APPENDIX A

DAILY TRAFFIC VOLUME COUNT WORKSHEETS
AND 2009 VOLUME TREND ANALYSIS LETTER

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Counts Unlimtied, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

Town of Apple Valley
Bear Valley Road
W/ Deep Creek Road
24 Hour Directional Classification Count
Eastbound

AVBVWDC
Site Code: 051022
Date Start: 17-Jan-07
Date End: 17-Jan-07

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/17/07	0	110	16	0	1	0	0	0	3	0	6	0	0	136
01:00	0	59	16	0	3	0	0	0	2	0	4	0	0	84
02:00	0	51	3	0	0	0	0	0	5	0	5	0	0	64
03:00	0	40	3	0	0	0	0	0	8	0	3	0	0	54
04:00	0	49	22	0	0	0	0	0	3	0	8	0	0	82
05:00	0	154	53	2	18	1	0	3	9	0	7	0	0	247
06:00	2	428	137	8	43	**3**	0	7	9	0	5	0	0	642
07:00	1	443	188	9	53	2	0	5	17	0	32	0	1	751
08:00	5	425	206	**12**	72	1	0	13	**21**	0	**41**	0	0	796
09:00	1	420	224	10	63	1	0	**18**	10	0	27	0	**3**	777
10:00	0	554	215	6	**75**	2	0	13	13	0	33	0	1	912
11:00	**7**	**603**	**263**	10	70	1	**1**	12	13	0	26	0	1	**1007**
12 PM	5	695	242	**8**	67	1	0	7	**13**	0	31	0	0	1069
13:00	**6**	705	271	5	76	**4**	0	6	10	0	**32**	**1**	**3**	1119
14:00	5	782	261	6	82	1	0	7	4	0	29	0	3	1180
15:00	5	815	324	5	75	0	0	**15**	8	**1**	11	0	1	1260
16:00	3	943	**346**	4	**93**	0	0	9	5	0	1	0	0	1404
17:00	1	**991**	328	4	83	0	0	9	6	0	5	0	1	**1428**
18:00	5	767	238	3	44	0	0	4	3	0	2	0	1	1067
19:00	3	611	194	2	44	0	0	5	4	0	4	0	1	868
20:00	2	519	149	1	32	0	0	2	9	0	9	0	0	723
21:00	0	391	130	2	14	0	0	1	2	0	3	0	0	543
22:00	0	262	61	5	9	0	0	0	1	0	3	0	0	341
23:00	0	153	33	0	7	0	0	0	3	0	3	0	0	199
Day Total	51	10970	3923	102	1024	17	1	136	181	1	330	1	16	16753
Percent	0.3%	65.5%	23.4%	0.6%	6.1%	0.1%	0.0%	0.8%	1.1%	0.0%	2.0%	0.0%	0.1%	
AM Peak	11:00	11:00	11:00	08:00	10:00	06:00	11:00	09:00	08:00		08:00		09:00	11:00
Vol.	7	603	263	12	75	3	1	18	21		41		3	1007
PM Peak	13:00	17:00	16:00	12:00	16:00	13:00		15:00	12:00	15:00	13:00	13:00	13:00	17:00
Vol.	6	991	346	8	93	4		15	13	1	32	1	3	1428
Grand Total	51	10970	3923	102	1024	17	1	136	181	1	330	1	16	16753
Percent	0.3%	65.5%	23.4%	0.6%	6.1%	0.1%	0.0%	0.8%	1.1%	0.0%	2.0%	0.0%	0.1%	

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Town of Apple Valley
Bear Valley Road
W/ Deep Creek Road
24 Hour Directional Classification Count
Westbound

AVBVWDC
Site Code: 051022
Date Start: 17-Jan-07
Date End: 17-Jan-07

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/17/07	0	67	15	0	2	0	0	0	3	0	3	0	0	90
01:00	1	83	20	1	3	0	0	0	2	0	7	0	0	117
02:00	0	66	13	0	3	1	0	0	4	0	7	0	0	94
03:00	0	84	29	0	3	0	0	0	5	0	7	0	0	128
04:00	1	187	83	2	16	0	0	1	7	0	**9**	0	0	306
05:00	1	352	145	1	42	0	0	1	6	0	2	0	0	550
06:00	4	598	276	7	67	0	0	9	10	0	3	0	0	974
07:00	5	**906**	**323**	3	**88**	1	0	11	8	**1**	2	0	**3**	**1351**
08:00	**6**	691	304	8	74	**3**	**1**	**13**	15	0	3	0	0	1118
09:00	5	596	309	8	71	1	0	12	**19**	0	4	0	0	1025
10:00	4	576	286	**9**	69	0	0	11	13	0	8	0	1	977
11:00	4	589	264	8	79	1	0	13	17	0	0	0	1	976
12 PM	2	642	293	**12**	67	1	0	**15**	6	0	2	0	**1**	1041
13:00	3	582	242	10	**71**	1	0	10	**12**	0	0	0	0	931
14:00	**4**	678	304	5	69	**5**	0	12	7	0	1	0	0	1085
15:00	2	**739**	292	8	67	1	0	6	6	0	4	0	0	**1125**
16:00	2	698	**314**	6	67	1	0	5	6	0	1	0	1	1101
17:00	3	672	284	5	48	0	0	4	2	0	2	0	0	1020
18:00	2	516	176	3	30	0	0	3	1	0	4	0	1	736
19:00	2	301	146	2	25	1	0	4	6	0	3	0	0	490
20:00	2	241	134	1	15	0	0	2	3	0	4	0	0	402
21:00	0	176	63	0	14	0	0	0	4	0	4	0	0	261
22:00	1	144	40	2	5	0	0	1	5	0	**8**	0	0	206
23:00	0	67	35	0	4	0	0	1	1	0	2	0	0	110
Day Total	54	10251	4390	101	999	17	1	134	168	1	90	0	8	16214
Percent	0.3%	63.2%	27.1%	0.6%	6.2%	0.1%	0.0%	0.8%	1.0%	0.0%	0.6%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	10:00	07:00	08:00	08:00	08:00	09:00	07:00	04:00		07:00	07:00
Vol.	6	906	323	9	88	3	1	13	19	1	9		3	1351
PM Peak	14:00	15:00	16:00	12:00	13:00	14:00		12:00	13:00		22:00		12:00	15:00
Vol.	4	739	314	12	71	5		15	12		8		1	1125
Grand Total	54	10251	4390	101	999	17	1	134	168	1	90	0	8	16214
Percent	0.3%	63.2%	27.1%	0.6%	6.2%	0.1%	0.0%	0.8%	1.0%	0.0%	0.6%	0.0%	0.0%	

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01/17/07	0	177	31	0	3	0	0	0	6	0	9	0	0	226
01:00	1	142	36	1	6	0	0	0	4	0	11	0	0	201
02:00	0	117	16	0	3	1	0	0	9	0	12	0	0	158
03:00	0	124	32	0	3	0	0	0	13	0	10	0	0	182
04:00	1	236	105	2	16	0	0	1	10	0	17	0	0	388
05:00	1	506	198	3	60	1	0	4	15	0	9	0	0	797
06:00	6	1026	413	15	110	3	0	16	19	0	8	0	0	1616
07:00	6	**1349**	511	12	141	3	0	16	25	**1**	34	0	**4**	**2102**
08:00	**11**	1116	510	**20**	146	**4**	**1**	26	**36**	0	**44**	0	0	1914
09:00	6	1016	**533**	18	134	2	0	**30**	29	0	31	0	3	1802
10:00	4	1130	501	15	144	2	0	24	26	0	41	0	2	1889
11:00	11	1192	527	18	**149**	2	1	25	30	0	26	0	2	1983
12 PM	7	1337	535	**20**	134	2	0	**22**	19	0	**33**	0	1	2110
13:00	**9**	1287	513	15	147	5	0	16	**22**	0	32	**1**	**3**	2050
14:00	9	1460	565	11	151	**6**	0	19	11	0	30	0	3	2265
15:00	7	1554	616	13	142	1	0	21	14	**1**	15	0	1	2385
16:00	5	1641	**660**	10	**160**	1	0	14	11	0	2	0	1	**2505**
17:00	4	**1663**	612	9	131	0	0	13	8	0	7	0	1	2448
18:00	7	1283	414	6	74	0	0	7	4	0	6	0	2	1803
19:00	5	912	340	4	69	1	0	9	10	0	7	0	1	1358
20:00	4	760	283	2	47	0	0	4	12	0	13	0	0	1125
21:00	0	567	193	2	28	0	0	1	6	0	7	0	0	804
22:00	1	406	101	7	14	0	0	1	6	0	11	0	0	547
23:00	0	220	68	0	11	0	0	1	4	0	5	0	0	309
Day Total	105	21221	8313	203	2023	34	2	270	349	2	420	1	24	32967
Percent	0.3%	64.4%	25.2%	0.6%	6.1%	0.1%	0.0%	0.8%	1.1%	0.0%	1.3%	0.0%	0.1%	
AM Peak	08:00	07:00	09:00	08:00	11:00	08:00	08:00	09:00	08:00	07:00	08:00		07:00	07:00
Vol.	11	1349	533	20	149	4	1	30	36	1	44		4	2102
PM Peak	13:00	17:00	16:00	12:00	16:00	14:00		12:00	13:00	15:00	12:00	13:00	13:00	16:00
Vol.	9	1663	660	20	160	6		22	22	1	33	1	3	2505
Grand Total	105	21221	8313	203	2023	34	2	270	349	2	420	1	24	32967
Percent	0.3%	64.4%	25.2%	0.6%	6.1%	0.1%	0.0%	0.8%	1.1%	0.0%	1.3%	0.0%	0.1%	

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Date End: 17-Jan-07

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01/17/07	0	8	0	0	1	0	0	0	0	0	0	0	0	9
01:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
04:00	0	6	5	1	0	0	0	0	1	0	0	0	0	13
05:00	0	19	7	0	1	0	0	0	0	0	0	0	0	27
06:00	1	44	29	1	6	0	0	2	0	0	0	0	0	83
07:00	0	**81**	**42**	**11**	9	0	0	**13**	**2**	0	5	0	0	**163**
08:00	1	63	33	11	**16**	0	0	8	0	0	8	0	0	140
09:00	**3**	60	34	5	13	**1**	0	8	0	0	4	0	0	128
10:00	0	58	21	3	8	0	0	7	0	0	15	0	0	112
11:00	1	48	20	0	10	0	0	1	0	0	**27**	0	0	107
12 PM	**1**	51	19	1	**13**	**1**	0	**3**	**2**	0	23	0	0	114
13:00	0	57	19	1	9	0	0	2	0	0	**28**	0	0	116
14:00	0	65	**41**	1	3	0	0	2	0	0	21	0	0	133
15:00	0	70	41	**4**	13	0	0	3	0	0	12	0	0	**143**
16:00	1	68	28	0	9	0	0	1	0	0	0	0	0	107
17:00	0	**88**	39	2	2	0	0	0	0	0	0	0	0	131
18:00	0	46	24	0	7	0	0	0	0	0	0	0	0	77
19:00	1	30	19	0	4	0	0	0	0	0	0	0	0	54
20:00	0	17	7	0	2	0	0	0	0	0	0	0	0	26
21:00	0	20	10	0	2	0	0	0	0	0	0	0	0	32
22:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
23:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Day Total	9	929	447	41	129	2	0	50	5	0	143	0	0	1755
Percent	0.5%	52.9%	25.5%	2.3%	7.4%	0.1%	0.0%	2.8%	0.3%	0.0%	8.1%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	07:00	08:00	09:00		07:00	07:00		11:00			07:00
Vol.	3	81	42	11	16	1		13	2		27			163
PM Peak	12:00	17:00	14:00	15:00	12:00	12:00		12:00	12:00		13:00			15:00
Vol.	1	88	41	4	13	1		3	2		28			143
Grand Total	9	929	447	41	129	2	0	50	5	0	143	0	0	1755
Percent	0.5%	52.9%	25.5%	2.3%	7.4%	0.1%	0.0%	2.8%	0.3%	0.0%	8.1%	0.0%	0.0%	

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County of San Bernardino
Deep Creek Road
S/ Tussing Ranch Road
24 Hour Directional Classification Count
Southbound

CSBDCSTU
Site Code: 051022
Date Start: 17-Jan-07
Date End: 17-Jan-07

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/17/07	0	8	2	0	0	0	0	0	0	0	0	0	0	10
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	4	3	0	1	0	0	0	0	0	1	0	0	9
05:00	0	19	2	0	2	0	0	0	0	0	0	0	0	23
06:00	0	46	28	1	11	0	0	2	0	0	0	0	0	88
07:00	0	75	30	1	10	0	0	0	1	0	22	0	0	139
08:00	0	68	26	1	6	0	0	2	0	0	30	0	0	133
09:00	0	45	33	1	8	0	0	2	0	0	21	0	0	110
10:00	0	53	32	0	9	2	0	2	0	0	23	0	0	121
11:00	0	59	19	1	10	0	0	5	1	0	25	0	0	120
12 PM	0	71	26	1	15	1	0	0	0	0	26	0	0	140
13:00	0	57	23	1	6	0	0	1	0	0	24	0	0	112
14:00	0	70	30	1	14	0	0	2	0	0	26	0	0	143
15:00	1	92	51	1	12	0	0	4	2	0	6	0	0	169
16:00	0	99	43	0	8	0	0	5	3	0	0	0	0	158
17:00	0	97	37	0	20	0	0	4	0	0	0	0	0	158
18:00	0	57	28	0	10	0	0	1	0	0	0	0	0	96
19:00	0	47	22	0	5	0	0	0	0	0	0	0	0	74
20:00	0	48	17	0	1	0	0	1	0	0	0	0	0	67
21:00	0	26	11	0	1	0	0	0	0	0	0	0	0	38
22:00	0	16	4	0	2	0	0	0	0	0	0	0	0	22
23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Day Total	1	1071	468	9	152	3	0	31	7	0	204	0	0	1946
Percent	0.1%	55.0%	24.0%	0.5%	7.8%	0.2%	0.0%	1.6%	0.4%	0.0%	10.5%	0.0%	0.0%	
AM Peak		07:00	09:00	06:00	06:00	10:00		11:00	07:00		08:00			07:00
Vol.		75	33	1	11	2		5	1		30			139
PM Peak	15:00	16:00	15:00	12:00	17:00	12:00		16:00	16:00		12:00			15:00
Vol.	1	99	51	1	20	1		5	3		26			169
Grand Total	1	1071	468	9	152	3	0	31	7	0	204	0	0	1946
Percent	0.1%	55.0%	24.0%	0.5%	7.8%	0.2%	0.0%	1.6%	0.4%	0.0%	10.5%	0.0%	0.0%	

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01/17/07	0	16	2	0	1	0	0	0	0	0	0	0	0	19
01:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
02:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
03:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
04:00	0	10	8	1	1	0	0	0	1	0	1	0	0	22
05:00	0	38	9	0	3	0	0	0	0	0	0	0	0	50
06:00	1	90	57	2	17	0	0	4	0	0	0	0	0	171
07:00	0	**156**	**72**	**12**	19	0	0	**13**	**3**	0	27	0	0	**302**
08:00	1	131	59	12	**22**	0	0	10	0	0	38	0	0	273
09:00	**3**	105	67	6	21	1	0	10	0	0	25	0	0	238
10:00	0	111	53	3	17	**2**	0	9	0	0	38	0	0	233
11:00	1	107	39	1	20	0	0	6	1	0	**52**	0	0	227
12 PM	**1**	122	45	2	**28**	**2**	0	3	2	0	49	0	0	254
13:00	0	114	42	2	15	0	0	3	0	0	**52**	0	0	228
14:00	0	135	71	2	17	0	0	4	0	0	47	0	0	276
15:00	1	162	**92**	**5**	25	0	0	**7**	2	0	18	0	0	**312**
16:00	1	167	71	0	17	0	0	6	**3**	0	0	0	0	265
17:00	0	**185**	76	2	22	0	0	4	0	0	0	0	0	289
18:00	0	103	52	0	17	0	0	1	0	0	0	0	0	173
19:00	1	77	41	0	9	0	0	0	0	0	0	0	0	128
20:00	0	65	24	0	3	0	0	1	0	0	0	0	0	93
21:00	0	46	21	0	3	0	0	0	0	0	0	0	0	70
22:00	0	26	8	0	2	0	0	0	0	0	0	0	0	36
23:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19
Day Total	10	2000	915	50	281	5	0	81	12	0	347	0	0	3701
Percent	0.3%	54.0%	24.7%	1.4%	7.6%	0.1%	0.0%	2.2%	0.3%	0.0%	9.4%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	07:00	08:00	10:00		07:00	07:00		11:00			07:00
Vol.	3	156	72	12	22	2		13	3		52			302
PM Peak	12:00	17:00	15:00	15:00	12:00	12:00		15:00	16:00		13:00			15:00
Vol.	1	185	92	5	28	2		7	3		52			312
Grand Total	10	2000	915	50	281	5	0	81	12	0	347	0	0	3701
Percent	0.3%	54.0%	24.7%	1.4%	7.6%	0.1%	0.0%	2.2%	0.3%	0.0%	9.4%	0.0%	0.0%	

Counts Unlimtied, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

City of Hesperia
Rock Springs Road
E/ Main Street
24 Hour Directional Classification Count
Eastbound

HERSEMA
Site Code: 051022
Date Start: 17-Jan-07
Date End: 17-Jan-07

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/17/07	0	35	12	0	2	0	0	0	1	0	0	0	0	50
01:00	0	18	7	0	1	0	0	0	1	0	2	0	0	29
02:00	0	9	2	1	0	0	0	1	0	0	0	0	0	13
03:00	0	17	3	0	1	0	0	0	1	0	2	0	0	24
04:00	0	25	10	0	3	0	0	0	0	0	1	0	0	39
05:00	0	43	18	1	6	0	0	0	1	0	0	0	0	69
06:00	0	142	70	0	14	0	0	1	4	0	0	0	0	231
07:00	0	**156**	**86**	1	26	1	0	5	7	0	**31**	0	0	**313**
08:00	1	151	67	3	22	0	0	9	1	0	30	0	0	284
09:00	1	145	69	0	**28**	0	0	2	2	0	24	0	0	271
10:00	0	134	72	1	27	2	0	6	3	0	25	0	0	270
11:00	1	137	77	0	26	1	0	8	0	0	27	0	0	277
12 PM	1	162	57	4	21	0	0	3	2	0	**28**	0	0	278
13:00	0	175	64	2	24	0	0	9	3	0	28	0	0	305
14:00	1	219	95	1	31	1	0	5	1	0	22	0	0	376
15:00	0	270	123	1	32	0	0	6	5	0	14	0	0	451
16:00	2	295	**152**	1	36	1	0	7	0	0	1	0	0	495
17:00	1	**321**	132	1	**39**	0	0	5	0	0	1	0	0	**500**
18:00	0	232	81	1	17	0	0	2	0	0	0	0	0	333
19:00	1	178	53	0	15	0	0	1	0	0	0	0	0	248
20:00	1	134	48	0	7	0	0	1	1	0	0	0	0	192
21:00	0	105	24	0	5	0	0	0	0	0	0	0	0	134
22:00	0	66	20	0	6	0	0	0	0	0	1	0	0	93
23:00	0	37	7	0	2	0	0	0	0	0	0	0	0	46
Day Total	10	3206	1349	18	391	6	0	71	33	0	237	0	0	5321
Percent	0.2%	60.3%	25.4%	0.3%	7.3%	0.1%	0.0%	1.3%	0.6%	0.0%	4.5%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	08:00	09:00	10:00		08:00	07:00		07:00			07:00
Vol.	1	156	86	3	28	2		9	7		31			313
PM Peak	16:00	17:00	16:00	12:00	17:00	14:00		13:00	15:00		12:00			17:00
Vol.	2	321	152	4	39	1		9	5		28			500
Grand Total	10	3206	1349	18	391	6	0	71	33	0	237	0	0	5321
Percent	0.2%	60.3%	25.4%	0.3%	7.3%	0.1%	0.0%	1.3%	0.6%	0.0%	4.5%	0.0%	0.0%	

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City of Hesperia
Rock Springs Road
E/ Main Street
24 Hour Directional Classification Count
Westbound

HERSEMA
Site Code: 051022
Date Start: 17-Jan-07
Date End: 17-Jan-07

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/17/07	0	17	5	0	0	0	0	0	1	0	0	0	0	23
01:00	0	9	5	0	1	0	0	0	1	0	0	0	0	16
02:00	0	15	4	0	1	0	0	0	0	0	0	0	0	20
03:00	0	28	12	0	2	0	0	0	1	0	1	0	0	44
04:00	0	58	34	0	11	0	0	1	1	0	0	0	0	105
05:00	0	105	52	0	16	0	0	1	1	0	0	0	0	175
06:00	0	209	88	0	27	0	0	7	6	0	5	0	0	342
07:00	0	311	99	3	24	2	0	8	5	0	17	0	0	469
08:00	0	236	91	8	31	3	0	4	1	0	27	0	0	401
09:00	1	177	83	0	32	0	0	7	2	0	24	0	0	326
10:00	0	130	87	0	14	2	0	6	0	0	22	0	0	261
11:00	0	173	75	2	24	0	0	4	1	0	25	0	0	304
12 PM	1	180	76	3	30	0	0	3	2	0	25	0	0	320
13:00	1	168	57	3	19	0	0	2	1	0	26	0	0	277
14:00	1	174	93	1	27	0	0	4	3	0	24	0	0	327
15:00	0	207	116	2	33	0	0	1	2	0	7	0	0	368
16:00	2	247	88	3	26	0	0	7	0	0	0	0	0	373
17:00	0	212	94	3	27	0	0	8	0	0	1	0	0	345
18:00	0	131	59	0	10	0	0	1	0	0	0	0	0	201
19:00	1	93	25	0	7	0	0	0	1	0	0	0	0	127
20:00	1	90	27	0	2	0	0	0	0	0	0	0	0	120
21:00	0	69	19	0	7	0	0	0	0	0	0	0	0	95
22:00	0	40	5	0	1	0	0	0	0	0	0	0	0	46
23:00	0	26	5	0	3	0	0	0	0	0	0	0	0	34
Day Total	8	3105	1299	28	375	7	0	64	29	0	204	0	0	5119
Percent	0.2%	60.7%	25.4%	0.5%	7.3%	0.1%	0.0%	1.3%	0.6%	0.0%	4.0%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	08:00	09:00	08:00		07:00	06:00		08:00			07:00
Vol.	1	311	99	8	32	3		8	6		27			469
PM Peak	16:00	16:00	15:00	12:00	15:00			17:00	14:00		13:00			16:00
Vol.	2	247	116	3	33			8	3		26			373
Grand Total	8	3105	1299	28	375	7	0	64	29	0	204	0	0	5119
Percent	0.2%	60.7%	25.4%	0.5%	7.3%	0.1%	0.0%	1.3%	0.6%	0.0%	4.0%	0.0%	0.0%	

