APPENDIX E - TRAFFIC STUDY

CUYAMACA RANCHO STATE PARK
EQUESTRIAN FACILITIES PROJECT
TRAFFIC IMPACT STUDY

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CHAPTER 1
THE PROJECT

This traffic impact analysis has been prepared for the proposed Cuyamaca Rancho State Park Equestrian Facilities Project, which includes Equestrian Family Campground known as Descanso Area Development and Equestrian Day Use Parking known as Paso Picacho. The proposed development is located within Cuyamaca Rancho State Park in San Diego County.

The project is adjacent to State Route 79 (SR-79). Access to the Descanso Area Development is provided by Viejas Boulevard and access to the Equestrian Day Use Parking is provided directly by SR-79. Interstate 8 provides regional access to the project site.

Figure 1-1 shows the project vicinity and study area. Figure 1-2 shows the project site plan.

PROJECT DESCRIPTION

The project consists of up to 27 campsites and up to 20 trailer parking facilities in Descanso Area Development and up to 9 trailer parking in Paso Picacho Day Use Parking. Assuming all the campsites and Day Use parking is full, the project will generate a total of 94 daily driveway trips from Descanso Area Development and 36 daily driveway trips from Paso Picacho Day Use parking facility.

STUDY AREA

The study area for this project includes those locations that are expected to be affected by this project. The scope of the study area is based on the County of San Diego Guidelines and developed through a review of on-going traffic studies, and a working knowledge of the local transportation system. The specific study area includes three roadway segments and five intersections as described below:

Roadway Segments
- SR-79 north of Paso Picacho
- Viejas Boulevard east of Mizpah Lane
- Viejas Boulevard from Viejas Grade Road to River Drive

Intersections
- Riverside Drive/SR-79
- Riverside Drive/Viejas Grade Road
- Viejas Boulevard /SR-79
- SR-79/Paso Picacho Campground

PROJECT TRIP GENERATION

Trip generation is a measure or forecast of the number of trips that begin or end at the project site. The traffic generated is a function of the extent and type of development proposed for the site. These trips will result in some traffic increases on the streets where they occur. Vehicular traffic generation characteristics for projects are estimated based on established rates. These rates identify the probable traffic generation of various land uses based on studies of developments in comparable settings.

For the purpose of this study, trip generated from the proposed project is calculated assuming that all the campsites and the Day Use parking are full. The peak periods used in this study are Friday Peak (5:00 to 6:00 pm) and Saturday Peak (12:00 to 1:00 pm). Friday Peak is where people start coming into the Campgrounds and Saturday Peak is where people start leaving the Campground. These peak periods are obtained from Cuyamaca Rancho State Park. The total percent of Friday and Saturday Peak is calculated based on the existing counts taken at the Paso Picacho Campground site. See existing trip generation table in Appendix C. The Descanso Area Development will generate 94 daily driveway trips, with 10 trips occurring in Friday Peak and 21 trips occurring in Saturday Peak. The Paso Picacho Day Use parking will generate 36 daily driveway trips, with 4 occurring in Friday Peak and 8 occurring in Saturday Peak. Table 1-1 below summarized the trips generated by the proposed project.

The project trip generation assumption is based on peak of the generator of the traffic not on the peak of the commuter traffic. The school peaks are generally from 8:00 AM to 9:00 AM in the morning and 3:00 PM to 4:00 PM in the evening during the weekdays. Therefore, project analysis is based on the peak of the generator which is during weekends.

The project trip generation assumes full capacity which is worst case scenario. Therefore, any special events would be taken care with the assumed trip generation and traffic volumes taken during Saturday peak and Sunday peak hours.

Table 1-1
Project Trip Generation

Land Use	Intensity	Units	Rate/Trips	Daily	Friday Peak Hour			Saturday Peak Hour		
					Total	In	Out	Total	In	Out
Descanso Area Development										
Campground	27	Campsite	Rate	1	10%	40%	60%	23%	50%	50%
			PCE *	54	6	2	4	12	6	6
Trailer Parking	20	Trailer Parking	Rate	1	10%	40%	60%	23%	50%	50%
			PCE *	40	4	2	2	9	5	5
Descanso Area Development Total Trips				**94**	**10**	**4**	**6**	**21**	**11**	**11**
Paso Picacho Day Use Site										
Trailer Parking	9	Trailer Parking	Rate	2	10%	40%	60%	23%	50%	50%
			PCE *	**36**	**4**	**2**	**2**	**8**	**4**	**4**

Note: Numbers may not total due to rounding.

* 1 Trailer Truck=2 Passenger Car Equivalent Trips
Trailer trucks are converted into passenger car equivalent because all our existing counts are based on passenger car equivalent

TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment is the process of identifying the probable destinations, directions and traffic routes that project related traffic will likely affect. Trip distribution and assignment information can be estimated from observed traffic patterns, through data collection, and overall experience in the area. For this project, trip distribution assumption is based on the fact that Riverside Drive is closer to freeway and its natural that people use Riverside Drive rather than Viejas Boulevard. The trip distribution and assignment for the project-related trips is shown in Figure 1-3 and 1-4. Figure 1-5 shows the daily and Friday and Saturday peak hour project trips.

PROJECT ACCESS

Access to the Descanso Area Development site located in Descanso is provided by Viejas Boulevard. However, the most direct route to the site is Riverside Drive, which is reflected in the project traffic assignment. Access to the Paso Picacho Day Use parking located east of Cuyamaca Rancho State Park is provided directly along SR-79 with regional access being provided by Interstate 8.

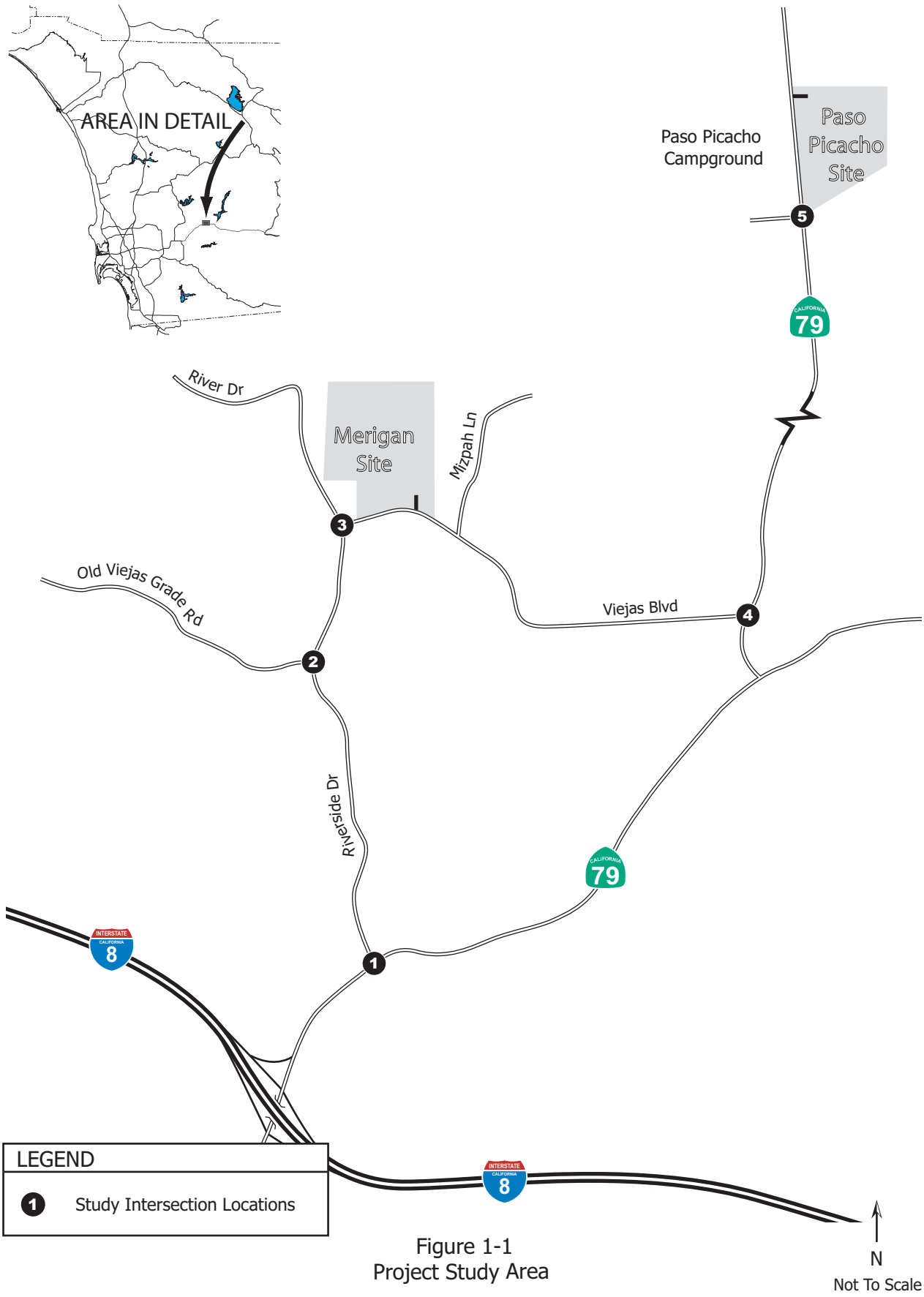
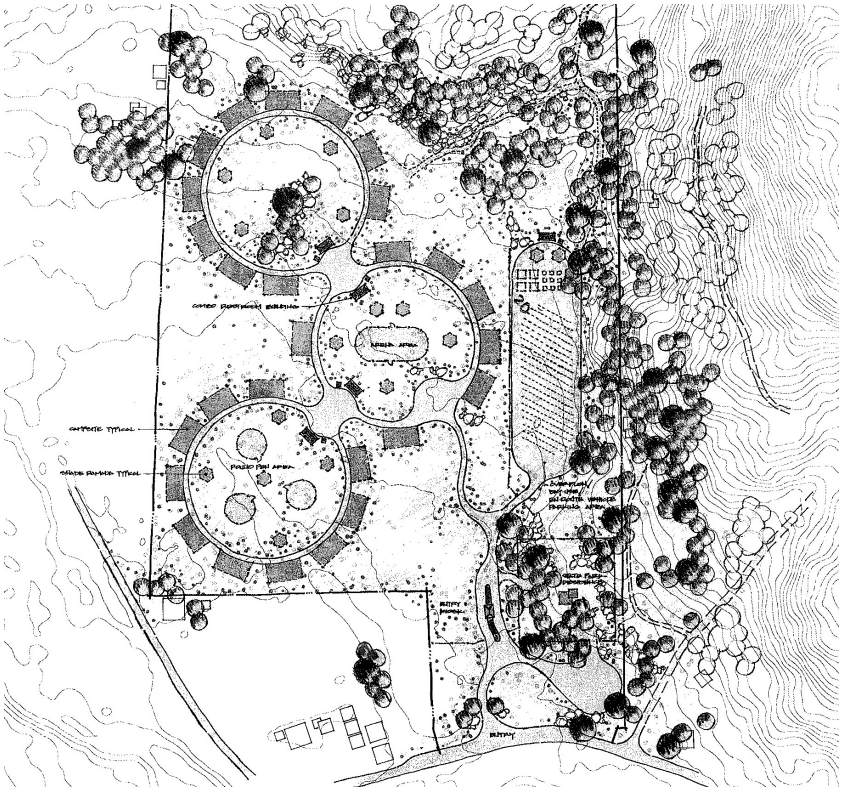


Figure 1-1
Project Study Area

Descanso Area Development - Conceptual Plan



Paso Picacho East
Equestrian Day Use Area - Conceptual Plan

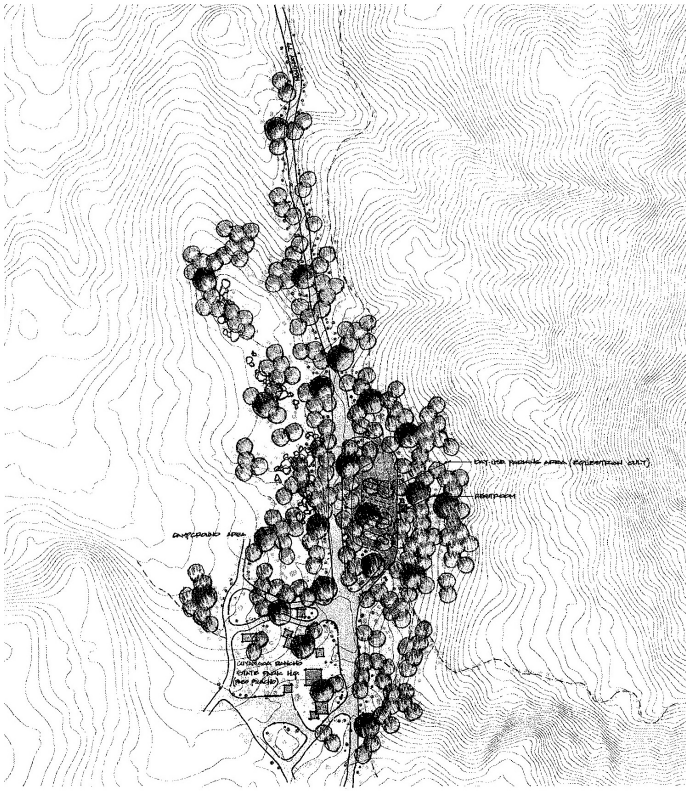


Figure 1-2
Project Site Plan

N
Not To Scale

Figure 1-3
Project Trip Distribution for Merigan Site

Figure 1-4
Project Trip Distribution for Paso Picacho Site

Figure 1-5
Daily and Peak Hour Project Trips

CHAPTER 2
METHODOLOGIES

This chapter documents the methodologies and assumptions used to conduct the traffic impact analysis for the project. This section contains the following background information:

- Study scenarios
- Study time periods
- Capacity analysis methodologies

STUDY SCENARIOS

This report presents an analysis of the following analysis scenarios:
- Existing Conditions
- Existing Conditions Plus Project

ANALYSIS METHODOLOGIES

This study was conducting in accordance with the *County of San Diego Guidelines for Determining Significance Transportation and Traffic (September 26, 2006).* The following methods are outlined in this publication and used in this study. Street system operating conditions are typically described in terms of "level of service." Level of service is a report-card scale used to indicate the quality of traffic flow on roadway segments and at intersections. Level of service (LOS) ranges from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). A more detailed description of the concepts described in this section is provided in Appendix A of this document.

Roadway Segment Capacity Analysis

The County of San Diego has published daily traffic volume standards for roadways within its jurisdiction. To determine service levels on study area roadway segments, we compared the appropriate average daily traffic thresholds for level of service to the daily capacity of the study area roadway segments, and the existing and future volumes in the study area. The thresholds for determining level of service used in this analysis are summarized in Appendix A.

Intersection Capacity Analysis

The analysis of peak hour intersection performance was conducted using the Traffix analysis software program, which uses methodologies defined in the 2000 Highway Capacity Manual (HCM) to calculate results. Level of service (LOS) for intersections is determined by control delay. Control delay is defined as the total elapsed time from when a vehicle stops at the end of a queue to the time the vehicle departs from the stop line. The total elapsed time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue. **Appendix A** lists the HCM delay/LOS criteria for both signalized and unsignalized intersections.

All-way Stop-controlled (AWSC) Intersections

The HCM analysis methodology for evaluating all-way Stop-controlled intersections is based on the degree of conflict for each independent approach created by the opposing approach and each conflicting approach. Level of Service for AWSC intersections is also based on the average control delay. However, AWSC intersections have different threshold values than those applied to signalized intersections. This is based on the rationale that drivers expect AWSC intersections to carry lower

traffic volumes than at signalized intersections. Therefore, a higher level of delay is acceptable at a signalized intersection for the same LOS.

Two-way Stop-controlled (TWSC) Intersections

The HCM analysis methodology for evaluating two-way Stop-controlled (TWSC) intersections is based on gap acceptance and conflicting traffic for vehicles stopped on the minor-street approaches. The critical gap (or minimum gap that would be acceptable) is defined as the minimum time interval in the major-street traffic stream that allows intersection entry for one minor-street vehicle. Average control delay and LOS for the "worst approach" are reported. Level of service is not defined for the intersection as a whole.

Analysis of Significance

To determine direct project impacts, the County of San Diego has developed a series of thresholds based on allowable increases in volume-to-capacity ratios that become more stringent as level of service worsens. Appendix A summarizes these thresholds. Where roadway segments and intersections operate at LOS D or better impacts are not considered significant.

SANDAG Congestion Management Plan

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare a Congestion Management Program (CMP). The purpose of the CMP is to monitor the performance of the region's transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG has prepared the CMP for the San Diego region. It establishes significance criteria that identifies that LOS D is the minimum acceptable LOS for peak hour operation. Any roadway segment operating at LOS E or F is considered to be operating deficiently. The SANDAG Congestion Management Plan 1999 Update (CMP) requires a traffic analysis for all large-scale projects that generate at least 2,400 daily trips or 200 or more peak hour trips. The proposed project does not meet the daily and peak hour trip generation threshold, so a detailed RSA analysis is not required.

CHAPTER 3
EXISTING CONDITIONS

TRAFFIC VOLUMES

The intersection turning movement counts were conducted during the Friday from 5:00 PM to 8:00 PM and Saturday from 12:00 Noon to 3:00 PM in August 2007. Average daily traffic volumes were obtained through machine data collection. The resultant existing weekday morning and evening peak hour intersection volumes are shown in Figures 3-2 and 3-3. The daily traffic volumes are shown in Figure 3-4.

ROADWAY NETWORK

The principal roadways in the project study area are described briefly below. The description includes the physical characteristics, adjacent land uses, and traffic control devices along these roadways. The existing roadway geometry and control conditions are shown in Figure 3-1. Additional details regarding specific intersection operating conditions can be found on the capacity analysis worksheets in the Appendix D.

SR-79 runs north/south connecting the Descanso in the south to Julian in the north. It has a functional classification of a 2-Lane Rural Mountain Road with one lane in each direction. Paved travel way width is approximately 12 feet per lane. The roadway does provide driveway access to adjacent land uses. It does not have a raised/painted median. There no are bike lanes or sidewalks. The posted speed limit is 40 MPH.

