300 (198), PM PHF=0.92

*** Sunday, August 27, 2006 - Total=485 (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	
31	24	18	6	12	20	39	67	103	165	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11	6	3	1	2	5	9	7	29	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	5	3	3	2	3	7	12	23	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	9	7	0	6	2	9	26	24	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	4	5	2	2	10	14	22	27	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT = 4290

Traffic Data Service Southwest
Vehicle Counts

22609-08 VehicleCount-998 -- English (ENU)

Datasets:

Site:	**[22609] SR-76 - E/O Valley Center Rd (S6)**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	12:59 Wednesday, August 23, 2006 => 9:26 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2260929Aug2006.EC0 (Plus)
Identifier:	A594KV0T MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 7323 / 21827 (33.55%)

*** Wednesday, August 23, 2006 - Total=840 (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	
-	-	-	-	-	-	-	-	-	-	-	-	-	104	99	120	156	112	92	56	42	20	28	11	
-	-	-	-	-	-	-	-	-	-	-	-	-	25	23	31	30	37	27	14	15	4	9	4	0
-	-	-	-	-	-	-	-	-	-	-	-	-	26	28	25	31	25	19	17	11	4	5	4	0
-	-	-	-	-	-	-	-	-	-	-	-	-	25	23	38	59	23	21	13	6	5	4	1	2
-	-	-	-	-	-	-	-	-	-	-	-	-	28	25	26	36	27	25	12	10	7	10	2	1

*** Thursday, August 24, 2006 - Total=1832, 15 minute drops** 3741

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	2	6	27	69	131	124	127	137	104	114	127	102	120	120	151	122	82	56	43	33	17	14	
0	1	1	1	2	9	19	28	35	35	24	30	22	23	29	29	31	47	22	18	16	8	6	4	4
0	0	0	2	5	18	28	26	31	39	27	25	42	28	28	24	29	31	30	15	10	10	3	4	2
2	0	1	1	7	17	37	31	33	25	31	29	37	26	35	34	55	23	14	11	4	10	4	1	1
1	0	0	2	13	25	47	39	28	38	22	30	26	25	28	33	36	21	16	12	13	5	4	5	0

AM Peak 0615 - 0715 (140), AM PHF=0.74 PM Peak 1630 - 1730 (169), PM PHF=0.77

*** Friday, August 25, 2006 - Total=1989, 15 minute drops** 4536

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	2	2	10	26	68	116	127	143	101	103	129	125	126	124	119	173	132	107	78	62	50	24	35	
4	1	0	3	3	10	25	41	40	23	22	28	35	31	27	23	35	43	23	22	21	19	5	6	3
2	1	1	4	6	13	22	29	38	31	31	38	17	34	30	33	40	25	34	16	17	10	8	6	4
1	0	1	0	8	22	32	33	33	23	25	31	47	29	31	39	66	33	24	18	16	12	5	9	2
0	0	0	3	9	23	37	24	32	24	25	32	26	32	36	24	32	31	26	22	8	9	6	14	1

AM Peak 0800 - 0900 (143), AM PHF=0.89 PM Peak 1615 - 1715 (181), PM PHF=0.69

*** Saturday, August 26, 2006 - Total=2247, 15 minute drops** 4591

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	8	8	11	13	28	71	66	101	137	122	161	187	193	199	178	178	156	134	85	85	49	39	28	
3	4	3	1	3	6	8	17	23	31	26	30	53	50	56	40	49	49	25	28	28	18	15	8	2
4	2	2	6	4	4	20	13	28	24	30	45	33	40	38	46	48	31	45	21	26	7	11	10	5
2	2	2	2	3	8	14	16	22	47	36	50	51	52	47	38	39	40	45	17	19	15	4	7	5
1	0	1	2	3	10	29	20	28	35	30	36	50	51	58	54	42	36	19	19	12	9	9	3	3

AM Peak 1115 - 1215 (184), AM PHF=0.87 PM Peak 1315 - 1415 (199), PM PHF=0.89

*** Sunday, August 27, 2006 - Total=415 (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	
15	10	5	6	6	21	33	56	97	166	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2	4	1	1	0	5	9	9	24	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	3	2	2	1	2	6	13	22	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	0	2	1	3	4	7	15	21	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	3	0	2	2	10	11	19	30	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT = 4290

Traffic Data Service Southwest
Vehicle Counts

22610-07 VehicleCount-1000 -- English (ENU)

Datasets:

Site:	**[22610] Valley Center Rd (S6) - S/O SR-76**
Direction:	7 - North bound A>B, South bound B>A., **Lane:** 0
Survey Duration:	13:17 Wednesday, August 23, 2006 => 10:44 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2261029Aug2006.EC0 (Plus)
Identifier:	A5558BK6 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**14:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 16432 / 45303 (36.27%)

*** Wednesday, August 23, 2006 - Total=1776 (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	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	268	263	283	265	201	146	112	99	80	59	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	78	69	91	50	36	39	28	17	18	15
-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	55	60	77	47	43	25	25	26	17	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	79	86	56	57	35	27	27	15	13	13
-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	51	68	41	47	32	21	19	22	11	12

*** Thursday, August 24, 2006 - Total=4160, 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	
47	17	23	29	52	108	191	215	253	252	257	259	256	258	264	301	335	247	180	183	142	111	115	65	
15	3	10	4	8	13	33	49	64	60	69	67	63	71	51	80	73	82	43	45	34	35	21	20	11
7	4	4	6	8	24	34	42	69	60	75	62	68	68	57	70	82	77	52	40	39	25	36	19	8
13	2	6	8	13	28	54	39	53	63	57	70	66	61	88	80	111	47	41	48	34	27	38	13	10
12	8	3	11	23	43	70	85	67	69	56	60	59	58	68	71	69	41	44	50	35	24	20	13	12

AM Peak 0930 - 1030 (276), AM PHF=0.92 PM Peak 1615 - 1715 (344), PM PHF=0.77

*** Friday, August 25, 2006 - Total=4749, 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	33	19	21	41	103	176	220	223	236	240	232	224	268	274	315	349	343	304	259	233	202	206	187	
11	9	6	7	7	18	35	59	68	54	63	41	64	65	52	72	77	107	68	67	55	53	51	47	32
8	9	3	4	8	22	37	41	60	66	64	68	43	57	73	85	68	78	71	76	60	62	59	45	24
10	8	5	6	14	31	51	44	59	69	61	59	66	86	74	87	89	74	86	61	62	45	55	48	20
12	7	5	4	12	32	53	76	36	47	52	64	51	60	75	71	115	84	79	55	56	42	41	47	24

AM Peak 0745 - 0845 (263), AM PHF=0.87 PM Peak 1630 - 1730 (389), PM PHF=0.85

*** Saturday, August 26, 2006 - Total=4764, 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	
100	54	30	26	36	72	119	159	213	258	254	267	337	324	362	328	329	351	258	219	218	166	165	119	
32	16	5	9	9	16	20	40	47	49	57	57	88	100	111	67	64	102	59	69	54	47	47	32	19
24	17	12	5	13	12	26	34	51	57	56	74	83	71	67	71	88	86	63	63	57	40	46	33	29
20	8	7	9	7	25	30	42	44	79	71	68	89	65	96	103	85	86	75	48	56	33	35	31	17
24	13	6	3	7	19	43	43	71	73	70	68	77	88	88	87	92	77	61	39	51	46	37	23	28

AM Peak 1145 - 1245 (328), AM PHF=0.92 PM Peak 1615 - 1715 (367), PM PHF=0.90

*** Sunday, August 27, 2006 - Total=983 (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	
93	54	55	31	25	51	80	127	204	263	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
19	18	12	7	4	9	12	30	51	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	14	19	12	7	9	12	28	37	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17	7	18	4	6	13	28	32	67	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
28	15	6	8	8	20	28	37	49	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT ≈ 9100

Traffic Data Service Southwest
Vehicle Counts

22610-07 VehicleCount-1001 -- English (ENU)

Datasets:

Site:	**[22610] Valley Center Rd (S6) - S/O SR-76**
Direction:	7 - North bound A>B, South bound B>A., **Lane:** 0
Survey Duration:	13:17 Wednesday, August 23, 2006 => 10:44 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2261029Aug2006.EC0 (Plus)
Identifier:	A5558BK6 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**14:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 16972 / 45303 (37.46%)

*** Wednesday, August 23, 2006 - Total=2163 (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	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	277	303	285	300	263	213	164	145	119	94	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	54	79	57	66	75	44	54	33	36	21	22
–	–	–	–	–	–	–	–	–	–	–	–	–	–	74	62	62	87	65	49	38	39	33	27	24
–	–	–	–	–	–	–	–	–	–	–	–	–	–	67	83	77	90	57	67	38	40	33	27	10
–	–	–	–	–	–	–	–	–	–	–	–	–	–	82	79	89	57	66	53	34	33	17	19	17

*** Thursday, August 24, 2006 - Total=4202, 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	
73	69	58	42	34	108	153	115	148	157	190	252	220	227	298	333	317	354	274	190	195	146	138	111	
22	25	16	17	9	11	20	31	31	47	42	48	52	63	83	82	81	99	74	49	50	40	35	22	25
24	13	12	8	6	21	34	25	39	26	39	66	68	57	65	82	69	97	73	56	52	39	35	31	16
10	14	12	10	12	35	51	36	42	38	54	71	51	57	73	80	81	81	60	37	46	36	35	31	21
17	17	18	7	7	41	48	23	36	46	55	67	49	50	77	89	86	77	67	48	47	31	33	27	25

AM Peak 1130 - 1230 (258), AM PHF=0.91 PM Peak 1630 - 1730 (363), PM PHF=0.92

8362

*** Friday, August 25, 2006 - Total=4617, 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	
87	64	38	23	41	103	153	134	162	172	189	238	231	258	275	299	310	343	286	298	239	227	231	216	
25	16	8	10	10	12	34	29	44	50	39	55	67	65	65	64	72	87	82	72	49	61	55	52	37
16	20	15	6	11	29	32	40	31	43	56	53	57	69	58	87	79	82	70	85	71	76	53	47	24
21	16	7	4	11	31	42	32	42	41	52	63	53	63	79	73	86	86	60	76	62	40	59	68	28
25	12	8	3	9	31	45	33	45	38	42	67	54	61	73	75	73	88	74	65	57	50	64	49	27

AM Peak 1130 - 1230 (254), AM PHF=0.95 PM Peak 1700 - 1800 (343), PM PHF=0.97

9366

*** Saturday, August 26, 2006 - Total=4801, 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	
116	142	98	75	72	100	136	134	137	172	214	211	255	270	250	287	312	324	280	276	263	249	209	219	
37	36	28	15	13	12	20	24	39	46	44	62	59	63	70	70	70	80	62	61	68	65	49	58	43
24	44	26	15	24	22	31	33	32	44	52	53	70	72	56	68	83	99	80	87	62	63	54	44	42
28	34	23	24	15	37	44	40	35	40	51	46	51	66	70	81	79	83	64	74	63	70	45	62	34
27	28	21	21	20	29	41	37	31	42	67	50	75	69	54	68	80	62	74	54	70	51	61	55	33

AM Peak 1030 - 1130 (233), AM PHF=0.87 PM Peak 1645 - 1745 (342), PM PHF=0.86

9565

*** Sunday, August 27, 2006 - Total=1189 (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	
152	126	121	81	68	68	76	111	152	234	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
43	35	22	26	18	16	23	15	37	48	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
42	36	28	21	15	13	9	27	48	65	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
34	30	40	22	24	13	18	39	29	71	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
33	25	31	12	11	26	26	30	38	50	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

ADT ≈ 9100

Traffic Data Service Southwest
Vehicle Counts

22611-08 VehicleCount-1003 -- English (ENU)

Datasets:

Site:	**[22611] Valley Center Rd (S6) - E/O N. Lake Wohlford Rd**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	13:58 Wednesday, August 23, 2006 => 10:21 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2261129Aug2006.EC0 (Plus)
Identifier:	A6548T9F MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**14:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 18768 / 49739 (37.73%)

*** Wednesday, August 23, 2006 - Total=2337 (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	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	252	295	312	332	278	282	180	183	127	96	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	77	69	85	87	85	52	45	37	18	17
-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	72	76	92	64	77	43	54	36	35	17
-	-	-	-	-	-	-	-	-	-	-	-	-	-	90	76	92	74	61	68	51	40	34	27	19
-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	70	75	81	66	52	34	44	20	16	18

*** Thursday, August 24, 2006 - Total=4851, 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	43	29	30	27	108	160	224	272	199	212	259	241	330	337	368	350	373	304	279	218	174	138	105	
17	9	9	8	6	12	25	46	75	47	49	48	64	72	98	92	85	96	69	79	61	49	47	23	19
17	10	6	3	4	24	36	46	71	47	49	67	54	75	58	83	70	102	88	62	67	34	37	24	12
19	13	9	10	8	34	47	53	63	51	67	69	55	93	89	112	97	92	83	72	56	43	32	35	17
18	11	5	9	9	38	52	79	63	54	47	75	68	90	92	81	98	83	64	66	34	48	22	23	5

AM Peak 0745 - 0845 (288), AM PHF=0.91 PM Peak 1630 - 1730 (393), PM PHF=0.96

*** Friday, August 25, 2006 - Total=5217, 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	34	39	37	36	109	157	223	245	186	164	237	242	254	325	322	359	373	348	427	357	285	231	174	
19	9	14	13	15	17	24	41	74	40	38	54	54	71	88	77	89	99	92	115	85	83	57	36	35
12	9	12	9	7	18	40	48	45	49	35	52	73	59	72	79	90	84	78	125	105	80	60	38	33
17	12	8	8	7	34	48	67	61	54	46	76	57	63	84	80	86	100	88	93	82	67	65	54	32
5	4	5	7	7	40	45	67	65	43	45	55	58	61	81	86	94	90	90	94	85	55	49	46	14

AM Peak 1130 - 1230 (258), AM PHF=0.85 PM Peak 1900 - 2000 (427), PM PHF=0.85

*** Saturday, August 26, 2006 - Total=5299, 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	
114	75	51	52	47	111	133	188	198	219	228	252	264	280	305	322	306	377	346	330	365	309	251	176	
35	17	12	8	12	12	29	42	40	43	51	60	72	61	67	82	67	98	81	68	89	83	74	42	42
33	29	14	14	10	29	28	44	60	57	49	72	66	63	83	89	81	93	94	92	110	91	71	42	28
32	15	15	22	17	43	46	53	49	68	63	72	60	75	81	77	77	96	93	84	85	72	67	49	28
14	14	10	8	8	27	30	49	49	51	65	48	66	81	74	74	81	90	78	86	81	63	39	43	24

AM Peak 1045 - 1145 (269), AM PHF=0.93 PM Peak 1700 - 1800 (377), PM PHF=0.96

*** Sunday, August 27, 2006 - Total=1064 (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	
122	63	43	44	40	70	90	145	201	246	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
42	24	9	13	12	15	23	28	58	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
28	17	14	9	11	7	17	34	40	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
28	11	11	11	10	23	19	43	52	81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24	11	9	11	7	25	31	40	51	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT= 10,060

Traffic Data Service Southwest
Vehicle Counts

22611-08 VehicleCount-1004 -- English (ENU)

Datasets:

Site:	**[22611] Valley Center Rd (S6) - E/O N. Lake Wohlford Rd**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	13:58 Wednesday, August 23, 2006 => 10:21 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2261129Aug2006.EC0 (Plus)
Identifier:	A6548T9F MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**14:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 18282 / 49739 (36.76%)