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01/17/07	0	52	17	0	2	0	0	0	2	0	0	0	0	73
01:00	0	27	12	0	2	0	0	0	2	0	2	0	0	45
02:00	0	24	6	1	1	0	0	1	0	0	0	0	0	33
03:00	0	45	15	0	3	0	0	0	2	0	3	0	0	68
04:00	0	83	44	0	14	0	0	1	1	0	1	0	0	144
05:00	0	148	70	1	22	0	0	1	2	0	0	0	0	244
06:00	0	351	158	0	41	0	0	8	10	0	5	0	0	573
07:00	0	**467**	**185**	4	50	3	0	**13**	**12**	0	48	0	0	**782**
08:00	1	387	158	**11**	53	3	0	13	2	0	**57**	0	0	685
09:00	**2**	322	152	0	**60**	0	0	9	4	0	48	0	0	597
10:00	0	264	159	1	41	**4**	0	12	3	0	47	0	0	531
11:00	1	310	152	2	50	1	0	12	1	0	52	0	0	581
12 PM	2	342	133	**7**	51	0	0	6	4	0	53	0	0	598
13:00	1	343	121	5	43	0	0	11	4	0	**54**	0	0	582
14:00	2	393	188	2	58	**1**	0	9	4	0	46	0	0	703
15:00	0	477	239	3	65	0	0	7	**7**	0	21	0	0	819
16:00	**4**	**542**	**240**	4	62	1	0	**14**	0	0	1	0	0	**868**
17:00	1	533	226	4	**66**	0	0	13	0	0	2	0	0	845
18:00	0	363	140	1	27	0	0	3	0	0	0	0	0	534
19:00	2	271	78	0	22	0	0	1	1	0	0	0	0	375
20:00	2	224	75	0	9	0	0	1	1	0	0	0	0	312
21:00	0	174	43	0	12	0	0	0	0	0	0	0	0	229
22:00	0	106	25	0	7	0	0	0	0	0	1	0	0	139
23:00	0	63	12	0	5	0	0	0	0	0	0	0	0	80
Day Total	18	6311	2648	46	766	13	0	135	62	0	441	0	0	10440
Percent	0.2%	60.5%	25.4%	0.4%	7.3%	0.1%	0.0%	1.3%	0.6%	0.0%	4.2%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	08:00	09:00	10:00		07:00	07:00		08:00			07:00
Vol.	2	467	185	11	60	4		13	12		57			782
PM Peak	16:00	16:00	16:00	12:00	17:00	14:00		16:00	15:00		13:00			16:00
Vol.	4	542	240	7	66	1		14	7		54			868
Grand Total	18	6311	2648	46	766	13	0	135	62	0	441	0	0	10440
Percent	0.2%	60.5%	25.4%	0.4%	7.3%	0.1%	0.0%	1.3%	0.6%	0.0%	4.2%	0.0%	0.0%	

EXISTING PCE ADT CALCULATIONS

INTERSECTION	SEGMENT	PASSENGER	2 AXLE		3 AXLE		4 AXLE			
		passenger	NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)	NON PCE TOTAL	PCE TOTAL
Bear Valley	W of Deep Creek	21,221	10,539	15,809	34	68	1,068	3,204	32,862	**40,302**
Deep Creek Road	S of Tussing Road	2,000	1,246	1,869	5	10	440	1,320	3,691	**5,199**
Rock Springs Road	E of Main Street	6,311	3,460	5,190	13	26	638	1,914	10,422	**13,441**

58,942

U:\UcJobs_04100-04500_04400\04476\Excel\VOLUMES\[adt pce calc.xls]Sheet1

2009 VOLUME TREND ANALYSIS LETTER

URBAN CROSSROADS
41 Corporate Park, Suite 300 Irvine, CA 92606 949.660.1994 main 949.660.1911 fax www.urbanxroads.com

July 24, 2009

Mr. Ben Cendejas
LEWIS OPERATING GROUP
1156 North Mountain Avenue
Upland, CA 91786-3633

Subject: Existing (2009) Conditions Roadway Traffic Volume Benchmarking - Deep Creek Tentative Tract 16569 Traffic Impact Analysis

Dear Mr. Cendejas:

INTRODUCTION

Urban Crossroads, Inc. is pleased to submit this letter report summarizing the recent (June 2009) classification traffic count data collected to potentially update the traffic impact study for the proposed Deep Creek Tentative Tract 16569 in the County of San Bernardino. Exhibit A presents the three (3) counted segments. As shown on Exhibit A, the three (3) locations where new (June 2009) daily traffic volume counts have been collected are as follows:

1. Bear Valley Road, West of Deep Creek Road
2. Deep Creek Road, South of Tussing Ranch Road
3. Rock Springs Road, East of Main Street

Traffic count data for the same three (3) locations identified above were also conducted for the Deep Creek Tentative Tract 16569 traffic study (in January 2007). The data presented in this letter report compares the differences in traffic volumes for the two (2) sets of data (2007 and 2009). Daily volumes and also AM and PM peak hour volumes extracted from the new data and previously collected data have been evaluated. Based on the data collected, it appears that traffic volumes have decreased between 2007 and 2009. This is consistent with travel trends being reported by the Transportation Research Board (TRB) and other organizations.

The purpose of this letter is to provide the County of San Bernardino staff with information necessary to decide whether new traffic counts must be collected in order to reflect 2009 conditions for use in the Deep Creek Tentative Tract 16569 traffic study, or if the study will be more conservative and defensible using the 2007 data.

NEW TRAFFIC VOLUME DATA AND ANALYSIS

New traffic volume data has been collected and evaluated in comparison to the previously collected traffic count data for daily conditions and AM and PM peak hour conditions. Table 1 summarizes the observed daily traffic volume trends from 2007 to 2009 for the three locations identified previously. Attachment "A" contains the January 2007 traffic count worksheets. Attachment "A" also contains peak hour count data (also counted in January 2007) used in the Deep Creek Tentative Tract 16569 traffic study. Attachment "B" contains the June 2009 traffic count worksheets.

As shown on Table 1, overall daily vehicular traffic volumes have generally decreased in the study area by -5.61%. When considering the classification (passenger cars, 2-axle, 3-axle, 4+ axle) of the vehicles and their respective passenger car equivalents (PCEs), overall daily PCE traffic volumes have decreased by approximately -10.68% in the study area. For the segment of Bear Valley (west of Deep Creek Road), "passenger car" traffic volumes have nominally increased by 1.20% between 2007 and 2009. "Passenger car" vehicle traffic volumes have also increased along Deep Creek Road (south of Tussing Ranch Road) by 40.70%, but have decreased along Deep Creek Road. "2-axle" traffic volumes have decreased along Bear Valley Road and Road Springs Road, but have increased along Deep Creek Road (south of Tussing Ranch Road). Additionally, "4-axle" truck traffic volumes have substantially decreased from 2007 to 2009 for each of the three (3) locations. Lastly, "3-axle" truck traffic volumes have increased in the study area, but by less than 50 PCEs.

Table 2 summarizes the observed AM peak hour traffic volume trends from 2007 to 2009 for the three (3) locations identified above. As shown on Table 2, overall AM peak hour vehicular traffic volumes have generally decreased in the study area by -30.11%. When considering the classification (passenger cars, 2-axle, 3-axle, 4+ axle) of the vehicles and their respective passenger car equivalents (PCEs), overall AM peak hour PCE traffic volumes have decreased by approximately -26.50% in the study area. For all three (3) locations, "passenger car" and "4-axle" traffic volumes has substantially

decreased between 2007 and 2009. However, "2-axle" truck traffic volumes have substantially increased from 2007 to 2009 for all three (3) locations. Lastly, "3-axle" truck traffic volumes have shown relatively no/minor changes.

Table 3 summarizes the observed PM peak hour traffic volume trends from 2007 to 2009 for the three (3) locations identified above. As shown on Table 3, overall PM peak hour vehicular traffic volumes have generally decreased in the study area by -13.88%. When considering the classification (passenger cars, 2-axle, 3-axle, 4+ axle) of the vehicles and their respective passenger car equivalents (PCEs), overall PM peak hour PCE traffic volumes have decreased by approximately -1.60% in the study area. For all three (3) locations, "passenger car" traffic volumes have decreased between 2007 and 2009. However, "2-axle" truck activity has substantially increased from 2007 to 2009 for all three (3) locations. The increase of "2-axle" traffic volumes results in an overall PM peak hour growth for the segment of Deep Creek Road (south of Tussing Ranch Road). Lastly, "3-axle" and "4-axle" truck traffic volumes show relatively no (or minor) changes.

In general, the study area traffic volumes have generally decreased for all three time frames. The data has also been reviewed for trends by location. In general, volumes have experienced greater decreases on the larger streets (Bear Valley Road and Rock Springs Road).

SUMMARY AND CLOSING

The traffic volume growth trend is generally negative from 2007 to 2009. It is therefore recommended that the data used in the previously completed analysis be retained on an ongoing basis. A 3% per year background growth rate was used in the previously published report. It is recommended that the same growth rate be applied to the 2 year time frame from 2009 to the anticipated project completion.. We have also reviewed the cumulative project data and it may be desirable to revisit the list of cumulative projects, as it seems unlikely that the larger projects (Rancho Lucerne and Jess Marketplace in particular) will be built and occupied within this relatively short time frame.

Urban Crossroads, Inc. is pleased to submit this Existing (2009) conditions roadway benchmarking report for your use. Please feel free to contact us at (949) 660-1994 if you wish to discuss any of these results.

Respectfully submitted,

URBAN CROSSROADS, INC.

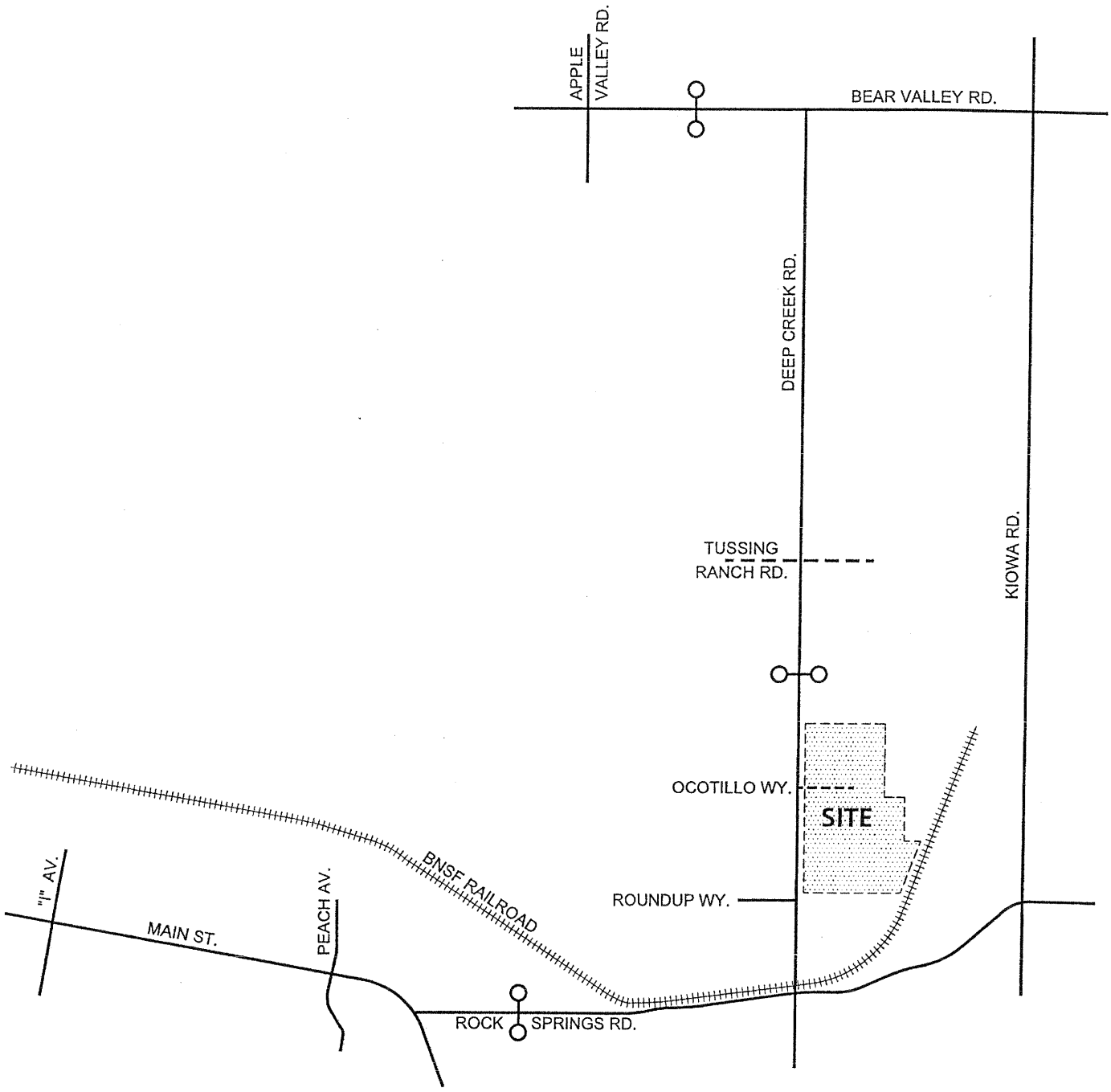
Carleton Waters, P.E.
Principal

CW:DM:lr
JN:04476-13

xc: Mr. Ed Petre, County of San Bernardino
Attachment

EXHIBIT A

COUNT LOCATIONS



LEGEND:

O—O = COUNT LOCATIONS (3)

TABLE 1
DAILY
JANUARY 2007 AND JUNE 2009
TRAFFIC VOLUME COMPARISONS

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Bear Valley Road	West of Deep Creek Road	Jun-09	21,475	8,560	12,840	57	114	703	2,109	30,795	36,538
		Jan-07	21,221	10,539	15,809	34	68	1,068	3,204	32,862	40,302
DELTA			254	-1,979	-2,969	23	46	-365	-1,095	-2,067	-3,764
% DELTA			1.20%	-18.78%	-18.78%	67.65%	67.65%	-34.18%	-34.18%	-6.29%	-9.34%

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Deep Creek Road	South of Tussing Ranch Road	Jun-09	2,814	1,322	1,983	9	18	75	225	4,220	5,040
		Jan-07	2,000	1,246	1,869	5	10	440	1,320	3,691	5,199
DELTA			814	76	114	4	8	-365	-1,095	529	-159
% DELTA			40.70%	6.10%	6.10%	80.00%	80.00%	-82.95%	-82.95%	14.33%	-3.06%

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Rock Springs Road	East of Main Street	Jun-09	6,274	2,890	4,335	18	36	141	423	9,323	11,068
		Jan-07	6,311	3,460	5,190	13	26	638	1,914	10,422	13,441
DELTA			-37	-570	-855	5	10	-497	-1,491	-1,099	-2,373
% DELTA			-0.59%	-16.47%	-16.47%	38.46%	38.46%	-77.90%	-77.90%	-10.55%	-17.65%

SUMMARY	TOTAL	PCE
2009 TOTAL	44,338	52,646
2007 TOTAL	46,975	58,942
DELTA	-2,637	-6,296
% DELTA	**-5.61%**	**-10.68%**

U:\UcJobs_04100-04500_04400\04476\Excel\volumes-12\[adt pce calc.xls]adt comparison

TABLE 2
AM PEAK HOUR
JANUARY 2007 AND JUNE 2009
TRAFFIC VOLUME COMPARISONS

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Bear Valley Road	West of Deep Creek Road	Jun-09	1,095	473	710	7	14	50	150	1,625	1,969
		Jan-07	2,114	92	138	5	10	80	240	2,291	2,502
DELTA			-1,019	381	572	2	4	-30	-90	-666	-533
% DELTA			-48.20%	414.13%	414.49%	40.00%	40.00%	-37.50%	-37.50%	**-29.07%**	**-21.30%**

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Deep Creek Road	South of Tussing Ranch Road	Jun-09	148	57	86	2	4	7	21	214	259
		Jan-07	223	2	3	5	10	65	195	295	431
DELTA			-75	55	83	-3	-6	-58	-174	-81	-172
% DELTA			-33.63%	2750.00%	2766.67%	-60.00%	-60.00%	-89.23%	-89.23%	**-27.46%**	**-39.91%**

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Rock Springs Road	East of Main Street	Jun-09	353	155	233	2	4	12	36	522	626
		Jan-07	680	41	62	5	10	66	198	792	950
DELTA			-327	114	171	-3	-6	-54	-162	-270	-324
% DELTA			-48.09%	278.05%	275.81%	-60.00%	-60.00%	-81.82%	-81.82%	**-34.09%**	**-34.11%**

SUMMARY	TOTAL	PCE
2009 TOTAL	2,361	2,854
2007 TOTAL	3,378	3,883
DELTA	-1,017	-1,029
% DELTA	-30.11%	-26.50%

U:\UcJobs_04100-04500_04400\04476\Excel\volumes-12\[adt pce calc.xls]AM Peak Hour Comparison

TABLE 3
PM PEAK HOUR
JANUARY 2007 AND JUNE 2009
TRAFFIC VOLUME COMPARISONS

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Bear Valley Road	West of Deep Creek Road	Jun-09	1,551	617	926	0	0	23	69	2,191	2,546
		Jan-07	2,560	50	75	3	6	17	51	2,630	2,692
DELTA			-1,009	567	851	-3	-6	6	18	-439	-146
% DELTA			-39.41%	1134.00%	1134.67%	-100.00%	-100.00%	35.29%	35.29%	**-16.69%**	**-5.42%**

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Deep Creek Road	South of Tussing Ranch Road	Jun-09	238	105	158	0	0	7	21	350	417
		Jan-07	308	3	5	0	0	0	0	311	313
DELTA			-70	102	153	0	0	7	21	39	104
% DELTA			-22.73%	3400.00%	3060.00%	NA	NA	NA	NA	**12.54%**	**33.23%**

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Rock Springs Road	East of Main Street	Jun-09	519	239	359	1	2	7	21	766	901
		Jan-07	872	20	30	1	2	6	18	899	922
DELTA			-353	219	329	0	0	1	3	-133	-21
% DELTA			-40.48%	1095.00%	1096.67%	0.00%	0.00%	16.67%	16.67%	**-14.79%**	**-2.28%**

SUMMARY	TOTAL	PCE
2009 TOTAL	3,307	3,864
2007 TOTAL	3,840	3,927
DELTA	-533	-63
% DELTA	**-13.88%**	**-1.60%**

U:\UcJobs_04100-04500_04400\04476\Excel\volumes-12\[adt pce calc.xls]PM peak hour comparison

ATTACHMENT A

January 2007 Traffic Counts

Counts Unlimtied, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

Town of Apple Valley
Bear Valley Road
W/ Deep Creek Road
24 Hour Directional Classification Count
Eastbound, Westbound

AVBVWDC
Site Code: 051022
Date Start: 17-Jan-07
Date End: 17-Jan-07

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/17/07	0	177	31	0	3	0	0	0	6	0	9	0	0	226
01:00	1	142	36	1	6	0	0	0	4	0	11	0	0	201
02:00	0	117	16	0	3	1	0	0	9	0	12	0	0	158
03:00	0	124	32	0	3	0	0	0	13	0	10	0	0	182
04:00	1	236	105	2	16	0	0	1	10	0	17	0	0	388
05:00	1	506	198	3	60	1	0	4	15	0	9	0	0	797
06:00	6	1026	413	15	110	3	0	16	19	0	8	0	0	1616
07:00	6	1349	511	12	141	3	0	16	25	1	34	0	4	2102
08:00	11	1116	510	20	146	4	1	26	36	0	44	0	0	1914
09:00	6	1016	533	18	134	2	0	30	29	0	31	0	3	1802
10:00	4	1130	501	15	144	2	0	24	26	0	41	0	2	1889
11:00	11	1192	527	18	149	2	1	25	30	0	26	0	2	1983
12 PM	7	1337	535	20	134	2	0	22	19	0	33	0	1	2110
13:00	9	1287	513	15	147	5	0	16	22	0	32	1	3	2050
14:00	9	1460	565	11	151	6	0	19	11	0	30	0	3	2265
15:00	7	1554	616	13	142	1	0	21	14	1	15	0	1	2385
16:00	5	1641	660	10	160	1	0	14	11	0	2	0	1	2505
17:00	4	1663	612	9	131	0	0	13	8	0	7	0	1	2448
18:00	7	1283	414	6	74	0	0	7	4	0	6	0	2	1803
19:00	5	912	340	4	69	1	0	9	10	0	7	0	1	1358
20:00	4	760	283	2	47	0	0	4	12	0	13	0	0	1125
21:00	0	567	193	2	28	0	0	1	6	0	7	0	0	804
22:00	1	406	101	7	14	0	0	1	6	0	11	0	0	547
23:00	0	220	68	0	11	0	0	1	4	0	5	0	0	309
Day Total	105	21221	8313	203	2023	34	2	270	349	2	420	1	24	32967
Percent	0.3%	64.4%	25.2%	0.6%	6.1%	0.1%	0.0%	0.8%	1.1%	0.0%	1.3%	0.0%	0.1%	
AM Peak	08:00	07:00	09:00	08:00	11:00	08:00	08:00	09:00	08:00	07:00	08:00		07:00	07:00
Vol.	11	1349	533	20	149	4	1	30	36	1	44		4	2102
PM Peak	13:00	17:00	16:00	12:00	16:00	14:00		12:00	13:00	15:00	12:00	13:00	13:00	16:00
Vol.	9	1663	660	20	160	6		22	22	1	33	1	3	2505
Grand Total	105	21221	8313	203	2023	34	2	270	349	2	420	1	24	32967
Percent	0.3%	64.4%	25.2%	0.6%	6.1%	0.1%	0.0%	0.8%	1.1%	0.0%	1.3%	0.0%	0.1%	

June 09
AM
1960
PM
2223

32862
w/o Bikes

Counts Unlimtied, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

County of San Bernardino
Deep Creek Road
S/ Tussing Ranch Road
24 Hour Directional Classification Count
Northbound, Southbound

CSBDCSTU
Site Code: 051022
Date Start: 17-Jan-07
Date End: 17-Jan-07

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/17/07	0	16	2	0	1	0	0	0	0	0	0	0	0	19
01:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
02:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
03:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
04:00	0	10	8	1	1	0	0	0	1	0	1	0	0	22
05:00	0	38	9	0	3	0	0	0	0	0	0	0	0	50
06:00	1	90	57	2	17	0	0	4	0	0	0	0	0	171
07:00	0	156	72	12	19	0	0	13	3	0	27	0	0	302
08:00	1	131	59	12	22	0	0	10	0	0	38	0	0	273
09:00	3	105	67	6	21	1	0	10	0	0	25	0	0	238
10:00	0	111	53	3	17	2	0	9	0	0	38	0	0	233
11:00	1	107	39	1	20	0	0	6	1	0	52	0	0	227
12 PM	1	122	45	2	28	2	0	3	2	0	49	0	0	254
13:00	0	114	42	2	15	0	0	3	0	0	52	0	0	228
14:00	0	135	71	2	17	0	0	4	0	0	47	0	0	276
15:00	1	162	92	5	25	0	0	7	2	0	18	0	0	312
16:00	1	167	71	0	17	0	0	6	3	0	0	0	0	265
17:00	0	185	76	2	22	0	0	4	0	0	0	0	0	289
18:00	0	103	52	0	17	0	0	1	0	0	0	0	0	173
19:00	1	77	41	0	9	0	0	0	0	0	0	0	0	128
20:00	0	65	24	0	3	0	0	1	0	0	0	0	0	93
21:00	0	46	21	0	3	0	0	0	0	0	0	0	0	70
22:00	0	26	8	0	2	0	0	0	0	0	0	0	0	36
23:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19
Day Total	10	2000	915	50	281	5	0	81	12	0	347	0	0	3701
Percent	0.3%	54.0%	24.7%	1.4%	7.6%	0.1%	0.0%	2.2%	0.3%	0.0%	9.4%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	07:00	08:00	10:00		07:00	07:00		11:00			07:00
Vol.	3	156	72	12	22	2		13	3		52			302
PM Peak	12:00	17:00	15:00	15:00	12:00	12:00		15:00	16:00		13:00			15:00
Vol.	1	185	92	5	28	2		7	3		52			312
Grand Total	10	2000	915	50	281	5	0	81	12	0	347	0	0	3701
Percent	0.3%	54.0%	24.7%	1.4%	7.6%	0.1%	0.0%	2.2%	0.3%	0.0%	9.4%	0.0%	0.0%	

June 09 data ↓ by

253

↓

352

3691
w/o Bikes

Counts Unlimtied, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

City of Hesperia
Rock Springs Road
E/ Main Street
24 Hour Directional Classification Count
Eastbound, Westbound