Viejas Boulevard runs east/west connecting SR-79 and the Descanso Community. It has a functional classification of a 2-Lane Light Collector Road with one lane in each direction. Paved travel way width is approximately 12 feet per lane in the vicinity of Equestrian Family Campground known as Descanso Area Development. The roadway does provide driveway access to adjacent land uses. It does not have a raised/painted median. There no are bike lanes or sidewalks. The posted speed limit is 40 MPH.

DAILY ROADWAY SEGMENT AND INTERSECTION OPERATIONS

The County of San Diego Circulation Element contains daily traffic volume standards for roadways within the County. To determine existing service levels on study area roadway segments, we compared the adopted average daily traffic thresholds for level of service, the daily capacity of the study area roadway segments, and existing volumes in the study area. Table 3-1 is a summary of existing without project roadway segment conditions, whereas Figure 3-3 graphically presents the results of this analysis. A summary of the existing intersection levels of service is included in Table 3-2 and is graphically shown in Figure 3-2.

Table 3-1
Existing Roadway Segment Conditions

Roadway Segment	Lanes/ Class	LOS E Capacity	Without Project		Comparison
			ADT	LOS	Significant?
SR-79					
North of Paso Picacho	2RH	22,900	2,361	C	No
Viejas Boulevard					
East of Mizpah Lane	2LC	16,200	900	A	No
Viejas Grade Road to River Drive	2LC	16,200	1,283	A	No

Abbreviations: 2LC is a 2 lane Light Collector. 2RH is a 2 lane Rural Highway.

Table 3-2
Existing Intersection Conditions

Intersection	Delay	LOS
Friday Peak Hour		
Riverside Dr/SR-79 *	9.1	A
Riverside Dr/ Viejas Grade Road *	9.1	A
Viejas Blvd/River Drive *	8.7	A
Viejas Blvd/SR-79 *	9.3	A
SR-79/Paso Picacho Campground *	9.0	A
Saturday Peak Hour		
Riverside Dr/SR-79 *	9.9	A
Riverside Dr/ Viejas Grade Road *	9.0	A
Viejas Blvd/River Drive *	8.7	A
Viejas Blvd/SR-79 *	9.8	A
SR-79/Paso Picacho Campground *	9.7	A

* Unsignalized

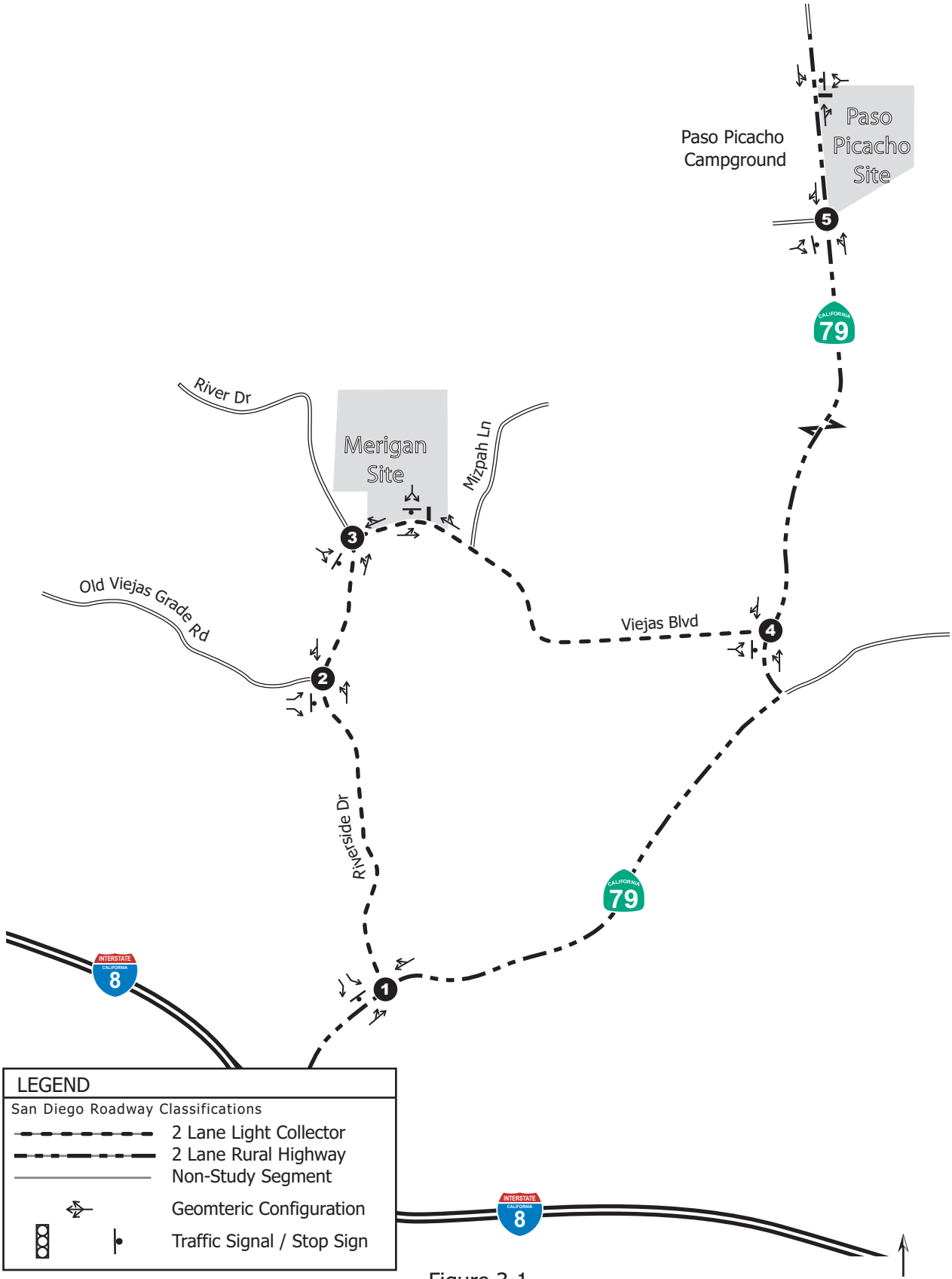


Figure 3-1
Existing Circulation Network

Figure 3-2
Existing Friday Peak Hour Intersection Conditions

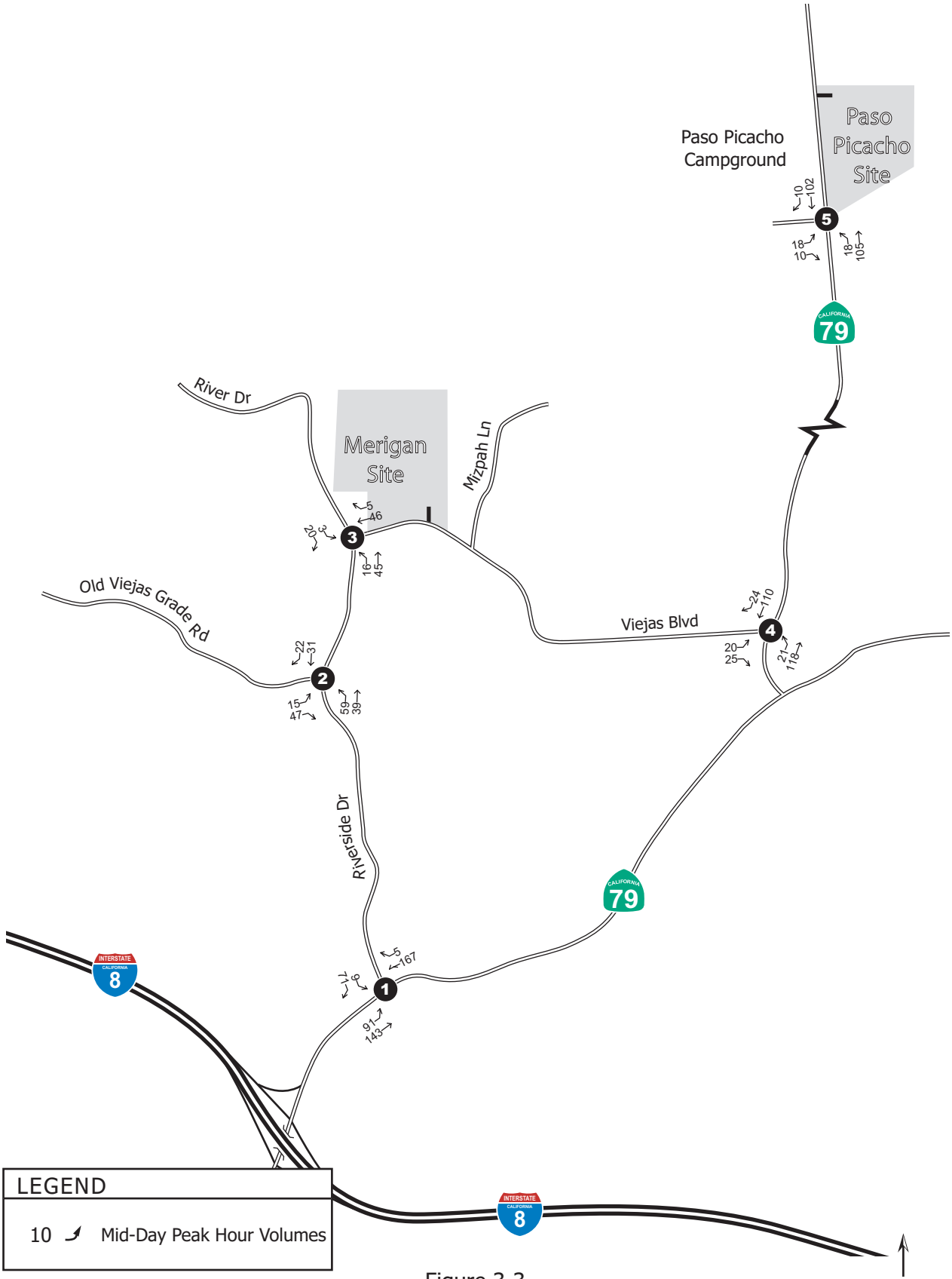


Figure 3-3
Existing Saturday Peak Hour Intersection Conditions

Figure 3-4
Existing Roadway Segment Conditions

CHAPTER 4
EXISTING PLUS PROJECT CONDITIONS

Existing plus project conditions represent opening day of the proposed project where project traffic volumes are added to the existing base volumes to create the with project scenario.

EXISTING CIRCULATION NETWORK

No other circulation network changes were assumed under the Existing Plus Project scenario.

EXISTING PLUS PROJECT ROADWAY SEGMENT AND INTERSECTION ANALYSIS

The effect of the proposed project on the study area circulation network was evaluated. The following tables summarize the results of this analysis. Table 4-1 includes a summary of existing roadway segment conditions with the proposed project. Table 4-2 summarizes the intersection levels of service with the proposed project. The resultant existing plus project Friday Peak hour intersection conditions are shown in Figure 4-1 and Saturday Peak hour intersection conditions are shown in Figure 4-2. The existing plus project roadway segment conditions are shown in Figure 4-3.

Table 4-1
Existing Plus Project Roadway Segment Conditions

Roadway Segment	Lanes/ Class	LOS E Capacity	Without Project		With Project		Comparison	
			ADT	LOS	ADT	LOS	Project Added Traffic	Significant?
SR-79								
North of Paso Picacho	2RH	22,900	2,361	C	2,412	C	51	No
Viejas Boulevard								
East of Mizpah Lane	2LC	16,200	900	A	940	A	40	No
Viejas Grade Road to River Drive	2LC	16,200	1,283	A	1,377	A	94	No

Abbreviations: 2LC is a 2 lane Light Collector. 2RH is a 2 lane Rural Highway.

Table 4-2
Existing Plus Project Intersection Conditions

Intersection	Without Project		With Project without Mitigation		Δ Trips	Significant
	Delay	LOS	Delay	LOS		
Friday PM Peak Hour						
Riverside Dr/SR-79 *	9.1	A	9.2	A	0	No
Riverside Dr/ Viejas Grade Road *	9.1	A	9.1	A	0	No
Viejas Blvd/River Drive *	8.7	A	8.7	A	0	No
Viejas Blvd/SR-79 *	9.3	A	9.4	A	4	No
SR-79/Paso Picacho Campground *	9.0	A	9.1	A	0	No
Viejas Blvd/Campground Entrance *	NA	NA	8.8	A	4	No
SR-79/Parking Entrance *	NA	NA	9.0	A	2	No
Saturday Mid-Day Peak Hour						
Riverside Dr/SR-79 *	9.9	A	9.9	A	0	No
Riverside Dr/ Viejas Grade Road *	9.0	A	9.0	A	0	No
Viejas Blvd/River Drive *	8.7	A	8.7	A	0	No
Viejas Blvd/SR-79 *	9.8	A	10.1	B	8	No
SR-79/Paso Picacho Campground *	9.7	A	9.9	A	0	No
Viejas Blvd/Campground Entrance *	NA	NA	9.0	A	11	No
SR-79/Parking Entrance *	NA	NA	9.2	A	4	No

* Unsignalized

Table 4-2 shows that all intersections are operating at LOS B or better. Even if the distribution is changed to have a higher percentage of vehicles accessing Descanso Area Development through Viejas Boulevard rather than Riverside Drive will not have any significant impact at the intersection of Viejas Boulevard/SR-79.

Figure 4-1
Existing Plus Project Friday Peak Hour Conditions

Figure 4-2
Existing Plus Project Saturday Peak Intersection Conditions

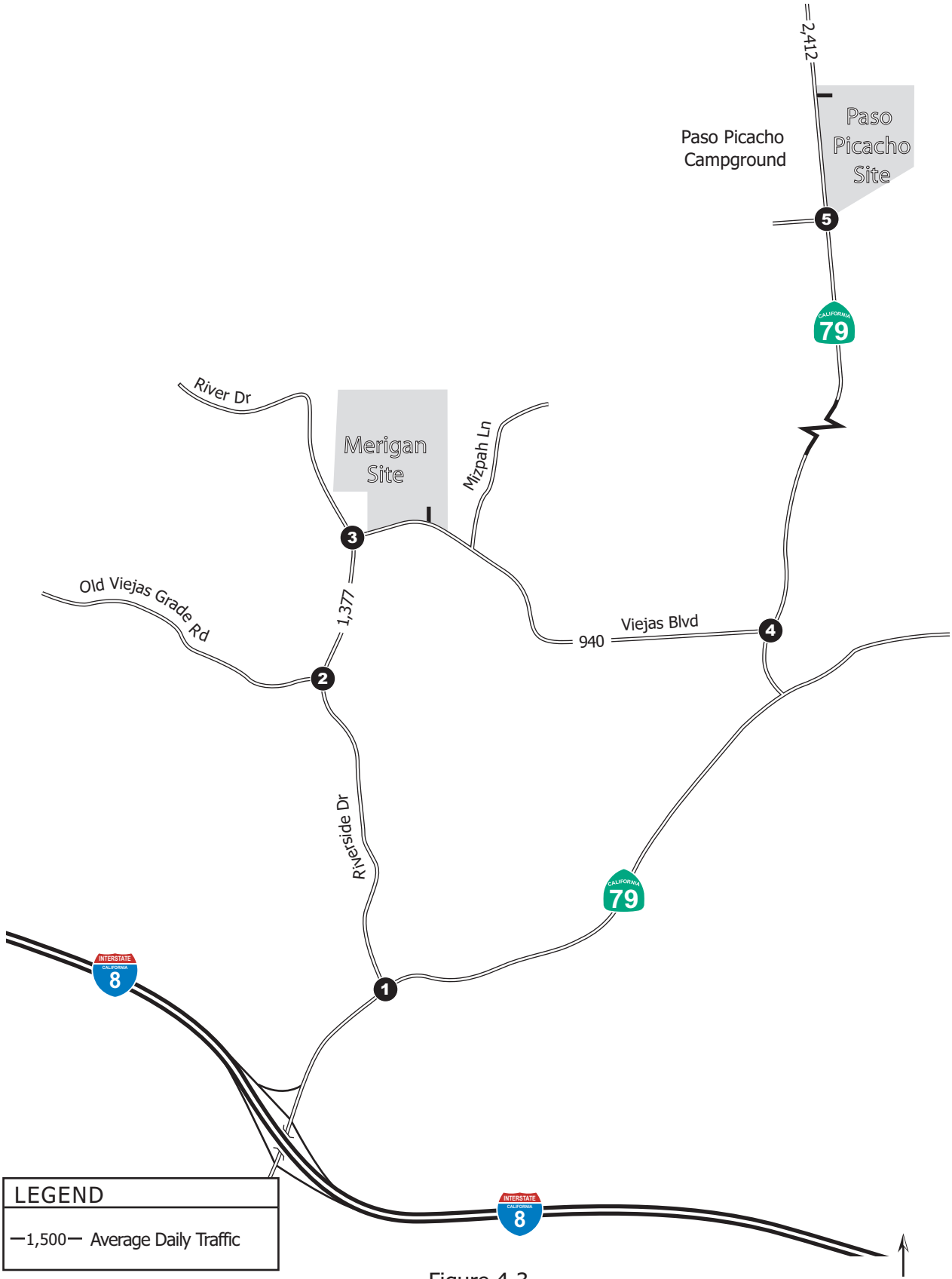


Figure 4-3
Existing Plus Project Roadway Segment Conditions

CHAPTER 5
SUMMARY OF IMPACTS

The proposed project is comprised of Descanso Area Development and Paso Picacho Day Use parking located within Cuyamaca Rancho State Park in San Diego County. The Descanso Area Development would take access from Viejas Boulevard and Paso Picacho Day Use Parking facility would take access directly from SR-79 with regional access provided by Interstate 8. The Descanso Area Development would add 94 trips to the circulation network, with 14 occurring in the Friday peak and 30 during Saturday peak hour. The Paso Picacho Day Use Parking facility would add 36 trips to the circulation network, with 4 occurring in the Friday peak and 8 during Saturday peak hour.

CONSTRUCTION IMPACTS

It is not estimated that the project will require any street closures during construction. There are no sidewalks in the area, so sidewalk closures would not be an issue. In addition, construction impacts on the area are projected to be minimal since construction vehicles are estimated to contribute fewer vehicles during the peak hours than the project would after completion.

EXISTING CONDITIONS

The analysis of existing roadway segment conditions found that all roadway segments operate at acceptable levels of service.

The analysis of the existing roadway segment operations found that the roadway segment of SR-79 north of Paso Picacho Campground operates at LOS C, the segment of Viejas Boulevard east of Mizpah Lane operates at LOS A and the segment of Viejas Boulevard from Viejas Grade Road to River Drive operates at LOS A.