*** Wednesday, August 23, 2006 - Total=2079 (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	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	235	351	309	296	223	170	143	131	126	95	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	73	84	89	51	51	47	38	33	27	21
-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	93	74	81	73	36	37	40	45	25	17
-	-	-	-	-	-	-	-	-	-	-	-	-	-	75	105	78	69	48	45	30	29	22	21	19
-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	80	73	57	51	38	29	24	26	22	22

*** Thursday, August 24, 2006 - Total=4835, 15 minute drops**

9686

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	75	58	44	69	133	197	231	219	245	255	266	247	238	294	351	405	318	249	207	191	169	165	130	
21	13	18	10	6	20	45	56	56	63	64	55	69	68	57	74	82	89	63	46	39	53	37	37	21
17	18	16	14	15	32	46	66	61	66	68	65	55	47	67	93	87	96	69	65	53	36	51	32	16
19	23	13	10	17	36	44	58	44	56	59	72	59	57	86	88	114	74	52	42	50	37	36	30	23
22	21	11	10	31	45	62	51	58	60	64	74	64	66	84	96	122	59	65	54	49	43	41	31	21

AM Peak 1115 - 1215 (280), AM PHF=0.95 PM Peak 1630 - 1730 (421), PM PHF=0.86

*** Friday, August 25, 2006 - Total=4906, 15 minute drops**

10123

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
81	87	56	52	66	139	184	196	205	232	230	262	231	266	267	318	367	345	252	203	200	182	222	263	
21	18	15	10	14	24	44	50	46	70	58	75	76	62	62	69	78	109	74	58	64	50	49	64	60
16	14	17	15	17	39	47	55	53	56	56	63	49	74	67	78	84	92	53	58	43	43	54	69	57
23	32	13	16	19	34	35	43	58	46	74	63	53	72	72	106	109	80	62	45	47	47	63	71	49
21	23	11	11	16	42	58	48	48	60	42	61	53	58	66	65	96	64	63	42	46	42	56	59	43

AM Peak 1115 - 1215 (263), AM PHF=0.87 PM Peak 1630 - 1730 (406), PM PHF=0.93

*** Saturday, August 26, 2006 - Total=5082, 15 minute drops**

10381

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
209	159	121	91	66	92	126	177	173	202	239	240	273	253	258	271	297	365	310	241	238	216	223	242	
60	48	28	27	13	20	28	40	30	55	66	60	71	67	72	67	69	85	79	68	48	49	57	56	59
57	42	32	17	16	24	23	50	40	47	46	56	65	49	75	65	76	122	71	56	75	61	67	57	75
49	44	40	25	20	21	37	48	42	42	57	63	64	54	54	72	75	85	91	53	53	54	62	76	51
43	25	21	22	17	27	38	39	61	58	70	61	73	83	57	67	77	73	69	64	62	52	37	53	52

AM Peak 1145 - 1245 (261), AM PHF=0.92 PM Peak 1645 - 1745 (369), PM PHF=0.76

*** Sunday, August 27, 2006 - Total=1380 (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	
237	162	167	103	57	65	70	132	178	209	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
59	45	41	32	19	11	16	21	41	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
75	47	49	31	14	13	13	46	40	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
51	41	46	22	11	21	20	27	36	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
52	29	31	18	13	20	21	38	61	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT ≈ 10,060

Traffic Data Service Southwest
Vehicle Counts

22612-08 VehicleCount-1007 -- English (ENU)

Datasets:

Site:	**[22612] SR-76 - W/O SR-79**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	14:06 Wednesday, August 23, 2006 => 10:43 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2261229Aug2006.EC0 (Base)
Identifier:	A650941T MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**15:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 2804 / 8330 (33.66%)

*** Wednesday, August 23, 2006 - Total=228 (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	46	46	39	23	16	10	6	5	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	7	12	11	4	6	3	0	3	2
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	13	14	10	7	3	2	0	1	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	14	6	12	1	4	1	3	0	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	12	14	6	11	3	4	3	1	0

*** Thursday, August 24, 2006 - Total=639, 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	3	3	5	4	21	29	44	48	34	38	41	42	37	31	55	47	48	33	22	19	11	11	9	1271
2	0	0	0	1	3	7	12	11	13	8	9	9	7	9	16	14	16	6	10	7	2	4	3	4
1	1	1	2	1	5	8	9	8	9	12	6	11	9	8	14	11	11	11	7	3	4	2	2	1
1	2	0	2	0	9	6	10	13	5	13	14	10	14	9	10	15	12	9	4	6	3	2	2	0
0	0	2	1	2	4	8	13	16	7	5	12	12	7	5	15	7	9	7	1	3	2	3	2	0

AM Peak 0830 - 0930 (51), AM PHF=0.80 PM Peak 1500 - 1600 (55), PM PHF=0.86

*** Friday, August 25, 2006 - Total=823, 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	
5	4	3	3	2	25	29	46	35	44	28	54	51	59	58	55	57	60	70	44	36	27	14	14	1578
4	0	0	0	0	1	9	14	9	12	12	10	17	18	11	12	14	10	24	7	7	8	4	6	2
1	3	1	1	0	8	6	14	11	11	6	11	7	17	15	16	13	15	15	11	6	5	3	3	9
0	0	1	2	0	10	8	7	11	12	7	20	8	14	10	8	10	20	19	17	7	3	2	2	3
0	1	1	0	2	6	10	11	4	9	3	13	19	10	22	19	20	15	12	9	16	11	5	3	3

AM Peak 1115 - 1215 (61), AM PHF=0.76 PM Peak 1715 - 1815 (74), PM PHF=0.77

*** Saturday, August 26, 2006 - Total=972, 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	
17	4	2	6	7	9	19	22	40	58	60	72	86	94	104	88	75	56	52	28	27	15	20	11	1918
2	0	1	0	2	0	8	1	8	16	14	12	11	28	18	19	26	16	24	6	3	6	9	2	2
9	0	0	1	0	2	4	5	10	8	14	15	23	26	34	29	18	8	6	11	11	3	4	4	1
3	0	0	3	5	3	4	5	13	16	15	27	23	23	27	17	11	17	13	5	7	3	2	3	0
3	4	1	2	0	4	3	11	9	18	17	18	29	17	25	23	20	15	9	6	6	3	5	2	2

AM Peak 1130 - 1230 (79), AM PHF=0.73 PM Peak 1230 - 1330 (106), PM PHF=0.91

*** Sunday, August 27, 2006 - Total=142 (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	
5	4	3	6	3	11	12	18	35	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2	2	1	4	0	5	0	6	10	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	1	2	0	1	1	7	6	4	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	1	1	5	2	3	4	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	1	0	1	1	0	3	3	17	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT ≈ 1590

Traffic Data Service Southwest
Vehicle Counts

22612-08 VehicleCount-1006 -- English (ENU)

Datasets:

Site:	**[22612] SR-76 - W/O SR-79**
Direction:	8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration:	14:06 Wednesday, August 23, 2006 => 10:43 Tuesday, August 29, 2006
File:	F:\Traffic Data\MCData\LLG\2006\226\2261229Aug2006.EC0 (Base)
Identifier:	A650941T MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**15:00 Wednesday, August 23, 2006 => 10:00 Sunday, August 27, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 2726 / 8330 (32.73%)

*** Wednesday, August 23, 2006 - Total=205 (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	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	44	47	20	14	17	17	12	6	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	13	12	5	6	5	3	2	2	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	11	13	5	4	5	5	3	1	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	13	11	6	2	5	5	3	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	7	11	4	2	2	4	4	3	1

*** Thursday, August 24, 2006 - Total=632, 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	0	2	6	11	24	43	39	45	29	39	49	57	51	59	49	40	33	21	13	12	4	5	
0	0	0	1	1	5	7	9	9	12	5	11	16	13	8	11	14	10	8	5	2	3	1	0	0
0	0	0	0	0	1	6	12	13	9	4	11	12	13	15	17	10	12	11	5	4	3	1	0	0
0	0	0	1	2	4	8	12	9	9	9	7	7	14	15	21	14	11	10	6	4	1	1	0	0
1	0	0	0	3	1	3	10	8	15	11	10	14	17	13	10	11	7	4	5	3	5	1	5	1