HERSEMA
Site Code: 051022
Date Start: 17-Jan-07
Date End: 17-Jan-07

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/17/07	0	52	17	0	2	0	0	0	2	0	0	0	0	73
01:00	0	27	12	0	2	0	0	0	2	0	2	0	0	45
02:00	0	24	6	1	1	0	0	1	0	0	0	0	0	33
03:00	0	45	15	0	3	0	0	0	2	0	3	0	0	68
04:00	0	83	44	0	14	0	0	1	1	0	1	0	0	144
05:00	0	148	70	1	22	0	0	1	2	0	0	0	0	244
06:00	0	351	158	0	41	0	0	8	10	0	5	0	0	573
07:00	0	467	185	4	50	3	0	13	12	0	48	0	0	782
08:00	1	387	158	11	53	3	0	13	2	0	57	0	0	685
09:00	2	322	152	0	60	0	0	9	4	0	48	0	0	597
10:00	0	264	159	1	41	4	0	12	3	0	47	0	0	531
11:00	1	310	152	2	50	1	0	12	1	0	52	0	0	581
12 PM	2	342	133	7	51	0	0	6	4	0	53	0	0	598
13:00	1	343	121	5	43	0	0	11	4	0	54	0	0	582
14:00	2	393	188	2	58	1	0	9	4	0	46	0	0	703
15:00	0	477	239	3	65	0	0	7	7	0	21	0	0	819
16:00	4	542	240	4	62	1	0	14	0	0	1	0	0	868
17:00	1	533	226	4	66	0	0	13	0	0	2	0	0	845
18:00	0	363	140	1	27	0	0	3	0	0	0	0	0	534
19:00	2	271	78	0	22	0	0	1	1	0	0	0	0	375
20:00	2	224	75	0	9	0	0	1	1	0	0	0	0	312
21:00	0	174	43	0	12	0	0	0	0	0	0	0	0	229
22:00	0	106	25	0	7	0	0	0	0	0	1	0	0	139
23:00	0	63	12	0	5	0	0	0	0	0	0	0	0	80
Day Total	18	6311	2648	46	766	13	0	135	62	0	441	0	0	10440
Percent	0.2%	60.5%	25.4%	0.4%	7.3%	0.1%	0.0%	1.3%	0.6%	0.0%	4.2%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	08:00	09:00	10:00		07:00	07:00		08:00			07:00
Vol.	2	467	185	11	60	4		13	12		57			782
PM Peak	16:00	16:00	16:00	12:00	17:00	14:00		16:00	15:00		13:00			16:00
Vol.	4	542	240	7	66	1		14	7		54			868
Grand Total	18	6311	2648	46	766	13	0	135	62	0	441	0	0	10440
Percent	0.2%	60.5%	25.4%	0.4%	7.3%	0.1%	0.0%	1.3%	0.6%	0.0%	4.2%	0.0%	0.0%	

June 09
AM
526
PM
773

10422.
w/o
BIKES

RAW PEAK HOUR COUNT SUMMARY

INTERSECTION 5
Deep Creek Road(NS) / Bear Valley Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	0	0	0
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	0	0	0
Autos	0	0	0

EASTBOUND

Total	4-Axle	3-Axle	Buses/ RV's	Autos
0	0	0	0	0
818	33	1	47	735
76	35	0	0	41

WESTBOUND

Autos	Buses/ RV's	3-Axle	4-Axle	Total
0	0	0	0	0
1274	42	4	12	1332
69	5	0	1	75

NORTHBOUND

Autos	64	0	38
Buses/RV's	3	0	4
3-Axle	0	0	4
4-Axle	0	0	0
Total	67	0	46

URBAN CROSSROADS

2291

Peak Hr Volumes West of Deep Creek

2630

INTERSECTION 5
Deep Creek Road(NS) / Bear Valley Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	0	0	0
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	0	0	0
Autos	0	0	0

EASTBOUND

Total	4-Axle	3-Axle	Buses/ RV's	Autos
0	0	0	0	0
1417	13	2	25	1377
91	0	1	2	88

WESTBOUND

Autos	Buses/ RV's	3-Axle	4-Axle	Total
0	0	0	0	0
1035	22	0	4	1061
79	10	0	0	89

NORTHBOUND

Autos	60	0	57
Buses/RV's	1	0	2
3-Axle	0	0	0
4-Axle	0	0	0
Total	61	0	59

URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

INTERSECTION 6
Deep Creek Road(NS) / Tussing Ranch Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	0	138	3
4-Axle	0	31	0
3-Axle	0	3	0
Buses/RV's	0	2	0
Autos	0	102	3

EASTBOUND

Total	4-Axle	3-Axle	Buses/RV's	Autos
2	0	0	0	2
0	0	0	0	0
1	0	0	0	1

WESTBOUND

Autos	Buses/RV's	3-Axle	4-Axle	Total
13	0	0	0	13
0	0	0	0	0
7	0	0	1	8

NORTHBOUND

Autos	0	109	4
Buses/RV's	0	0	0
3-Axle	0	2	0
4-Axle	0	33	0
Total	0	144	4

295

Pk hour vols
South of
Tussing Ranch Rd

INTERSECTION 6
Deep Creek Road(NS) / Tussing Ranch Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	2	170	9
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	0	2	0
Autos	2	168	9

EASTBOUND

Total	4-Axle	3-Axle	Buses/RV's	Autos
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1

WESTBOUND

Autos	Buses/RV's	3-Axle	4-Axle	Total
9	0	0	0	9
0	0	0	0	0
2	0	0	0	2

NORTHBOUND

Autos	0	134	3
Buses/RV's	0	1	0
3-Axle	0	0	0
4-Axle	0	0	0
Total	0	135	3

311

RAW PEAK HOUR COUNT SUMMARY

INTERSECTION 3
Main Street(NS) / Rock Springs Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	0	90	189
4-Axle	0	3	2
3-Axle	0	0	2
Buses/RV's	0	11	20
Autos	0	76	165

Total	4-Axle	3-Axle	Buses/ RV's	Autos
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Eastbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
341	16	3	6	366
0	0	0	0	0
80	3	0	28	111

Westbound

Autos	0	174	94
Buses/RV's	0	8	2
3-Axle	0	0	0
4-Axle	0	0	30
Total	0	182	126

NORTHBOUND

792

INTERSECTION 3
Main Street(NS) / Rock Springs Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	0	208	432
4-Axle	0	0	3
3-Axle	0	1	0
Buses/RV's	0	4	9
Autos	0	201	420

Total	4-Axle	3-Axle	Buses/ RV's	Autos
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Eastbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
260	9	1	2	272
0	0	0	0	0
94	1	0	0	95

Westbound

Autos	0	154	99
Buses/RV's	0	12	1
3-Axle	0	0	0
4-Axle	0	1	1
Total	0	167	100

NORTHBOUND

PK Hour vols East of Main St.

899

ATTACHMENT B

June 2009 Traffic Counts

bear valley w of Deep Creek

location1 am 15 min	60 mins sum		location1 pm 15 min	60 mins sum	
80	--	12am	499	1,993	12pm
52	--		476	1,980	
70	--		498	1,974	
51	253		531	2,004	
49	222	1am	497	2,002	1pm
51	221		503	2,029	
42	193		528	2,059	
42	184		525	2,053	
41	176	2am	504	2,060	2pm
39	164		513	2,070	
31	153		507	2,049	
20	131		532	2,056	
33	123	3am	529	2,081	3pm
41	125		533	2,101	
61	155		597	2,191	
69	204		537	2,196	
76	247	4am	513	2,180	4pm
70	276		576	2,223	
95	310		572	2,198	
103	344		503	2,164	
113	381	5am	552	2,203	5pm
118	429		575	2,202	
167	501		543	2,173	
227	625		517	2,187	
181	693	6am	478	2,113	6pm
236	811		500	2,038	
299	943		461	1,956	
278	994		426	1,865	
291	1,104	7am	427	1,814	7pm
342	1,210		378	1,692	
429	1,340		335	1,566	
465	1,527		362	1,502	
369	1,605	8am	365	1,440	8pm
368	1,631		344	1,406	
423	1,625		347	1,418	
392	1,552		322	1,378	
408	1,591	9am	330	1,343	9pm
413	1,636		298	1,297	
383	1,596		271	1,221	
440	1,644		256	1,155	
448	1,684	10am	215	1,040	10pm
435	1,706		214	956	
484	1,807		167	852	
486	1,853		139	735	
466	1,871	11am	146	666	11pm
489	1,925		109	561	
504	1,945		112	506	
501	1,960		99	466	
11271	1,631	<~~ 7-9 am max	**19761**	2,203	<~~4-6 pm max
	1,960	<~~overall am max		2,223	<~~overall pm max

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(1)

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

Town of Apple Valley
Bear Valley Road
W/ Deep Creek Road
24 Hour Directional Classification Count
Eastbound

APVBVWDC
Site Code: 0519194
Date Start: 10-Jul-09
Date End: 10-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/10/09	0	34	11	0	1	0	0	0	0	0	1	0	0	47
00:15	0	19	5	0	1	0	0	0	1	0	1	0	0	27
00:30	0	38	7	0	2	0	0	0	1	0	0	0	0	48
00:45	0	20	1	0	1	0	0	0	1	0	1	0	0	24
	0	111	24	0	5	0	0	0	3	0	3	0	0	146
01:00	1	21	6	1	0	0	0	0	1	0	0	0	0	30
01:15	0	24	5	0	0	0	0	0	1	0	0	0	0	30
01:30	1	14	2	0	1	0	0	0	0	0	0	0	0	18
01:45	0	18	8	0	1	0	0	0	1	0	2	0	0	30
	2	77	21	1	2	0	0	0	3	0	2	0	0	108
02:00	0	15	5	0	0	0	0	0	1	0	4	0	0	25
02:15	0	15	2	0	1	0	0	0	0	0	4	0	0	22
02:30	0	7	2	0	1	0	0	0	1	0	5	0	0	16
02:45	0	5	1	0	1	0	0	0	0	0	1	0	0	8
	0	42	10	0	3	0	0	0	2	0	14	0	0	71
03:00	0	10	4	0	0	0	0	1	0	0	1	0	0	16
03:15	1	8	3	1	1	0	0	0	1	0	1	0	0	16
03:30	0	10	3	0	1	0	0	0	0	0	4	0	0	18
03:45	0	12	5	0	0	0	0	0	2	0	2	0	0	21
	1	40	15	1	2	0	0	1	3	0	8	0	0	71
04:00	0	7	5	0	1	0	0	0	1	0	7	0	0	21
04:15	0	11	3	0	1	0	0	0	1	0	4	0	0	20
04:30	0	20	6	0	0	0	0	0	0	0	3	0	0	29
04:45	0	10	5	0	4	0	0	0	0	0	2	0	0	21
	0	48	19	0	6	0	0	0	2	0	16	0	0	91
05:00	0	20	6	1	1	0	0	0	2	0	3	0	0	33
05:15	0	29	5	0	5	0	0	1	1	0	4	0	0	45
05:30	0	27	13	3	5	1	0	1	2	0	1	0	0	53
05:45	1	32	16	2	3	0	0	2	2	0	3	0	0	61
	1	108	40	6	14	1	0	4	7	0	11	0	0	192
06:00	0	36	13	1	4	0	0	0	1	0	4	0	0	59
06:15	1	41	15	1	9	1	0	5	1	0	3	0	0	77
06:30	0	40	27	1	7	0	0	3	3	0	3	0	0	84
06:45	1	50	22	0	2	1	0	3	1	0	3	0	0	83
	2	167	77	3	22	2	0	11	6	0	13	0	0	303
07:00	2	51	20	1	6	0	0	0	3	0	1	0	0	84
07:15	1	68	32	0	10	1	0	1	2	0	2	0	0	117
07:30	0	86	28	2	13	0	0	4	1	0	0	0	0	134
07:45	1	98	37	1	6	1	0	1	0	0	1	0	0	146
	4	303	117	4	35	2	0	6	6	0	4	0	0	481
08:00	0	84	34	2	8	2	0	2	0	0	0	0	0	132
08:15	0	72	38	1	12	0	0	3	4	0	5	0	0	135
08:30	0	102	48	3	17	0	0	0	2	0	4	0	0	176
08:45	2	98	34	0	5	1	0	0	0	0	3	0	0	143
	2	356	154	6	42	3	0	5	6	0	12	0	0	586
09:00	0	107	39	1	11	0	0	3	0	0	1	0	0	162
09:15	1	111	38	1	18	1	0	2	0	0	1	0	0	173
09:30	0	102	38	1	6	0	0	2	1	0	1	0	0	151
09:45	0	129	48	2	5	0	0	3	2	1	0	0	0	190
	1	449	163	5	40	1	0	10	3	1	3	0	0	676
10:00	2	133	45	0	16	0	0	0	3	0	0	0	0	199
10:15	2	123	50	1	10	0	0	2	2	0	0	0	0	190
10:30	0	135	57	1	13	1	0	7	2	0	0	0	0	216
10:45	2	156	58	1	14	0	0	0	2	0	1	0	0	234
	6	547	210	3	53	1	0	9	9	0	1	0	0	839
11:00	1	158	44	3	12	1	1	1	1	0	0	0	0	222
11:15	2	150	51	1	15	0	0	0	0	0	1	0	0	220
11:30	3	156	46	2	9	2	0	3	1	0	0	0	0	222
11:45	1	169	51	1	11	0	0	1	2	0	1	0	0	237
	7	633	192	7	47	3	1	5	4	0	2	0	0	901
Total	26	2881	1042	36	271	13	1	51	54	1	89	0	0	4465
Percent	0.6%	64.5%	23.3%	0.8%	6.1%	0.3%	0.0%	1.1%	1.2%	0.0%	2.0%	0.0%	0.0%	

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

Town of Apple Valley
Bear Valley Road
W/ Deep Creek Road
24 Hour Directional Classification Count
Eastbound

APVBVWDC
Site Code: 0519194
Date Start: 10-Jul-09
Date End: 10-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	2	170	48	3	12	0	0	4	1	0	0	0	0	240
12:15	3	150	56	1	8	1	0	0	1	0	0	0	0	220
12:30	4	182	46	2	12	1	0	3	0	0	1	0	0	251
12:45	2	186	69	4	13	0	0	1	1	0	1	0	0	277
	11	688	219	10	45	2	0	8	3	0	2	0	0	988
13:00	2	189	58	2	8	0	0	0	0	0	3	0	0	262
13:15	1	178	52	5	14	0	0	2	2	0	5	0	0	259
13:30	3	199	54	1	8	3	0	2	0	0	2	0	0	272
13:45	3	186	46	2	16	1	0	2	1	0	2	0	0	259
	9	752	210	10	46	4	0	6	3	0	12	0	0	1052
14:00	3	171	62	1	12	0	0	2	0	0	2	0	0	253
14:15	1	194	58	1	21	0	0	1	1	0	2	0	0	279
14:30	1	180	62	1	15	0	0	1	0	0	2	0	0	262
14:45	1	192	62	2	14	1	0	4	2	0	1	0	0	279
	6	737	244	5	62	1	0	8	3	0	7	0	0	1073
15:00	2	208	60	3	12	1	0	4	2	0	2	0	0	294
15:15	2	178	65	2	12	0	0	0	2	0	3	0	0	264
15:30	3	230	78	0	22	0	0	2	1	0	2	0	0	338
15:45	1	197	79	3	15	1	0	1	3	0	0	0	0	300
	8	813	282	8	61	2	0	7	8	0	7	0	0	1196
16:00	0	205	57	4	15	1	0	4	0	0	2	0	0	288
16:15	1	220	86	1	12	0	0	0	1	0	2	0	0	323
16:30	0	244	70	2	10	0	0	4	0	0	0	0	0	330
16:45	1	202	60	2	12	0	0	1	1	0	1	0	0	280
	2	871	273	9	49	1	0	9	2	0	5	0	0	1221
17:00	2	213	79	0	11	0	0	3	1	0	1	0	0	310
17:15	4	233	68	0	24	1	0	1	0	0	0	0	0	331
17:30	4	189	70	1	20	1	0	3	3	0	1	0	0	292
17:45	1	213	72	0	12	0	0	1	1	0	2	0	0	302
	11	848	289	1	67	2	0	8	5	0	4	0	0	1235
18:00	2	215	66	1	14	0	0	0	1	0	4	0	0	303
18:15	2	218	66	0	6	0	0	1	0	0	1	0	0	294
18:30	2	191	50	1	11	0	0	1	1	0	3	0	0	260
18:45	0	164	50	1	10	0	0	3	1	0	1	0	0	230
	6	788	232	3	41	0	0	5	3	0	9	0	0	1087
19:00	2	174	52	0	12	1	0	0	0	0	1	0	0	242
19:15	1	164	54	1	2	0	0	2	0	0	3	0	0	227
19:30	0	147	29	0	7	0	0	1	2	0	2	0	0	188
19:45	2	169	42	1	6	0	0	1	0	0	1	0	0	222
	5	654	177	2	27	1	0	4	2	0	7	0	0	879
20:00	3	151	40	0	2	0	0	1	1	0	2	0	0	200
20:15	3	157	26	1	8	0	0	1	0	0	0	0	0	196
20:30	1	141	42	2	9	1	0	2	0	0	2	0	0	200
20:45	3	130	43	1	7	0	0	1	0	0	0	0	0	185
	10	579	151	4	26	1	0	5	1	0	4	0	0	781
21:00	3	144	38	0	8	0	0	0	0	0	2	0	0	195
21:15	0	137	30	0	6	0	0	0	1	0	0	0	0	174
21:30	0	109	26	1	2	0	0	2	0	0	1	0	0	141
21:45	2	120	21	0	3	0	0	0	0	0	2	0	0	148
	5	510	115	1	19	0	0	2	1	0	5	0	0	658
22:00	0	97	29	0	3	0	0	0	2	0	0	0	0	131
22:15	1	106	25	0	5	0	0	1	0	0	0	0	0	138
22:30	0	71	20	0	3	0	0	1	0	0	0	0	0	95
22:45	0	75	13	0	0	0	0	0	0	0	3	0	0	91
	1	349	87	0	11	0	0	2	2	0	3	0	0	455
23:00	1	78	13	0	0	0	0	1	1	0	0	0	0	94
23:15	0	50	10	1	3	0	0	0	0	0	1	0	0	65
23:30	0	54	11	0	2	0	0	1	0	0	2	0	0	70
23:45	0	40	10	0	2	0	0	0	0	0	2	0	0	54
	1	222	44	1	7	0	0	2	1	0	5	0	0	283
Total	75	7811	2323	54	461	14	0	66	34	0	70	0	0	10908
Percent	0.7%	71.6%	21.3%	0.5%	4.2%	0.1%	0.0%	0.6%	0.3%	0.0%	0.6%	0.0%	0.0%	
Grand Total	101	10692	3365	90	732	27	1	117	88	1	159	0	0	15373
Percent	0.7%	69.6%	21.9%	0.6%	4.8%	0.2%	0.0%	0.8%	0.6%	0.0%	1.0%	0.0%	0.0%	

Counts Unlimtied, Inc.
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Town of Apple Valley
Bear Valley Road
W/ Deep Creek Road
24 Hour Directional Classification Count
Eastbound, Westbound

APVBVWDC
Site Code: 0519194
Date Start: 10-Jul-09
Date End: 10-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/10/09	0	60	14	0	1	0	0	0	3	0	2	0	0	80
00:15	0	38	10	1	1	0	0	0	1	0	1	0	0	52
00:30	0	52	13	0	2	0	0	0	3	0	0	0	0	70
00:45	0	39	5	0	2	0	0	0	3	0	2	0	0	51
	0	189	42	1	6	0	0	0	10	0	5	0	0	253
01:00	1	31	11	2	0	0	0	0	1	0	3	0	0	49
01:15	1	40	8	0	0	0	0	0	1	0	1	0	0	51
01:30	1	32	6	0	1	0	0	0	1	0	1	0	0	42
01:45	1	26	8	0	2	0	0	0	3	0	2	0	0	42
	4	129	33	2	3	0	0	0	6	0	7	0	0	184
02:00	1	20	11	0	1	0	0	0	1	0	7	0	0	41
02:15	0	25	8	0	1	0	0	0	0	0	5	0	0	39
02:30	0	18	4	0	1	0	0	0	1	0	7	0	0	31
02:45	0	12	5	0	1	0	0	0	0	0	2	0	0	20
	1	75	28	0	4	0	0	0	2	0	21	0	0	131
03:00	0	19	9	0	1	0	0	1	1	0	2	0	0	33
03:15	1	26	5	1	2	0	0	0	1	0	5	0	0	41
03:30	2	37	10	0	2	0	0	0	2	0	8	0	0	61
03:45	0	41	18	1	3	0	0	0	4	0	2	0	0	69
	3	123	42	2	8	0	0	1	8	0	17	0	0	204
04:00	0	42	18	0	4	0	0	0	2	0	10	0	0	76
04:15	0	39	17	0	5	0	0	1	1	0	7	0	0	70
04:30	1	65	17	0	6	0	0	0	0	0	6	0	0	95
04:45	0	63	27	1	7	0	0	0	2	0	3	0	0	103
	1	209	79	1	22	0	0	1	5	0	26	0	0	344
05:00	0	71	26	1	6	1	0	0	3	0	5	0	0	113
05:15	1	74	20	0	11	2	0	1	2	0	7	0	0	118
05:30	0	105	42	3	8	2	0	1	2	0	4	0	0	167
05:45	4	142	55	3	9	0	0	3	4	0	7	0	0	227
	5	392	143	7	34	5	0	5	11	0	23	0	0	625
06:00	3	118	38	1	15	0	0	0	2	0	4	0	0	181
06:15	4	137	56	3	24	1	0	5	2	0	4	0	0	236
06:30	5	186	72	1	17	1	0	4	5	0	8	0	0	299
06:45	2	172	75	1	13	1	0	6	4	0	4	0	0	278
	14	613	241	6	69	3	0	15	13	0	20	0	0	994
07:00	4	189	73	2	14	1	0	2	3	0	3	0	0	291
07:15	3	218	77	1	30	2	0	5	2	0	4	0	0	342
07:30	0	289	94	2	27	0	0	7	5	0	5	0	0	429
07:45	4	325	107	2	19	2	0	2	1	0	3	0	0	465
	11	1021	351	7	90	5	0	16	11	0	15	0	0	1527
08:00	2	246	88	3	19	4	0	4	0	0	3	0	0	369
08:15	0	235	81	3	28	1	0	4	8	0	8	0	0	368
08:30	2	277	106	5	22	0	0	1	5	0	5	0	0	423
08:45	5	262	99	0	16	2	0	0	3	0	5	0	0	392
	9	1020	374	11	85	7	0	9	16	0	21	0	0	1552
09:00	1	271	99	3	24	0	0	5	2	0	3	0	0	408
09:15	3	281	90	3	28	2	0	3	2	0	1	0	0	413
09:30	3	248	101	1	23	0	0	3	3	0	1	0	0	383
09:45	2	310	102	2	13	0	0	6	2	1	2	0	0	440
	9	1110	392	9	88	2	0	17	9	1	7	0	0	1644
10:00	4	301	99	3	31	1	0	4	5	0	0	0	0	448
10:15	4	295	100	2	20	1	0	7	4	0	2	0	0	435
10:30	3	313	130	4	23	1	0	7	3	0	0	0	0	484
10:45	4	314	125	2	27	0	0	3	4	0	7	0	0	486
	15	1223	454	11	101	3	0	21	16	0	9	0	0	1853
11:00	3	312	110	3	31	2	1	2	1	0	1	0	0	466
11:15	3	323	117	3	32	1	0	4	4	0	2	0	0	489
11:30	3	343	110	3	32	3	0	4	4	0	2	0	0	504
11:45	2	366	105	2	17	0	0	3	3	0	3	0	0	501
	11	1344	442	11	112	6	1	13	12	0	8	0	0	1960
Total	83	7448	2621	68	622	31	1	98	119	1	179	0	0	11271
Percent	0.7%	66.1%	23.3%	0.6%	5.5%	0.3%	0.0%	0.9%	1.1%	0.0%	1.6%	0.0%	0.0%	