The analysis of the existing intersection operations found that the intersection of Riverside Drive/SR-79, Riverside Drive/Viejas Grade Road, Viejas Boulevard /River Drive, Viejas Boulevard/SR-79 and SR-79/Paso Picacho Campground operates at LOS A in both the Friday peak hour and in the Saturday peak hour.

EXISTING PLUS PROJECT CONDITIONS

The analysis of the existing roadway segment conditions found that, with the proposed project, all the study segments operate at level of service C or better and no significant impacts were found based on County of San Diego *Guidelines for Determining Significance, September 2006*, shown in Appendix A.

- **Direct Segment Project Impacts:** None

The analysis of the existing intersection conditions found that, with the proposed project, all the study intersections operate at level of service B or better and no significant impacts were found based on County of San Diego *Guidelines for Determining Significance, September 2006*, shown in Appendix A.

- **Direct Roadway Intersection Project Impacts:** None

CHAPTER 6
RECOMMENDATIONS

The proposed project consists of up to 27 Campsites and up to 20 trailer parking facilities in Descanso Area Development and up to 9 Trailer Parking spaces in Paso Picacho Day Use parking facility. Based on the preceding analysis of this Project, no direct impacts have been identified.

Sincerely,
Katz, Okitsu & Associates

J. Arnold Torma, P.E.
Principal Engineer

APPENDIX A

LEVEL OF SERVICE CONCEPTS, ANALYSIS METHODOLOGIES, STANDARDS OF SIGNIFICANCE

Roadway Segment Level of Service Definitions

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

Source: Caltrans, 1992.

LEVEL OF SERVICE (LOS) DEFINITIONS

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

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

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

Arterial Level of Service Definitions

LOS	Class I (45 to 35 mph)	Class II (35-30 mph)	Class III (35 to 25)	LOS Characteristic
"A"	≥35	≥30	≥25	Speeds 90% of free-flow speed. minimal stopped delay
"B"	≥28	≥24	≥19	Speeds 70% of free-flow speed, delay not bothersome
"C"	≥22	≥18	≥13	Speeds 50% of free-flow speed, longer queues, noticeable delay
"D"	≥17	≥14	≥9	Speeds 40% of free-flow, substantial delay.
"E"	≥13	≥10	≥7	Speeds 30% of free-flow, high delay.
"F"	<13	<10	<7	Speeds 25% of free-flow, high delay, extensive queuing

LEVEL OF SERVICE (LOS) DEFINITIONS

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

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

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

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

Source: Highway Capacity Manual 2000, Exhibit 17-22

County of San Diego
Measure of Significant Project Impacts

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

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

APPENDIX B

TRAFFIC COUNT DATA

MetroCount Traffic Executive
Event Counts

EventCount-722 -- English (ENU)

Datasets:

Site:	**[1081.01] VIEJAS BLVD(EAST OF MIZPAH LN) EASTBOUND**
Input A:	2 - East bound. - Added to totals. (1)
Input B:	4 - West bound. - Subtracted from totals. (-1)
Survey Duration:	16:33 Thursday, August 09, 2007 => 12:19 Monday, August 13, 2007
File:	C:\True Count\Projects\1081 KOASD CUYAMACA\1081.0113Aug2007.EC0 (Regular)
Identifier:	T5441WJP MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**0:00 Friday, August 10, 2007 => 0:00 Saturday, August 11, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 1342 / 4714 (28.47%)

*** Friday, August 10, 2007=436, 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	
0	**2**	**2**	**1**	**1**	**1**	**12**	**11**	**25**	**21**	**22**	**29**	**44**	**34**	**26**	**32**	**28**	**32**	**44**	**30**	**18**	**6**	**9**	**6**	
0	0	0	0	0	0	1	3	9	2	6	7	**10**	7	5	7	7	10	10	9	8	3	2	1	-
0	2	1	1	0	0	1	4	5	1	5	7	**10**	6	4	11	4	15	7	7	1	1	4	0	-
0	0	1	0	0	1	4	1	3	9	6	6	**14**	11	9	1	12	4	8	7	8	1	2	2	-
0	0	0	0	1	0	6	3	8	9	5	**9**	10	10	8	13	5	3	19	7	1	1	1	3	-

AM Peak 1145 - 1245 (43), AM PHF=0.77

MetroCount Traffic Executive
Event Counts

EventCount-723 -- English (ENU)

Datasets:

Site:	**[1081.01] VIEJAS BLVD(EAST OF MIZPAH LN) WESTBOUND**
Input A:	2 - East bound. - Excluded from totals. (0)
Input B:	4 - West bound. - Added to totals. (1)
Survey Duration:	16:33 Thursday, August 09, 2007 => 12:19 Monday, August 13, 2007
File:	C:\True Count\Projects\1081 KOASD CUYAMACA\1081.0113Aug2007.EC0 (Regular)
Identifier:	T5441WJP MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**0:00 Friday, August 10, 2007 => 0:00 Saturday, August 11, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 1342 / 4714 (28.47%)

*** Friday, August 10, 2007=453, 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	
0	**0**	**1**	**4**	**4**	**9**	**15**	**18**	**21**	**32**	**28**	**25**	**25**	**39**	**23**	**30**	**38**	**38**	**25**	**31**	**24**	**8**	**7**	**8**	
0	0	1	0	1	2	3	4	6	**6**	5	5	6	11	4	7	10	9	9	11	10	1	0	1	-
0	0	0	0	0	3	2	4	4	**7**	6	7	4	13	3	8	10	15	8	9	4	1	2	3	-
0	0	0	1	3	1	5	6	5	**8**	10	4	4	12	12	4	11	5	4	5	7	2	2	2	-
0	0	0	3	0	3	5	4	6	**11**	7	9	11	3	4	11	7	9	4	6	3	4	3	2	-

AM Peak 0900 - 1000 (32), AM PHF=0.73

MetroCount Traffic Executive
Event Counts

EventCount-728 -- English (ENU)

Datasets:

Site:	**[1081.01B] VIEJAS BLVD(EAST OF MIZPAH LN) EASTBOUND**
Input A:	2 - East bound. - Added to totals. (1)
Input B:	4 - West bound. - Subtracted from totals. (-1)
Survey Duration:	16:33 Thursday, August 09, 2007 => 12:19 Monday, August 13, 2007
File:	C:\True Count\Projects\1081 KOASD CUYAMACA\1081.0113Aug2007.EC0 (Regular)
Identifier:	T5441WJP MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**0:00 Saturday, August 11, 2007 => 0:00 Sunday, August 12, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 1345 / 4714 (28.53%)

*** Saturday, August 11, 2007=455, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**2**	**2**	**2**	**0**	**1**	**8**	**14**	**30**	**19**	**34**	**46**	**38**	**35**	**30**	**38**	**35**	**29**	**20**	**11**	**24**	**14**	**10**	**10**	
2	0	1	1	0	0	3	1	9	8	5	**13**	7	4	6	8	17	12	2	3	8	5	4	3	-
0	1	0	0	0	0	3	3	2	3	7	**12**	11	10	14	14	5	6	7	2	6	2	2	3	-
1	0	0	0	0	0	1	5	4	4	6	**12**	11	12	8	8	7	5	7	4	4	3	2	1	-
0	1	1	1	0	1	1	5	15	4	**16**	9	9	9	2	8	6	6	4	2	6	4	2	3	-

AM Peak 1045 - 1145 (53), AM PHF=0.83

MetroCount Traffic Executive
Event Counts

EventCount-729 -- English (ENU)

Datasets:

Site:	**[1081.01B] VIEJAS BLVD(EAST OF MIZPAH LN) WESTBOUND**
Input A:	2 - East bound. - Excluded from totals. (0)
Input B:	4 - West bound. - Added to totals. (1)
Survey Duration:	16:33 Thursday, August 09, 2007 => 12:19 Monday, August 13, 2007
File:	C:\True Count\Projects\1081 KOASD CUYAMACA\1081.0113Aug2007.EC0 (Regular)
Identifier:	T5441WJP MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**0:00 Saturday, August 11, 2007 => 0:00 Sunday, August 12, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 1345 / 4714 (28.53%)

*** Saturday, August 11, 2007=445, 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	**0**	**4**	**2**	**1**	**2**	**8**	**15**	**28**	**22**	**31**	**34**	**36**	**43**	**33**	**27**	**34**	**32**	**25**	**22**	**21**	**10**	**9**	**2**	
2	0	1	0	1	2	4	2	6	5	7	10	**11**	11	8	4	15	10	4	1	11	5	2	1	-
1	0	2	0	0	0	3	3	6	7	5	5	**5**	15	8	6	9	9	8	7	6	2	3	0	-
1	0	1	0	0	0	0	4	8	4	9	8	**10**	6	7	7	3	6	6	9	4	1	1	1	-
0	0	0	2	0	0	1	6	8	6	10	**11**	10	11	10	10	7	7	7	5	0	2	3	0	-

AM Peak 1145 - 1245 (37), AM PHF=0.84

MetroCount Traffic Executive
Event Counts

EventCount-725 -- English (ENU)

Datasets:

Site:	**[1081.02] VIEJAS BLVD(VIEJAS GRADE RD-RIVER DR) NORTHBOUND**
Input A:	3 - South bound. - Excluded from totals. (0)
Input B:	1 - North bound. - Added to totals. (1)
Survey Duration:	16:21 Thursday, August 09, 2007 => 12:18 Monday, August 13, 2007
File:	C:\True Count\Projects\1081 KOASD CUYAMACA\1081.0213Aug2007.EC0 (Regular)
Identifier:	S1079HQH MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**0:00 Friday, August 10, 2007 => 0:00 Saturday, August 11, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 1977 / 6674 (29.62%)

*** Friday, August 10, 2007=667, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**2**	**3**	**2**	**1**	**2**	**18**	**14**	**45**	**39**	**29**	**47**	**52**	**44**	**41**	**48**	**52**	**60**	**61**	**42**	**33**	**11**	**14**	**5**	
0	0	0	0	0	0	2	1	10	11	8	10	**10**	11	8	8	11	13	14	13	9	4	5	1	-
0	2	1	1	0	0	1	5	16	6	12	11	**15**	9	9	14	13	20	14	9	7	2	5	1	-
2	0	2	0	0	2	6	2	8	14	4	13	**17**	12	11	11	17	9	15	11	12	3	2	2	-
0	0	0	1	1	0	9	6	11	8	5	**13**	10	12	13	15	11	18	18	9	5	2	2	1	-

AM Peak 1145 - 1245 (55), AM PHF=0.81

MetroCount Traffic Executive
Event Counts

EventCount-724 -- English (ENU)

Datasets:

Site:	**[1081.02] VIEJAS BLVD(VIEJAS GRADE RD-RIVER DR) SOUTHBOUND**
Input A:	3 - South bound. - Added to totals. (1)
Input B:	1 - North bound. - Subtracted from totals. (-1)
Survey Duration:	16:21 Thursday, August 09, 2007 => 12:18 Monday, August 13, 2007
File:	C:\True Count\Projects\1081 KOASD CUYAMACA\1081.0213Aug2007.EC0 (Regular)
Identifier:	S1079HQH MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**0:00 Friday, August 10, 2007 => 0:00 Saturday, August 11, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 1977 / 6674 (29.62%)

*** Friday, August 10, 2007=642, 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	
0	**0**	**1**	**2**	**5**	**21**	**31**	**32**	**39**	**38**	**49**	**39**	**42**	**54**	**28**	**41**	**46**	**48**	**34**	**36**	**26**	**15**	**6**	**9**	
0	0	1	0	1	3	4	6	10	7	8	**8**	9	16	2	10	13	10	13	13	11	3	0	1	-
0	0	0	0	1	6	9	9	9	8	8	**11**	15	17	4	12	10	15	9	9	5	3	2	5	-
0	0	0	1	3	5	10	11	8	13	**23**	8	8	14	16	5	14	8	8	8	5	4	1	2	-
0	0	0	1	0	7	8	6	12	10	**10**	12	10	7	6	14	9	15	4	6	5	5	3	1	-

AM Peak 1030 - 1130 (52), AM PHF=0.57

MetroCount Traffic Executive
Event Counts

EventCount-731 -- English (ENU)

Datasets:

Site:	**[1081.02B] VIEJAS BLVD(VIEJAS GRADE RD-RIVER DR) NORTHBOUND**
Input A:	3 - South bound. - Excluded from totals. (0)
Input B:	1 - North bound. - Added to totals. (1)
Survey Duration:	16:21 Thursday, August 09, 2007 => 12:18 Monday, August 13, 2007
File:	C:\True Count\Projects\1081 KOASD CUYAMACA\1081.0213Aug2007.EC0 (Regular)
Identifier:	S1079HQH MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**0:00 Saturday, August 11, 2007 => 0:00 Sunday, August 12, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 1946 / 6674 (29.16%)

*** Saturday, August 11, 2007=663, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**3**	**4**	**4**	**0**	**1**	**11**	**20**	**45**	**32**	**44**	**65**	**51**	**52**	**46**	**46**	**39**	**44**	**51**	**26**	**36**	**19**	**11**	**11**	
0	0	3	1	0	0	3	2	12	11	10	**17**	11	11	9	12	13	15	7	6	14	6	3	3	-
0	1	0	1	0	0	3	7	11	2	8	**16**	11	13	17	12	7	15	14	3	10	5	5	2	-
2	2	0	0	0	1	3	3	7	10	11	**20**	13	17	12	17	9	5	18	10	6	5	3	3	-
0	0	1	2	0	0	2	8	15	9	**15**	12	16	11	8	5	10	9	12	7	6	3	0	3	-

AM Peak 1045 - 1145 (68), AM PHF=0.85

MetroCount Traffic Executive
Event Counts

EventCount-730 -- English (ENU)

Datasets:

Site:	**[1081.02B] VIEJAS BLVD(VIEJAS GRADE RD-RIVER DR) SOUTHBOUND**
Input A:	3 - South bound. - Added to totals. (1)
Input B:	1 - North bound. - Subtracted from totals. (-1)
Survey Duration:	16:21 Thursday, August 09, 2007 => 12:18 Monday, August 13, 2007
File:	C:\True Count\Projects\1081 KOASD CUYAMACA\1081.0213Aug2007.EC0 (Regular)
Identifier:	S1079HQH MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**0:00 Saturday, August 11, 2007 => 0:00 Sunday, August 12, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 1946 / 6674 (29.16%)

*** Saturday, August 11, 2007=620, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**1**	**1**	**1**	**1**	**6**	**14**	**22**	**36**	**31**	**41**	**60**	**45**	**62**	**50**	**36**	**43**	**44**	**32**	**25**	**19**	**16**	**17**	**10**	
3	1	0	0	1	2	4	6	12	6	11	**12**	11	12	14	5	18	15	3	4	7	8	9	6	-
3	0	0	0	0	2	4	3	7	9	5	**14**	8	20	9	9	14	8	12	5	9	4	3	1	-
1	0	1	0	0	0	3	6	10	7	13	**19**	15	18	12	10	3	16	8	6	3	3	3	1	-
0	0	0	1	0	2	3	7	7	9	12	**15**	11	12	15	12	8	5	9	10	0	1	2	2	-

AM Peak 1100 - 1200 (60), AM PHF=0.79

MetroCount Traffic Executive
Event Counts

EventCount-726 -- English (ENU)

Datasets:

Site:	**[1081.03] SR-79(NORTH OF PASO PICACHO) NORTHBOUND**
Input A:	1 - North bound. - Added to totals. (1)
Input B:	3 - South bound. - Subtracted from totals. (-1)
Survey Duration:	15:50 Thursday, August 09, 2007 => 12:19 Monday, August 13, 2007
File:	C:\True Count\Projects\1081 KOASD CUYAMACA\1081.0313Aug2007.EC0 (Regular)
Identifier:	T575QTP3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**0:00 Friday, August 10, 2007 => 0:00 Saturday, August 11, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 2843 / 11690 (24.32%)

*** Friday, August 10, 2007=1085, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**2**	**0**	**0**	**3**	**10**	**23**	**41**	**42**	**55**	**75**	**87**	**80**	**66**	**81**	**95**	**92**	**90**	**71**	**63**	**32**	**35**	**21**	**14**	
3	1	0	0	2	3	3	12	9	18	17	19	**17**	23	17	18	23	32	20	16	10	9	6	4	-
2	0	0	0	0	1	7	8	11	16	16	17	**22**	13	22	26	21	26	15	22	6	10	5	3	-
0	0	0	0	0	1	8	10	10	13	26	**25**	22	20	18	26	26	15	21	16	9	3	5	4	-
2	1	0	0	1	5	5	11	12	8	16	**26**	19	10	24	25	22	17	15	9	7	13	5	3	-

AM Peak 1130 - 1230 (90), AM PHF=0.87

MetroCount Traffic Executive
Event Counts

EventCount-727 -- English (ENU)

Datasets:

Site:	**[1081.03] SR-79(NORTH OF PASO PICACHO) SOUTHBOUND**
Input A:	1 - North bound. - Excluded from totals. (0)
Input B:	3 - South bound. - Added to totals. (1)
Survey Duration:	15:50 Thursday, August 09, 2007 => 12:19 Monday, August 13, 2007
File:	C:\True Count\Projects\1081 KOASD CUYAMACA\1081.0313Aug2007.EC0 (Regular)
Identifier:	T575QTP3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**0:00 Friday, August 10, 2007 => 0:00 Saturday, August 11, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 2843 / 11690 (24.32%)

*** Friday, August 10, 2007=878, 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	**2**	**3**	**3**	**13**	**23**	**29**	**38**	**49**	**37**	**50**	**51**	**52**	**69**	**82**	**104**	**81**	**60**	**34**	**32**	**24**	**17**	**16**	**8**	
1	0	0	0	1	6	10	9	12	8	11	**15**	10	16	17	30	9	19	5	9	12	4	4	5	-
0	1	0	1	5	3	3	11	9	11	9	**15**	18	17	21	18	25	10	13	5	4	7	5	0	-
0	0	1	2	1	5	8	9	11	7	**17**	14	11	20	22	32	25	17	6	12	5	4	4	1	-
0	1	2	0	6	9	8	9	17	11	**13**	7	13	16	22	24	22	14	10	6	3	2	3	2	-