AM Peak 0900 - 1000 (45), AM PHF=0.75 PM Peak 1445 - 1545 (62), PM PHF=0.74

*** Friday, August 25, 2006 - Total=755, 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	1	0	5	7	13	23	35	39	31	40	57	57	53	51	66	60	48	47	39	17	36	16	13	
0	1	0	1	0	0	4	6	10	9	9	19	19	10	12	16	16	18	6	6	6	14	5	1	2
0	0	0	0	2	5	7	10	12	8	7	11	15	14	16	20	17	10	16	9	4	2	4	3	1
0	0	0	1	2	4	7	9	10	6	12	14	11	11	10	14	18	11	12	11	5	8	3	4	2
1	0	0	3	3	4	5	10	7	8	12	13	12	18	13	16	9	9	13	13	2	12	4	5	3

AM Peak 1130 - 1230 (61), AM PHF=0.80 PM Peak 1545 - 1645 (67), PM PHF=0.93

*** Saturday, August 26, 2006 - Total=946, 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	3	2	2	2	8	18	50	46	63	65	67	102	83	90	65	70	56	50	30	30	20	10	6	
2	1	0	0	0	0	1	10	11	21	16	16	30	19	20	17	11	10	8	10	8	2	2	2	1
1	0	0	0	1	0	5	17	11	14	25	11	33	23	32	18	14	16	12	6	7	9	3	2	1
2	0	2	2	0	2	5	8	15	13	12	15	26	29	20	13	27	12	13	9	8	5	2	0	0
3	2	0	0	1	6	7	15	9	15	12	25	13	12	18	17	18	18	17	5	7	4	3	2	2

AM Peak 1145 - 1245 (114), AM PHF=0.86 PM Peak 1200 - 1300 (102), PM PHF=0.77

*** Sunday, August 27, 2006 - Total=188 (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	3	3	3	3	7	16	29	50	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1	1	2	0	0	0	1	3	5	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	1	0	2	0	1	6	9	13	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	1	1	1	1	3	4	12	13	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	0	0	0	2	3	5	5	19	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ADT ≈ 1590

APPENDIX D

County of San Diego Roadway Classifications, Level of Service, and ADT Table

County of San Diego
DRAFT

August 11, 1998

TABLE 1

AVERAGE DAILY VEHICLE TRIPS

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

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

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

APPENDIX E

Existing Peak Hour Analysis Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	0.94			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	1.00
Satd. Flow (prot)	1770	3486		1770	1838		1770	1743			1835	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.99	1.00
Satd. Flow (perm)	1770	3486		1770	1838		1770	1743			1835	1583
Volume (vph)	46	90	10	5	66	6	3	4	3	3	6	56
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	98	11	5	72	7	3	4	3	3	7	61
RTOR Reduction (vph)	0	9	0	0	4	0	0	1	0	0	0	57
Lane Group Flow (vph)	50	100	0	5	75	0	3	6	0	0	10	4
Turn Type	Prot			Prot			Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												6
Actuated Green, G (s)	5.1	11.4		1.2	7.5		37.1	37.1			4.4	4.4
Effective Green, g (s)	5.1	11.4		1.2	7.5		37.1	37.1			4.4	4.4
Actuated g/C Ratio	0.07	0.16		0.02	0.11		0.53	0.53			0.06	0.06
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	129	567		30	197		937	922			115	99
v/s Ratio Prot	c0.03	c0.03		0.00	c0.04		0.00	c0.00			c0.01	
v/s Ratio Perm												0.00
v/c Ratio	0.39	0.18		0.17	0.38		0.00	0.01			0.09	0.04
Uniform Delay, d1	31.0	25.3		34.0	29.1		7.8	7.8			31.0	30.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	1.9	0.1		2.6	1.2		0.0	0.0			0.3	0.2
Delay (s)	32.9	25.5		36.6	30.3		7.8	7.8			31.3	31.0
Level of Service	C	C		D	C		A	A			C	C
Approach Delay (s)		27.8			30.7			7.8			31.1	
Approach LOS		C			C			A			C	

Intersection Summary			
HCM Average Control Delay	28.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.09		
Actuated Cycle Length (s)	70.1	Sum of lost time (s)	20.0
Intersection Capacity Utilization	20.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	0.99		1.00	0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	1.00
Satd. Flow (prot)	1770	3400		1770	1846		1770	1807			1842	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.99	1.00
Satd. Flow (perm)	1770	3400		1770	1846		1770	1807			1842	1583
Volume (vph)	138	202	72	31	162	10	24	15	4	16	52	93
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	150	220	78	34	176	11	26	16	4	17	57	101
RTOR Reduction (vph)	0	41	0	0	2	0	0	3	0	0	0	91
Lane Group Flow (vph)	150	257	0	34	185	0	26	17	0	0	74	10
Turn Type	Prot			Prot			Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												6
Actuated Green, G (s)	9.0	19.2		2.8	13.0		22.4	22.4			6.5	6.5
Effective Green, g (s)	9.0	19.2		2.8	13.0		22.4	22.4			6.5	6.5
Actuated g/C Ratio	0.13	0.29		0.04	0.19		0.33	0.33			0.10	0.10
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	238	976		74	359		593	605			179	154
v/s Ratio Prot	c0.08	0.08		0.02	c0.10		c0.01	0.01			c0.04	
v/s Ratio Perm												0.01
v/c Ratio	0.63	0.26		0.46	0.51		0.04	0.03			0.41	0.06
Uniform Delay, d1	27.4	18.4		31.3	24.1		15.0	14.9			28.4	27.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	5.3	0.1		4.5	1.2		0.1	0.1			1.6	0.2
Delay (s)	32.7	18.5		35.8	25.4		15.2	15.0			30.0	27.6
Level of Service	C	B		D	C		B	B			C	C
Approach Delay (s)		23.3			27.0			15.1			28.6	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM Average Control Delay	24.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	66.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	37.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	48	223	120	25	30	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	242	130	27	33	35
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	158				491	144
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	158				491	144
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				94	96
cM capacity (veh/h)	1422				517	903

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	52	242	158	67
Volume Left	52	0	0	33
Volume Right	0	0	27	35
cSH	1422	1700	1700	664
Volume to Capacity	0.04	0.14	0.09	0.10
Queue Length 95th (ft)	3	0	0	8
Control Delay (s)	7.6	0.0	0.0	11.0
Lane LOS	A			B
Approach Delay (s)	1.4		0.0	11.0
Approach LOS				B

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	24.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	69	262	297	63	56	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	75	285	323	68	61	89
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	391				792	357
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	391				792	357
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				82	87
cM capacity (veh/h)	1167				335	687

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	75	285	391	150
Volume Left	75	0	0	61
Volume Right	0	0	68	89
cSH	1167	1700	1700	482
Volume to Capacity	0.06	0.17	0.23	0.31
Queue Length 95th (ft)	5	0	0	33
Control Delay (s)	8.3	0.0	0.0	15.8
Lane LOS	A			C
Approach Delay (s)	1.7		0.0	15.8
Approach LOS				C

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	39	139	79	28	76	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	42	151	86	30	83	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			193		320	118
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			193		320	118
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		87	94
cM capacity (veh/h)			1380		631	934

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	193	116	83	59
Volume Left	0	86	83	0
Volume Right	151	0	0	59
cSH	1700	1380	631	934
Volume to Capacity	0.11	0.06	0.13	0.06
Queue Length 95th (ft)	0	5	11	5
Control Delay (s)	0.0	5.9	11.6	9.1
Lane LOS		A	B	A
Approach Delay (s)	0.0	5.9	10.5	
Approach LOS			B	

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	30.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	0	85	0	0	100	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	92	0	0	109	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			92		46	46
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			92		46	46
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		89	100
cM capacity (veh/h)			1502		964	1023