1625 w/o bikes

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APVBVWDC
Site Code: 0519194
Date Start: 10-Jul-09
Date End: 10-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	3	360	97	4	24	1	0	6	2	0	2	0	0	499
12:15	5	337	100	3	22	1	0	3	2	0	3	0	0	476
12:30	6	350	104	3	24	1	0	5	4	0	1	0	0	498
12:45	3	354	134	5	26	0	0	6	1	0	2	0	0	531
	17	1401	435	15	96	3	0	20	9	0	8	0	0	2004
13:00	5	342	124	3	18	0	0	0	0	0	5	0	0	497
13:15	3	359	99	7	23	0	0	4	2	0	6	0	0	503
13:30	4	382	108	4	20	3	0	4	0	0	3	0	0	528
13:45	7	366	120	3	22	1	0	3	1	0	2	0	0	525
	19	1449	451	17	83	4	0	11	3	0	16	0	0	2053
14:00	7	345	116	3	26	0	0	5	0	0	2	0	0	504
14:15	3	352	111	2	37	0	0	4	2	0	2	0	0	513
14:30	2	346	122	1	29	2	0	3	0	0	2	0	0	507
14:45	7	358	126	4	24	2	0	7	3	0	1	0	0	532
	19	1401	475	10	116	4	0	19	5	0	7	0	0	2056
15:00	4	354	131	6	20	3	0	5	3	0	3	0	0	529
15:15	6	367	117	3	26	2	0	2	6	0	4	0	0	533
15:30	4	406	143	1	33	1	0	5	1	0	3	0	0	597
15:45	4	357	129	4	30	3	0	2	8	0	0	0	0	537
	18	1484	520	14	109	9	0	14	18	0	10	0	0	2196
16:00	1	358	118	5	22	1	0	5	1	0	2	0	0	513
16:15	2	399	134	5	30	0	0	2	1	0	3	0	0	576
16:30	3	408	133	5	19	0	0	4	0	0	0	0	0	572
16:45	4	364	106	3	21	0	0	2	2	0	1	0	0	503
	10	1529	491	18	92	1	0	13	4	0	6	0	0	2164
17:00	3	380	141	1	19	0	0	5	2	0	1	0	0	552
17:15	4	402	122	2	39	2	0	3	0	0	1	0	0	575
17:30	4	365	130	1	30	1	0	4	4	0	4	0	0	543
17:45	2	372	118	0	20	0	0	1	1	0	3	0	0	517
	13	1519	511	4	108	3	0	13	7	0	9	0	0	2187
18:00	3	332	116	1	19	0	0	1	1	0	5	0	0	478
18:15	5	368	108	1	15	0	0	1	0	0	2	0	0	500
18:30	3	330	99	2	18	0	0	1	1	0	7	0	0	461
18:45	1	313	92	1	14	0	0	3	1	0	1	0	0	426
	12	1343	415	5	66	0	0	6	3	0	15	0	0	1865
19:00	2	313	91	1	16	1	0	1	1	0	1	0	0	427
19:15	5	275	82	3	4	0	0	2	1	0	6	0	0	378
19:30	1	262	57	0	8	0	0	1	2	0	4	0	0	335
19:45	2	263	76	1	13	0	0	1	2	0	4	0	0	362
	10	1113	306	5	41	1	0	5	6	0	15	0	0	1502
20:00	5	262	84	0	8	0	0	2	1	0	3	0	0	365
20:15	4	259	64	2	11	0	0	3	0	0	1	0	0	344
20:30	4	241	79	2	15	1	0	2	0	0	3	0	0	347
20:45	3	226	79	1	10	0	0	2	0	0	1	0	0	322
	16	988	306	5	44	1	0	9	1	0	8	0	0	1378
21:00	4	248	63	2	10	0	0	0	0	0	3	0	0	330
21:15	2	222	57	0	10	0	0	0	5	0	2	0	0	298
21:30	2	200	56	1	7	0	0	3	0	0	2	0	0	271
21:45	3	208	35	0	7	0	0	1	0	0	2	0	0	256
	11	878	211	3	34	0	0	4	5	0	9	0	0	1155
22:00	2	159	45	0	5	0	0	0	3	0	1	0	0	215
22:15	3	161	39	0	8	0	0	1	0	0	2	0	0	214
22:30	1	127	31	0	6	0	0	1	1	0	0	0	0	167
22:45	0	109	25	0	0	0	0	0	1	0	4	0	0	139
	6	556	140	0	19	0	0	2	5	0	7	0	0	735
23:00	2	119	22	0	0	0	0	1	1	0	1	0	0	146
23:15	1	83	16	2	3	0	0	1	0	0	3	0	0	109
23:30	0	86	20	0	2	0	0	1	0	0	3	0	0	112
23:45	0	78	17	0	2	0	0	0	0	0	2	0	0	99
	3	366	75	2	7	0	0	3	1	0	9	0	0	466
Total	154	14027	4336	98	815	26	0	119	67	0	119	0	0	19761
Percent	0.8%	71.0%	21.9%	0.5%	4.1%	0.1%	0.0%	0.6%	0.3%	0.0%	0.6%	0.0%	0.0%	
Grand Total	237	21475	6957	166	1437	57	1	217	186	1	298	0	0	31032
Percent	0.8%	69.2%	22.4%	0.5%	4.6%	0.2%	0.0%	0.7%	0.6%	0.0%	1.0%	0.0%	0.0%	

21475 + 8560 + 57 + 703 = 30795

2191 w/o Bikes

Deep Creek S of Tussing

location1 am 15 min	60 mins sum		location1 pm 15 min	60 mins sum	
11	--	12am	57	256	12pm
4	--		81	270	
7	--		50	262	
8	30		69	257	
4	23	1am	73	273	1pm
6	25		65	257	
3	21		78	285	
5	18		70	286	
3	17	2am	66	279	2pm
3	14		72	286	
4	15		68	276	
3	13		69	275	
2	12	3am	72	281	3pm
5	14		85	294	
1	11		86	312	
6	14		85	328	
6	18	4am	77	333	4pm
7	20		79	327	
5	24		72	313	
13	31		80	308	
11	36	5am	93	324	5pm
8	37		89	334	
18	50		82	344	
27	64		88	352	
19	72	6am	66	325	6pm
31	95		71	307	
42	119		79	304	
33	125		76	292	
37	143	7am	75	301	7pm
45	157		56	286	
61	176		54	261	
72	215		59	244	
30	208	8am	44	213	8pm
39	202		44	201	
52	193		70	217	
44	165		44	202	
55	190	9am	42	200	9pm
55	206		46	202	
57	211		37	169	
57	224		35	160	
58	227	10am	26	144	10pm
57	229		29	127	
53	225		15	105	
75	243		22	92	
53	238	11am	17	83	11pm
67	248		12	66	
58	253		26	77	
74	252		12	67	
1394	215	<~~ 7-9 am max	**2863**	352	<~~4-6 pm max
	253	<~~overall am max		352	<~~overall pm max

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3

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

Town of Apple Valley
Deep Creek Road
S/ Tussing Ranch Road
24 Hour Directional Classification Count
Northbound

APVDCSTR
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/09/09	0	4	1	0	0	0	0	0	0	0	0	0	0	5
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	14	1	0	1	0	0	0	0	0	0	0	0	16
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	3	0	1	0	0	0	0	0	0	0	0	4
	0	3	5	0	1	0	0	0	0	0	0	0	0	9
04:00	0	1	2	0	0	0	0	0	0	0	1	0	0	4
04:15	0	1	4	0	0	0	0	0	0	0	0	0	0	5
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:45	0	7	0	0	1	0	0	0	0	0	0	0	0	8
	0	11	7	0	1	0	0	0	0	0	1	0	0	20
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
05:15	0	3	1	0	1	0	0	0	0	0	0	0	0	5
05:30	0	7	5	0	0	0	0	0	1	0	0	0	0	13
05:45	0	9	4	0	2	0	0	0	0	0	0	0	0	15
	0	25	11	0	3	0	0	0	1	0	0	0	0	40
06:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
06:15	0	9	4	0	1	0	0	0	0	0	0	0	0	14
06:30	1	17	5	0	4	0	0	1	0	0	0	0	0	28
06:45	0	13	4	0	1	0	0	0	0	0	0	0	0	18
	1	43	15	0	7	0	0	1	0	0	0	0	0	67
07:00	1	12	8	0	2	2	0	0	0	0	0	0	0	25
07:15	0	16	1	0	1	0	0	1	0	0	0	0	0	19
07:30	0	31	12	0	0	0	0	0	0	0	0	0	0	43
07:45	0	36	10	0	4	0	0	2	0	0	0	0	0	52
	1	95	31	0	7	2	0	3	0	0	0	0	0	139
08:00	0	13	3	0	1	0	0	1	0	0	0	0	0	18
08:15	0	13	5	0	5	0	0	1	0	0	0	0	0	24
08:30	1	20	12	0	0	0	0	0	0	0	0	0	0	33
08:45	0	11	5	0	2	0	0	1	0	0	0	0	0	19
	1	57	25	0	8	0	0	3	0	0	0	0	0	94
09:00	0	17	7	0	5	0	0	0	0	0	0	0	0	29
09:15	0	19	9	0	2	0	0	0	0	0	0	0	0	30
09:30	1	23	13	0	1	0	0	0	0	0	0	0	0	38
09:45	0	22	9	0	0	0	0	0	0	0	0	0	0	31
	1	81	38	0	8	0	0	0	0	0	0	0	0	128
10:00	0	18	12	0	3	1	0	1	0	0	0	0	0	35
10:15	0	23	12	0	1	0	0	1	0	0	0	0	0	37
10:30	0	18	8	0	2	0	0	1	0	0	0	0	0	29
10:45	1	26	10	0	4	0	0	0	0	0	0	0	0	41
	1	85	42	0	10	1	0	3	0	0	0	0	0	142
11:00	0	16	7	0	1	0	0	0	0	0	0	0	0	24
11:15	0	25	8	0	3	0	0	0	0	0	0	0	0	36
11:30	0	19	8	0	2	0	0	0	0	0	0	0	0	29
11:45	0	24	10	0	2	0	0	0	0	0	0	0	0	36
	0	84	33	0	8	0	0	0	0	0	0	0	0	125
Total	5	511	209	0	54	3	0	10	1	0	1	0	0	794
Percent	0.6%	64.4%	26.3%	0.0%	6.8%	0.4%	0.0%	1.3%	0.1%	0.0%	0.1%	0.0%	0.0%	

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Northbound

APVDCSTR
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	18	8	0	3	0	0	0	0	0	0	0	0	29
12:15	0	17	8	0	3	0	0	1	0	0	0	0	0	29
12:30	0	18	5	0	3	0	0	0	1	0	0	0	0	27
12:45	2	24	2	0	1	0	0	1	0	0	0	0	0	30
	2	77	23	0	10	0	0	2	1	0	0	0	0	115
13:00	0	27	8	0	1	0	0	2	0	0	1	0	0	39
13:15	0	15	4	0	2	1	0	0	0	0	0	0	0	22
13:30	0	20	6	0	3	0	0	0	0	0	0	0	0	29
13:45	1	15	8	0	4	0	0	0	0	0	0	0	0	28
	1	77	26	0	10	1	0	2	0	0	1	0	0	118
14:00	0	21	9	0	1	0	0	0	0	0	0	0	0	31
14:15	1	19	8	0	2	0	0	0	0	0	0	0	0	30
14:30	0	24	4	0	1	0	0	1	0	0	0	0	0	30
14:45	1	23	3	0	2	0	0	0	0	0	0	0	0	29
	2	87	24	0	6	0	0	1	0	0	0	0	0	120
15:00	0	16	11	0	1	0	0	0	1	0	0	0	0	29
15:15	1	22	11	0	2	0	0	0	0	0	0	0	0	36
15:30	1	23	6	0	3	0	0	1	1	0	0	0	0	35
15:45	1	19	7	0	3	0	0	2	0	0	1	0	0	33
	3	80	35	0	9	0	0	3	2	0	1	0	0	133
16:00	0	28	4	1	0	0	0	0	0	0	0	0	0	33
16:15	1	24	9	0	3	0	0	1	0	0	0	0	0	38
16:30	0	19	8	0	0	0	0	0	0	0	0	0	0	27
16:45	2	31	4	0	1	0	0	0	0	0	0	0	0	38
	3	102	25	1	4	0	0	1	0	0	0	0	0	136
17:00	1	28	5	0	2	0	0	2	0	0	0	0	0	38
17:15	0	21	17	0	1	0	0	1	0	0	0	0	0	40
17:30	0	22	12	0	4	0	0	0	0	0	0	0	0	38
17:45	0	25	12	0	2	0	0	2	0	0	0	0	0	41
	1	96	46	0	9	0	0	5	0	0	0	0	0	157
18:00	0	21	8	0	0	0	0	0	0	0	0	0	0	29
18:15	1	22	5	0	1	0	0	0	0	0	0	0	0	29
18:30	0	19	11	0	1	0	0	0	0	0	1	0	0	32
18:45	0	22	9	0	0	0	0	0	0	0	0	0	0	31
	1	84	33	0	2	0	0	0	0	0	1	0	0	121
19:00	0	26	9	0	0	0	0	0	1	0	0	0	0	36
19:15	0	17	3	0	3	0	0	0	0	0	0	0	0	23
19:30	0	19	9	0	2	0	0	0	0	0	0	0	0	30
19:45	2	21	5	0	3	0	0	0	0	0	0	0	0	31
	2	83	26	0	8	0	0	0	1	0	0	0	0	120
20:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
20:15	0	11	8	0	0	0	0	0	0	0	0	0	0	19
20:30	0	16	11	0	1	0	0	0	0	0	0	0	0	28
20:45	0	12	4	0	2	0	0	0	0	0	0	0	0	18
	0	55	25	0	3	0	0	0	0	0	0	0	0	83
21:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
21:15	0	9	5	0	0	0	0	0	0	0	0	0	0	14
21:30	0	9	6	0	0	0	0	0	0	0	0	0	0	15
21:45	0	8	4	0	1	0	0	0	1	0	0	0	0	14
	0	36	17	0	1	0	0	0	1	0	0	0	0	55
22:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
22:15	1	8	1	0	0	0	0	0	0	0	0	0	0	10
22:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
22:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	1	22	9	0	0	0	0	0	0	0	0	0	0	32
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	4	1	1	3	0	0	0	0	0	0	0	0	9
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	21	1	1	3	0	0	0	0	0	0	0	0	26
Total	16	820	290	2	65	1	0	14	5	0	3	0	0	1216
Percent	1.3%	67.4%	23.8%	0.2%	5.3%	0.1%	0.0%	1.2%	0.4%	0.0%	0.2%	0.0%	0.0%	
Grand Total	21	1331	499	2	119	4	0	24	6	0	4	0	0	2010
Percent	1.0%	66.2%	24.8%	0.1%	5.9%	0.2%	0.0%	1.2%	0.3%	0.0%	0.2%	0.0%	0.0%	

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/09/09	0	4	2	0	0	0	0	0	0	0	0	0	0	6
00:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	10	4	0	0	0	0	0	0	0	0	0	0	14
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:15	0	2	0	0	0	0	0	0	0	0	1	0	0	3
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	8	1	0	1	0	0	0	0	0	1	0	0	11
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	1	3	1	0	1	0	0	0	0	0	0	0	0	6
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	2	1	0	2	0	0	0	0	0	0	0	0	5
	0	6	3	0	2	0	0	0	0	0	0	0	0	11
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
05:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:45	0	7	3	0	2	0	0	0	0	0	0	0	0	12
	0	15	6	0	3	0	0	0	0	0	0	0	0	24
06:00	0	5	4	0	1	0	0	2	0	0	0	0	0	12
06:15	0	10	5	0	2	0	0	0	0	0	0	0	0	17
06:30	0	13	1	0	0	0	0	0	0	0	0	0	0	14
06:45	1	7	5	0	2	0	0	0	0	0	0	0	0	15
	1	35	15	0	5	0	0	2	0	0	0	0	0	58
07:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
07:15	0	19	4	0	2	0	0	1	0	0	0	0	0	26
07:30	0	11	2	0	4	0	0	0	0	0	1	0	0	18
07:45	0	12	5	0	1	0	0	1	1	0	0	0	0	20
	0	53	12	0	7	0	0	2	1	0	1	0	0	76
08:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
08:15	0	9	4	0	1	1	0	0	0	0	0	0	0	15
08:30	0	15	2	0	2	0	0	0	0	0	0	0	0	19
08:45	0	16	8	0	1	0	0	0	0	0	0	0	0	25
	0	51	15	0	4	1	0	0	0	0	0	0	0	71
09:00	0	13	10	0	2	0	0	1	0	0	0	0	0	26
09:15	0	15	7	0	3	0	0	0	0	0	0	0	0	25
09:30	0	10	7	0	0	0	0	1	1	0	0	0	0	19
09:45	0	17	8	0	0	0	0	0	1	0	0	0	0	26
	0	55	32	0	5	0	0	2	2	0	0	0	0	96
10:00	0	16	5	0	2	0	0	0	0	0	0	0	0	23
10:15	1	9	7	0	3	0	0	0	0	0	0	0	0	20
10:30	0	14	6	0	3	0	0	1	0	0	0	0	0	24
10:45	1	22	10	0	1	0	0	0	0	0	0	0	0	34
	2	61	28	0	9	0	0	1	0	0	0	0	0	101
11:00	1	18	6	0	3	0	1	0	0	0	0	0	0	29
11:15	0	17	11	0	3	0	0	0	0	0	0	0	0	31
11:30	0	18	9	0	1	0	0	0	1	0	0	0	0	29
11:45	0	25	7	0	4	0	0	2	0	0	0	0	0	38
	1	78	33	0	11	0	1	2	1	0	0	0	0	127
Total	5	380	150	0	48	1	1	9	4	0	2	0	0	600
Percent	0.8%	63.3%	25.0%	0.0%	8.0%	0.2%	0.2%	1.5%	0.7%	0.0%	0.3%	0.0%	0.0%	

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	20	6	0	1	0	0	1	0	0	0	0	0	28
12:15	1	29	18	0	4	0	0	0	0	0	0	0	0	52
12:30	0	6	13	0	2	0	0	2	0	0	0	0	0	23
12:45	0	30	5	0	3	0	0	0	1	0	0	0	0	39
	1	85	42	0	10	0	0	3	1	0	0	0	0	142
13:00	1	28	4	0	0	0	0	0	0	0	1	0	0	34
13:15	0	28	8	0	6	0	0	1	0	0	0	0	0	43
13:30	1	30	12	0	5	1	0	0	0	0	0	0	0	49
13:45	0	27	13	0	2	0	0	0	0	0	0	0	0	42
	2	113	37	0	13	1	0	1	0	0	1	0	0	168
14:00	1	23	7	0	3	0	0	1	0	0	0	0	0	35
14:15	0	26	9	1	4	0	0	1	1	0	0	0	0	42
14:30	0	22	13	1	2	0	0	0	0	0	0	0	0	38
14:45	1	25	9	0	2	1	0	2	0	0	0	0	0	40
	2	96	38	2	11	1	0	4	1	0	0	0	0	155
15:00	0	29	8	0	3	0	0	1	2	0	0	0	0	43
15:15	0	33	12	0	4	0	0	0	0	0	0	0	0	49
15:30	0	35	10	0	5	0	0	1	0	0	0	0	0	51
15:45	1	33	13	0	3	0	0	0	2	0	0	0	0	52
	1	130	43	0	15	0	0	2	4	0	0	0	0	195
16:00	0	28	11	0	3	1	0	1	0	0	0	0	0	44
16:15	1	28	11	0	0	0	0	0	0	0	1	0	0	41
16:30	0	32	10	0	3	0	0	0	0	0	0	0	0	45
16:45	0	28	11	0	3	0	0	0	0	0	0	0	0	42
	1	116	43	0	9	1	0	1	0	0	1	0	0	172
17:00	0	47	7	0	1	0	0	0	0	0	0	0	0	55
17:15	1	31	12	0	5	0	0	0	0	0	0	0	0	49
17:30	0	38	6	0	0	0	0	0	0	0	0	0	0	44
17:45	0	26	15	0	4	0	0	2	0	0	0	0	0	47
	1	142	40	0	10	0	0	2	0	0	0	0	0	195
18:00	0	26	9	0	2	0	0	0	0	0	0	0	0	37
18:15	1	30	9	0	2	0	0	0	0	0	0	0	0	42
18:30	0	31	14	0	2	0	0	0	0	0	0	0	0	47
18:45	0	27	13	0	3	0	0	0	2	0	0	0	0	45
	1	114	45	0	9	0	0	0	2	0	0	0	0	171
19:00	0	24	12	0	2	1	0	0	0	0	0	0	0	39
19:15	0	26	6	0	1	0	0	0	0	0	0	0	0	33
19:30	0	15	5	0	3	0	0	1	0	0	0	0	0	24
19:45	0	23	4	0	1	0	0	0	0	0	0	0	0	28
	0	88	27	0	7	1	0	1	0	0	0	0	0	124
20:00	1	20	4	0	1	0	0	0	0	0	0	0	0	26
20:15	0	21	3	0	1	0	0	0	0	0	0	0	0	25
20:30	0	25	15	0	2	0	0	0	0	0	0	0	0	42
20:45	0	13	9	0	4	0	0	0	0	0	0	0	0	26
	1	79	31	0	8	0	0	0	0	0	0	0	0	119
21:00	0	15	12	0	3	0	0	0	0	0	0	0	0	30
21:15	0	24	7	0	1	0	0	0	0	0	0	0	0	32
21:30	0	15	7	0	0	0	0	0	0	0	0	0	0	22
21:45	0	11	6	0	4	0	0	0	0	0	0	0	0	21
	0	65	32	0	8	0	0	0	0	0	0	0	0	105
22:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
22:15	0	14	2	0	3	0	0	0	0	0	0	0	0	19
22:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
22:45	1	10	4	0	0	0	0	0	0	0	0	0	0	15
	1	44	12	0	3	0	0	0	0	0	0	0	0	60
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:15	0	5	3	0	1	0	0	0	0	0	0	0	0	9
23:30	0	13	2	1	1	0	0	0	0	0	0	0	0	17
23:45	0	7	0	0	0	0	0	0	0	0	1	0	0	8
	0	31	6	1	2	0	0	0	0	0	1	0	0	41
Total	11	1103	396	3	105	4	0	14	8	0	3	0	0	1647
Percent	0.7%	67.0%	24.0%	0.2%	6.4%	0.2%	0.0%	0.9%	0.5%	0.0%	0.2%	0.0%	0.0%	
Grand Total	16	1483	546	3	153	5	1	23	12	0	5	0	0	2247
Percent	0.7%	66.0%	24.3%	0.1%	6.8%	0.2%	0.0%	1.0%	0.5%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

Town of Apple Valley
Deep Creek Road
S/ Tussing Ranch Road
24 Hour Directional Classification Count
Northbound, Southbound

APVDCSTR
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/09/09	0	8	3	0	0	0	0	0	0	0	0	0	0	11
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
00:30	0	5	1	0	1	0	0	0	0	0	0	0	0	7
00:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	0	24	5	0	1	0	0	0	0	0	0	0	0	30
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:15	0	5	0	0	0	0	0	0	0	0	1	0	0	6
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5
	0	15	1	0	1	0	0	0	0	0	1	0	0	18
02:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
02:15	1	1	1	0	0	0	0	0	0	0	0	0	0	3
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	1	9	2	0	1	0	0	0	0	0	0	0	0	13
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	2	3	0	1	0	0	0	0	0	0	0	0	6
	0	8	5	0	1	0	0	0	0	0	0	0	0	14
04:00	0	2	3	0	0	0	0	0	0	0	1	0	0	6
04:15	0	2	5	0	0	0	0	0	0	0	0	0	0	7
04:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:45	0	9	1	0	3	0	0	0	0	0	0	0	0	13
	0	17	10	0	3	0	0	0	0	0	1	0	0	31
05:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
05:15	0	4	2	0	2	0	0	0	0	0	0	0	0	8
05:30	0	11	6	0	0	0	0	0	1	0	0	0	0	18
05:45	0	16	7	0	4	0	0	0	0	0	0	0	0	27
	0	40	17	0	6	0	0	0	1	0	0	0	0	64
06:00	0	9	6	0	2	0	0	2	0	0	0	0	0	19
06:15	0	19	9	0	3	0	0	0	0	0	0	0	0	31
06:30	1	30	6	0	4	0	0	1	0	0	0	0	0	42
06:45	1	20	9	0	3	0	0	0	0	0	0	0	0	33
	2	78	30	0	12	0	0	3	0	0	0	0	0	125
07:00	1	23	9	0	2	2	0	0	0	0	0	0	0	37
07:15	0	35	5	0	3	0	0	2	0	0	0	0	0	45
07:30	0	42	14	0	4	0	0	0	0	0	1	0	0	61
07:45	0	48	15	0	5	0	0	3	1	0	0	0	0	72
	1	148	43	0	14	2	0	5	1	0	1	0	0	215
08:00	0	24	4	0	1	0	0	1	0	0	0	0	0	30
08:15	0	22	9	0	6	1	0	1	0	0	0	0	0	39
08:30	1	35	14	0	2	0	0	0	0	0	0	0	0	52
08:45	0	27	13	0	3	0	0	1	0	0	0	0	0	44
	1	108	40	0	12	1	0	3	0	0	0	0	0	165
09:00	0	30	17	0	7	0	0	1	0	0	0	0	0	55
09:15	0	34	16	0	5	0	0	0	0	0	0	0	0	55
09:30	1	33	20	0	1	0	0	1	1	0	0	0	0	57
09:45	0	39	17	0	0	0	0	0	1	0	0	0	0	57
	1	136	70	0	13	0	0	2	2	0	0	0	0	224
10:00	0	34	17	0	5	1	0	1	0	0	0	0	0	58
10:15	1	32	19	0	4	0	0	1	0	0	0	0	0	57
10:30	0	32	14	0	5	0	0	2	0	0	0	0	0	53
10:45	2	48	20	0	5	0	0	0	0	0	0	0	0	75
	3	146	70	0	19	1	0	4	0	0	0	0	0	243
11:00	1	34	13	0	4	0	1	0	0	0	0	0	0	53
11:15	0	42	19	0	6	0	0	0	0	0	0	0	0	67
11:30	0	37	17	0	3	0	0	0	1	0	0	0	0	58
11:45	0	49	17	0	6	0	0	2	0	0	0	0	0	74
	1	162	66	0	19	0	1	2	1	0	0	0	0	252
Total	10	891	359	0	102	4	1	19	5	0	3	0	0	1394
Percent	0.7%	63.9%	25.8%	0.0%	7.3%	0.3%	0.1%	1.4%	0.4%	0.0%	0.2%	0.0%	0.0%	