AM Peak 1030 - 1130 (60), AM PHF=0.88

MetroCount Traffic Executive
Event Counts

EventCount-732 -- English (ENU)

Datasets:

Site:	**[1081.03B] SR-79(NORTH OF PASO PICACHO) NORTHBOUND**
Input A:	1 - North bound. - Added to totals. (1)
Input B:	3 - South bound. - Subtracted from totals. (-1)
Survey Duration:	15:50 Thursday, August 09, 2007 => 12:19 Monday, August 13, 2007
File:	C:\True Count\Projects\1081 KOASD CUYAMACA\1081.0313Aug2007.EC0 (Regular)
Identifier:	T575QTP3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**0:00 Saturday, August 11, 2007 => 0:00 Sunday, August 12, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 3464 / 11690 (29.63%)

*** Saturday, August 11, 2007=1259, 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	
10	**2**	**2**	**1**	**8**	**10**	**25**	**36**	**74**	**84**	**97**	**141**	**134**	**95**	**112**	**92**	**91**	**65**	**46**	**54**	**23**	**29**	**13**	**15**	
6	1	0	1	2	0	8	7	16	21	15	31	**38**	20	33	26	25	15	15	16	9	13	3	5	-
1	1	1	0	2	3	2	9	20	18	24	**36**	30	29	29	20	24	21	9	17	5	5	3	3	-
1	0	0	0	2	4	3	8	15	19	27	**29**	30	26	25	22	21	14	11	13	5	6	3	3	-
2	0	1	0	2	3	12	12	23	26	31	**45**	36	20	25	24	21	15	11	8	4	5	4	4	-

AM Peak 1115 - 1215 (148), AM PHF=0.82

MetroCount Traffic Executive
Event Counts

EventCount-733 -- English (ENU)

Datasets:

Site:	**[1081.03B] SR-79(NORTH OF PASO PICACHO) SOUTHBOUND**
Input A:	1 - North bound. - Excluded from totals. (0)
Input B:	3 - South bound. - Added to totals. (1)
Survey Duration:	15:50 Thursday, August 09, 2007 => 12:19 Monday, August 13, 2007
File:	C:\True Count\Projects\1081 KOASD CUYAMACA\1081.0313Aug2007.EC0 (Regular)
Identifier:	T575QTP3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**0:00 Saturday, August 11, 2007 => 0:00 Sunday, August 12, 2007**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 3464 / 11690 (29.63%)

*** Saturday, August 11, 2007=1102, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**2**	**2**	**2**	**2**	**3**	**17**	**22**	**31**	**61**	**79**	**55**	**107**	**102**	**94**	**98**	**99**	**104**	**76**	**74**	**35**	**14**	**11**	**9**	
2	1	0	0	1	1	5	5	5	11	18	18	**32**	23	22	25	24	18	23	22	4	4	4	4	-
1	0	1	0	0	1	2	5	8	18	24	10	**33**	27	22	26	29	22	22	16	12	2	2	3	-
0	0	1	0	1	0	5	6	9	13	15	13	**22**	26	24	26	29	25	21	18	12	3	4	0	-
0	1	0	2	0	1	5	6	9	19	22	**14**	20	26	26	21	17	39	10	18	7	5	1	2	-

AM Peak 1145 - 1245 (101), AM PHF=0.77

True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.01A.SR-79.VIEJAS BLVD
Site Code : 00000000
Start Date : 8/10/2007
Page No : 1

Groups Printed- Vehicles

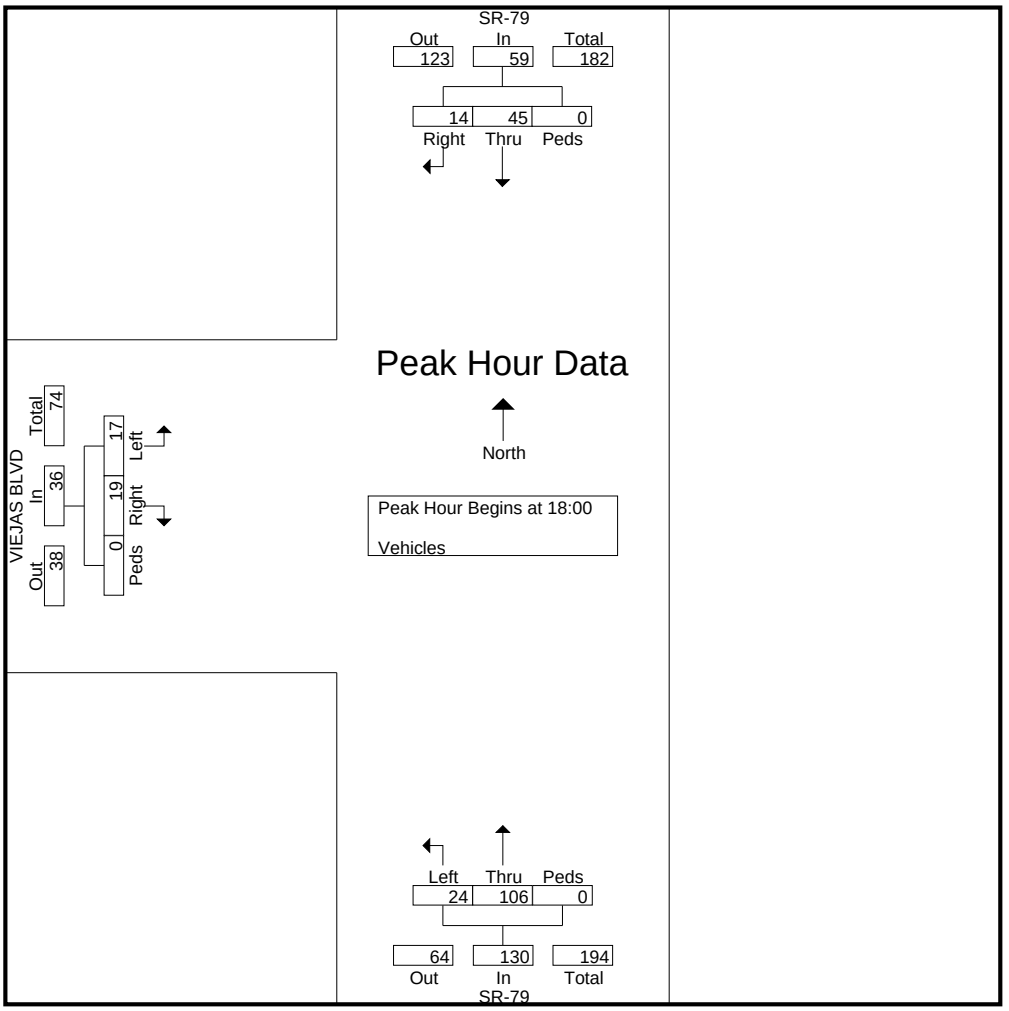
	SR-79 Southbound			SR-79 Northbound			VIEJAS BLVD Eastbound			
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Int. Total
17:00	17	7	0	4	32	0	5	6	0	71
17:15	12	1	0	9	16	0	7	5	0	50
17:30	9	1	0	3	22	0	2	4	0	41
17:45	18	4	0	3	27	0	3	1	0	56
Total	56	13	0	19	97	0	17	16	0	218
18:00	13	5	0	5	24	0	6	6	0	59
18:15	6	7	0	5	30	0	3	4	0	55
18:30	10	0	0	7	25	0	2	2	0	46
18:45	16	2	0	7	27	0	6	7	0	65
Total	45	14	0	24	106	0	17	19	0	225
19:00	10	9	0	4	20	0	5	1	0	49
19:15	7	5	0	2	19	0	3	1	0	37
19:30	9	2	0	3	17	0	4	3	0	38
19:45	11	1	0	1	14	0	1	2	0	30
Total	37	17	0	10	70	0	13	7	0	154
Grand Total	138	44	0	53	273	0	47	42	0	597
Apprch %	75.8	24.2	0	16.3	83.7	0	52.8	47.2	0	
Total %	23.1	7.4	0	8.9	45.7	0	7.9	7	0	

True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.01A.SR-79.VIEJAS BLVD
Site Code : 00000000
Start Date : 8/10/2007
Page No : 2

	SR-79 Southbound				SR-79 Northbound				VIEJAS BLVD Eastbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 17:00 to 19:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 18:00													
18:00	13	5	0	**18**	5	24	0	29	**6**	6	0	12	59
18:15	6	**7**	0	13	5	**30**	0	**35**	3	4	0	7	55
18:30	10	0	0	10	**7**	25	0	32	2	2	0	4	46
18:45	**16**	2	0	18	7	27	0	34	6	**7**	0	**13**	**65**
Total Volume	45	14	0	59	24	106	0	130	17	19	0	36	225
% App. Total	76.3	23.7	0		18.5	81.5	0		47.2	52.8	0		
PHF	.703	.500	.000	.819	.857	.883	.000	.929	.708	.679	.000	.692	.865



True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.01B.SR-79.VIEJAS BLVD
Site Code : 00000000
Start Date : 8/11/2007
Page No : 1

Groups Printed- Vehicles

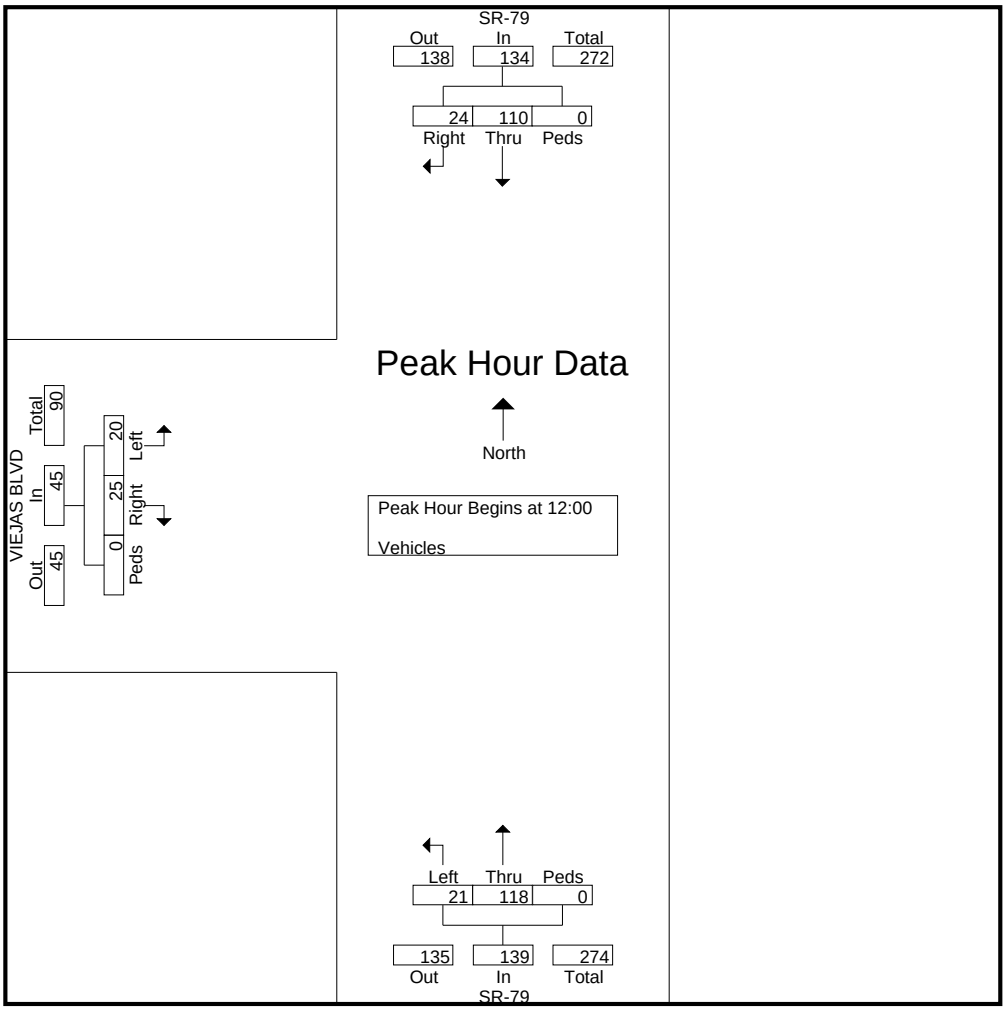
	SR-79 Southbound			SR-79 Northbound			VIEJAS BLVD Eastbound			
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Int. Total
12:00	18	8	0	5	26	0	3	8	0	68
12:15	29	5	0	5	33	0	6	9	0	87
12:30	43	6	0	9	34	0	6	5	0	103
12:45	20	5	0	2	25	0	5	3	0	60
Total	110	24	0	21	118	0	20	25	0	318
13:00	27	6	0	5	23	0	5	1	0	67
13:15	22	5	0	10	34	0	7	3	0	81
13:30	34	3	0	6	28	0	5	5	0	81
13:45	19	4	0	5	26	0	6	2	0	62
Total	102	18	0	26	111	0	23	11	0	291
14:00	35	4	0	16	25	0	1	2	0	83
14:15	17	3	0	0	19	0	10	5	0	54
14:30	20	4	0	6	18	0	10	7	0	65
14:45	27	6	0	3	29	0	3	3	0	71
Total	99	17	0	25	91	0	24	17	0	273
Grand Total	311	59	0	72	320	0	67	53	0	882
Apprch %	84.1	15.9	0	18.4	81.6	0	55.8	44.2	0	
Total %	35.3	6.7	0	8.2	36.3	0	7.6	6	0	

True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.01B.SR-79.VIEJAS BLVD
Site Code : 00000000
Start Date : 8/11/2007
Page No : 2

	SR-79 Southbound				SR-79 Northbound				VIEJAS BLVD Eastbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 14:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00													
12:00	18	**8**	0	26	5	26	0	31	3	8	0	11	68
12:15	29	5	0	34	5	33	0	38	**6**	**9**	0	**15**	87
12:30	**43**	6	0	**49**	**9**	**34**	0	**43**	6	5	0	11	**103**
12:45	20	5	0	25	2	25	0	27	5	3	0	8	60
Total Volume	110	24	0	134	21	118	0	139	20	25	0	45	318
% App. Total	82.1	17.9	0		15.1	84.9	0		44.4	55.6	0		
PHF	.640	.750	.000	.684	.583	.868	.000	.808	.833	.694	.000	.750	.772



True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.02A.VIEJAS BLVD.RIVER DR
Site Code : 00000000
Start Date : 8/10/2007
Page No : 1

Groups Printed- Vehicles

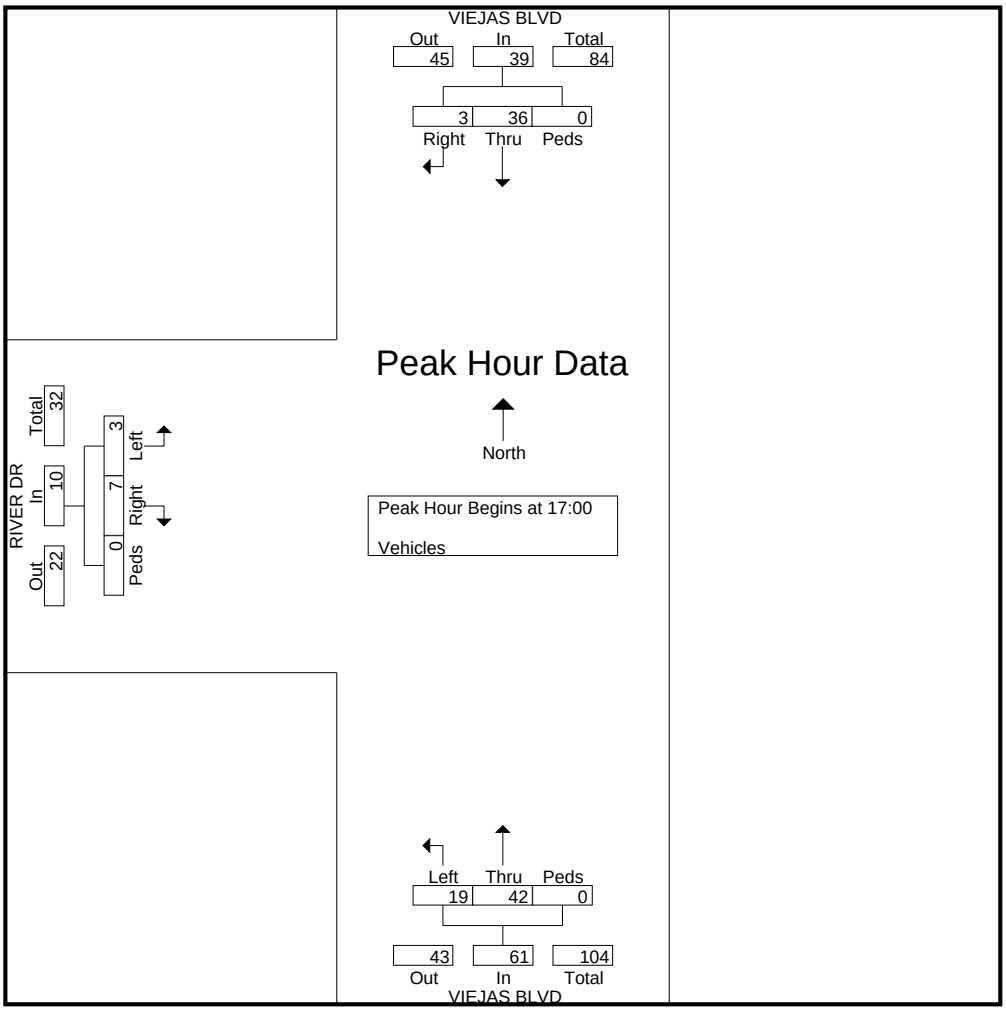
	VIEJAS BLVD Southbound			VIEJAS BLVD Northbound			RIVER DR Eastbound			
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Int. Total
17:00	7	1	0	3	12	0	3	2	0	28
17:15	12	0	0	3	16	0	0	2	0	33
17:30	6	2	0	3	6	0	0	2	0	19
17:45	11	0	0	10	8	0	0	1	0	30
Total	36	3	0	19	42	0	3	7	0	110
18:00	10	1	0	2	11	0	1	2	0	27
18:15	8	0	0	2	9	0	0	1	0	20
18:30	7	1	0	5	11	0	0	0	0	24
18:45	3	0	0	1	16	0	1	2	0	23
Total	28	2	0	10	47	0	2	5	0	94
19:00	11	1	0	3	8	0	0	3	0	26
19:15	6	2	0	1	8	0	1	1	0	19
19:30	8	0	0	1	8	0	0	2	0	19
19:45	4	0	0	3	7	0	0	0	0	14
Total	29	3	0	8	31	0	1	6	0	78
Grand Total	93	8	0	37	120	0	6	18	0	282
Apprch %	92.1	7.9	0	23.6	76.4	0	25	75	0	
Total %	33	2.8	0	13.1	42.6	0	2.1	6.4	0	