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	92	0	109	0
Volume Left	0	0	109	0
Volume Right	92	0	0	0
cSH	1700	1700	964	1700
Volume to Capacity	0.05	0.00	0.11	0.00
Queue Length 95th (ft)	0	0	9	0
Control Delay (s)	0.0	0.0	9.2	0.0
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	9.2	
Approach LOS			A	

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	17.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	24	24	15	49	64	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	26	16	53	70	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	168	82	95			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	168	82	95			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	97	99			
cM capacity (veh/h)	813	978	1499			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	52	70	95
Volume Left	26	16	0
Volume Right	26	0	25
cSH	888	1499	1700
Volume to Capacity	0.06	0.01	0.06
Queue Length 95th (ft)	5	1	0
Control Delay (s)	9.3	1.8	0.0
Lane LOS	A	A	
Approach Delay (s)	9.3	1.8	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	20.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	25	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	100			
cM capacity (veh/h)	1023	1085	1623			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	27	0	0
Volume Left	27	0	0
Volume Right	0	0	0
cSH	1023	1700	1700
Volume to Capacity	0.03	0.00	0.00
Queue Length 95th (ft)	2	0	0
Control Delay (s)	8.6	0.0	0.0
Lane LOS	A		
Approach Delay (s)	8.6	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	8.6		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX F

Peak Hour ILV Analysis Worksheets

INTERSECTION

Signalized Intersection
CAPACITY ANALYSIS

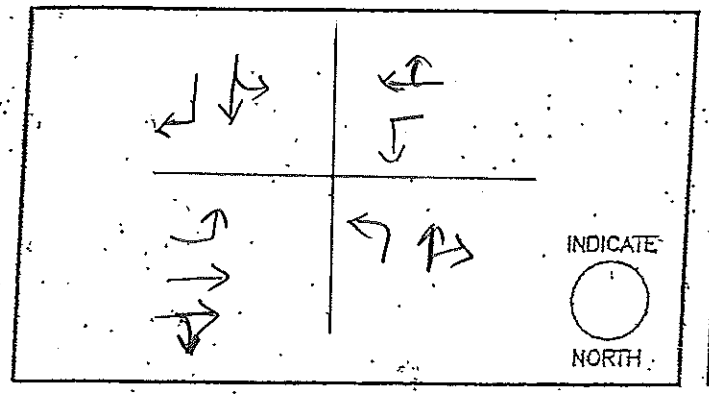
INTERSECTION SR 76 / Pala Mission Rd

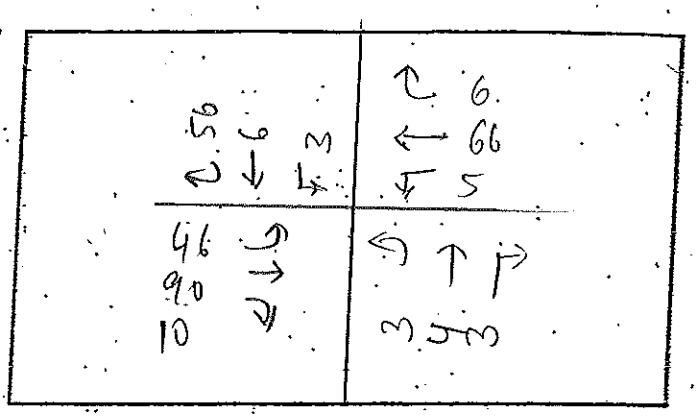
DIST. CO. RTE. P.M. 11 / SD / 76

BY _____ DATE _____

TIME _____ AM / PM

DIAGRAM AND TRAFFIC FLOWS:





LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
5 46	45 55 72	3 4	56 9

CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
46	72	7	56

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

Σ
181

Under Capacity

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

REMARKS:

INTERSECTION

Signalized Intersection
CAPACITY ANALYSIS

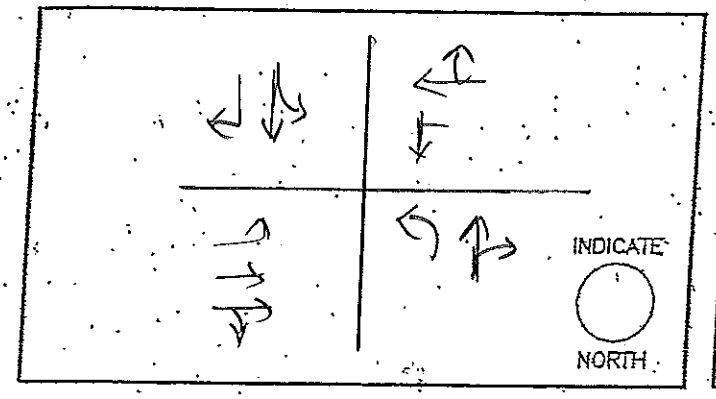
INTERSECTION SR 76 / Pala Mission Rd

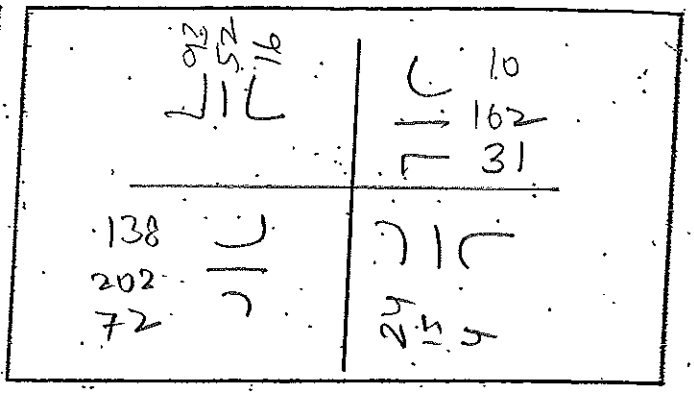
DIST. CO. RTE. P.M. 11 / SD / 76

BY _____ DATE _____

TIME _____ AM PM

DIAGRAM AND TRAFFIC FLOWS:





LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
138 31	10 173 172	24 9	92 16

CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1	PHASE 2	PHASE 3	PHASE 4
138	173	24	93

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

Σ
428

Under Capacity

☑ < 1200 ILV/HR.

☐ > 1200 BUT < 1500 ILV/HR.

☐ > 1500 ILV/HR (CAPACITY)

REMARKS:

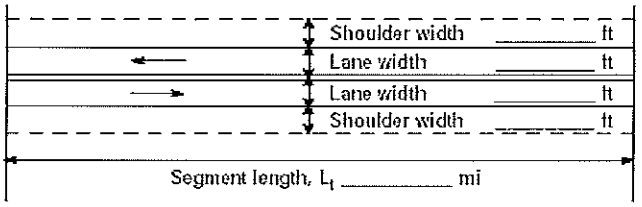
APPENDIX G

Two Lane Highway Analysis Sheets for Thursday Street Peak Hour

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76- East of I 15
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Thursday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	912 veh/h
Directional split	58 / 42
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	14 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.99
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.931
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1075
v_p * highest directional split proportion[2] (pc/h)	624

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	0.0 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	55.0 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	55.0 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	2.4
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	44.2

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.94
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.935
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1128
v_p * highest directional split proportion[2] (pc/h)	654
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	62.9
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	11.0
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	73.9

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.34
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	149
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	547
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	3.4

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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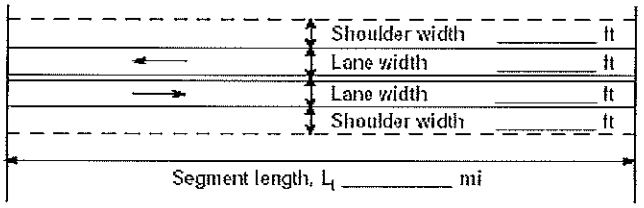
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76 - West of Pala Casino
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Thursday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	822 veh/h
Directional split	65 / 35
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	14 %
% Recreational vehicles, P_R	4%
Access points/ mi	3

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.93
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.9
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.885
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1086
v_p * highest directional split proportion[2] (pc/h)	706

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	0.0 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	54.3 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.8 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	54.3 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	2.4
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	43.4