214 w/o Bikes

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

Town of Apple Valley
Deep Creek Road
S/ Tussing Ranch Road
24 Hour Directional Classification Count
Northbound, Southbound

APVDCSTR
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	38	14	0	4	0	0	1	0	0	0	0	0	57
12:15	1	46	26	0	7	0	0	1	0	0	0	0	0	81
12:30	0	24	18	0	5	0	0	2	1	0	0	0	0	50
12:45	2	54	7	0	4	0	0	1	1	0	0	0	0	69
	3	162	65	0	20	0	0	5	2	0	0	0	0	257
13:00	1	55	12	0	1	0	0	2	0	0	2	0	0	73
13:15	0	43	12	0	8	1	0	1	0	0	0	0	0	65
13:30	1	50	18	0	8	1	0	0	0	0	0	0	0	78
13:45	1	42	21	0	6	0	0	0	0	0	0	0	0	70
	3	190	63	0	23	2	0	3	0	0	2	0	0	286
14:00	1	44	16	0	4	0	0	1	0	0	0	0	0	66
14:15	1	45	17	1	6	0	0	1	1	0	0	0	0	72
14:30	0	46	17	1	3	0	0	1	0	0	0	0	0	68
14:45	2	48	12	0	4	1	0	2	0	0	0	0	0	69
	4	183	62	2	17	1	0	5	1	0	0	0	0	275
15:00	0	45	19	0	4	0	0	1	3	0	0	0	0	72
15:15	1	55	23	0	6	0	0	0	0	0	0	0	0	85
15:30	1	58	16	0	8	0	0	2	1	0	0	0	0	86
15:45	2	52	20	0	6	0	0	2	2	0	1	0	0	85
	4	210	78	0	24	0	0	5	6	0	1	0	0	328
16:00	0	56	15	1	3	1	0	1	0	0	0	0	0	77
16:15	2	52	20	0	3	0	0	1	0	0	1	0	0	79
16:30	0	51	18	0	3	0	0	0	0	0	0	0	0	72
16:45	2	59	15	0	4	0	0	0	0	0	0	0	0	80
	4	218	68	1	13	1	0	2	0	0	1	0	0	308
17:00	1	75	12	0	3	0	0	2	0	0	0	0	0	93
17:15	1	52	29	0	6	0	0	1	0	0	0	0	0	89
17:30	0	60	18	0	4	0	0	0	0	0	0	0	0	82
17:45	0	51	27	0	6	0	0	4	0	0	0	0	0	88
	2	238	86	0	19	0	0	7	0	0	0	0	0	352
18:00	0	47	17	0	2	0	0	0	0	0	0	0	0	66
18:15	2	52	14	0	3	0	0	0	0	0	0	0	0	71
18:30	0	50	25	0	3	0	0	0	0	0	1	0	0	79
18:45	0	49	22	0	3	0	0	0	2	0	0	0	0	76
	2	198	78	0	11	0	0	0	2	0	1	0	0	292
19:00	0	50	21	0	2	1	0	0	1	0	0	0	0	75
19:15	0	43	9	0	4	0	0	0	0	0	0	0	0	56
19:30	0	34	14	0	5	0	0	1	0	0	0	0	0	54
19:45	2	44	9	0	4	0	0	0	0	0	0	0	0	59
	2	171	53	0	15	1	0	1	1	0	0	0	0	244
20:00	1	36	6	0	1	0	0	0	0	0	0	0	0	44
20:15	0	32	11	0	1	0	0	0	0	0	0	0	0	44
20:30	0	41	26	0	3	0	0	0	0	0	0	0	0	70
20:45	0	25	13	0	6	0	0	0	0	0	0	0	0	44
	1	134	56	0	11	0	0	0	0	0	0	0	0	202
21:00	0	25	14	0	3	0	0	0	0	0	0	0	0	42
21:15	0	33	12	0	1	0	0	0	0	0	0	0	0	46
21:30	0	24	13	0	0	0	0	0	0	0	0	0	0	37
21:45	0	19	10	0	5	0	0	0	1	0	0	0	0	35
	0	101	49	0	9	0	0	0	1	0	0	0	0	160
22:00	0	18	8	0	0	0	0	0	0	0	0	0	0	26
22:15	1	22	3	0	3	0	0	0	0	0	0	0	0	29
22:30	0	12	3	0	0	0	0	0	0	0	0	0	0	15
22:45	1	14	7	0	0	0	0	0	0	0	0	0	0	22
	2	66	21	0	3	0	0	0	0	0	0	0	0	92
23:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
23:15	0	8	3	0	1	0	0	0	0	0	0	0	0	12
23:30	0	17	3	2	4	0	0	0	0	0	0	0	0	26
23:45	0	11	0	0	0	0	0	0	0	0	1	0	0	12
	0	52	7	2	5	0	0	0	0	0	1	0	0	67
Total	27	1923	686	5	170	5	0	28	13	0	6	0	0	2863
Percent	0.9%	67.2%	24.0%	0.2%	5.9%	0.2%	0.0%	1.0%	0.5%	0.0%	0.2%	0.0%	0.0%	
Grand Total	37	2814	1045	5	272	9	1	47	18	0	9	0	0	4257
Percent	0.9%	66.1%	24.5%	0.1%	6.4%	0.2%	0.0%	1.1%	0.4%	0.0%	0.2%	0.0%	0.0%	

2814 + 1322 + 9 + 75 = 4220

350 w/o Bikes

Rock Springs E of Main

location1 am			location1 pm		
15 min	60 mins sum		15 min	60 mins sum	
35	--	12am	123	512	12pm
27	--		125	497	
7	--		131	495	
15	84		125	504	
13	62	1am	142	523	1pm
12	47		147	545	
9	49		146	560	
10	44		142	577	
10	41	2am	153	588	2pm
6	35		152	593	
13	39		134	581	
8	37		149	588	
8	35	3am	155	590	3pm
9	38		180	618	
12	37		186	670	
15	44		191	712	
26	62	4am	163	720	4pm
16	69		189	729	
35	92		178	721	
36	113		180	710	
62	149	5am	183	730	5pm
38	171		207	748	
54	190		203	773	
66	220		180	773	
65	223	6am	156	746	6pm
92	277		159	698	
111	334		130	625	
123	391		162	607	
111	437	7am	137	588	7pm
134	479		99	528	
112	480		151	549	
169	526		116	503	
92	507	8am	101	467	8pm
98	471		99	467	
110	469		83	399	
122	422		97	380	
127	457	9am	101	380	9pm
106	465		84	365	
122	477		84	366	
114	469		94	363	
123	465	10am	55	317	10pm
101	460		64	297	
109	447		50	263	
131	464		55	224	
121	462	11am	39	208	11pm
140	501		29	173	
133	525		48	171	
116	510		37	153	
3324	526	<~~ 7-9 am max	**6094**	773	<~~4-6 pm max
	526	<~~overall am max		773	<~~overall pm max

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(4)

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

City of Hesperia
Rock Springs Road
E/ Main Street
24 Hour Directional Classification Count
Eastbound

HESRSEMA
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/09/09	0	16	3	1	0	0	0	0	0	0	0	0	0	20
00:15	0	16	3	0	1	0	0	0	0	0	0	0	0	20
00:30	0	5	0	0	1	0	0	0	0	0	0	0	0	6
00:45	0	9	1	0	1	0	0	0	0	0	0	0	0	11
	0	46	7	1	3	0	0	0	0	0	0	0	0	57
01:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
01:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	19	4	0	1	0	0	0	0	0	0	0	0	24
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	5	0	0	0	0	0	0	0	0	1	0	0	6
02:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	0	16	1	0	0	0	0	0	0	0	1	0	0	18
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
03:30	0	4	1	0	0	0	0	1	0	0	0	0	0	6
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	10	5	0	0	0	0	1	0	0	0	0	0	16
04:00	0	5	3	0	0	0	0	0	0	0	1	0	0	9
04:15	0	4	0	0	1	0	0	0	0	0	0	0	0	5
04:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
04:45	0	5	2	0	2	0	0	0	0	0	0	0	0	9
	0	23	7	0	3	0	0	0	0	0	1	0	0	34
05:00	0	12	3	0	0	1	0	0	0	0	0	0	0	16
05:15	0	6	3	0	1	0	0	0	0	0	1	0	0	11
05:30	1	15	7	0	0	0	0	0	1	0	0	0	0	24
05:45	0	13	7	0	1	0	0	0	0	0	0	0	0	21
	1	46	20	0	2	1	0	0	1	0	1	0	0	72
06:00	0	13	3	0	1	0	0	0	0	0	0	0	0	17
06:15	1	26	8	1	2	0	0	0	0	0	0	0	0	38
06:30	0	20	13	0	4	0	0	0	0	0	0	0	0	37
06:45	1	23	7	0	3	0	0	3	0	0	0	0	0	37
	2	82	31	1	10	0	0	3	0	0	0	0	0	129
07:00	0	25	17	0	1	0	0	0	0	0	0	0	0	43
07:15	0	45	10	0	2	0	0	0	0	0	0	0	0	57
07:30	0	30	10	0	3	0	0	0	0	0	0	0	0	43
07:45	0	41	18	0	7	0	0	4	0	0	1	0	0	71
	0	141	55	0	13	0	0	4	0	0	1	0	0	214
08:00	0	21	9	0	2	0	0	3	1	0	0	0	0	36
08:15	2	25	11	0	7	0	0	2	0	0	1	0	0	48
08:30	0	37	11	0	6	0	0	1	1	0	0	0	0	56
08:45	0	35	14	0	6	1	0	1	0	0	1	0	0	58
	2	118	45	0	21	1	0	7	2	0	2	0	0	198
09:00	0	39	10	0	3	0	0	0	0	0	0	0	0	52
09:15	0	32	12	0	6	0	0	0	0	0	1	0	0	51
09:30	0	38	16	0	2	0	0	1	1	0	0	0	0	58
09:45	0	31	17	1	2	1	0	1	0	0	0	0	0	53
	0	140	55	1	13	1	0	2	1	0	1	0	0	214
10:00	0	38	18	0	6	0	0	1	0	0	0	0	0	63
10:15	0	27	12	0	4	0	0	2	0	0	0	0	0	45
10:30	0	38	15	0	6	0	0	1	0	0	0	0	0	60
10:45	1	45	15	0	3	0	0	0	0	0	0	0	0	64
	1	148	60	0	19	0	0	4	0	0	0	0	0	232
11:00	0	37	14	0	4	0	0	1	0	0	0	0	0	56
11:15	0	41	23	0	4	0	0	0	0	0	0	0	0	68
11:30	0	39	14	1	4	0	0	1	0	0	0	0	0	59
11:45	0	39	17	0	4	0	0	1	0	0	1	0	0	62
	0	156	68	1	16	0	0	3	0	0	1	0	0	245
Total	6	945	358	4	101	3	0	24	4	0	8	0	0	1453
Percent	0.4%	65.0%	24.6%	0.3%	7.0%	0.2%	0.0%	1.7%	0.3%	0.0%	0.6%	0.0%	0.0%	

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

City of Hesperia
Rock Springs Road
E/ Main Street
24 Hour Directional Classification Count
Eastbound

HESRSEMA
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	34	21	0	4	1	0	1	1	0	0	0	0	63
12:15	1	44	8	1	2	0	0	1	2	0	0	0	0	59
12:30	1	43	12	0	6	0	0	1	0	0	0	0	0	63
12:45	0	36	13	0	4	1	0	0	0	0	0	0	0	54
	3	157	54	1	16	2	0	3	3	0	0	0	0	239
13:00	0	48	23	0	3	0	0	2	0	0	0	0	0	76
13:15	0	38	10	0	10	1	0	0	0	0	1	0	0	60
13:30	0	51	22	0	5	0	0	0	0	0	0	0	0	78
13:45	4	51	20	0	4	1	0	2	0	0	0	0	0	82
	4	188	75	0	22	2	0	4	0	0	1	0	0	296
14:00	0	56	16	0	6	0	0	0	1	0	0	0	0	79
14:15	2	60	16	0	6	0	0	2	0	0	0	0	0	86
14:30	0	58	24	0	3	0	0	0	0	0	0	0	0	85
14:45	1	49	12	0	4	0	0	0	2	0	0	0	0	68
	3	223	68	0	19	0	0	2	3	0	0	0	0	318
15:00	1	54	24	0	8	0	0	0	0	0	0	0	0	87
15:15	2	60	15	1	3	1	0	1	0	0	0	0	0	83
15:30	0	64	20	0	8	0	0	1	0	0	0	0	0	93
15:45	0	67	26	0	8	0	0	4	0	0	1	0	0	106
	3	245	85	1	27	1	0	6	0	0	1	0	0	369
16:00	2	72	18	0	13	0	0	0	1	0	0	0	0	106
16:15	2	67	24	0	8	0	0	0	0	0	0	0	0	101
16:30	0	54	34	0	9	0	0	1	1	0	0	0	0	99
16:45	2	79	21	0	9	1	0	0	0	0	0	0	0	112
	6	272	97	0	39	1	0	1	2	0	0	0	0	418
17:00	3	71	31	0	2	0	0	3	0	0	0	0	0	110
17:15	0	71	37	0	8	0	0	2	0	0	0	0	0	118
17:30	0	86	25	0	7	0	0	1	0	0	0	0	0	119
17:45	1	73	26	0	8	0	0	1	0	0	0	0	0	109
	4	301	119	0	25	0	0	7	0	0	0	0	0	456
18:00	1	70	21	0	8	0	0	1	0	0	0	0	0	101
18:15	0	69	14	0	6	0	0	0	0	0	0	0	0	89
18:30	0	54	19	0	4	0	0	1	0	0	0	0	0	78
18:45	1	67	15	1	4	0	0	1	1	0	0	0	0	90
	2	260	69	1	22	0	0	3	1	0	0	0	0	358
19:00	0	62	18	0	3	0	0	1	0	0	0	0	0	84
19:15	2	34	12	0	2	0	0	0	0	0	0	0	0	50
19:30	2	58	12	0	6	0	0	1	0	0	0	0	0	79
19:45	2	46	18	1	2	0	0	0	0	0	0	0	0	69
	6	200	60	1	13	0	0	2	0	0	0	0	0	282
20:00	4	31	11	0	8	0	0	0	0	0	0	0	0	54
20:15	0	41	11	0	2	0	0	1	1	0	1	0	0	57
20:30	0	32	11	0	3	0	0	0	0	0	0	0	0	46
20:45	2	37	11	0	5	0	0	0	0	0	0	0	0	55
	6	141	44	0	18	0	0	1	1	0	1	0	0	212
21:00	2	38	13	0	2	0	0	1	0	0	0	0	0	56
21:15	0	26	12	0	3	0	0	0	0	0	0	0	0	41
21:30	0	32	8	0	0	0	0	0	0	0	0	0	0	40
21:45	1	31	6	0	1	0	0	0	0	0	0	0	0	39
	3	127	39	0	6	0	0	1	0	0	0	0	0	176
22:00	1	21	5	0	0	0	0	0	0	0	0	0	0	27
22:15	0	27	10	0	2	0	0	0	0	0	0	0	0	39
22:30	0	23	7	0	0	0	0	0	0	0	0	0	0	30
22:45	0	19	6	0	0	0	0	0	0	0	0	0	0	25
	1	90	28	0	2	0	0	0	0	0	0	0	0	121
23:00	2	20	5	0	0	0	0	0	0	0	0	0	0	27
23:15	1	14	3	0	1	0	0	0	0	0	0	0	0	19
23:30	0	25	1	0	1	0	0	0	0	0	0	0	0	27
23:45	0	17	4	0	0	0	0	0	0	0	0	0	0	21
	3	76	13	0	2	0	0	0	0	0	0	0	0	94
Total	44	2280	751	4	211	6	0	30	10	0	3	0	0	3339
Percent	1.3%	68.3%	22.5%	0.1%	6.3%	0.2%	0.0%	0.9%	0.3%	0.0%	0.1%	0.0%	0.0%	
Grand Total	50	3225	1109	8	312	9	0	54	14	0	11	0	0	4792
Percent	1.0%	67.3%	23.1%	0.2%	6.5%	0.2%	0.0%	1.1%	0.3%	0.0%	0.2%	0.0%	0.0%	

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City of Hesperia
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24 Hour Directional Classification Count
Westbound

HESRSEMA
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/09/09	1	9	5	0	0	0	0	0	0	0	0	0	0	15
00:15	0	3	3	0	1	0	0	0	0	0	0	0	0	7
00:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:45	1	2	1	0	0	0	0	0	0	0	0	0	0	4
	2	14	10	0	1	0	0	0	0	0	0	0	0	27
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:15	0	1	0	0	0	0	0	0	0	0	1	0	0	2
01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	0	16	3	0	0	0	0	0	0	0	1	0	0	20
02:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:30	1	4	2	0	0	0	0	0	0	0	0	0	0	7
02:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	1	14	3	0	1	0	0	0	0	0	0	0	0	19
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:30	0	4	1	0	1	0	0	0	0	0	0	0	0	6
03:45	0	10	2	0	1	0	0	0	0	0	0	0	0	13
	0	21	5	0	2	0	0	0	0	0	0	0	0	28
04:00	1	7	3	0	5	0	0	0	1	0	0	0	0	17
04:15	0	5	3	0	2	0	0	1	0	0	0	0	0	11
04:30	0	14	6	0	4	0	0	0	0	0	0	0	0	24
04:45	0	12	10	0	5	0	0	0	0	0	0	0	0	27
	1	38	22	0	16	0	0	1	1	0	0	0	0	79
05:00	1	27	13	0	4	0	0	1	0	0	0	0	0	46
05:15	0	14	8	0	4	1	0	0	0	0	0	0	0	27
05:30	0	19	7	0	3	0	0	1	0	0	0	0	0	30
05:45	1	33	9	0	2	0	0	0	0	0	0	0	0	45
	2	93	37	0	13	1	0	2	0	0	0	0	0	148
06:00	0	35	8	0	4	0	0	1	0	0	0	0	0	48
06:15	0	28	13	0	11	0	0	2	0	0	0	0	0	54
06:30	1	48	17	0	6	0	0	2	0	0	0	0	0	74
06:45	1	47	33	0	4	0	0	0	1	0	0	0	0	86
	2	158	71	0	25	0	0	5	1	0	0	0	0	262
07:00	1	50	13	0	4	0	0	0	0	0	0	0	0	68
07:15	0	56	13	0	6	0	0	2	0	0	0	0	0	77
07:30	1	49	12	0	4	0	0	1	1	0	1	0	0	69
07:45	2	57	29	0	6	2	0	1	1	0	0	0	0	98
	4	212	67	0	20	2	0	4	2	0	1	0	0	312
08:00	0	38	12	0	3	0	0	2	1	0	0	0	0	56
08:15	0	36	11	0	3	0	0	0	0	0	0	0	0	50
08:30	1	37	9	0	5	0	0	2	0	0	0	0	0	54
08:45	0	44	14	0	2	1	0	2	1	0	0	0	0	64
	1	155	46	0	13	1	0	6	2	0	0	0	0	224
09:00	0	45	22	0	7	0	0	1	0	0	0	0	0	75
09:15	1	39	13	0	2	0	0	0	0	0	0	0	0	55
09:30	1	43	15	0	5	0	0	0	0	0	0	0	0	64
09:45	1	43	10	0	4	1	0	1	1	0	0	0	0	61
	3	170	60	0	18	1	0	2	1	0	0	0	0	255
10:00	0	40	13	0	6	0	0	0	1	0	0	0	0	60
10:15	0	40	11	0	4	0	0	1	0	0	0	0	0	56
10:30	1	28	14	0	5	1	0	0	0	0	0	0	0	49
10:45	0	43	16	0	6	0	0	1	0	0	1	0	0	67
	1	151	54	0	21	1	0	2	1	0	1	0	0	232
11:00	0	42	17	0	6	0	0	0	0	0	0	0	0	65
11:15	0	45	19	0	7	0	0	1	0	0	0	0	0	72
11:30	2	49	17	0	4	0	1	0	1	0	0	0	0	74
11:45	2	36	13	0	3	0	0	0	0	0	0	0	0	54
	4	172	66	0	20	0	1	1	1	0	0	0	0	265
Total	21	1214	444	0	150	6	1	23	9	0	3	0	0	1871
Percent	1.1%	64.9%	23.7%	0.0%	8.0%	0.3%	0.1%	1.2%	0.5%	0.0%	0.2%	0.0%	0.0%	