True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.02A.VIEJAS BLVD.RIVER DR
Site Code : 00000000
Start Date : 8/10/2007
Page No : 2

	VIEJAS BLVD Southbound				VIEJAS BLVD Northbound				RIVER DR Eastbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 17:00 to 19:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 17:00													
17:00	7	1	0	8	3	12	0	15	**3**	**2**	0	**5**	28
17:15	**12**	0	0	**12**	3	**16**	0	**19**	0	2	0	2	**33**
17:30	6	**2**	0	8	3	6	0	9	0	2	0	2	19
17:45	11	0	0	11	**10**	8	0	18	0	1	0	1	30
Total Volume	36	3	0	39	19	42	0	61	3	7	0	10	110
% App. Total	92.3	7.7	0		31.1	68.9	0		30	70	0		
PHF	.750	.375	.000	.813	.475	.656	.000	.803	.250	.875	.000	.500	.833



True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.02B.VIEJAS BLVD.RIVER DR
Site Code : 00000000
Start Date : 8/11/2007
Page No : 1

Groups Printed- Vehicles

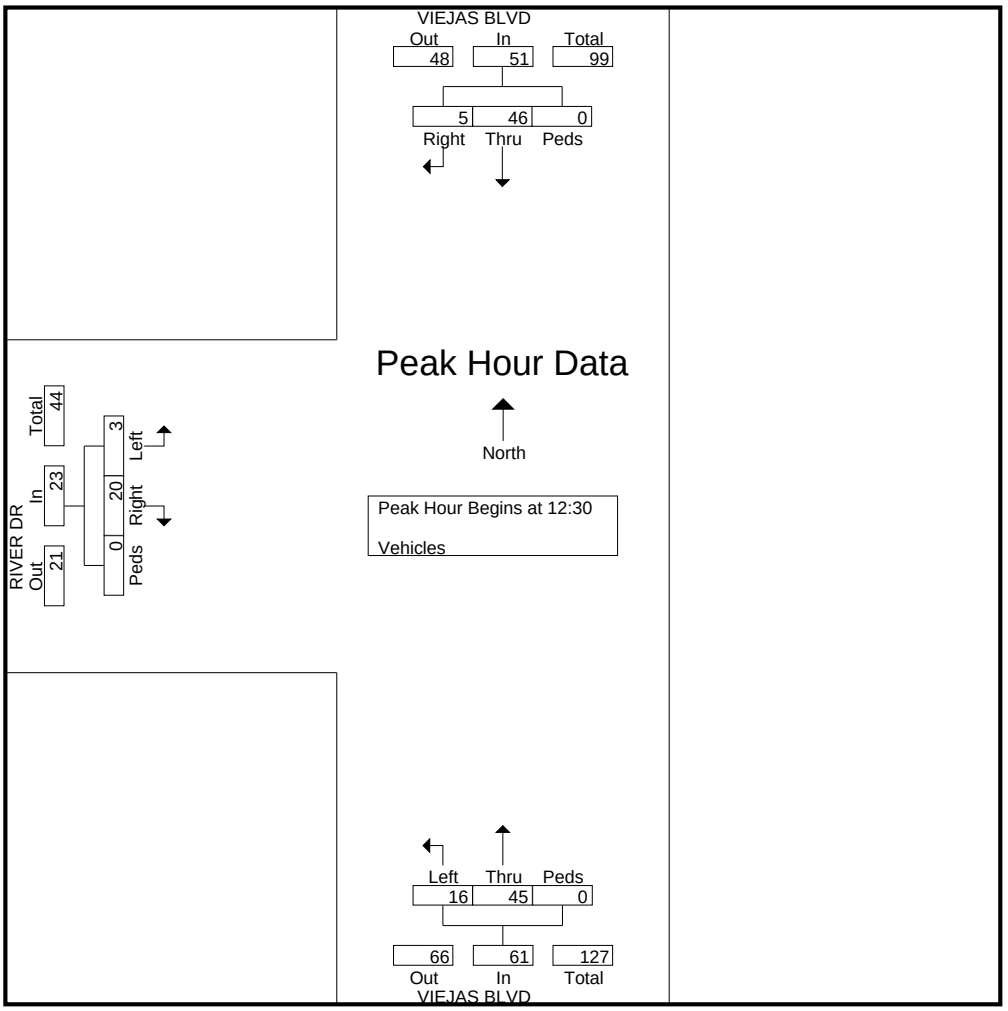
	VIEJAS BLVD Southbound			VIEJAS BLVD Northbound			RIVER DR Eastbound			
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Int. Total
12:00	8	1	0	3	5	0	0	3	0	20
12:15	3	1	0	1	10	0	0	2	0	17
12:30	13	1	0	3	10	0	0	4	0	31
12:45	9	1	0	7	10	0	1	5	0	33
Total	33	4	0	14	35	0	1	14	0	101
13:00	12	1	0	3	13	0	2	5	0	36
13:15	12	2	0	3	12	0	0	6	0	35
13:30	5	2	0	1	6	0	0	3	0	17
13:45	11	1	0	3	8	0	0	1	0	24
Total	40	6	0	10	39	0	2	15	0	112
14:00	7	0	0	0	8	0	3	5	0	23
14:15	8	0	0	5	13	0	0	1	0	27
14:30	10	4	0	4	6	0	1	3	0	28
14:45	10	0	0	3	4	0	2	3	0	22
Total	35	4	0	12	31	0	6	12	0	100
Grand Total	108	14	0	36	105	0	9	41	0	313
Apprch %	88.5	11.5	0	25.5	74.5	0	18	82	0	
Total %	34.5	4.5	0	11.5	33.5	0	2.9	13.1	0	

True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.02B.VIEJAS BLVD.RIVER DR
Site Code : 00000000
Start Date : 8/11/2007
Page No : 2

	VIEJAS BLVD Southbound				VIEJAS BLVD Northbound				RIVER DR Eastbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 14:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:30													
12:30	**13**	1	0	**14**	3	10	0	13	0	4	0	4	31
12:45	9	1	0	10	**7**	10	0	**17**	1	5	0	6	33
13:00	12	1	0	13	3	**13**	0	16	**2**	5	0	**7**	**36**
13:15	12	**2**	0	14	3	12	0	15	0	**6**	0	6	35
Total Volume	46	5	0	51	16	45	0	61	3	20	0	23	135
% App. Total	90.2	9.8	0		26.2	73.8	0		13	87	0		
PHF	.885	.625	.000	.911	.571	.865	.000	.897	.375	.833	.000	.821	.938



True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.03A.RIVERSIDE DR.VIEJAS GRADE RD
Site Code : 00000000
Start Date : 8/10/2007
Page No : 1

Groups Printed- Vehicles

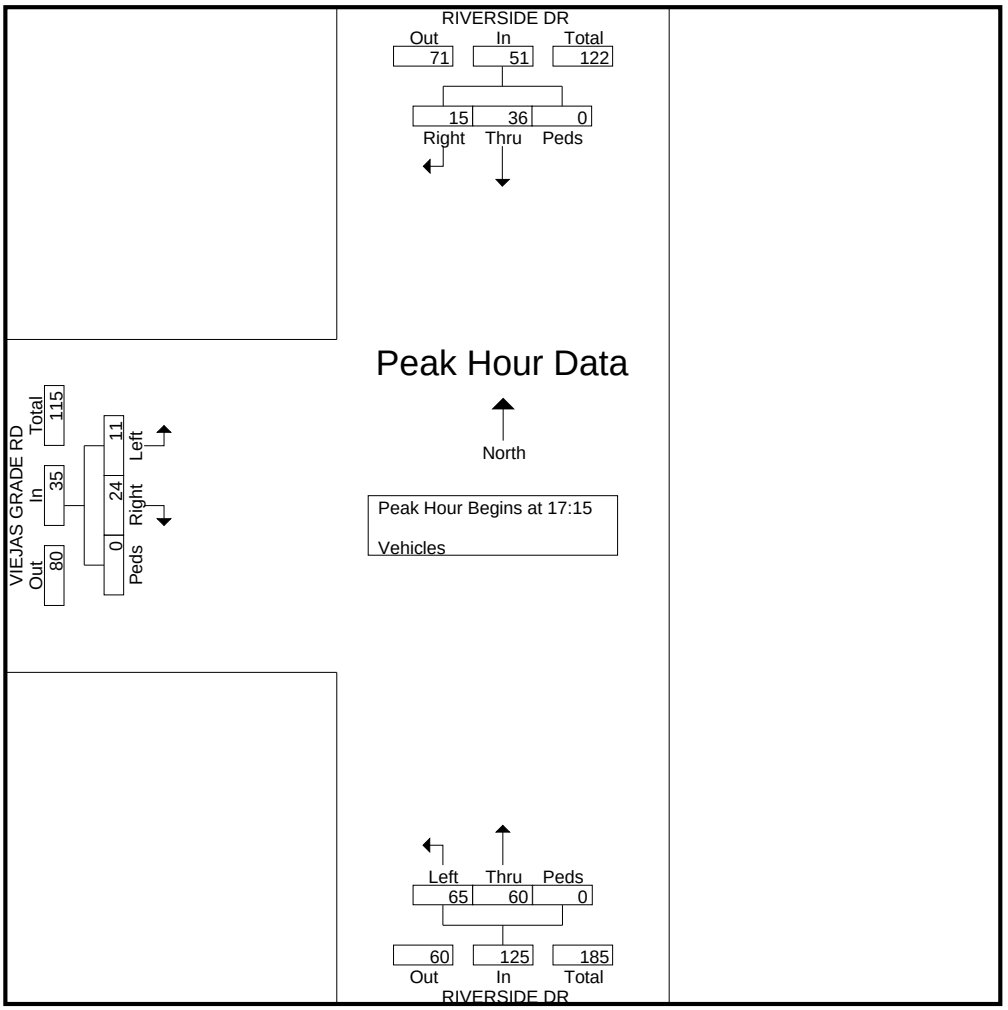
	RIVERSIDE DR Southbound			RIVERSIDE DR Northbound			VIEJAS GRADE RD Eastbound			
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Int. Total
17:00	5	5	0	14	15	0	4	8	0	51
17:15	9	6	0	18	15	0	3	6	0	57
17:30	9	1	0	14	12	0	2	5	0	43
17:45	10	4	0	12	16	0	4	8	0	54
Total	33	16	0	58	58	0	13	27	0	205
18:00	8	4	0	21	17	0	2	5	0	57
18:15	6	2	0	17	10	0	3	8	0	46
18:30	4	3	0	11	10	0	6	11	3	48
18:45	6	2	0	13	14	0	4	8	2	49
Total	24	11	0	62	51	0	15	32	5	200
19:00	4	6	0	10	9	0	4	8	0	41
19:15	3	4	0	15	10	0	2	4	0	38
19:30	5	3	0	8	8	0	2	2	0	28
19:45	2	2	0	13	8	0	2	0	0	27
Total	14	15	0	46	35	0	10	14	0	134
Grand Total	71	42	0	166	144	0	38	73	5	539
Apprch %	62.8	37.2	0	53.5	46.5	0	32.8	62.9	4.3	
Total %	13.2	7.8	0	30.8	26.7	0	7.1	13.5	0.9	

True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.03A.RIVERSIDE DR.VIEJAS GRADE RD
Site Code : 00000000
Start Date : 8/10/2007
Page No : 2

	RIVERSIDE DR Southbound				RIVERSIDE DR Northbound				VIEJAS GRADE RD Eastbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 17:00 to 19:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 17:15													
17:15	9	**6**	0	**15**	18	15	0	33	3	6	0	9	**57**
17:30	9	1	0	10	14	12	0	26	2	5	0	7	43
17:45	**10**	4	0	14	12	16	0	28	**4**	**8**	0	**12**	54
18:00	8	4	0	12	**21**	**17**	0	**38**	2	5	0	7	57
Total Volume	36	15	0	51	65	60	0	125	11	24	0	35	211
% App. Total	70.6	29.4	0		52	48	0		31.4	68.6	0		
PHF	.900	.625	.000	.850	.774	.882	.000	.822	.688	.750	.000	.729	.925



True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.03B.RIVERSIDE DR.VIEJAS GRADE RD
Site Code : 00000000
Start Date : 8/11/2007
Page No : 1

Groups Printed- Vehicles

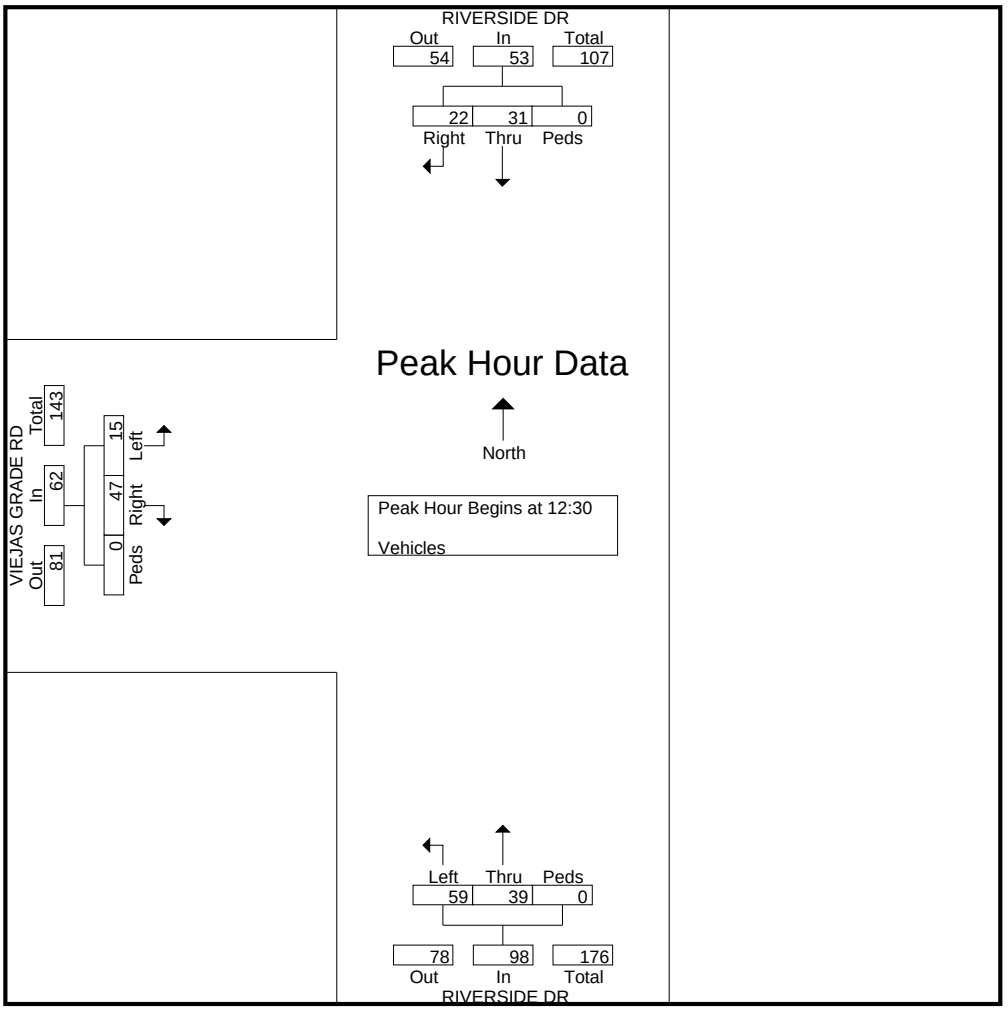
	RIVERSIDE DR Southbound			RIVERSIDE DR Northbound			VIEJAS GRADE RD Eastbound			
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Int. Total
12:00	6	2	0	9	11	0	2	10	0	40
12:15	4	2	0	10	5	0	5	14	0	40
12:30	8	7	0	16	8	0	4	16	0	59
12:45	6	5	0	12	17	0	4	10	0	54
Total	24	16	0	47	41	0	15	50	0	193
13:00	8	3	0	14	9	0	2	12	0	48
13:15	9	7	0	17	5	0	5	9	0	52
13:30	11	7	0	10	13	0	1	6	0	48
13:45	5	4	0	9	9	0	4	7	0	38
Total	33	21	0	50	36	0	12	34	0	186
14:00	6	7	0	13	10	0	3	6	0	45
14:15	7	4	0	19	14	0	1	10	0	55
14:30	10	4	0	9	6	0	2	8	0	39
14:45	7	2	0	11	5	0	0	6	0	31
Total	30	17	0	52	35	0	6	30	0	170
Grand Total	87	54	0	149	112	0	33	114	0	549
Apprch %	61.7	38.3	0	57.1	42.9	0	22.4	77.6	0	
Total %	15.8	9.8	0	27.1	20.4	0	6	20.8	0	

True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.03B.RIVERSIDE DR.VIEJAS GRADE RD
Site Code : 00000000
Start Date : 8/11/2007
Page No : 2

	RIVERSIDE DR Southbound				RIVERSIDE DR Northbound				VIEJAS GRADE RD Eastbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 14:30 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:30													
12:30	8	**7**	0	15	16	8	0	24	4	**16**	0	**20**	**59**
12:45	6	5	0	11	12	**17**	0	**29**	4	10	0	14	54
13:00	8	3	0	11	14	9	0	23	2	12	0	14	48
13:15	**9**	7	0	**16**	**17**	5	0	22	**5**	9	0	14	52
Total Volume	31	22	0	53	59	39	0	98	15	47	0	62	213
% App. Total	58.5	41.5	0		60.2	39.8	0		24.2	75.8	0		
PHF	.861	.786	.000	.828	.868	.574	.000	.845	.750	.734	.000	.775	.903



True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.04A.SR-79.RIVERSIDE DR
Site Code : 00000000
Start Date : 8/10/2007
Page No : 1