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.94
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.935
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1017
v_p * highest directional split proportion[2] (pc/h)	661
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	59.1
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	12.2
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	71.3

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.34
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	114
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	419
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	2.6

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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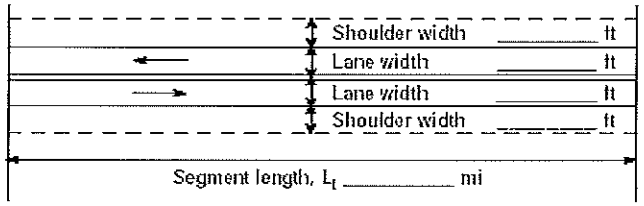
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76 -East of Pala Mission Rd
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Thursday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	443 veh/h
Directional split	51 / 49
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	14 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.93
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.9
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.885
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	585
v_p * highest directional split proportion[2] (pc/h)	298

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.7 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	3.9
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	45.2

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.94
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.935
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	548
v_p * highest directional split proportion[2] (pc/h)	279
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	38.2
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	21.6
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	59.8

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	C
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.18
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	24
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	89
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	0.5

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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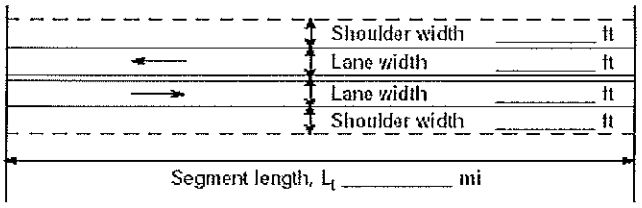
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76 - West of Pauma Res Rd
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Thursday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	715 veh/h
Directional split	50 / 50
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	14 %
% Recreational vehicles, P_R	4%
Access points/ mi	3

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.93
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.9
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.885
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	944
v_p * highest directional split proportion[2] (pc/h)	472

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.0 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.8 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.0 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	2.7
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	42.9

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.94
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.935
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	885
v_p * highest directional split proportion[2] (pc/h)	443
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	54.1
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	14.3
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	68.4

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.29
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	99
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	365
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	2.3

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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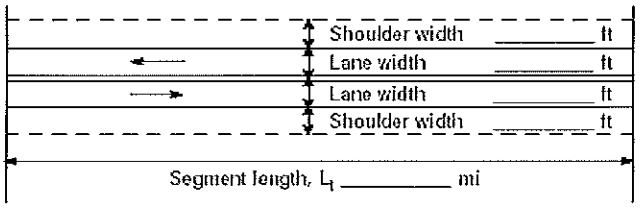
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76 - East of Pauma Res Rd
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Thursday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	674 veh/h
Directional split	51 / 49
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	14 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.93
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.9
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.885
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	890
v_p * highest directional split proportion[2] (pc/h)	454

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.7 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	2.8
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	44.0

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.94
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.935
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	834
v_p * highest directional split proportion[2] (pc/h)	425
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	52.0
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	14.9
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	66.8

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.28
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	159
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	586
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	3.6

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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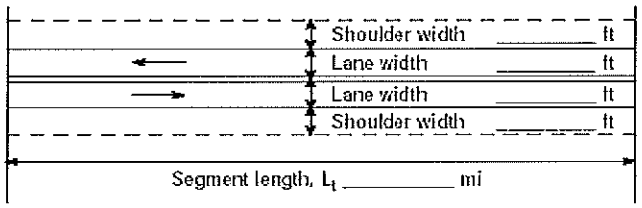
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76- West of V.Center Rd
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Thursday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	597 veh/h
Directional split	53 / 47
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	20 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.93
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.9
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.845
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	826
v_p * highest directional split proportion[2] (pc/h)	438

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.7 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	2.9
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	44.3

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.94
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.909
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	759
v_p * highest directional split proportion[2] (pc/h)	402
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	48.7
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	16.2
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	64.9

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.26
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	71
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	263
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	1.6

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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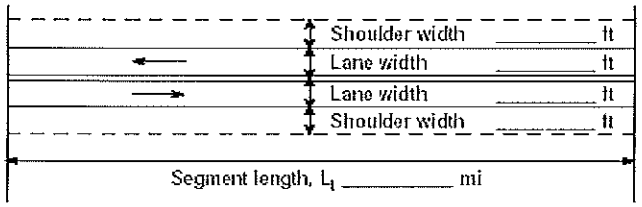
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76- East of V.Center Rd
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Thursday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	322 veh/h
Directional split	53 / 47
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	20 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.93
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.9
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.845
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	446
v_p * highest directional split proportion[2] (pc/h)	236

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.7 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	4.4
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	45.9

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.77
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.8
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.862
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	527
v_p * highest directional split proportion[2] (pc/h)	279
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	37.1
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	21.8
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	58.9

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	C
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.14
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	9
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	32
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	0.2

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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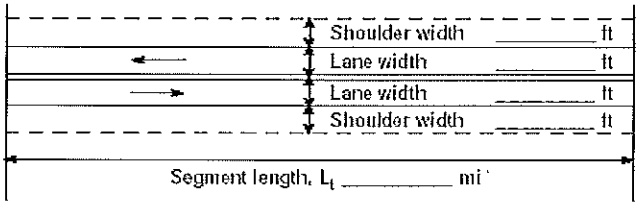
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76- West of SR 79
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Thursday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	114 veh/h
Directional split	50 / 50
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	10 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.71
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	2.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.867
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	201
v_p * highest directional split proportion[2] (pc/h)	101

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.7 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	3.5
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	48.6

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.77
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.8
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.926
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	174
v_p * highest directional split proportion[2] (pc/h)	87
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	14.2
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	21.4
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	35.6

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	C
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.06
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	3
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	11
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	0.1

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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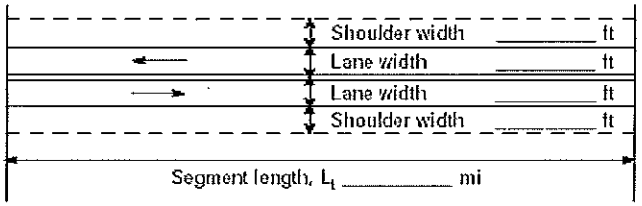
APPENDIX H

Two Lane Highway Analysis Sheets for Friday Street Peak Hour

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76- East of I 15
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Friday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	1216 veh/h
Directional split	72 / 28
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	14 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.99
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.931
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1434
v_p * highest directional split proportion[2] (pc/h)	1032

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	0.0 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	55.0 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	55.0 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	1.7
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	42.2

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1322
v_p * highest directional split proportion[2] (pc/h)	952
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	68.7
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	9.4
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	78.1

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.45
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	198
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	730
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	4.7

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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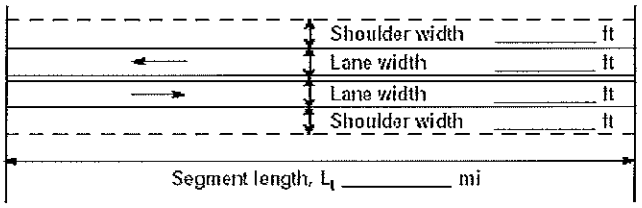
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76 - West of Pala Casino
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Friday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	1086 veh/h
Directional split	70 / 30
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	14 %
% Recreational vehicles, P_R	4%
Access points/ mi	3

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.99
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.931
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1281
v_p * highest directional split proportion[2] (pc/h)	897

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	0.0 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	54.3 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.8 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	54.3 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	1.9
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	42.4

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1180
v_p * highest directional split proportion[2] (pc/h)	826
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	64.6
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	10.6
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	75.2

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.40
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	151
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	554
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	3.6