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Site Code: 0519194
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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	33	24	0	2	0	0	1	0	0	0	0	0	60
12:15	0	45	20	0	0	0	0	0	0	0	1	0	0	66
12:30	1	36	19	0	11	0	0	1	0	0	0	0	0	68
12:45	0	55	10	0	6	0	0	0	0	0	0	0	0	71
	1	169	73	0	19	0	0	2	0	0	1	0	0	265
13:00	2	41	15	0	6	0	0	0	1	0	1	0	0	66
13:15	0	53	21	0	10	1	0	1	1	0	0	0	0	87
13:30	0	47	14	0	5	1	0	1	0	0	0	0	0	68
13:45	0	34	25	0	1	0	0	0	0	0	0	0	0	60
	2	175	75	0	22	2	0	2	2	0	1	0	0	281
14:00	0	47	22	0	4	0	0	1	0	0	0	0	0	74
14:15	1	42	14	0	8	0	0	0	1	0	0	0	0	66
14:30	0	29	13	1	6	0	0	0	0	0	0	0	0	49
14:45	2	57	18	0	3	0	0	1	0	0	0	0	0	81
	3	175	67	1	21	0	0	2	1	0	0	0	0	270
15:00	1	40	19	0	5	0	0	1	2	0	0	0	0	68
15:15	2	62	23	0	8	1	0	1	0	0	0	0	0	97
15:30	0	67	17	0	7	0	0	2	0	0	0	0	0	93
15:45	0	62	18	0	5	0	0	0	0	0	0	0	0	85
	3	231	77	0	25	1	0	4	2	0	0	0	0	343
16:00	0	35	13	0	9	0	0	0	0	0	0	0	0	57
16:15	0	52	24	0	9	0	0	3	0	0	0	0	0	88
16:30	1	58	14	0	6	0	0	0	0	0	0	0	0	79
16:45	2	45	15	0	6	0	0	0	0	0	0	0	0	68
	3	190	66	0	30	0	0	3	0	0	0	0	0	292
17:00	0	53	17	0	3	0	0	0	0	0	0	0	0	73
17:15	0	54	22	0	12	0	0	1	0	0	0	0	0	89
17:30	0	60	20	0	4	0	0	0	0	0	0	0	0	84
17:45	0	41	24	0	6	0	0	0	0	0	0	0	0	71
	0	208	83	0	25	0	0	1	0	0	0	0	0	317
18:00	1	37	13	0	2	0	0	1	1	0	0	0	0	55
18:15	2	51	14	0	3	0	0	0	0	0	0	0	0	70
18:30	1	30	19	0	1	0	0	1	0	0	0	0	0	52
18:45	0	53	12	0	7	0	0	0	0	0	0	0	0	72
	4	171	58	0	13	0	0	2	1	0	0	0	0	249
19:00	1	39	11	0	2	0	0	0	0	0	0	0	0	53
19:15	0	36	9	0	4	0	0	0	0	0	0	0	0	49
19:30	1	47	19	1	3	0	0	1	0	0	0	0	0	72
19:45	0	36	9	0	2	0	0	0	0	0	0	0	0	47
	2	158	48	1	11	0	0	1	0	0	0	0	0	221
20:00	1	31	12	0	2	0	0	1	0	0	0	0	0	47
20:15	0	29	9	0	4	0	0	0	0	0	0	0	0	42
20:30	0	23	13	0	1	0	0	0	0	0	0	0	0	37
20:45	2	24	16	0	0	0	0	0	0	0	0	0	0	42
	3	107	50	0	7	0	0	1	0	0	0	0	0	168
21:00	0	26	15	0	4	0	0	0	0	0	0	0	0	45
21:15	0	32	10	0	1	0	0	0	0	0	0	0	0	43
21:30	0	31	13	0	0	0	0	0	0	0	0	0	0	44
21:45	0	42	11	0	2	0	0	0	0	0	0	0	0	55
	0	131	49	0	7	0	0	0	0	0	0	0	0	187
22:00	0	22	4	0	2	0	0	0	0	0	0	0	0	28
22:15	1	16	7	0	1	0	0	0	0	0	0	0	0	25
22:30	1	17	1	0	1	0	0	0	0	0	0	0	0	20
22:45	0	19	11	0	0	0	0	0	0	0	0	0	0	30
	2	74	23	0	4	0	0	0	0	0	0	0	0	103
23:00	1	7	3	0	1	0	0	0	0	0	0	0	0	12
23:15	0	9	0	0	1	0	0	0	0	0	0	0	0	10
23:30	0	17	3	1	0	0	0	0	0	0	0	0	0	21
23:45	0	13	2	0	1	0	0	0	0	0	0	0	0	16
	1	46	8	1	3	0	0	0	0	0	0	0	0	59
Total	24	1835	677	3	187	3	0	18	6	0	2	0	0	2755
Percent	0.9%	66.6%	24.6%	0.1%	6.8%	0.1%	0.0%	0.7%	0.2%	0.0%	0.1%	0.0%	0.0%	
Grand Total	45	3049	1121	3	337	9	1	41	15	0	5	0	0	4626
Percent	1.0%	65.9%	24.2%	0.1%	7.3%	0.2%	0.0%	0.9%	0.3%	0.0%	0.1%	0.0%	0.0%	

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

City of Hesperia
Rock Springs Road
E/ Main Street
24 Hour Directional Classification Count
Eastbound, Westbound

HESRSEMA
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/09/09	1	25	8	1	0	0	0	0	0	0	0	0	0	35
00:15	0	19	6	0	2	0	0	0	0	0	0	0	0	27
00:30	0	5	1	0	1	0	0	0	0	0	0	0	0	7
00:45	1	11	2	0	1	0	0	0	0	0	0	0	0	15
	2	60	17	1	4	0	0	0	0	0	0	0	0	84
01:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13
01:15	0	9	2	0	0	0	0	0	0	0	1	0	0	12
01:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
01:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	0	35	7	0	1	0	0	0	0	0	1	0	0	44
02:00	0	9	0	0	1	0	0	0	0	0	0	0	0	10
02:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:30	1	9	2	0	0	0	0	0	0	0	1	0	0	13
02:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	1	30	4	0	1	0	0	0	0	0	1	0	0	37
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
03:15	0	6	3	0	0	0	0	0	0	0	0	0	0	9
03:30	0	8	2	0	1	0	0	1	0	0	0	0	0	12
03:45	0	11	3	0	1	0	0	0	0	0	0	0	0	15
	0	31	10	0	2	0	0	1	0	0	0	0	0	44
04:00	1	12	6	0	5	0	0	0	1	0	1	0	0	26
04:15	0	9	3	0	3	0	0	1	0	0	0	0	0	16
04:30	0	23	8	0	4	0	0	0	0	0	0	0	0	35
04:45	0	17	12	0	7	0	0	0	0	0	0	0	0	36
	1	61	29	0	19	0	0	1	1	0	1	0	0	113
05:00	1	39	16	0	4	1	0	1	0	0	0	0	0	62
05:15	0	20	11	0	5	1	0	0	0	0	1	0	0	38
05:30	1	34	14	0	3	0	0	1	1	0	0	0	0	54
05:45	1	46	16	0	3	0	0	0	0	0	0	0	0	66
	3	139	57	0	15	2	0	2	1	0	1	0	0	220
06:00	0	48	11	0	5	0	0	1	0	0	0	0	0	65
06:15	1	54	21	1	13	0	0	2	0	0	0	0	0	92
06:30	1	68	30	0	10	0	0	2	0	0	0	0	0	111
06:45	2	70	40	0	7	0	0	3	1	0	0	0	0	123
	4	240	102	1	35	0	0	8	1	0	0	0	0	391
07:00	1	75	30	0	5	0	0	0	0	0	0	0	0	111
07:15	0	101	23	0	8	0	0	2	0	0	0	0	0	134
07:30	1	79	22	0	7	0	0	1	1	0	1	0	0	112
07:45	2	98	47	0	13	2	0	5	1	0	1	0	0	169
	4	353	122	0	33	2	0	8	2	0	2	0	0	526
08:00	0	59	21	0	5	0	0	5	2	0	0	0	0	92
08:15	2	61	22	0	10	0	0	2	0	0	1	0	0	98
08:30	1	74	20	0	11	0	0	3	1	0	0	0	0	110
08:45	0	79	28	0	8	2	0	3	1	0	1	0	0	122
	3	273	91	0	34	2	0	13	4	0	2	0	0	422
09:00	0	84	32	0	10	0	0	1	0	0	0	0	0	127
09:15	1	71	25	0	8	0	0	0	0	0	1	0	0	106
09:30	1	81	31	0	7	0	0	1	1	0	0	0	0	122
09:45	1	74	27	1	6	2	0	2	1	0	0	0	0	114
	3	310	115	1	31	2	0	4	2	0	1	0	0	469
10:00	0	78	31	0	12	0	0	1	1	0	0	0	0	123
10:15	0	67	23	0	8	0	0	3	0	0	0	0	0	101
10:30	1	66	29	0	11	1	0	1	0	0	0	0	0	109
10:45	1	88	31	0	9	0	0	1	0	0	1	0	0	131
	2	299	114	0	40	1	0	6	1	0	1	0	0	464
11:00	0	79	31	0	10	0	0	1	0	0	0	0	0	121
11:15	0	86	42	0	11	0	0	1	0	0	0	0	0	140
11:30	2	88	31	1	8	0	1	1	1	0	0	0	0	133
11:45	2	75	30	0	7	0	0	1	0	0	1	0	0	116
	4	328	134	1	36	0	1	4	1	0	1	0	0	510
Total	27	2159	802	4	251	9	1	47	13	0	11	0	0	3324
Percent	0.8%	65.0%	24.1%	0.1%	7.6%	0.3%	0.0%	1.4%	0.4%	0.0%	0.3%	0.0%	0.0%	

522 w/o
Bikes

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

City of Hesperia
Rock Springs Road
E/ Main Street
24 Hour Directional Classification Count
Eastbound, Westbound

HESRSEMA
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	67	45	0	6	1	0	2	1	0	0	0	0	123
12:15	1	89	28	1	2	0	0	1	2	0	1	0	0	125
12:30	2	79	31	0	17	0	0	2	0	0	0	0	0	131
12:45	0	91	23	0	10	1	0	0	0	0	0	0	0	125
	4	326	127	1	35	2	0	5	3	0	1	0	0	504
13:00	2	89	38	0	9	0	0	2	1	0	1	0	0	142
13:15	0	91	31	0	20	2	0	1	1	0	1	0	0	147
13:30	0	98	36	0	10	1	0	1	0	0	0	0	0	146
13:45	4	85	45	0	5	1	0	2	0	0	0	0	0	142
	6	363	150	0	44	4	0	6	2	0	2	0	0	577
14:00	0	103	38	0	10	0	0	1	1	0	0	0	0	153
14:15	3	102	30	0	14	0	0	2	1	0	0	0	0	152
14:30	0	87	37	1	9	0	0	0	0	0	0	0	0	134
14:45	3	106	30	0	7	0	0	1	2	0	0	0	0	149
	6	398	135	1	40	0	0	4	4	0	0	0	0	588
15:00	2	94	43	0	13	0	0	1	2	0	0	0	0	155
15:15	4	122	38	1	11	2	0	2	0	0	0	0	0	180
15:30	0	131	37	0	15	0	0	3	0	0	0	0	0	186
15:45	0	129	44	0	13	0	0	4	0	0	1	0	0	191
	6	476	162	1	52	2	0	10	2	0	1	0	0	712
16:00	2	107	31	0	22	0	0	0	1	0	0	0	0	163
16:15	2	119	48	0	17	0	0	3	0	0	0	0	0	189
16:30	1	112	48	0	15	0	0	1	1	0	0	0	0	178
16:45	4	124	36	0	15	1	0	0	0	0	0	0	0	180
	9	462	163	0	69	1	0	4	2	0	0	0	0	710
17:00	3	124	48	0	5	0	0	3	0	0	0	0	0	183
17:15	0	125	59	0	20	0	0	3	0	0	0	0	0	207
17:30	0	146	45	0	11	0	0	1	0	0	0	0	0	203
17:45	1	114	50	0	14	0	0	1	0	0	0	0	0	180
	4	509	202	0	50	0	0	8	0	0	0	0	0	773
18:00	2	107	34	0	10	0	0	2	1	0	0	0	0	156
18:15	2	120	28	0	9	0	0	0	0	0	0	0	0	159
18:30	1	84	38	0	5	0	0	2	0	0	0	0	0	130
18:45	1	120	27	1	11	0	0	1	1	0	0	0	0	162
	6	431	127	1	35	0	0	5	2	0	0	0	0	607
19:00	1	101	29	0	5	0	0	1	0	0	0	0	0	137
19:15	2	70	21	0	6	0	0	0	0	0	0	0	0	99
19:30	3	105	31	1	9	0	0	2	0	0	0	0	0	151
19:45	2	82	27	1	4	0	0	0	0	0	0	0	0	116
	8	358	108	2	24	0	0	3	0	0	0	0	0	503
20:00	5	62	23	0	10	0	0	1	0	0	0	0	0	101
20:15	0	70	20	0	6	0	0	1	1	0	1	0	0	99
20:30	0	55	24	0	4	0	0	0	0	0	0	0	0	83
20:45	4	61	27	0	5	0	0	0	0	0	0	0	0	97
	9	248	94	0	25	0	0	2	1	0	1	0	0	380
21:00	2	64	28	0	6	0	0	1	0	0	0	0	0	101
21:15	0	58	22	0	4	0	0	0	0	0	0	0	0	84
21:30	0	63	21	0	0	0	0	0	0	0	0	0	0	84
21:45	1	73	17	0	3	0	0	0	0	0	0	0	0	94
	3	258	88	0	13	0	0	1	0	0	0	0	0	363
22:00	1	43	9	0	2	0	0	0	0	0	0	0	0	55
22:15	1	43	17	0	3	0	0	0	0	0	0	0	0	64
22:30	1	40	8	0	1	0	0	0	0	0	0	0	0	50
22:45	0	38	17	0	0	0	0	0	0	0	0	0	0	55
	3	164	51	0	6	0	0	0	0	0	0	0	0	224
23:00	3	27	8	0	1	0	0	0	0	0	0	0	0	39
23:15	1	23	3	0	2	0	0	0	0	0	0	0	0	29
23:30	0	42	4	1	1	0	0	0	0	0	0	0	0	48
23:45	0	30	6	0	1	0	0	0	0	0	0	0	0	37
	4	122	21	1	5	0	0	0	0	0	0	0	0	153
Total	68	4115	1428	7	398	9	0	48	16	0	5	0	0	6094
Percent	1.1%	67.5%	23.4%	0.1%	6.5%	0.1%	0.0%	0.8%	0.3%	0.0%	0.1%	0.0%	0.0%	
Grand Total	95	6274	2230	11	649	18	1	95	29	0	16	0	0	9418
Percent	1.0%	66.6%	23.7%	0.1%	6.9%	0.2%	0.0%	1.0%	0.3%	0.0%	0.2%	0.0%	0.0%	

6274 + 2890 + 18 + 141 = 9323

766 w/o Bikes

APPENDIX B

PEAK PERIOD INTERSECTION TRAFFIC COUNT DATA

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

INTERSECTION 1
"I" Avenue (NS) / Main Street(EW)

AM PEAK HOUR

SOUTHBOUND

Total	243	141	48
4-Axle	12	3	0
3-Axle	4	0	0
Buses/RV's	17	8	9
Autos	210	130	39

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
199	6	4	27	162
399	9	6	59	325
167	3	0	18	146

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
37	5	0	0	42
544	38	4	15	601
54	5	2	0	61

NORTHBOUND

Autos	222	219	27
Buses/RV's	24	18	2
3-Axle	6	0	2
4-Axle	0	0	3
Total	252	237	34

URBAN CROSSROADS

INTERSECTION 1
"I" Avenue (NS) / Main Street(EW)

PM PEAK HOUR

SOUTHBOUND

Total	251	331	136
4-Axle	0	0	0
3-Axle	2	0	0
Buses/RV's	12	3	6
Autos	237	328	130

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
410	3	2	14	391
956	18	4	17	917
342	0	0	8	334

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
44	5	0	0	49
509	36	4	0	549
73	0	0	0	73

NORTHBOUND

Autos	260	203	51
Buses/RV's	9	3	3
3-Axle	0	0	0
4-Axle	0	0	0
Total	269	206	54

URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

INTERSECTION 1
"I" Avenue (NS) / Main Street(EW)

AM PEAK HOUR

SOUTHBOUND

Total	227	136	45
4-Axle	4	1	0
3-Axle	2	0	0
Buses/RV's	11	5	6
Autos	210	130	39

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
184	2	2	18	162
370	3	3	39	325
159	1	0	12	146

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
37	3	0	0	40
544	25	2	5	576
54	3	1	0	58

NORTHBOUND

Autos	222	219	27
Buses/RV's	16	12	1
3-Axle	3	0	1
4-Axle	0	0	1
Total	241	231	30

URBAN CROSSROADS

INTERSECTION 1
"I" Avenue (NS) / Main Street(EW)

PM PEAK HOUR

SOUTHBOUND

Total	246	330	134
4-Axle	0	0	0
3-Axle	1	0	0
Buses/RV's	8	2	4
Autos	237	328	130

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
402	1	1	9	391
936	6	2	11	917
339	0	0	5	334

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
44	3	0	0	47
509	24	2	0	535
73	0	0	0	73

NORTHBOUND

Autos	260	203	51
Buses/RV's	6	2	2
3-Axle	0	0	0
4-Axle	0	0	0
Total	266	205	53

URBAN CROSSROADS

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

City of Hesperia
N/S: Avenue "I"
E/W: Main Street
Weather: Sunny

File Name : HEIMAAM
Site Code : 05102291
Start Date : 1/18/2007
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	35	46	89	9	150	11	170	73	89	23	185	32	64	22	118	562
07:15 AM	9	21	39	69	7	148	17	172	59	27	1	87	38	61	28	127	455
07:30 AM	10	61	39	110	14	167	9	190	44	59	6	109	43	83	26	152	561
07:45 AM	7	46	59	112	22	180	15	217	61	79	8	148	46	72	53	171	648
Total	34	163	183	380	52	645	52	749	237	254	38	529	159	280	129	568	2226
08:00 AM	13	25	52	90	10	134	10	154	56	60	11	127	52	97	24	173	544
08:15 AM	16	37	43	96	16	127	7	150	74	39	5	118	52	91	30	173	537
08:30 AM	9	28	73	110	10	135	8	153	50	53	6	109	34	110	52	196	568
08:45 AM	7	44	63	114	9	154	19	182	61	46	12	119	68	91	48	207	622
Total	45	134	231	410	45	550	44	639	241	198	34	473	206	389	154	749	2271
Grand Total	79	297	414	790	97	1195	96	1388	478	452	72	1002	365	669	283	1317	4497
Apprch %	10	37.6	52.4		7	86.1	6.9		47.7	45.1	7.2		27.7	50.8	21.5		
Total %	1.8	6.6	9.2	17.6	2.2	26.6	2.1	30.9	10.6	10.1	1.6	22.3	8.1	14.9	6.3	29.3	
Passenger Vehicles	67	283	369	719	90	1135	90	1315	444	421	66	931	323	582	256	1161	4126
% Passenger Vehicles	84.8	95.3	89.1	91	92.8	95	93.8	94.7	92.9	93.1	91.7	92.9	88.5	87	90.5	88.2	91.8
Large 2 Axle Vehicles	12	13	38	63	6	47	6	59	30	31	4	65	35	77	24	136	323
% Large 2 Axle Vehicles	15.2	4.4	9.2	8	6.2	3.9	6.2	4.3	6.3	6.9	5.6	6.5	9.6	11.5	8.5	10.3	7.2
3 Axle Vehicles	0	0	3	3	1	5	0	6	3	0	1	4	3	3	1	7	20
% 3 Axle Vehicles	0	0	0.7	0.4	1	0.4	0	0.4	0.6	0	1.4	0.4	0.8	0.4	0.4	0.5	0.4
4+ Axle Trucks	0	1	4	5	0	8	0	8	1	0	1	2	4	7	2	13	28
% 4+ Axle Trucks	0	0.3	1	0.6	0	0.7	0	0.6	0.2	0	1.4	0.2	1.1	1	0.7	1	0.6

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	7	46	59	112	22	180	15	217	61	79	8	148	46	72	53	171	648
08:00 AM	13	25	52	90	10	134	10	154	56	60	11	127	52	97	24	173	544
08:15 AM	16	37	43	96	16	127	7	150	74	39	5	118	52	91	30	173	537
08:30 AM	9	28	73	110	10	135	8	153	50	53	6	109	34	110	52	196	568
Total Volume	45	136	227	408	58	576	40	674	241	231	30	502	184	370	159	713	2297
% App. Total	11	33.3	55.6		8.6	85.5	5.9		48	46	6		25.8	51.9	22.3		
PHF	.703	.739	.777	.911	.659	.800	.667	.776	.814	.731	.682	.848	.885	.841	.750	.909	.886

Counts Unlimited, Inc.
25424 Jaclyn Avenue
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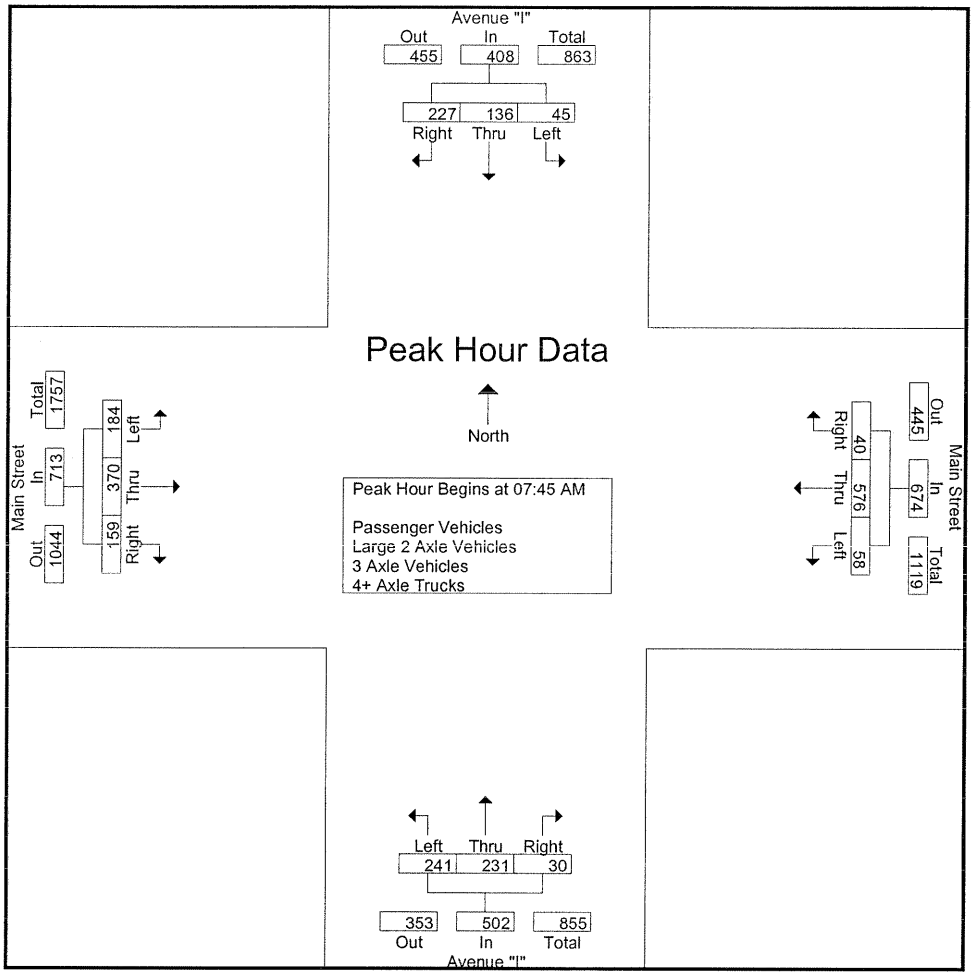
City of Hesperia
N/S: Avenue "I"
E/W: Main Street
Weather: Sunny

File Name : HEIMAAM
Site Code : 05102291
Start Date : 1/18/2007
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	13	25	52	90	9	150	11	170	73	89	23	185	52	97	24	173
+15 mins.	16	37	43	96	7	148	17	172	59	27	1	87	52	91	30	173
+30 mins.	9	28	73	110	14	167	9	190	44	59	6	109	34	110	52	196
+45 mins.	7	44	63	114	22	180	15	217	61	79	8	148	68	91	48	207
Total Volume	45	134	231	410	52	645	52	749	237	254	38	529	206	389	154	749
% App. Total	11	32.7	56.3		6.9	86.1	6.9		44.8	48	7.2		27.5	51.9	20.6	
PHF	.703	.761	.791	.899	.591	.896	.765	.863	.812	.713	.413	.715	.757	.884	.740	.905

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

City of Hesperia
N/S: Avenue "I"
E/W: Main Street
Weather: Sunny

File Name : HEIMAAM
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Groups Printed- Passenger Vehicles

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	35	45	87	9	146	11	166	70	85	21	176	25	53	16	94	523
07:15 AM	7	18	32	57	6	140	15	161	55	26	1	82	32	55	25	112	412
07:30 AM	7	60	31	98	13	155	9	177	40	51	6	97	40	71	25	136	508
07:45 AM	5	45	56	106	20	172	15	207	53	74	8	135	44	64	50	158	606
Total	26	158	164	348	48	613	50	711	218	236	36	490	141	243	116	500	2049
08:00 AM	13	23	51	87	9	121	10	140	53	56	11	120	43	87	22	152	499
08:15 AM	13	35	39	87	15	121	7	143	68	36	4	108	46	78	27	151	489
08:30 AM	8	27	64	99	10	130	5	145	48	53	4	105	29	96	47	172	521
08:45 AM	7	40	51	98	8	150	18	176	57	40	11	108	64	78	44	186	568
Total	41	125	205	371	42	522	40	604	226	185	30	441	182	339	140	661	2077
Grand Total	67	283	369	719	90	1135	90	1315	444	421	66	931	323	582	256	1161	4126
Apprch %	9.3	39.4	51.3		6.8	86.3	6.8		47.7	45.2	7.1		27.8	50.1	22		
Total %	1.6	6.9	8.9	17.4	2.2	27.5	2.2	31.9	10.8	10.2	1.6	22.6	7.8	14.1	6.2	28.1	