Groups Printed- Vehicles

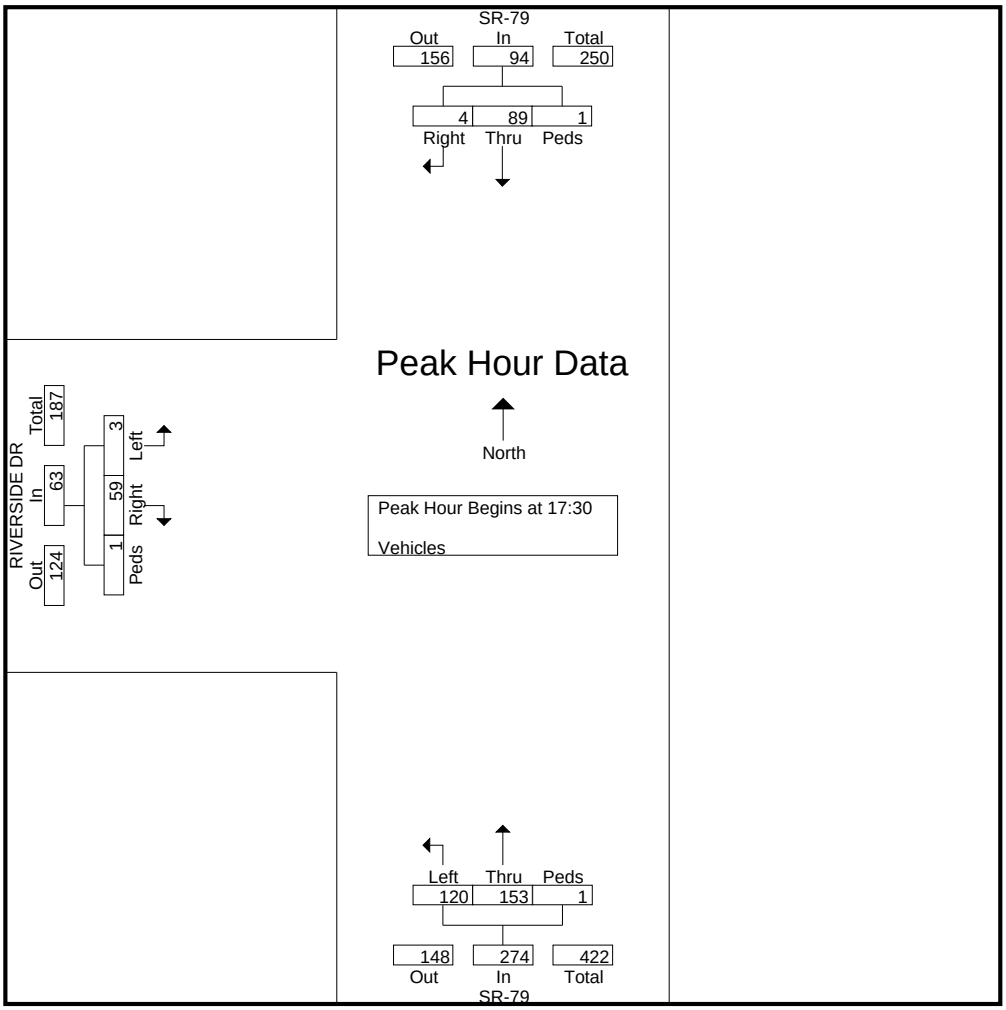
	SR-79 Southbound			SR-79 Northbound			RIVERSIDE DR Eastbound			
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Int. Total
17:00	20	3	0	29	40	0	1	12	0	105
17:15	21	1	0	32	28	0	2	13	0	97
17:30	23	1	1	22	31	0	1	18	1	98
17:45	26	0	0	29	47	1	1	16	0	120
Total	90	5	1	112	146	1	5	59	1	420
18:00	23	2	0	36	35	0	1	11	0	108
18:15	17	1	0	33	40	0	0	14	0	105
18:30	18	0	0	19	31	0	2	15	1	86
18:45	20	1	0	30	44	0	0	16	0	111
Total	78	4	0	118	150	0	3	56	1	410
19:00	15	1	0	20	29	0	1	8	0	74
19:15	14	1	0	21	45	0	0	8	0	89
19:30	10	0	0	18	23	0	0	10	0	61
19:45	15	0	0	22	18	0	0	4	0	59
Total	54	2	0	81	115	0	1	30	0	283
Grand Total	222	11	1	311	411	1	9	145	2	1113
Apprch %	94.9	4.7	0.4	43	56.8	0.1	5.8	92.9	1.3	
Total %	19.9	1	0.1	27.9	36.9	0.1	0.8	13	0.2	

True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.04A.SR-79.RIVERSIDE DR
Site Code : 00000000
Start Date : 8/10/2007
Page No : 2

	SR-79 Southbound				SR-79 Northbound				RIVERSIDE DR Eastbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 17:00 to 19:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 17:30													
17:30	23	1	**1**	25	22	31	0	53	**1**	**18**	**1**	**20**	98
17:45	**26**	0	0	**26**	29	**47**	**1**	**77**	1	16	0	17	**120**
18:00	23	**2**	0	25	**36**	35	0	71	1	11	0	12	108
18:15	17	1	0	18	33	40	0	73	0	14	0	14	105
Total Volume	89	4	1	94	120	153	1	274	3	59	1	63	431
% App. Total	94.7	4.3	1.1		43.8	55.8	0.4		4.8	93.7	1.6		
PHF	.856	.500	.250	.904	.833	.814	.250	.890	.750	.819	.250	.788	.898



True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.04B.SR-79.RIVERSIDE DR
Site Code : 00000000
Start Date : 8/11/2007
Page No : 1

Groups Printed- Vehicles

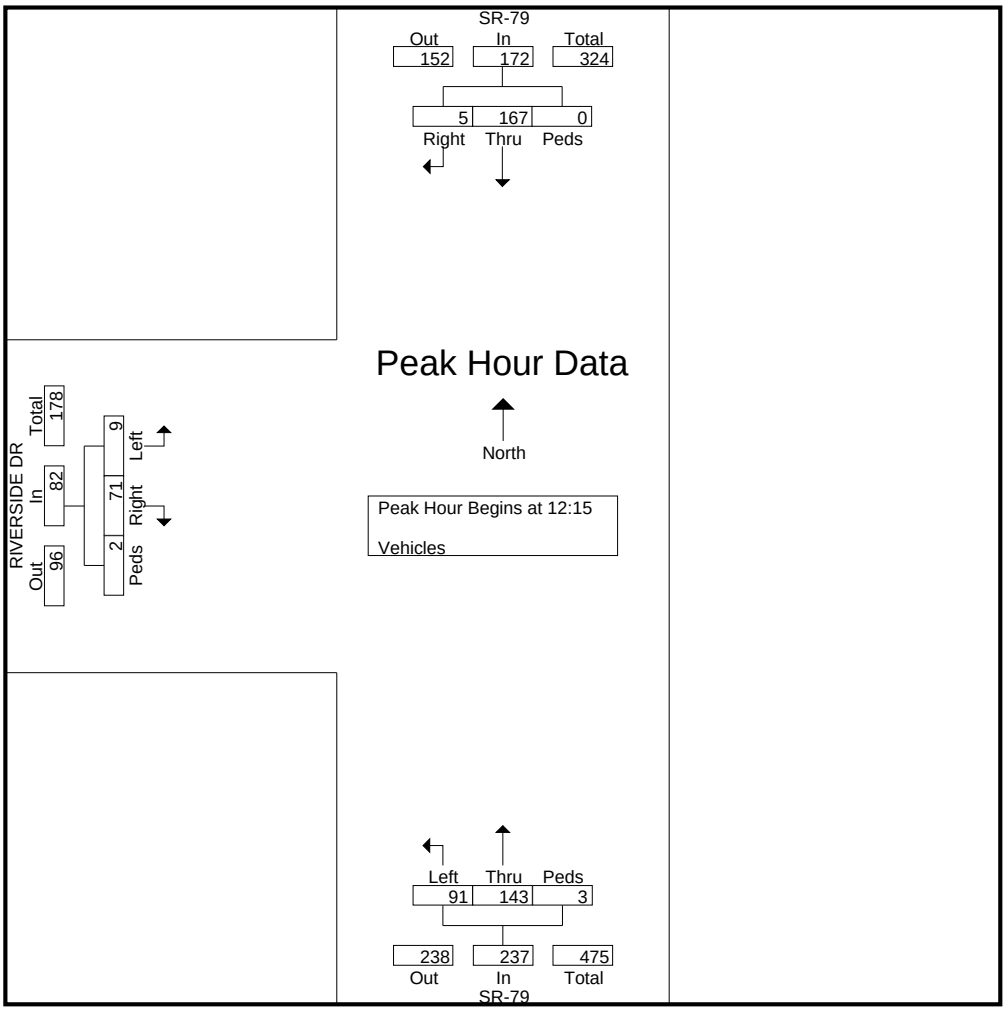
	SR-79 Southbound			SR-79 Northbound			RIVERSIDE DR Eastbound			
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Int. Total
12:00	21	1	0	18	36	0	3	18	0	97
12:15	51	2	0	17	45	0	2	18	0	135
12:30	52	0	0	19	33	1	3	19	1	128
12:45	29	1	0	31	32	0	0	16	0	109
Total	153	4	0	85	146	1	8	71	1	469
13:00	35	2	0	24	33	2	4	18	1	119
13:15	33	1	2	17	36	0	2	16	0	107
13:30	40	4	3	22	39	0	1	17	0	126
13:45	37	1	2	14	33	0	0	14	0	101
Total	145	8	7	77	141	2	7	65	1	453
14:00	32	3	0	23	49	0	0	14	0	121
14:15	29	2	0	30	17	0	1	12	0	91
14:30	31	2	0	12	33	0	0	15	0	93
14:45	35	4	0	17	38	1	2	22	0	119
Total	127	11	0	82	137	1	3	63	0	424
Grand Total	425	23	7	244	424	4	18	199	2	1346
Apprch %	93.4	5.1	1.5	36.3	63.1	0.6	8.2	90.9	0.9	
Total %	31.6	1.7	0.5	18.1	31.5	0.3	1.3	14.8	0.1	

True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.04B.SR-79.RIVERSIDE DR
Site Code : 00000000
Start Date : 8/11/2007
Page No : 2

	SR-79 Southbound				SR-79 Northbound				RIVERSIDE DR Eastbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 14:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:15													
12:15	51	**2**	0	**53**	17	**45**	0	62	2	18	0	20	**135**
12:30	**52**	0	0	52	19	33	1	53	3	**19**	**1**	**23**	128
12:45	29	1	0	30	**31**	32	0	**63**	0	16	0	16	109
13:00	35	2	0	37	24	33	**2**	59	**4**	18	1	23	119
Total Volume	167	5	0	172	91	143	3	237	9	71	2	82	491
% App. Total	97.1	2.9	0		38.4	60.3	1.3		11	86.6	2.4		
PHF	.803	.625	.000	.811	.734	.794	.375	.940	.563	.934	.500	.891	.909



True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.05A.SR-79.CAMPGROUND
Site Code : 00000000
Start Date : 8/10/2007
Page No : 1

Groups Printed- Vehicles

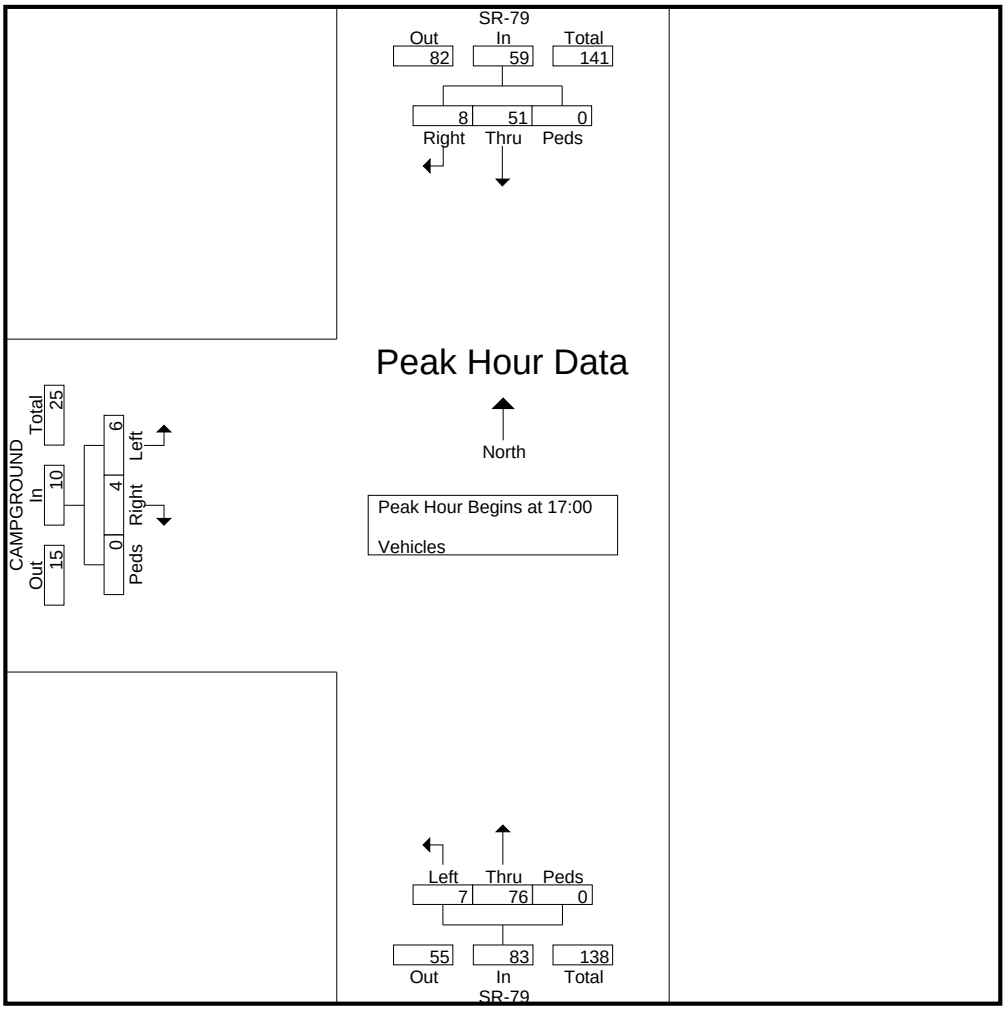
	SR-79 Southbound			SR-79 Northbound			CAMPGROUND Eastbound			
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Int. Total
17:00	15	3	0	0	28	0	1	2	0	49
17:15	10	2	0	6	20	0	4	1	0	43
17:30	15	2	0	1	15	0	0	1	0	34
17:45	11	1	0	0	13	0	1	0	0	26
Total	51	8	0	7	76	0	6	4	0	152
18:00	6	0	0	1	21	0	0	0	0	28
18:15	10	0	0	4	14	0	0	0	0	28
18:30	8	0	0	1	17	0	0	2	0	28
18:45	10	0	0	4	14	0	0	0	0	28
Total	34	0	0	10	66	0	0	2	0	112
19:00	6	1	0	2	14	0	0	0	0	23
19:15	6	0	0	0	21	0	0	0	0	27
19:30	12	0	0	3	15	0	0	0	0	30
19:45	6	0	0	5	9	0	0	0	0	20
Total	30	1	0	10	59	0	0	0	0	100
Grand Total	115	9	0	27	201	0	6	6	0	364
Apprch %	92.7	7.3	0	11.8	88.2	0	50	50	0	
Total %	31.6	2.5	0	7.4	55.2	0	1.6	1.6	0	

True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.05A.SR-79.CAMPGROUND
Site Code : 00000000
Start Date : 8/10/2007
Page No : 2

	SR-79 Southbound				SR-79 Northbound				CAMPGROUND Eastbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 17:00 to 19:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 17:00													
17:00	**15**	**3**	0	**18**	0	**28**	0	**28**	1	**2**	0	3	**49**
17:15	10	2	0	12	**6**	20	0	26	**4**	1	0	**5**	43
17:30	15	2	0	17	1	15	0	16	0	1	0	1	34
17:45	11	1	0	12	0	13	0	13	1	0	0	1	26
Total Volume	51	8	0	59	7	76	0	83	6	4	0	10	152
% App. Total	86.4	13.6	0		8.4	91.6	0		60	40	0		
PHF	.850	.667	.000	.819	.292	.679	.000	.741	.375	.500	.000	.500	.776



True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.05B.SR-79.CAMPGROUND
Site Code : 00000000
Start Date : 8/11/2007
Page No : 1