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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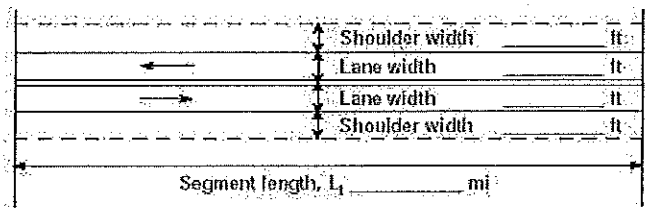
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76 -East of Pala Mission Rd
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Friday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	550 veh/h
Directional split	58 / 42
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	14 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.93
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.9
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.885
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	726
v_p * highest directional split proportion[2] (pc/h)	421

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.7 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	3.3
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	44.7

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.94
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.935
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	681
v_p * highest directional split proportion[2] (pc/h)	395
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	45.0
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	18.2
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	63.2

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.23
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	30
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	110
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	0.7

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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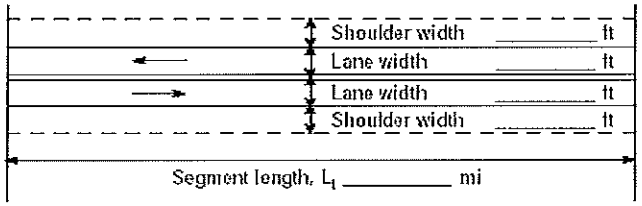
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76 - West of Pauma Res Rd
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Friday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	818 veh/h
Directional split	55 / 45
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	14 %
% Recreational vehicles, P_R	4%
Access points/ mi	3

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.93
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.9
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.885
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1080
v_p * highest directional split proportion[2] (pc/h)	594

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.0 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.8 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.0 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	2.4
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	42.2

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.94
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.935
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1012
v_p * highest directional split proportion[2] (pc/h)	557
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	58.9
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	12.5
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	71.4

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.34
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	113
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	417
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	2.7

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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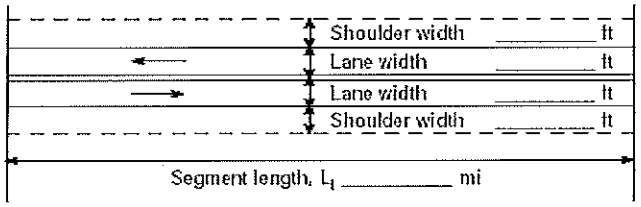
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76 - East of Pauma Res Rd
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Friday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	798 veh/h
Directional split	54 / 46
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	14 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.93
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.9
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.885
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1054
v_p * highest directional split proportion[2] (pc/h)	569

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.7 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	2.5
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	43.1

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.94
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.935
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	987
v_p * highest directional split proportion[2] (pc/h)	533
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	58.0
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	12.8
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	70.8

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.33
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	189
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	694
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	4.4

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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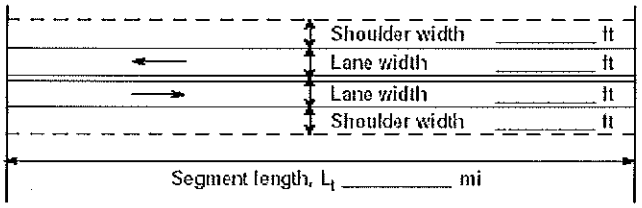
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76- West of V.Center Rd
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Friday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	645 veh/h
Directional split	55 / 45
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	20 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.93
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.9
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.845
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	893
v_p * highest directional split proportion[2] (pc/h)	491

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.7 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	2.8
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	44.0

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.94
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.909
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	820
v_p * highest directional split proportion[2] (pc/h)	451
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	51.4
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	14.7
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	66.0

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.28
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	77
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	284
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	1.8

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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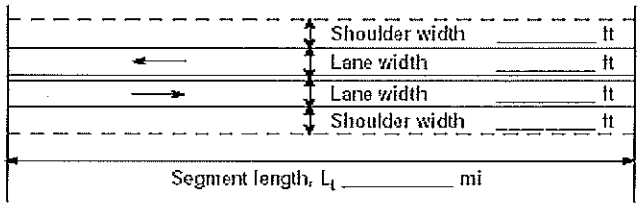
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76- East of V.Center Rd
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Friday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	364 veh/h
Directional split	52 / 48
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	20 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.93
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.9
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.845
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF*f_G*f_{HV})$	504
v_p * highest directional split proportion[2] (pc/h)	262

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.7 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	4.2
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	45.6

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.77
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.8
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.862
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF*f_G*f_{HV})$	596
v_p * highest directional split proportion[2] (pc/h)	310
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	40.8
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	20.6
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	61.4

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	C
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.16
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	10
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	36
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	0.2

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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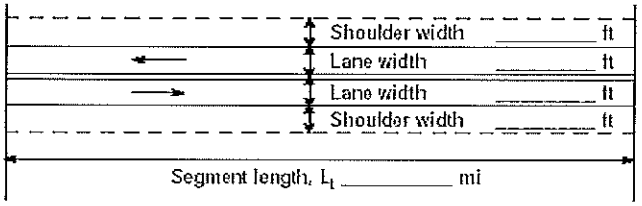
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76- West of SR 79
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Friday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	117 veh/h
Directional split	50 / 50
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	10 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.71
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	2.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.867
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	207
v_p * highest directional split proportion[2] (pc/h)	104

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.7 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	3.5
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	48.6

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.77
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.8
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.926
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	178
v_p * highest directional split proportion[2] (pc/h)	89
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	14.5
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	21.5
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	36.0

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	C
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.06
Peak 15-min veh-miles of travel,VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	3
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	12
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	0.1

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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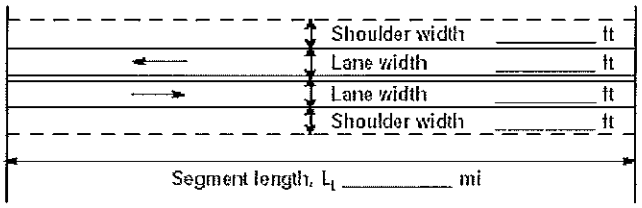
APPENDIX I

Two Lane Highway Analysis Sheets for Saturday Peak Hour

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76- East of I 15
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Saturday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	1112 veh/h
Directional split	52 / 48
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	14 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.99
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.931
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1311
v_p * highest directional split proportion[2] (pc/h)	682

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	0.0 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	55.0 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	55.0 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	1.9
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	42.9

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1209
v_p * highest directional split proportion[2] (pc/h)	629
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	65.4
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	10.3
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	75.7

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.41
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	181
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	667
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	4.2

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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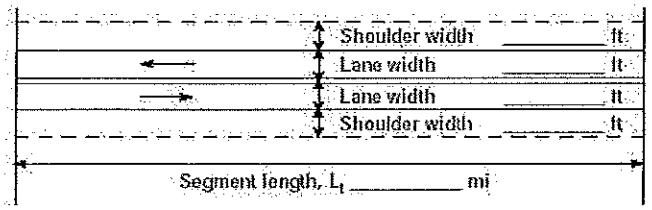
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76 - West of Pala Casino
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Saturday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	1002 veh/h
Directional split	53 / 47
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	14 %
% Recreational vehicles, P_R	4%
Access points/ mi	3

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.99
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.931
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1182
v_p * highest directional split proportion[2] (pc/h)	626

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	0.0 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	54.3 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.8 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	54.3 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	2.1
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	42.9

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	1.00
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1089
v_p * highest directional split proportion[2] (pc/h)	577
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	61.6
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	11.7
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	73.3

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.37
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	139
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	511
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	3.2

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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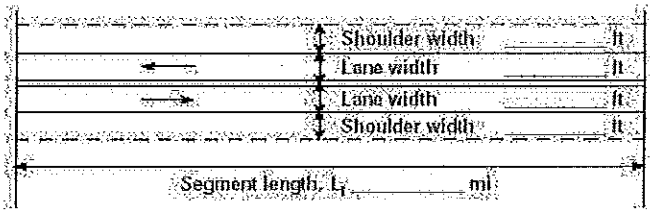
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76 -East of Pala Mission Rd
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Saturday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	552 veh/h
Directional split	50 / 50
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	14 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.93
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.9
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.885
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	729
v_p * highest directional split proportion[2] (pc/h)	365