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	45	56	106	20	172	15	207	53	74	8	135	44	64	50	158	606
08:00 AM	13	23	51	87	9	121	10	140	53	56	11	120	43	87	22	152	499
08:15 AM	13	35	39	87	15	121	7	143	68	36	4	108	46	78	27	151	489
08:30 AM	8	27	64	99	10	130	5	145	48	53	4	105	29	96	47	172	521
Total Volume	39	130	210	379	54	544	37	635	222	219	27	468	162	325	146	633	2115
% App. Total	10.3	34.3	55.4		8.5	85.7	5.8		47.4	46.8	5.8		25.6	51.3	23.1		
PHF	.750	.722	.820	.894	.675	.791	.617	.767	.816	.740	.614	.867	.880	.846	.730	.920	.873

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25424 Jaclyn Avenue
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City of Hesperia
N/S: Avenue "I"
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File Name : HEIMAAM
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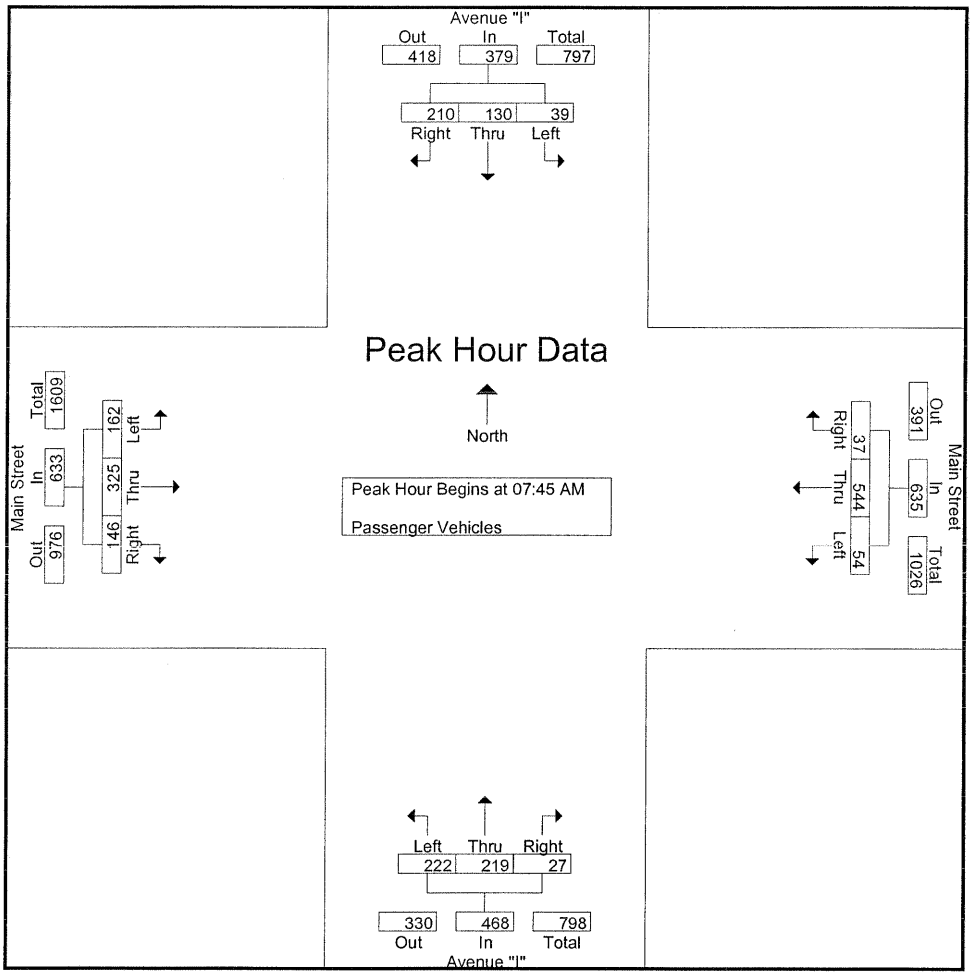

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	5	45	56	106	20	172	15	207	53	74	8	135	44	64	50	158
+15 mins.	13	23	51	87	9	121	10	140	53	56	11	120	43	87	22	152
+30 mins.	13	35	39	87	15	121	7	143	68	36	4	108	46	78	27	151
+45 mins.	8	27	64	99	10	130	5	145	48	53	4	105	29	96	47	172
Total Volume	39	130	210	379	54	544	37	635	222	219	27	468	162	325	146	633
% App. Total	10.3	34.3	55.4		8.5	85.7	5.8		47.4	46.8	5.8		25.6	51.3	23.1	
PHF	.750	.722	.820	.894	.675	.791	.617	.767	.816	.740	.614	.867	.880	.846	.730	.920

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City of Hesperia
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Groups Printed- Large 2 Axle Vehicles

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	2	0	3	0	3	3	4	2	9	6	10	5	21	35
07:15 AM	2	3	7	12	1	6	2	9	4	1	0	5	5	3	3	11	37
07:30 AM	3	1	8	12	1	9	0	10	4	8	0	12	2	12	1	15	49
07:45 AM	2	1	2	5	2	7	0	9	6	5	0	11	0	5	2	7	32
Total	8	5	18	31	4	25	2	31	17	18	2	37	13	30	11	54	153
08:00 AM	0	2	0	2	1	12	0	13	3	4	0	7	8	9	2	19	41
08:15 AM	3	2	2	7	0	2	0	2	5	3	0	8	6	12	3	21	38
08:30 AM	1	0	7	8	0	4	3	7	2	0	1	3	4	13	5	22	40
08:45 AM	0	4	11	15	1	4	1	6	3	6	1	10	4	13	3	20	51
Total	4	8	20	32	2	22	4	28	13	13	2	28	22	47	13	82	170
Grand Total	12	13	38	63	6	47	6	59	30	31	4	65	35	77	24	136	323
Apprch %	19	20.6	60.3		10.2	79.7	10.2		46.2	47.7	6.2		25.7	56.6	17.6		
Total %	3.7	4	11.8	19.5	1.9	14.6	1.9	18.3	9.3	9.6	1.2	20.1	10.8	23.8	7.4	42.1	

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	1	2	5	2	7	0	9	6	5	0	11	0	5	2	7	32
08:00 AM	0	2	0	2	1	12	0	13	3	4	0	7	8	9	2	19	41
08:15 AM	3	2	2	7	0	2	0	2	5	3	0	8	6	12	3	21	38
08:30 AM	1	0	7	8	0	4	3	7	2	0	1	3	4	13	5	22	40
Total Volume	6	5	11	22	3	25	3	31	16	12	1	29	18	39	12	69	151
% App. Total	27.3	22.7	50		9.7	80.6	9.7		55.2	41.4	3.4		26.1	56.5	17.4		
PHF	.500	.625	.393	.688	.375	.521	.250	.596	.667	.600	.250	.659	.563	.750	.600	.784	.921

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City of Hesperia
N/S: Avenue "I"
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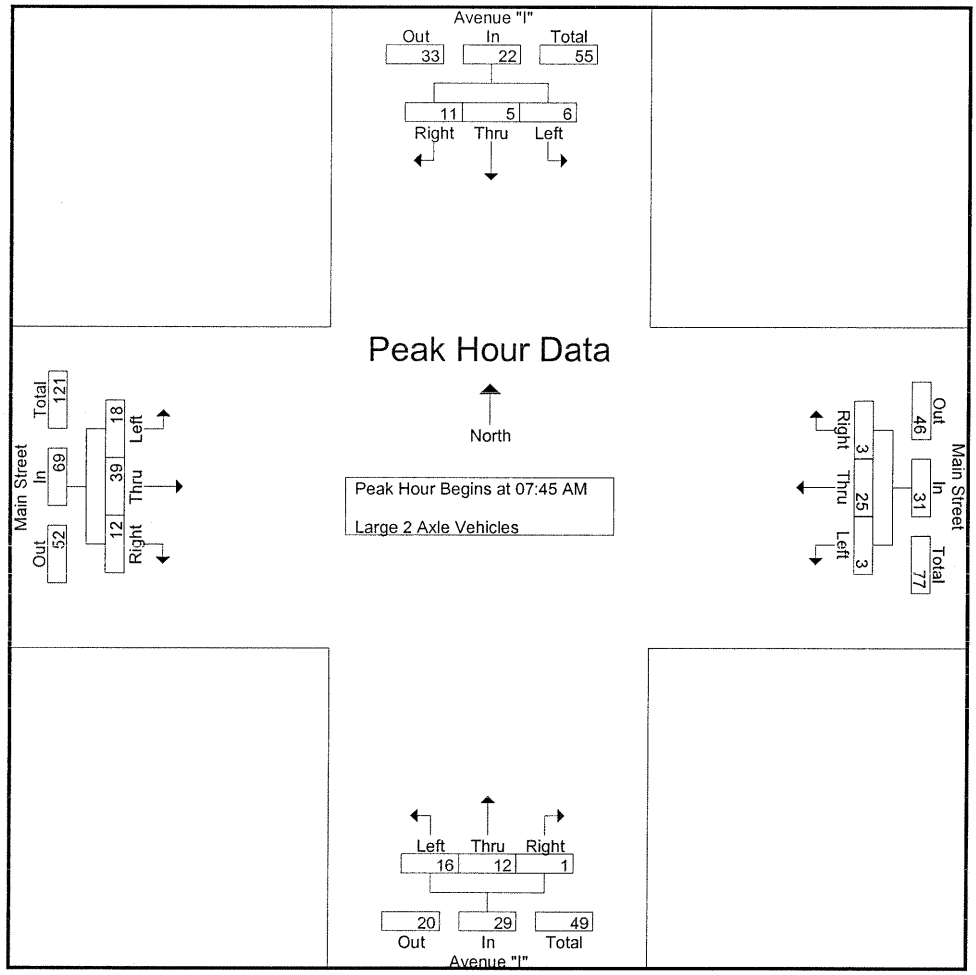

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	2	1	2	5	2	7	0	9	6	5	0	11	0	5	2	7
+15 mins.	0	2	0	2	1	12	0	13	3	4	0	7	8	9	2	19
+30 mins.	3	2	2	7	0	2	0	2	5	3	0	8	6	12	3	21
+45 mins.	1	0	7	8	0	4	3	7	2	0	1	3	4	13	5	22
Total Volume	6	5	11	22	3	25	3	31	16	12	1	29	18	39	12	69
% App. Total	27.3	22.7	50		9.7	80.6	9.7		55.2	41.4	3.4		26.1	56.5	17.4	
PHF	.500	.625	.393	.688	.375	.521	.250	.596	.667	.600	.250	.659	.563	.750	.600	.784

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City of Hesperia
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Groups Printed- 3 Axle Vehicles

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	1	3	0	4	6
Total	0	0	0	0	0	3	0	3	2	0	0	2	2	3	0	5	10
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	1	2	0	3	1	0	0	1	0	0	0	0	4
08:30 AM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	3	3	1	2	0	3	1	0	1	2	1	0	1	2	10
Grand Total	0	0	3	3	1	5	0	6	3	0	1	4	3	3	1	7	20
Apprch %	0	0	100		16.7	83.3	0		75	0	25		42.9	42.9	14.3		
Total %	0	0	15	15	5	25	0	30	15	0	5	20	15	15	5	35	

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	1	3	0	4	6
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	1	2	0	3	1	0	0	1	0	0	0	0	4
08:30 AM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Total Volume	0	0	2	2	1	2	0	3	3	0	1	4	2	3	0	5	14
% App. Total	0	0	100		33.3	66.7	0		75	0	25		40	60	0		
PHF	.000	.000	.500	.500	.250	.250	.000	.250	.375	.000	.250	.500	.500	.250	.000	.313	.583

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25424 Jaclyn Avenue
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City of Hesperia
N/S: Avenue "I"
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File Name : HEIMAAM
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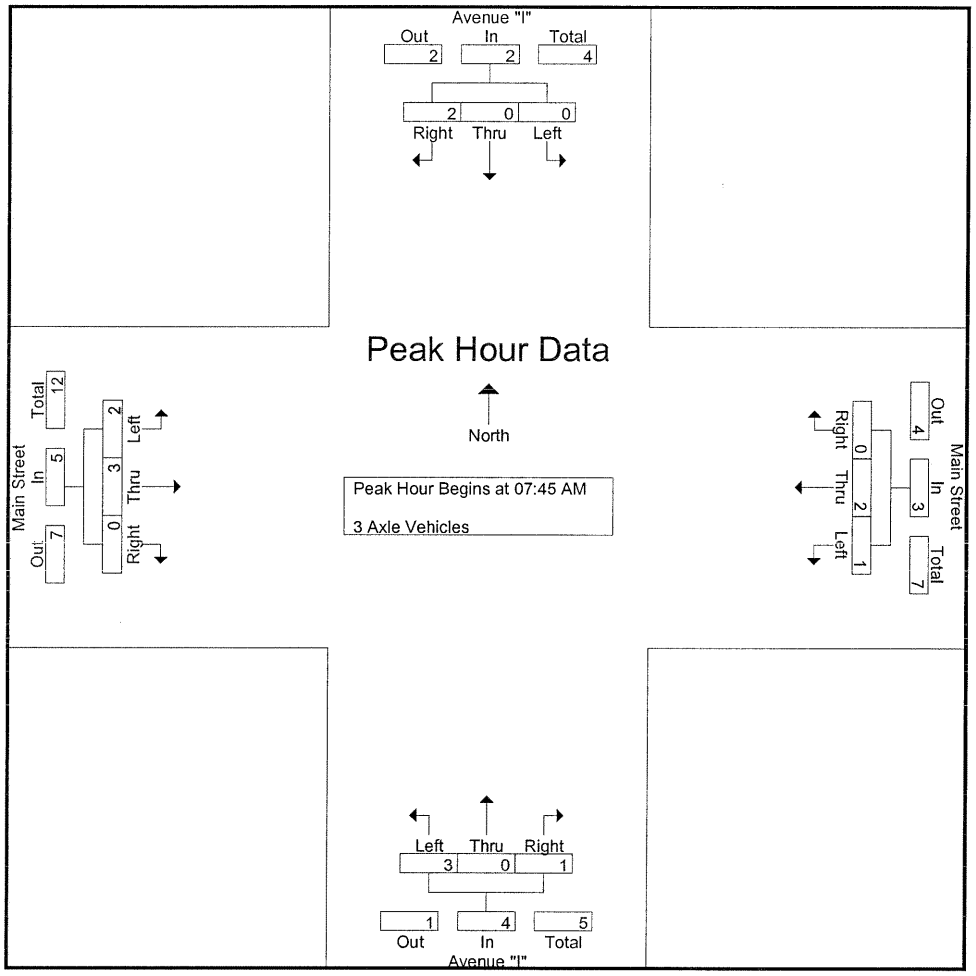

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	2	0	0	2	1	3	0	4
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	1	2	0	3	1	0	0	1	0	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	0	0	2	2	1	2	0	3	3	0	1	4	2	3	0	5
% App. Total	0	0	100		33.3	66.7	0		75	0	25		40	60	0	
PHF	.000	.000	.500	.500	.250	.250	.000	.250	.375	.000	.250	.500	.500	.250	.000	.313

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25424 Jaclyn Avenue
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Groups Printed- 4+ Axle Trucks

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	3
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4	5
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	1	2	4
Total	0	0	1	1	0	4	0	4	0	0	0	0	3	4	2	9	14
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	2	2	0	2	0	2	0	0	1	1	0	1	0	1	6
08:30 AM	0	1	1	2	0	1	0	1	0	0	0	0	1	1	0	2	5
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	1	3	4	0	4	0	4	1	0	1	2	1	3	0	4	14
Grand Total	0	1	4	5	0	8	0	8	1	0	1	2	4	7	2	13	28
Apprch %	0	20	80		0	100	0		50	0	50		30.8	53.8	15.4		
Total %	0	3.6	14.3	17.9	0	28.6	0	28.6	3.6	0	3.6	7.1	14.3	25	7.1	46.4	

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	1	2	4
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	2	2	0	2	0	2	0	0	1	1	0	1	0	1	6
08:30 AM	0	1	1	2	0	1	0	1	0	0	0	0	1	1	0	2	5
Total Volume	0	1	4	5	0	5	0	5	0	0	1	1	2	3	1	6	17
% App. Total	0	20	80		0	100	0		0	0	100		33.3	50	16.7		
PHF	.000	.250	.500	.625	.000	.625	.000	.625	.000	.000	.250	.250	.500	.750	.250	.750	.708

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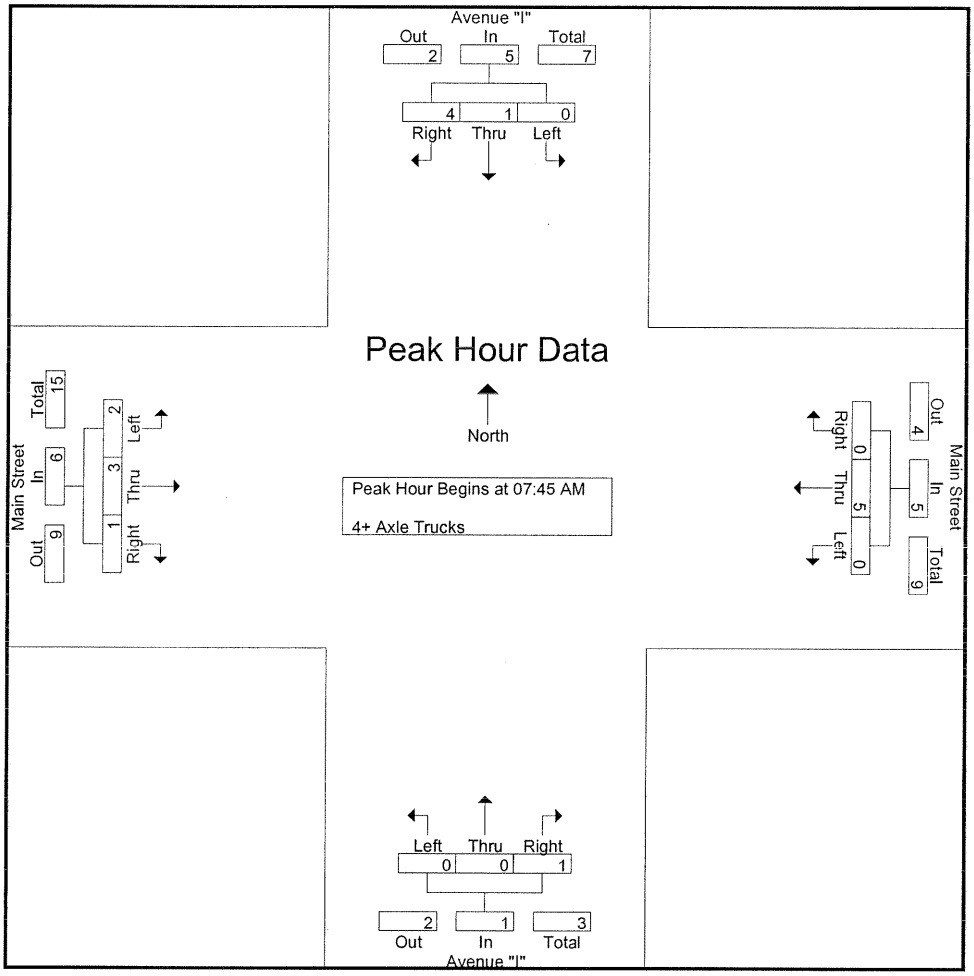

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	1	1	0	1	0	1	0	0	0	0	1	0	1	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	2	2	0	2	0	2	0	0	1	1	0	1	0	1
+45 mins.	0	1	1	2	0	1	0	1	0	0	0	0	1	1	0	2
Total Volume	0	1	4	5	0	5	0	5	0	0	1	1	2	3	1	6
% App. Total	0	20	80		0	100	0		0	0	100		33.3	50	16.7	
PHF	.000	.250	.500	.625	.000	.625	.000	.625	.000	.000	.250	.250	.500	.750	.250	.750

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	97	71	199	10	137	12	159	70	59	11	140	114	203	86	403	901
04:15 PM	35	89	70	194	9	142	13	164	68	43	15	126	103	190	67	360	844
04:30 PM	42	77	67	186	19	162	10	191	54	38	11	103	55	196	63	314	794
04:45 PM	31	81	73	185	26	125	16	167	70	62	22	154	157	237	72	466	972
Total	139	344	281	764	64	566	51	681	262	202	59	523	429	826	288	1543	3511
05:00 PM	39	86	65	190	16	127	12	155	68	59	13	140	88	220	72	380	865
05:15 PM	33	72	71	176	11	129	12	152	79	38	8	125	65	248	102	415	868
05:30 PM	31	91	37	159	20	154	7	181	49	46	10	105	92	231	93	416	861
05:45 PM	43	57	67	167	7	107	4	118	72	34	7	113	78	211	72	361	759
Total	146	306	240	692	54	517	35	606	268	177	38	483	323	910	339	1572	3353
Grand Total	285	650	521	1456	118	1083	86	1287	530	379	97	1006	752	1736	627	3115	6864
Apprch %	19.6	44.6	35.8		9.2	84.1	6.7		52.7	37.7	9.6		24.1	55.7	20.1		
Total %	4.2	9.5	7.6	21.2	1.7	15.8	1.3	18.8	7.7	5.5	1.4	14.7	11	25.3	9.1	45.4	
Passenger Vehicles	281	638	501	1420	116	1033	80	1229	510	373	95	978	732	1699	615	3046	6673
% Passenger Vehicles	98.6	98.2	96.2	97.5	98.3	95.4	93	95.5	96.2	98.4	97.9	97.2	97.3	97.9	98.1	97.8	97.2
Large 2 Axle Vehicles	4	12	14	30	2	46	6	54	20	6	2	28	18	28	11	57	169
% Large 2 Axle Vehicles	1.4	1.8	2.7	2.1	1.7	4.2	7	4.2	3.8	1.6	2.1	2.8	2.4	1.6	1.8	1.8	2.5
3 Axle Vehicles	0	0	3	3	0	2	0	2	0	0	0	0	1	2	0	3	8
% 3 Axle Vehicles	0	0	0.6	0.2	0	0.2	0	0.2	0	0	0	0	0.1	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	3	3	0	2	0	2	0	0	0	0	1	7	1	9	14
% 4+ Axle Trucks	0	0	0.6	0.2	0	0.2	0	0.2	0	0	0	0	0.1	0.4	0.2	0.3	0.2

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	31	81	73	185	26	125	16	167	70	62	22	154	157	237	72	466	972
05:00 PM	39	86	65	190	16	127	12	155	68	59	13	140	88	220	72	380	865
05:15 PM	33	72	71	176	11	129	12	152	79	38	8	125	65	248	102	415	868
05:30 PM	31	91	37	159	20	154	7	181	49	46	10	105	92	231	93	416	861
Total Volume	134	330	246	710	73	535	47	655	266	205	53	524	402	936	339	1677	3566
% App. Total	18.9	46.5	34.6		11.1	81.7	7.2		50.8	39.1	10.1		24	55.8	20.2		
PHF	.859	.907	.842	.934	.702	.869	.734	.905	.842	.827	.602	.851	.640	.944	.831	.900	.917

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25424 Jaclyn Avenue
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City of Hesperia
N/S: Avenue "I"
E/W: Main Street
Weather: Sunny