Groups Printed- Vehicles

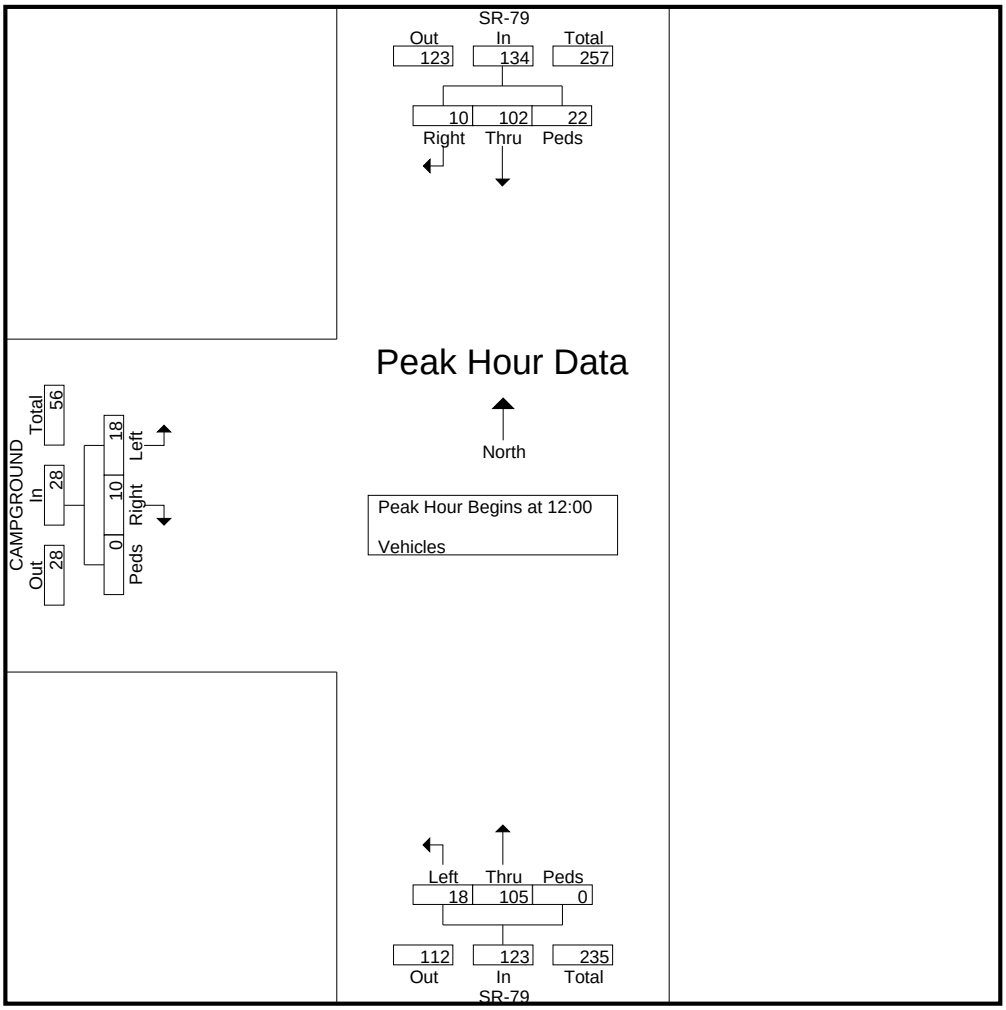
	SR-79 Southbound			SR-79 Northbound			CAMPGROUND Eastbound			
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Int. Total
12:00	30	3	15	3	28	0	7	6	0	92
12:15	29	2	0	1	21	0	4	2	0	59
12:30	22	3	5	8	28	0	1	0	0	67
12:45	21	2	2	6	28	0	6	2	0	67
Total	102	10	22	18	105	0	18	10	0	285
13:00	18	1	0	1	18	0	0	0	0	38
13:15	19	1	0	5	23	0	4	0	0	52
13:30	28	5	5	3	25	0	3	2	0	71
13:45	19	1	3	4	16	0	2	2	0	47
Total	84	8	8	13	82	0	9	4	0	208
14:00	18	3	0	4	19	0	5	0	0	49
14:15	16	4	0	1	22	0	6	1	0	50
14:30	21	2	12	1	22	0	2	0	0	60
14:45	23	6	2	8	18	0	0	1	0	58
Total	78	15	14	14	81	0	13	2	0	217
Grand Total	264	33	44	45	268	0	40	16	0	710
Apprch %	77.4	9.7	12.9	14.4	85.6	0	71.4	28.6	0	
Total %	37.2	4.6	6.2	6.3	37.7	0	5.6	2.3	0	

True Count

3401 First Ave. #123
San Diego, CA 92103

File Name : 1081.05B.SR-79.CAMPGROUND
Site Code : 00000000
Start Date : 8/11/2007
Page No : 2

	SR-79 Southbound				SR-79 Northbound				CAMPGROUND Eastbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 14:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00													
12:00	**30**	**3**	**15**	**48**	3	**28**	0	31	**7**	**6**	0	**13**	**92**
12:15	29	2	0	31	1	21	0	22	4	2	0	6	59
12:30	22	3	5	30	**8**	28	0	**36**	1	0	0	1	67
12:45	21	2	2	25	6	28	0	34	6	2	0	8	67
Total Volume	102	10	22	134	18	105	0	123	18	10	0	28	285
% App. Total	76.1	7.5	16.4		14.6	85.4	0		64.3	35.7	0		
PHF	.850	.833	.367	.698	.563	.938	.000	.854	.643	.417	.000	.538	.774



APPENDIX C

MODELING INFORMATION / TRIP GENERATION

Existing Paso Picacho Campground

Land Use	Intensity	Units	Rate/Trips	Daily	Friday Peak Hour			Saturday Peak Hour		
					Total	In	Out	Total	In	Out
Existing Paso Picacho										
Campground	85	Campsite	Rate	1	10%	40%	60%	23%	50%	50%
			Trips	85	9	4	5	19	10	10
Day Use Parking	160	Trailer Parking	Rate	1	10%	40%	60%	23%	50%	50%
			Trips	160	16	6	10	37	19	19
Existing Paso Picacho Total Trips				**245**	**25**	**10**	**15**	**56**	**28**	**28**

Note: Numbers may not total due to rounding.

Land Use	Intensity	Units	Rate/Trips	Daily	Friday Peak Hour			Saturday Peak Hour		
					Total	In	Out	Total	In	Out
Merigan Site										
Campground	27	Campsite	Rate	1	10%	40%	60%	23%	50%	50%
			PCE *	54	6	2	4	12	6	6
Trailer Parking	20	Trailer Parking	Rate	1	10%	40%	60%	23%	50%	50%
			PCE *	40	4	2	2	9	5	5
Merigan Site Total Trips				**94**	**10**	**4**	**6**	**21**	**11**	**11**
Paso Picacho Day Use Site										
Trailer Parking	9	Trailer Parking	Rate	2	10%	40%	60%	23%	50%	50%
			PCE *	**36**	**4**	**2**	**2**	**8**	**4**	**4**

Note: Numbers may not total due to rounding.

* 1 Trailer Truck=2 Passenger Car Equivalent Trips
Trailer trucks are converted into passenger car equivalent because all our existing counts are based on passenger car equivalent

APPENDIX D

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
EXISTING CONDITIONS

Scenario Report

Scenario:	Existing Friday
Command:	Default Command
Volume:	Existing Friday
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Friday
Trip Distribution:	Project
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in D/V
# 1 Riverside Dr/SR-79	A	9.1	0.000	A	9.1	0.000	+ 0.000
# 2 Riverside Dr/Viejas Grade Road	A	9.1	0.000	A	9.1	0.000	+ 0.000
# 3 Viejas Blvd/River Drive	A	8.7	0.000	A	8.7	0.000	+ 0.000
# 4 Viejas Blvd/ SR-79	A	9.3	0.000	A	9.3	0.000	+ 0.000
# 5 SR-79/Paso Picacho Campground	A	9.0	0.000	A	9.0	0.000	+ 0.000
# 6 Viejas Blvd/Campground Entranc	A	0.0	0.000	A	0.0	0.000	+ 0.000
# 7 SR-79/Parking Entrance	A	0.0	0.000	A	0.0	0.000	+ 0.000

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

Intersection #1 Riverside Dr/SR-79

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0	0	0	0	1	0	1	0	0	1	0	0	0
Volume Module:																
Base Vol:	120	153	0	0	89	4	3	0	59	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	120	153	0	0	89	4	3	0	59	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	120	153	0	0	89	4	3	0	59	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	126	161	0	0	94	4	3	0	62	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	126	161	0	0	94	4	3	0	62	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	98	xxxx	xxxxx	xxxx	xxxx	xxxxx	509	xxxx	96	xxxx	xxxx	xxxxx				
Potent Cap.:	1508	xxxx	xxxxx	xxxx	xxxx	xxxxx	527	xxxx	966	xxxx	xxxx	xxxxx				
Move Cap.:	1508	xxxx	xxxxx	xxxx	xxxx	xxxxx	491	xxxx	966	xxxx	xxxx	xxxxx				
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.06	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.2	xxxx	xxxx	xxxxx				
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.4	xxxx	9.0	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			9.1			xxxxxx						
ApproachLOS:	*			*			A			*						

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

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

Intersection #2 Riverside Dr/Viejas Grade Road

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: A[9.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0	0	0	0	1	0	1	0	0	1	0	0	0
Volume Module:																
Base Vol:	65	60	0	0	36	15	11	0	24	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	65	60	0	0	36	15	11	0	24	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	65	60	0	0	36	15	11	0	24	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	68	63	0	0	38	16	12	0	25	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	68	63	0	0	38	16	12	0	25	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	54	xxxx	xxxxx	xxxx	xxxx	xxxxx	246	xxxx	46	xxxx	xxxx	xxxxx				
Potent Cap.:	1565	xxxx	xxxxx	xxxx	xxxx	xxxxx	747	xxxx	1029	xxxx	xxxx	xxxxx				
Move Cap.:	1565	xxxx	xxxxx	xxxx	xxxx	xxxxx	721	xxxx	1029	xxxx	xxxx	xxxxx				
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.02	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.1	xxxx	xxxx	xxxxx				
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	8.6	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			9.1			xxxxxx						
ApproachLOS:	*			*			A			*						

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

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

Intersection #3 Viejas Blvd/River Drive

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	19	42		0		0	36		3		3		0		7		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	19	42		0		0	36		3		3		0		7		0		0	
Added Vol:	0	0		0		0	0		0		0		0		0		0		0	
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0	
Initial Fut:	19	42		0		0	36		3		3		0		7		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	20	44		0		0	38		3		3		0		7		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
Final Vol.:	20	44		0		0	38		3		3		0		7		0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4	xxxx			6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	41	xxxx	xxxxx	xxxx	xxxx	xxxxx					124	xxxx			39	xxxx	xxxx	xxxxx		
Potent Cap.:	1581	xxxx	xxxxx	xxxx	xxxx	xxxxx					876	xxxx			1038	xxxx	xxxx	xxxxx		
Move Cap.:	1581	xxxx	xxxxx	xxxx	xxxx	xxxxx					868	xxxx			1038	xxxx	xxxx	xxxxx		
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx					0.00	xxxx			0.01	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	A	*		*		*	*		*		*		*		*	*		*		
Movement:	LT - LTR - RT																			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	980	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	0.0	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	8.7	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	A	*		*		*	*		*		A		*		*	*		*		
ApproachDel:	xxxxxx					xxxxxx					8.7					xxxxxx				
ApproachLOS:		*					*				A						*			

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

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

Intersection #4 Viejas Blvd/ SR-79

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[9.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	24	106		0		0	45		14		17		0		19		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	24	106		0		0	45		14		17		0		19		0		0	
Added Vol:	0	0		0		0	0		0		0		0		0		0		0	
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0	
Initial Fut:	24	106		0		0	45		14		17		0		19		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	25	112		0		0	47		15		18		0		20		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
Final Vol.:	25	112		0		0	47		15		18		0		20		0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4	xxxx			6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	62	xxxx	xxxxx	xxxx	xxxx	xxxxx					217	xxxx			55	xxxx	xxxx	xxxxx		
Potent Cap.:	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx					776	xxxx			1018	xxxx	xxxx	xxxxx		
Move Cap.:	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx					766	xxxx			1018	xxxx	xxxx	xxxxx		
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx					0.02	xxxx			0.02	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	A	*		*		*	*		*		*		*		*	*		*		
Movement:	LT - LTR - RT																			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	881	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	0.1	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	9.3	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	A	*		*		*	*		*		A		*		*	*		*		
ApproachDel:	xxxxxx					xxxxxx					9.3					xxxxxx				
ApproachLOS:		*					*				A						*			

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

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

Intersection #5 SR-79/Paso Picacho Campground

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	7	76		0		0	51		8		6		0		4		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	7	76		0		0	51		8		6		0		4		0		0	
Added Vol:	0	0		0		0	0		0		0		0		0		0		0	
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0	
Initial Fut:	7	76		0		0	51		8		6		0		4		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	7	80		0		0	54		8		6		0		4		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
Final Vol.:	7	80		0		0	54		8		6		0		4		0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4	xxxx			6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	62	xxxx	xxxxx	xxxx	xxxx	xxxxx					153	xxxx			58	xxxx	xxxx	xxxxx		
Potent Cap.:	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx					844	xxxx			1014	xxxx	xxxx	xxxxx		
Move Cap.:	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx					841	xxxx			1014	xxxx	xxxx	xxxxx		
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx					0.01	xxxx			0.00	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	A	*		*		*	*		*		*		*		*	*		*		
Movement:	LT - LTR - RT																			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	902	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	0.0	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	9.0	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	A	*		*		*	*		*		A		*		*	*		*		
ApproachDel:	xxxxxx					xxxxxx					9.0					xxxxxx				
ApproachLOS:		*					*				A						*			

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

Scenario Report

Scenario:	Existing Saturday
Command:	Default Command
Volume:	Existing Saturday
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Friday
Trip Distribution:	Project
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Riverside Dr/SR-79	A	9.9	0.000	A	9.9	0.000	+ 0.000 D/V
# 2 Riverside Dr/Viejas Grade Road	A	9.0	0.000	A	9.0	0.000	+ 0.000 D/V
# 3 Viejas Blvd/River Drive	A	8.7	0.000	A	8.7	0.000	+ 0.000 D/V
# 4 Viejas Blvd/ SR-79	A	9.8	0.000	A	9.8	0.000	+ 0.000 D/V
# 5 SR-79/Paso Picacho Campground	A	9.7	0.000	A	9.7	0.000	+ 0.000 D/V
# 6 Viejas Blvd/Campground Entranc	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 7 SR-79/Parking Entrance	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V

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

```
*******************************************************************************
Intersection #1 Riverside Dr/SR-79
*******************************************************************************
Average Delay (sec/veh):      3.1       Worst Case Level Of Service: A[  9.9]
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      91  143     0     0  167     5     9    0    71     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   91  143     0     0  167     5     9    0    71     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   91  143     0     0  167     5     9    0    71     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:    96  151     0     0  176     5     9    0    75     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:    96  151     0     0  176     5     9    0    75     0    0     0
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  181 xxxx xxxxx  xxxx xxxx xxxxx   521 xxxx   178  xxxx xxxx xxxxx
Potent Cap.: 1406 xxxx xxxxx  xxxx xxxx xxxxx   520 xxxx   870  xxxx xxxx xxxxx
Move Cap.:   1406 xxxx xxxxx  xxxx xxxx xxxxx   491 xxxx   870  xxxx xxxx xxxxx
Volume/Cap:  0.07 xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  0.09  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.3  xxxx xxxx xxxxx
Control Del:  7.7 xxxx xxxxx xxxxx xxxx xxxxx  12.5 xxxx   9.5 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     A     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              9.9           xxxxxx
ApproachLOS:        *                *                A                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
```


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

```
*******************************************************************************
Intersection #2 Riverside Dr/Viejas Grade Road
*******************************************************************************
Average Delay (sec/veh):      4.7       Worst Case Level Of Service: A[  9.0]
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      59   39     0     0   31    22    15    0    47     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   59   39     0     0   31    22    15    0    47     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   59   39     0     0   31    22    15    0    47     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:    62   41     0     0   33    23    16    0    49     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:    62   41     0     0   33    23    16    0    49     0    0     0
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   56 xxxx xxxxx  xxxx xxxx xxxxx   209 xxxx    44  xxxx xxxx xxxxx
Potent Cap.: 1562 xxxx xxxxx  xxxx xxxx xxxxx   783 xxxx  1032  xxxx xxxx xxxxx
Move Cap.:   1562 xxxx xxxxx  xxxx xxxx xxxxx   759 xxxx  1032  xxxx xxxx xxxxx
Volume/Cap:  0.04 xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  0.05  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.2  xxxx xxxx xxxxx
Control Del:  7.4 xxxx xxxxx xxxxx xxxx xxxxx   9.8 xxxx   8.7 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     A    *     A     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              9.0           xxxxxx
ApproachLOS:        *                *                A                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
```

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

Intersection #3 Viejas Blvd/River Drive

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[8.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	0	0	0	0	1	0	0	1!	0	0	0	0	0
Volume Module:																
Base Vol:	16	45	0	0	46	5	3	0	20	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	16	45	0	0	46	5	3	0	20	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	16	45	0	0	46	5	3	0	20	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	17	47	0	0	48	5	3	0	21	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	17	47	0	0	48	5	3	0	21	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	54	xxxx	xxxxx	xxxx	xxxx	xxxxx	132	xxxx	51	xxxx	xxxx	xxxxx				
Potent Cap.:	1565	xxxx	xxxxx	xxxx	xxxx	xxxxx	867	xxxx	1023	xxxx	xxxx	xxxxx				
Move Cap.:	1565	xxxx	xxxxx	xxxx	xxxx	xxxxx	859	xxxx	1023	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.02	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	998	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx				8.7			xxxxxx					
ApproachLOS:		*			*			A			*					

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

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

Intersection #4 Viejas Blvd/ SR-79

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[9.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	0	0	0	0	1	0	0	1!	0	0	0	0	0
Volume Module:																
Base Vol:	21	118	0	0	110	24	20	0	25	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	21	118	0	0	110	24	20	0	25	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	21	118	0	0	110	24	20	0	25	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	22	124	0	0	116	25	21	0	26	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	22	124	0	0	116	25	21	0	26	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	141	xxxx	xxxxx	xxxx	xxxx	xxxxx	297	xxxx	128	xxxx	xxxx	xxxxx				
Potent Cap.:	1454	xxxx	xxxxx	xxxx	xxxx	xxxxx	699	xxxx	927	xxxx	xxxx	xxxxx				
Move Cap.:	1454	xxxx	xxxxx	xxxx	xxxx	xxxxx	690	xxxx	927	xxxx	xxxx	xxxxx				
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.03	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	804	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx				9.8			xxxxxx					
ApproachLOS:		*			*			A			*					

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

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

Intersection #5 SR-79/Paso Picacho Campground

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[9.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	0	0	0	0	1	0	0	1!	0	0	0	0	0
Volume Module:																
Base Vol:	18	105	0	0	102	10	18	0	10	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	18	105	0	0	102	10	18	0	10	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	18	105	0	0	102	10	18	0	10	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	19	111	0	0	107	11	19	0	11	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	19	111	0	0	107	11	19	0	11	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	118	xxxx	xxxxx	xxxx	xxxx	xxxxx	261	xxxx	113	xxxx	xxxx	xxxxx				
Potent Cap.:	1483	xxxx	xxxxx	xxxx	xxxx	xxxxx	732	xxxx	946	xxxx	xxxx	xxxxx				
Move Cap.:	1483	xxxx	xxxxx	xxxx	xxxx	xxxxx	725	xxxx	946	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.01	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	791	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx				9.7			xxxxxx					
ApproachLOS:		*			*			A			*					

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

APPENDIX E

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
EXISTING PLUS PROJECT CONDITIONS