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.7 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	3.3
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	44.7

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.94
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.935
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	683
v_p * highest directional split proportion[2] (pc/h)	342
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	45.1
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	18.4
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	63.5

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.23
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	30
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	110
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	0.7

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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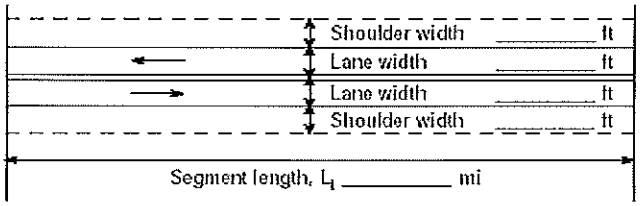
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76 - West of Pauma Res Rd
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Saturday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	870 veh/h
Directional split	50 / 50
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	14 %
% Recreational vehicles, P_R	4%
Access points/ mi	3

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.93
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.9
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.885
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1149
v_p * highest directional split proportion[2] (pc/h)	575

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.0 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.8 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.0 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	2.2
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	41.8

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.94
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.935
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1076
v_p * highest directional split proportion[2] (pc/h)	538
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	61.2
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	11.9
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	73.1

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.36
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	121
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	444
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	2.9

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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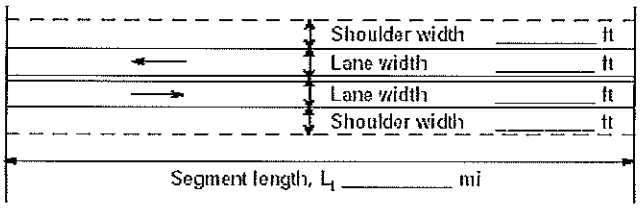
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76 - East of Pauma Res Rd
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Saturday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	781 veh/h
Directional split	51 / 49
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	14 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.93
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.9
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.885
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	1031
v_p * highest directional split proportion[2] (pc/h)	526

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.7 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	2.5
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	43.2

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.94
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.935
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	966
v_p * highest directional split proportion[2] (pc/h)	493
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	57.2
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	13.3
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	70.5

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.32
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	185
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	679
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	4.3

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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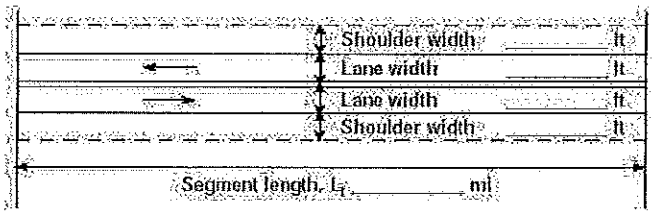
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76- West of V.Center Rd
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Saturday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	652 veh/h
Directional split	50 / 50
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	20 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.93
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.9
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.845
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	902
v_p * highest directional split proportion[2] (pc/h)	451

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.7 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	2.8
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	43.9

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.94
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.909
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	829
v_p * highest directional split proportion[2] (pc/h)	415
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	51.7
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	15.0
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	66.8

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	D
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.28
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	78
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	287
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	1.8

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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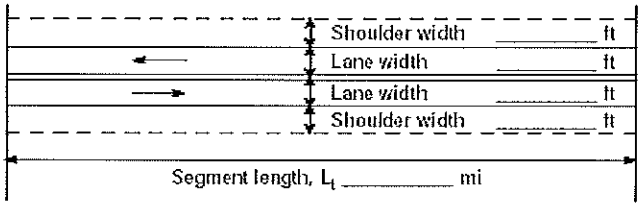
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76- East of V.Center Rd
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Saturday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	312 veh/h
Directional split	51 / 49
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	20 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.93
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	1.9
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.845
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	432
v_p * highest directional split proportion[2] (pc/h)	220

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.7 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	4.4
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	45.9

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.77
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.8
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.862
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	511
v_p * highest directional split proportion[2] (pc/h)	261
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	36.2
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	22.3
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	58.5

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	C
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.14
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	8
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	31
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	0.2

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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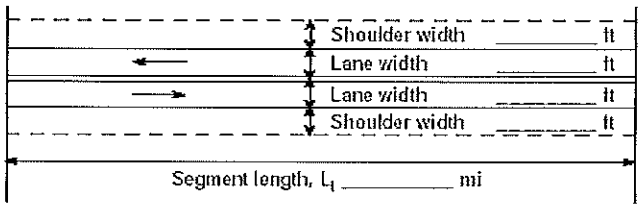
TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Shankar	Highway	SR 76
Agency or Company	Caltrans	From/To	SR 76- West of SR 79
Date Performed	12/27/2006	Jurisdiction	District 11
Analysis Time Period	Existing -Saturday	Analysis Year	2006

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☐ Level ☑ Rolling

Two-way hourly volume	188 veh/h
Directional split	50 / 50
Peak-hour factor, PHF	0.92
No-passing zone	100
% Trucks and Buses , P_T	10 %
% Recreational vehicles, P_R	4%
Access points/ mi	0

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	0.71
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	2.5
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.867
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	332
v_p * highest directional split proportion[2] (pc/h)	166

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	mi/h	Base free-flow speed, $BFFS_{FM}$	55.0 mi/h
Observed volume, V_f	veh/h	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	1.3 mi/h
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	53.7 mi/h	Adj. for access points, f_A (Exhibit 20-6)	0.0 mi/h
		Free-flow speed, FFS $(FSS=BFFS-f_{LS}-f_A)$	53.7 mi/h

Adj. for no-passing zones, f_{np} (mi/h) (Exhibit 20-11)	4.2
Average travel speed, ATS (mi/h) $ATS=FFS-0.00776v_p-f_{np}$	47.0

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	0.77
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	1.8
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, f_{HV} $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.926
Two-way flow rate[1], v_p (pc/h) $v_p=V/(PHF * f_G * f_{HV})$	287
v_p * highest directional split proportion[2] (pc/h)	144
Base percent time-spent-following, BPTSF(%) $BPTSF=100(1-e^{-0.000879v_p})$	22.3
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	23.1
Percent time-spent-following, PTSF(%) $PTSF=BPTSF+f_{d/np}$	45.4

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	C
Volume to capacity ratio v/c $v/c=V_p/3{,}200$	0.10
Peak 15-min veh-miles of travel, VMT_{15} (veh- mi) $VMT_{15}=0.25L_t(V/PHF)$	5
Peak-hour vehicle-miles of travel, VMT_{60} (veh- mi) $VMT_{60}=V*L_t$	19
Peak 15-min total travel time, TT_{15}(veh-h) $TT_{15}=VMT_{15}/ATS$	0.1

Notes

1. If v_p >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split v_p>= 1,700 pc/h, terminated anlysis-the LOS is F.

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APPENDIX J

Cumulative Projects List

TABLE A

CUMULATIVE PROJECTS LIST

Project Name	Year 2013 ADT	Year 2035 ADT	Project Description
CAMPUS PARK OR PASSERELLE	8,500	43,395	Residential, Commercial, School and Office.
CAMPUS PARK WEST OR PAPPAS	3,830	40,000	Residential, Commercial, School and College.
VILLAGE SQUARE AT VALLEY CENTER	18,704	18,704	Shopping Center, Medical Office, Commercial Office and Homes.
MEADOWOOD PLAN REPLACEMENT OR PARDEE	8,840	8,840	Residential, School and Parks.
WARNER RANCH	4,500	10,128	Single Family Residential
SAN PASQUAL INDIAN RESERV. (CASIN0 / HOTEL)	3,000	10,010	Casino, Hotel
RINCON CASINO	3,000	8,270	Gaming Facility (Casino, Hotel, Etc.)
PALA GAMING FACILITY	3,000	6,400	Casino, Restaurants and Entertainment
PAUMA GAMING FACILITY	5,200	5,200	Expand Casino, Hotel/Restaurant and Office Space.
SAN LUIS REY PARK MASTER PLAN	5,620	5,620	Parks

Source: Caltrans Cumulative Projects Record