Scenario Report

Scenario:	Ex+Proj Friday
Command:	Default Command
Volume:	Existing Friday
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Friday
Trip Distribution:	Project
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in
# 1 Riverside Dr/SR-79	A	9.1	0.000	A	9.2	0.000	+ 0.011 D/V
# 2 Riverside Dr/Viejas Grade Road	A	9.1	0.000	A	9.1	0.000	+ 0.014 D/V
# 3 Viejas Blvd/River Drive	A	8.7	0.000	A	8.7	0.000	+ 0.012 D/V
# 4 Viejas Blvd/ SR-79	A	9.3	0.000	A	9.4	0.000	+ 0.109 D/V
# 5 SR-79/Paso Picacho Campground	A	9.0	0.000	A	9.1	0.000	+ 0.035 D/V
# 6 Viejas Blvd/Campground Entranc	A	0.0	0.000	A	8.8	0.000	+ 8.817 D/V
# 7 SR-79/Parking Entrance	A	0.0	0.000	A	9.0	0.000	+ 9.012 D/V

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

Intersection #1 Riverside Dr/SR-79

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0	0	0	0	1	0	1	0	0	1	0	0	0
Volume Module:																
Base Vol:	120	153	0	0	89	4	3	0	59	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	120	153	0	0	89	4	3	0	59	0	0	0				
Added Vol:	1	1	0	0	1	0	0	0	2	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	121	154	0	0	90	4	3	0	61	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	127	162	0	0	95	4	3	0	64	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	127	162	0	0	95	4	3	0	64	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	99	xxxx	xxxxx	xxxx	xxxx	xxxxx	514	xxxx	97	xxxx	xxxx	xxxxx				
Potent Cap.:	1507	xxxx	xxxxx	xxxx	xxxx	xxxxx	524	xxxx	965	xxxx	xxxx	xxxxx				
Move Cap.:	1507	xxxx	xxxxx	xxxx	xxxx	xxxxx	488	xxxx	965	xxxx	xxxx	xxxxx				
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.07	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.2	xxxx	xxxx	xxxxx				
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.4	xxxx	9.0	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			9.2			xxxxxx						
ApproachLOS:	*			*			A			*						

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

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

Intersection #2 Riverside Dr/Viejas Grade Road

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[9.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0	0	0	0	1	0	1	0	0	1	0	0	0
Volume Module:																
Base Vol:	65	60	0	0	36	15	11	0	24	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	65	60	0	0	36	15	11	0	24	0	0	0				
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	65	61	0	0	38	15	11	0	24	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	68	64	0	0	40	16	12	0	25	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	68	64	0	0	40	16	12	0	25	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	56	xxxx	xxxxx	xxxx	xxxx	xxxxx	249	xxxx	48	xxxx	xxxx	xxxxx				
Potent Cap.:	1562	xxxx	xxxxx	xxxx	xxxx	xxxxx	744	xxxx	1027	xxxx	xxxx	xxxxx				
Move Cap.:	1562	xxxx	xxxxx	xxxx	xxxx	xxxxx	718	xxxx	1027	xxxx	xxxx	xxxxx				
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.02	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.1	xxxx	xxxx	xxxxx				
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	8.6	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			9.1			xxxxxx						
ApproachLOS:	*			*			A			*						

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

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

Intersection #3 Viejas Blvd/River Drive

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[8.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	19	42	0	0	36	3	3	0	7	0	0	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	19	42	0	0	36	3	3	0	7	0	0	0								
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	19	43	0	0	38	3	3	0	7	0	0	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	20	45	0	0	40	3	3	0	7	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	20	45	0	0	40	3	3	0	7	0	0	0								

Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3 xxxxx xxxx xxxxx

Capacity Module:
Cnflict Vol: 43 xxxx xxxxx xxxx xxxx xxxxx 127 xxxx 42 xxxx xxxx xxxxx
Potent Cap.: 1579 xxxx xxxxx xxxx xxxx xxxxx 873 xxxx 1035 xxxx xxxx xxxxx
Move Cap.: 1579 xxxx xxxxx xxxx xxxx xxxxx 864 xxxx 1035 xxxx xxxx xxxxx
Volume/Cap: 0.01 xxxx xxxx xxxx xxxx xxxx 0.00 xxxx 0.01 xxxx xxxx xxxx

Level Of Service Module:
2Way95thQ: 0.0 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 7.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 977 xxxxx xxxx xxxx xxxxx
SharedQueue: 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 7.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 8.7 xxxxx xxxxx xxxx xxxxx
Shared LOS: A * * * * * * A * * * *
ApproachDel: xxxxxx xxxxxx 8.7 xxxxxx
ApproachLOS: * * A *

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

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

Intersection #4 Viejas Blvd/ SR-79

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: A[9.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	24	106	0	0	45	14	17	0	19	0	0	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	24	106	0	0	45	14	17	0	19	0	0	0								
Added Vol:	0	1	0	0	1	3	4	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	24	107	0	0	46	17	21	0	19	0	0	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	25	113	0	0	48	18	22	0	20	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	25	113	0	0	48	18	22	0	20	0	0	0								

Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3 xxxxx xxxx xxxxx

Capacity Module:
Cnflict Vol: 66 xxxx xxxxx xxxx xxxx xxxxx 221 xxxx 57 xxxx xxxx xxxxx
Potent Cap.: 1548 xxxx xxxxx xxxx xxxx xxxxx 772 xxxx 1014 xxxx xxxx xxxxx
Move Cap.: 1548 xxxx xxxxx xxxx xxxx xxxxx 762 xxxx 1014 xxxx xxxx xxxxx
Volume/Cap: 0.02 xxxx xxxx xxxx xxxx xxxx 0.03 xxxx 0.02 xxxx xxxx xxxx

Level Of Service Module:
2Way95thQ: 0.0 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 864 xxxxx xxxx xxxx xxxxx
SharedQueue: 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 9.4 xxxxx xxxxx xxxx xxxxx
Shared LOS: A * * * * * * A * * * *
ApproachDel: xxxxxx xxxxxx 9.4 xxxxxx
ApproachLOS: * * A *

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

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

Intersection #5 SR-79/Paso Picacho Campground

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	7	76	0	0	51	8	6	0	4	0	0	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	7	76	0	0	51	8	6	0	4	0	0	0								
Added Vol:	0	5	0	0	3	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	7	81	0	0	54	8	6	0	4	0	0	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	7	85	0	0	57	8	6	0	4	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	7	85	0	0	57	8	6	0	4	0	0	0								

Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3 xxxxx xxxx xxxxx

Capacity Module:
Cnflict Vol: 65 xxxx xxxxx xxxx xxxx xxxxx 161 xxxx 61 xxxx xxxx xxxxx
Potent Cap.: 1550 xxxx xxxxx xxxx xxxx xxxxx 835 xxxx 1010 xxxx xxxx xxxxx
Move Cap.: 1550 xxxx xxxxx xxxx xxxx xxxxx 831 xxxx 1010 xxxx xxxx xxxxx
Volume/Cap: 0.00 xxxx xxxx xxxx xxxx xxxx 0.01 xxxx 0.00 xxxx xxxx xxxx

Level Of Service Module:
2Way95thQ: 0.0 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 7.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 895 xxxxx xxxx xxxx xxxxx
SharedQueue: 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 7.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 9.1 xxxxx xxxxx xxxx xxxxx
Shared LOS: A * * * * * * A * * * *
ApproachDel: xxxxxx xxxxxx 9.1 xxxxxx
ApproachLOS: * * A *

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

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

Intersection #6 Viejas Blvd/Campground Entrance

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[8.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	45	0	0	0	39	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	0	0	0	0	0	0	0	45	0	0	0	39	0				
Added Vol:	0	0	0	0	0	0	4	0	0	2	1	0	0	0	0	3				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	0	0	4	0	0	2	1	45	0	0	39	3				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	0	0	0	0	4	0	0	2	1	47	0	0	41	3				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	0	0	0	0	0	4	0	0	2	1	47	0	0	41	3				

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 xxxx 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxx xxxx xxxxx 3.5 xxxx 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 92 xxxx 43 44 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 913 xxxx 1034 1577 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 912 xxxx 1034 1577 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxx 0.00 xxxx 0.00 0.00 xxxx xxxx xxxx xxxx xxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 950 xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 0.0 xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 8.8 xxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * A * A * * * * *
ApproachDel: xxxxxx 8.8 xxxxxx xxxxxx
ApproachLOS: * A * *

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

Scenario Report

Scenario:	Ex+Proj Saturday
Command:	Default Command
Volume:	Existing Saturday
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Saturday
Trip Distribution:	Project
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Riverside Dr/SR-79	A	9.9	0.000	A	9.9	0.000	+ 0.021 D/V
# 2 Riverside Dr/Viejas Grade Road	A	9.0	0.000	A	9.0	0.000	+ 0.022 D/V
# 3 Viejas Blvd/River Drive	A	8.7	0.000	A	8.7	0.000	+ 0.018 D/V
# 4 Viejas Blvd/ SR-79	A	9.8	0.000	A	10.0	0.000	+ 0.224 D/V
# 5 SR-79/Paso Picacho Campground	A	9.7	0.000	A	9.8	0.000	+ 0.105 D/V
# 6 Viejas Blvd/Campground Entranc	A	0.0	0.000	A	9.0	0.000	+ 8.977 D/V
# 7 SR-79/Parking Entrance	A	0.0	0.000	A	9.2	0.000	+ 9.218 D/V

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

```
*******************************************************************************
Intersection #1 Riverside Dr/SR-79
*******************************************************************************
Average Delay (sec/veh):      3.1       Worst Case Level Of Service: A[  9.9]
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      91  143     0     0  167     5     9     0    71     0     0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   91  143     0     0  167     5     9     0    71     0     0     0
Added Vol:      3    1     0     0    1     0     0     0     3     0     0     0
PasserByVol:    0    0     0     0    0     0     0     0     0     0     0     0
Initial Fut:   94  144     0     0  168     5     9     0    74     0     0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:    99  152     0     0  177     5     9     0    78     0     0     0
Reduct Vol:     0    0     0     0    0     0     0     0     0     0     0     0
Final Vol.:    99  152     0     0  177     5     9     0    78     0     0     0
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  182 xxxx xxxxx  xxxx xxxx xxxxx   529 xxxx   179  xxxx xxxx xxxxx
Potent Cap.: 1405 xxxx xxxxx  xxxx xxxx xxxxx   514 xxxx   869  xxxx xxxx xxxxx
Move Cap.:   1405 xxxx xxxxx  xxxx xxxx xxxxx   484 xxxx   869  xxxx xxxx xxxxx
Volume/Cap:  0.07 xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  0.09  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.3  xxxx xxxx xxxxx
Control Del:  7.8 xxxx xxxxx xxxxx xxxx xxxxx  12.6 xxxx   9.6 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     A     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              9.9           xxxxxx
ApproachLOS:        *                *                A                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
```


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

```
*******************************************************************************
Intersection #2 Riverside Dr/Viejas Grade Road
*******************************************************************************
Average Delay (sec/veh):      4.5       Worst Case Level Of Service: A[  9.0]
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      59   39     0     0   31    22    15     0    47     0     0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   59   39     0     0   31    22    15     0    47     0     0     0
Added Vol:      0    3     0     0    3     0     0     0     0     0     0     0
PasserByVol:    0    0     0     0    0     0     0     0     0     0     0     0
Initial Fut:   59   42     0     0   34    22    15     0    47     0     0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:    62   44     0     0   36    23    16     0    49     0     0     0
Reduct Vol:     0    0     0     0    0     0     0     0     0     0     0     0
Final Vol.:    62   44     0     0   36    23    16     0    49     0     0     0
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   59 xxxx xxxxx  xxxx xxxx xxxxx   216 xxxx    47  xxxx xxxx xxxxx
Potent Cap.: 1558 xxxx xxxxx  xxxx xxxx xxxxx   777 xxxx  1027  xxxx xxxx xxxxx
Move Cap.:   1558 xxxx xxxxx  xxxx xxxx xxxxx   752 xxxx  1027  xxxx xxxx xxxxx
Volume/Cap:  0.04 xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  0.05  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.2  xxxx xxxx xxxxx
Control Del:  7.4 xxxx xxxxx xxxxx xxxx xxxxx   9.9 xxxx   8.7 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     A    *     A     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              9.0           xxxxxx
ApproachLOS:        *                *                A                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
```

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

Intersection #3 Viejas Blvd/River Drive

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[8.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0
Volume Module:																
Base Vol:	16	45	0	0	46	5	3	0	20	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	16	45	0	0	46	5	3	0	20	0	0	0				
Added Vol:	0	3	0	0	3	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	16	48	0	0	49	5	3	0	20	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	17	51	0	0	52	5	3	0	21	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	17	51	0	0	52	5	3	0	21	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	57	xxxx	xxxxx	xxxx	xxxx	xxxxx	138	xxxx	54	xxxx	xxxx	xxxxx				
Potent Cap.:	1561	xxxx	xxxxx	xxxx	xxxx	xxxxx	860	xxxx	1019	xxxx	xxxx	xxxxx				
Move Cap.:	1561	xxxx	xxxxx	xxxx	xxxx	xxxxx	852	xxxx	1019	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.02	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	993	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx				8.7			xxxxxx					
ApproachLOS:	*			*				A			*					

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

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

Intersection #4 Viejas Blvd/ SR-79

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[10.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0
Volume Module:																
Base Vol:	21	118	0	0	110	24	20	0	25	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	21	118	0	0	110	24	20	0	25	0	0	0				
Added Vol:	0	1	0	0	1	8	8	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	21	119	0	0	111	32	28	0	25	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	22	125	0	0	117	34	29	0	26	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	22	125	0	0	117	34	29	0	26	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	151	xxxx	xxxxx	xxxx	xxxx	xxxxx	303	xxxx	134	xxxx	xxxx	xxxxx				
Potent Cap.:	1443	xxxx	xxxxx	xxxx	xxxx	xxxxx	693	xxxx	921	xxxx	xxxx	xxxxx				
Move Cap.:	1443	xxxx	xxxxx	xxxx	xxxx	xxxxx	685	xxxx	921	xxxx	xxxx	xxxxx				
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.03	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	779	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx				10.0			xxxxxx					
ApproachLOS:	*			*				A			*					

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

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

Intersection #5 SR-79/Paso Picacho Campground

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[9.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0
Volume Module:																
Base Vol:	18	105	0	0	102	10	18	0	10	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	18	105	0	0	102	10	18	0	10	0	0	0				
Added Vol:	0	9	0	0	9	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	18	114	0	0	111	10	18	0	10	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	19	120	0	0	117	11	19	0	11	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	19	120	0	0	117	11	19	0	11	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	127	xxxx	xxxxx	xxxx	xxxx	xxxxx	280	xxxx	122	xxxx	xxxx	xxxxx				
Potent Cap.:	1471	xxxx	xxxxx	xxxx	xxxx	xxxxx	714	xxxx	934	xxxx	xxxx	xxxxx				
Move Cap.:	1471	xxxx	xxxxx	xxxx	xxxx	xxxxx	707	xxxx	934	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.01	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	774	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx				9.8			xxxxxx					
ApproachLOS:	*			*				A			*					

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

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

Intersection #6 Viejas Blvd/Campground Entrance

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[9.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	0	0	0	0	0	1!	0	0	1	0	0	0	0	1	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	48	0	0	51	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	0	0	0	0	0	48	0	0	51	0			
Added Vol:	0	0	0	0	8	0	3	3	0	0	0	0	8			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	0	8	0	3	3	48	0	0	51	8			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	0	0	0	0	8	0	3	3	51	0	0	54	8			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Final Vol.:	0	0	0	0	8	0	3	3	51	0	0	54	8			
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		115	xxxx	58	62	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx		886	xxxx	1014	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx		885	xxxx	1014	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx		0.01	xxxx	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx		7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
LOS by Move:	*	*	*		*	*	*	A	*	*	*	*	*			
Movement:	LT - LTR - RT				LT - LTR - RT			LT - LTR - RT				LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx		917	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx		0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx		9.0	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*		*	A	*	A	*	*	*	*	*			
ApproachDel:	xxxxxx				9.8			xxxxxx			xxxxxx				
ApproachLOS:	*				A			*			*					

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

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                    Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #7 SR-79/Parking Entrance
********************************************************************************
Average Delay (sec/veh):      0.2       Worst Case Level Of Service: A[  9.2]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:         0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0  123     0     0  112     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     0  123     0     0  112     0     0    0     0     0    0     0
Added Vol:       0    8     1     3    8     0     0    0     0     1    0     3
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:     0  131     1     3  120     0     0    0     0     1    0     3
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:      0  138     1     3  126     0     0    0     0     1    0     3
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:      0  138     1     3  126     0     0    0     0     1    0     3
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------||---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   139 xxxx xxxxx  xxxx xxxx xxxxx   271 xxxx   138
Potent Cap.: xxxx xxxx xxxxx  1457 xxxx xxxxx  xxxx xxxx xxxxx   723 xxxx   915
Move Cap.:   xxxx xxxx xxxxx  1457 xxxx xxxxx  xxxx xxxx xxxxx   721 xxxx   915
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.00 xxxx  0.00
------------||---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  858 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.2 xxxxx
Shared LOS:    *    *    *     A    *     *     *    *     *     *    A     *
ApproachDel:    xxxxxx            xxxxxx           xxxxxx              9.2
ApproachLOS:       *                 *                *                  A
********************************************************************************
Note: Queue reported is the number of cars per lane.
```

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #7 SR-79/Parking Entrance
******************************************************************************
Average Delay (sec/veh):      0.2       Worst Case Level Of Service: A[  9.0]
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-------------||---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:         0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
-------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0   82     0     0   59     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     0   82     0     0   59     0     0    0     0     0    0     0
Added Vol:       0    4     1     1    3     0     0    0     0     1    0     1
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:     0   86     1     1   62     0     0    0     0     1    0     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:      0   91     1     1   65     0     0    0     0     1    0     1
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:      0   91     1     1   65     0     0    0     0     1    0     1
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
-------------||---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    92 xxxx xxxxx  xxxx xxxx xxxxx   158 xxxx    91
Potent Cap.: xxxx xxxx xxxxx  1516 xxxx xxxxx  xxxx xxxx xxxxx   837 xxxx   972
Move Cap.:   xxxx xxxx xxxxx  1516 xxxx xxxxx  xxxx xxxx xxxxx   837 xxxx   972
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.00 xxxx  0.00
-------------||---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  899 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.0 xxxxx
Shared LOS:    *    *    *     A    *     *     *    *     *     *    A     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              9.0
ApproachLOS:       *                *                *                   A
******************************************************************************
Note: Queue reported is the number of cars per lane.
```