File Name : HEIMAPM
Site Code : 05102291
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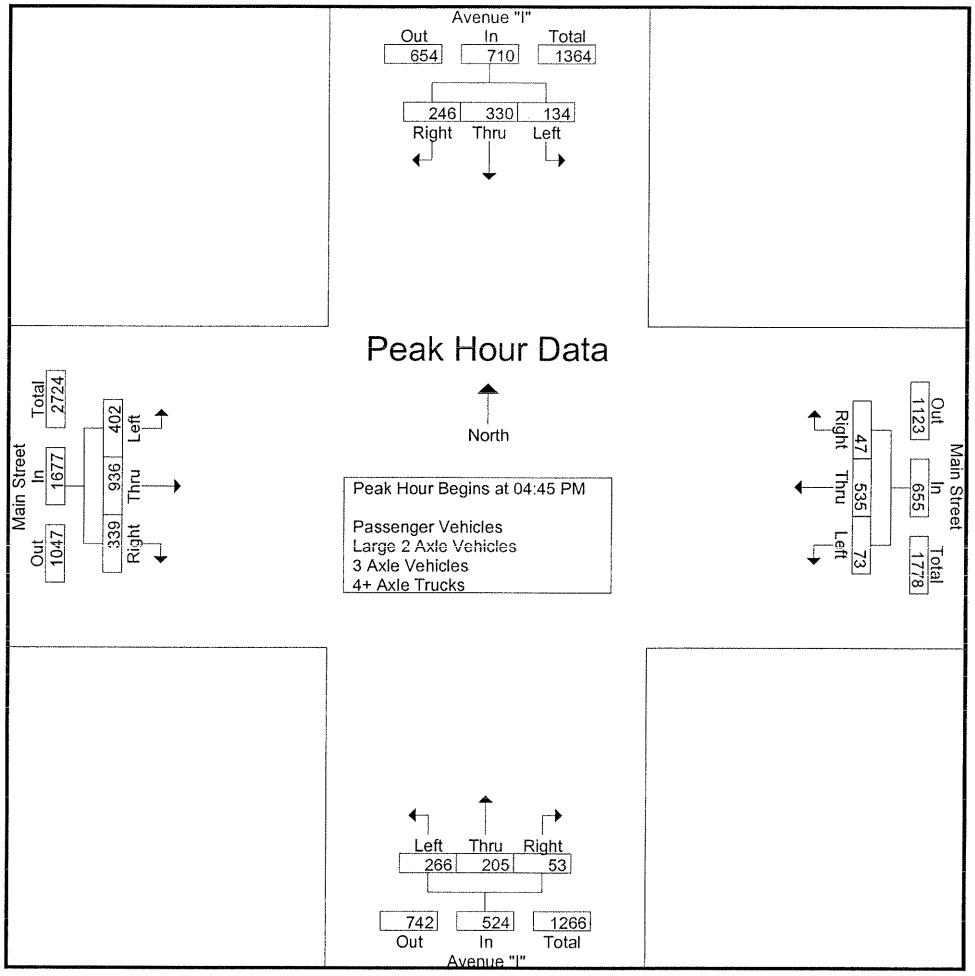

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:45 PM				04:45 PM			
+0 mins.	31	97	71	199	10	137	12	159	70	62	22	154	157	237	72	466
+15 mins.	35	89	70	194	9	142	13	164	68	59	13	140	88	220	72	380
+30 mins.	42	77	67	186	19	162	10	191	79	38	8	125	65	248	102	415
+45 mins.	31	81	73	185	26	125	16	167	49	46	10	105	92	231	93	416
Total Volume	139	344	281	764	64	566	51	681	266	205	53	524	402	936	339	1677
% App. Total	18.2	45	36.8		9.4	83.1	7.5		50.8	39.1	10.1		24	55.8	20.2	
PHF	.827	.887	.962	.960	.615	.873	.797	.891	.842	.827	.602	.851	.640	.944	.831	.900

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Groups Printed- Passenger Vehicles

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	90	67	188	10	135	12	157	63	58	11	132	114	198	85	397	874
04:15 PM	35	87	65	187	9	132	10	151	61	41	15	117	99	186	66	351	806
04:30 PM	42	76	65	183	17	151	10	178	54	38	11	103	53	191	59	303	767
04:45 PM	31	81	71	183	26	115	13	154	68	61	21	150	154	232	69	455	942
Total	139	334	268	741	62	533	45	640	246	198	58	502	420	807	279	1506	3389
05:00 PM	37	86	64	187	16	119	12	147	67	59	12	138	87	216	71	374	846
05:15 PM	32	70	67	169	11	125	12	148	78	38	8	124	63	242	102	407	848
05:30 PM	30	91	35	156	20	150	7	177	47	45	10	102	87	227	92	406	841
05:45 PM	43	57	67	167	7	106	4	117	72	33	7	112	75	207	71	353	749
Total	142	304	233	679	54	500	35	589	264	175	37	476	312	892	336	1540	3284
Grand Total	281	638	501	1420	116	1033	80	1229	510	373	95	978	732	1699	615	3046	6673
Apprch %	19.8	44.9	35.3		9.4	84.1	6.5		52.1	38.1	9.7		24	55.8	20.2		
Total %	4.2	9.6	7.5	21.3	1.7	15.5	1.2	18.4	7.6	5.6	1.4	14.7	11	25.5	9.2	45.6	

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	31	81	71	183	26	115	13	154	68	61	21	150	154	232	69	455	942
05:00 PM	37	86	64	187	16	119	12	147	67	59	12	138	87	216	71	374	846
05:15 PM	32	70	67	169	11	125	12	148	78	38	8	124	63	242	102	407	848
05:30 PM	30	91	35	156	20	150	7	177	47	45	10	102	87	227	92	406	841
Total Volume	130	328	237	695	73	509	44	626	260	203	51	514	391	917	334	1642	3477
% App. Total	18.7	47.2	34.1		11.7	81.3	7		50.6	39.5	9.9		23.8	55.8	20.3		
PHF	.878	.901	.835	.929	.702	.848	.846	.884	.833	.832	.607	.857	.635	.947	.819	.902	.923

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Site Code : 05102291
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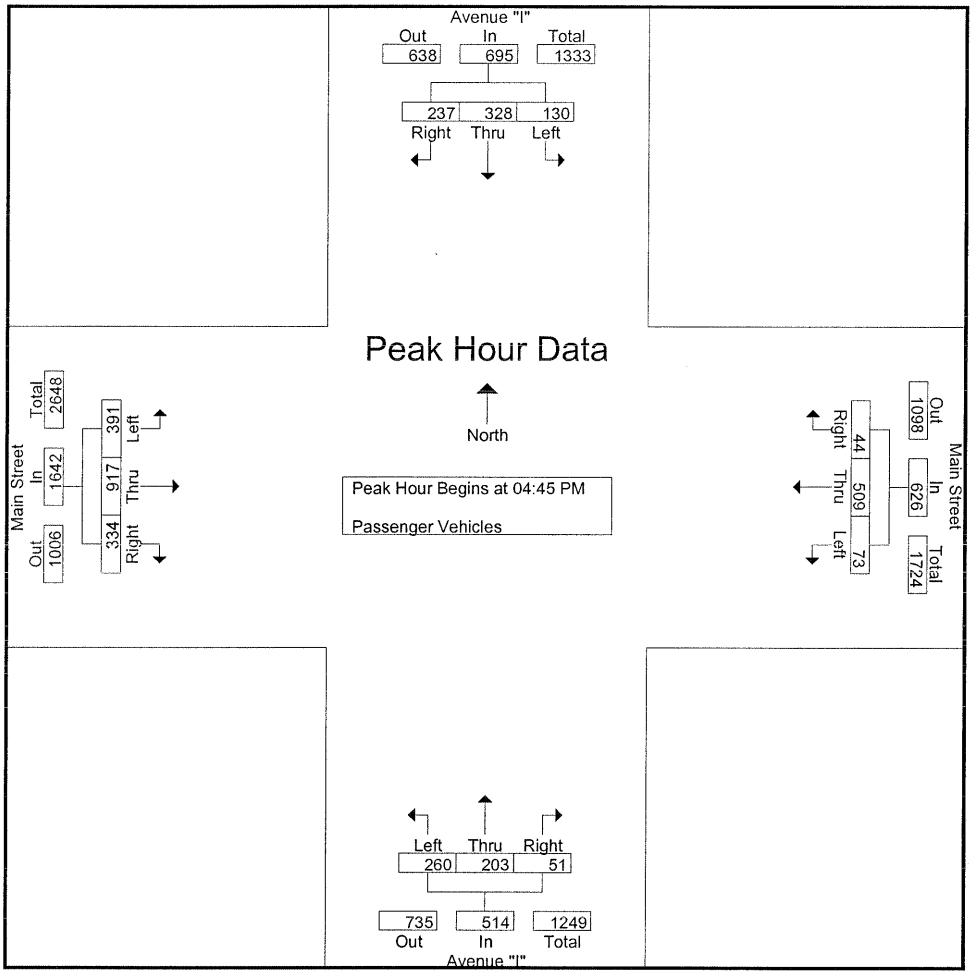

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	31	81	71	183	26	115	13	154	68	61	21	150	154	232	69	455
+15 mins.	37	86	64	187	16	119	12	147	67	59	12	138	87	216	71	374
+30 mins.	32	70	67	169	11	125	12	148	78	38	8	124	63	242	102	407
+45 mins.	30	91	35	156	20	150	7	177	47	45	10	102	87	227	92	406
Total Volume	130	328	237	695	73	509	44	626	260	203	51	514	391	917	334	1642
% App. Total	18.7	47.2	34.1		11.7	81.3	7		50.6	39.5	9.9		23.8	55.8	20.3	
PHF	.878	.901	.835	.929	.702	.848	.846	.884	.833	.832	.607	.857	.635	.947	.819	.902

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Groups Printed- Large 2 Axle Vehicles

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	7	1	8	0	2	0	2	7	1	0	8	0	5	1	6	24
04:15 PM	0	2	3	5	0	9	3	12	7	2	0	9	4	3	0	7	33
04:30 PM	0	1	2	3	2	10	0	12	0	0	0	0	2	5	4	11	26
04:45 PM	0	0	2	2	0	9	3	12	2	1	1	4	3	2	3	8	26
Total	0	10	8	18	2	30	6	38	16	4	1	21	9	15	8	32	109
05:00 PM	2	0	0	2	0	7	0	7	1	0	1	2	0	2	1	3	14
05:15 PM	1	2	4	7	0	4	0	4	1	0	0	1	2	5	0	7	19
05:30 PM	1	0	2	3	0	4	0	4	2	1	0	3	4	2	1	7	17
05:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	3	4	1	8	10
Total	4	2	6	12	0	16	0	16	4	2	1	7	9	13	3	25	60
Grand Total	4	12	14	30	2	46	6	54	20	6	2	28	18	28	11	57	169
Apprch %	13.3	40	46.7		3.7	85.2	11.1		71.4	21.4	7.1		31.6	49.1	19.3		
Total %	2.4	7.1	8.3	17.8	1.2	27.2	3.6	32	11.8	3.6	1.2	16.6	10.7	16.6	6.5	33.7	

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	2	2	0	9	3	12	2	1	1	4	3	2	3	8	26
05:00 PM	2	0	0	2	0	7	0	7	1	0	1	2	0	2	1	3	14
05:15 PM	1	2	4	7	0	4	0	4	1	0	0	1	2	5	0	7	19
05:30 PM	1	0	2	3	0	4	0	4	2	1	0	3	4	2	1	7	17
Total Volume	4	2	8	14	0	24	3	27	6	2	2	10	9	11	5	25	76
% App. Total	28.6	14.3	57.1		0	88.9	11.1		60	20	20		36	44	20		
PHF	.500	.250	.500	.500	.000	.667	.250	.563	.750	.500	.500	.625	.563	.550	.417	.781	.731

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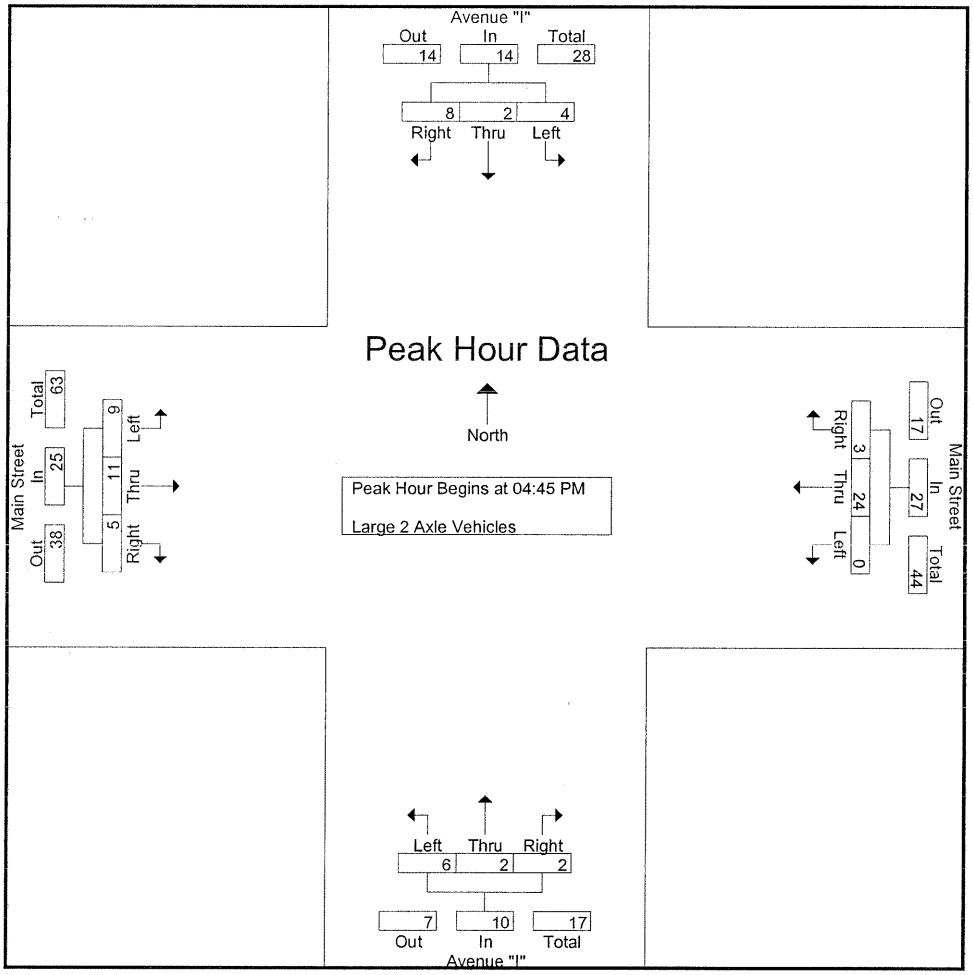

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	2	2	0	9	3	12	2	1	1	4	3	2	3	8
+15 mins.	2	0	0	2	0	7	0	7	1	0	1	2	0	2	1	3
+30 mins.	1	2	4	7	0	4	0	4	1	0	0	1	2	5	0	7
+45 mins.	1	0	2	3	0	4	0	4	2	1	0	3	4	2	1	7
Total Volume	4	2	8	14	0	24	3	27	6	2	2	10	9	11	5	25
% App. Total	28.6	14.3	57.1		0	88.9	11.1		60	20	20		36	44	20	
PHF	.500	.250	.500	.500	.000	.667	.250	.563	.750	.500	.500	.625	.563	.550	.417	.781

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Groups Printed- 3 Axle Vehicles

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	1	0	1	0	0	0	0	1	2	0	3	5
Grand Total	0	0	3	3	0	2	0	2	0	0	0	0	1	2	0	3	8
Apprch %	0	0	100		0	100	0		0	0	0		33.3	66.7	0		
Total %	0	0	37.5	37.5	0	25	0	25	0	0	0	0	12.5	25	0	37.5	

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	1	1	0	2	0	2	0	0	0	0	1	2	0	3	6
% App. Total	0	0	100		0	100	0		0	0	0		33.3	66.7	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.500	.000	.750	.500

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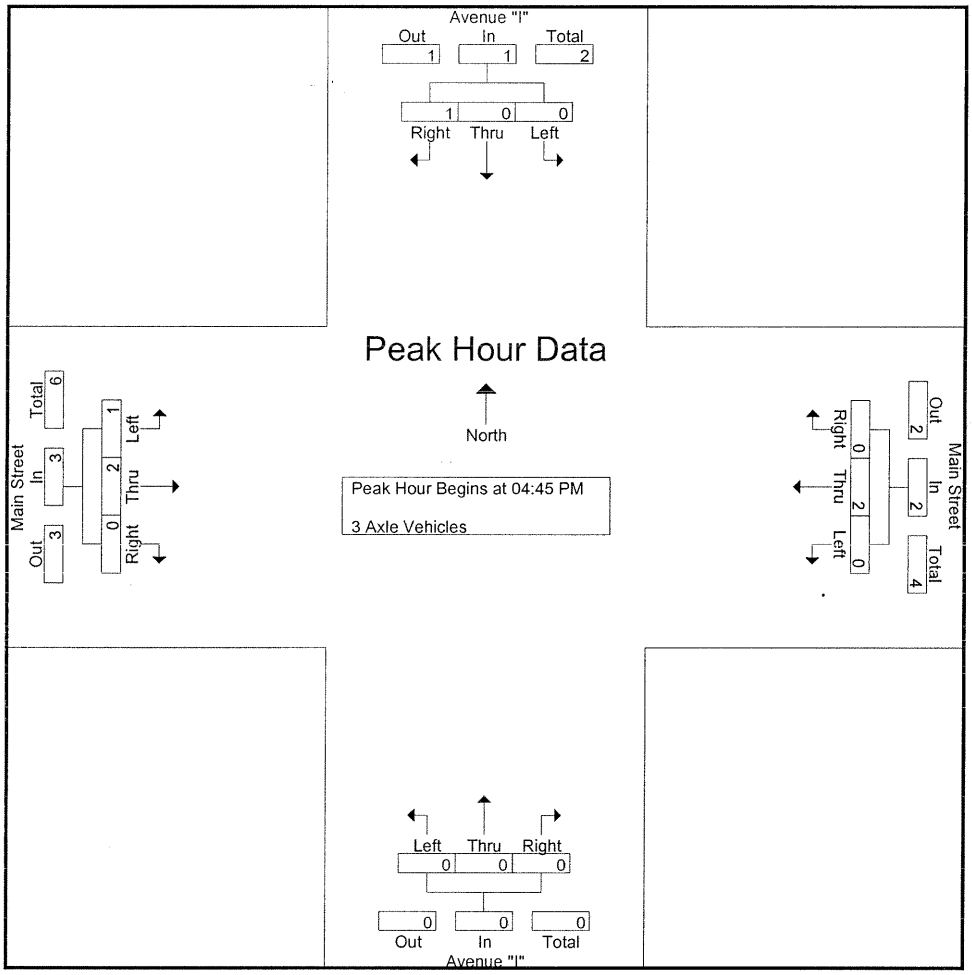

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	1	1	0	2	0	2	0	0	0	0	1	2	0	3
% App. Total	0	0	100		0	100	0		0	0	0		33.3	66.7	0	
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.500	.000	.750

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Groups Printed- 4+ Axle Trucks

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	1	2	4
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	0	0	3	3	0	2	0	2	0	0	0	0	0	4	1	5	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	4
Grand Total	0	0	3	3	0	2	0	2	0	0	0	0	1	7	1	9	14
Apprch %	0	0	100		0	100	0		0	0	0		11.1	77.8	11.1		
Total %	0	0	21.4	21.4	0	14.3	0	14.3	0	0	0	0	7.1	50	7.1	64.3	

	Avenue "I" Southbound				Main Street Westbound				Avenue "I" Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	7	7
% App. Total	0	0	0		0	0	0		0	0	0		14.3	85.7	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.583	.583

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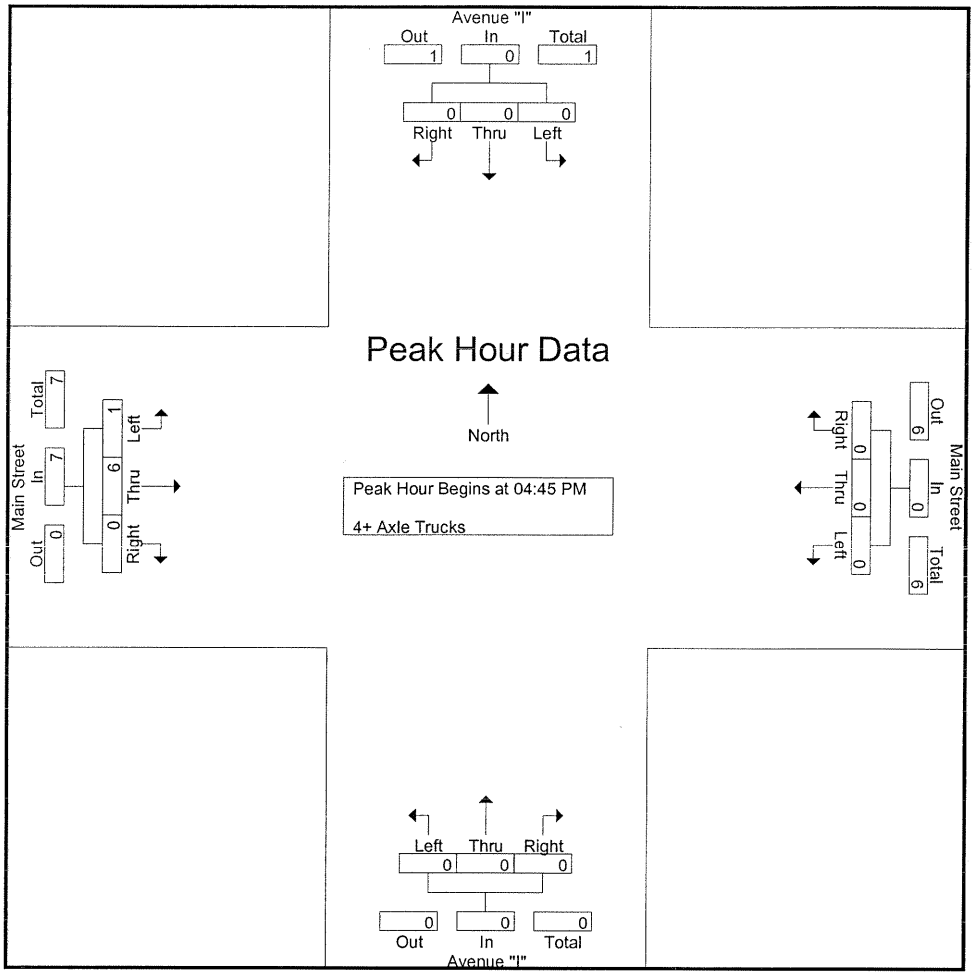


Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	7
% App. Total	0	0	0		0	0	0		0	0	0		14.3	85.7	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.583

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

INTERSECTION 2
Peach Avenue(NS) / Main Street(EW)

AM PEAK HOUR

SOUTHBOUND

Total	75	58	18
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	2	8	3
Autos	73	50	15

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
43	0	0	6	37
300	15	2	41	242
24	3	0	2	19

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
53	3	0	0	56
511	36	4	12	563
12	0	0	0	12

NORTHBOUND

Autos	47	86	17
Buses/RV's	3	8	2
3-Axle	0	0	0
4-Axle	0	0	0
Total	50	94	19

URBAN CROSSROADS

INTERSECTION 2
Peach Avenue(NS) / Main Street(EW)

PM PEAK HOUR

SOUTHBOUND

Total	71	80	61
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	2	2	3
Autos	69	78	58

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
79	0	2	0	77
698	12	0	14	672
77	0	0	2	75

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
28	2	2	0	32
441	18	6	0	465
16	0	0	0	16

NORTHBOUND

Autos	37	46	11
Buses/RV's	2	0	0
3-Axle	0	0	0
4-Axle	0	0	0
Total	39	46	11

URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

INTERSECTION 2
Peach Avenue(NS) / Main Street(EW)

AM PEAK HOUR

SOUTHBOUND

Total	74	55	17
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	1	5	2
Autos	73	50	15

EASTBOUND

Total	4-Axle	3-Axle	Buses/ RV's	Autos
41	0	0	4	37
275	5	1	27	242
21	1	0	1	19

WESTBOUND

Autos	Buses/ RV's	3-Axle	4-Axle	Total
53	2	0	0	55
511	24	2	4	541
12	0	0	0	12

NORTHBOUND

Autos	47	86	17
Buses/RV's	2	5	1
3-Axle	0	0	0
4-Axle	0	0	0
Total	49	91	18

URBAN CROSSROADS

INTERSECTION 2
Peach Avenue(NS) / Main Street(EW)

PM PEAK HOUR

SOUTHBOUND

Total	70	79	60
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	1	1	2
Autos	69	78	58

EASTBOUND

Total	4-Axle	3-Axle	Buses/ RV's	Autos
78	0	1	0	77
685	4	0	9	672
76	0	0	1	75

WESTBOUND

Autos	Buses/ RV's	3-Axle	4-Axle	Total
28	1	1	0	30
441	12	3	0	456
16	0	0	0	16

NORTHBOUND

Autos	37	46	11
Buses/RV's	1	0	0
3-Axle	0	0	0
4-Axle	0	0	0
Total	38	46	11

URBAN CROSSROADS

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

City of Hesperia
N/S: Peach Avenue
E/W: Main Street
Weather: Sunny

File Name : HEPEMAAM
Site Code : 05102282
Start Date : 1/18/2007
Page No : 1

Groups Printed- Total Volume - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

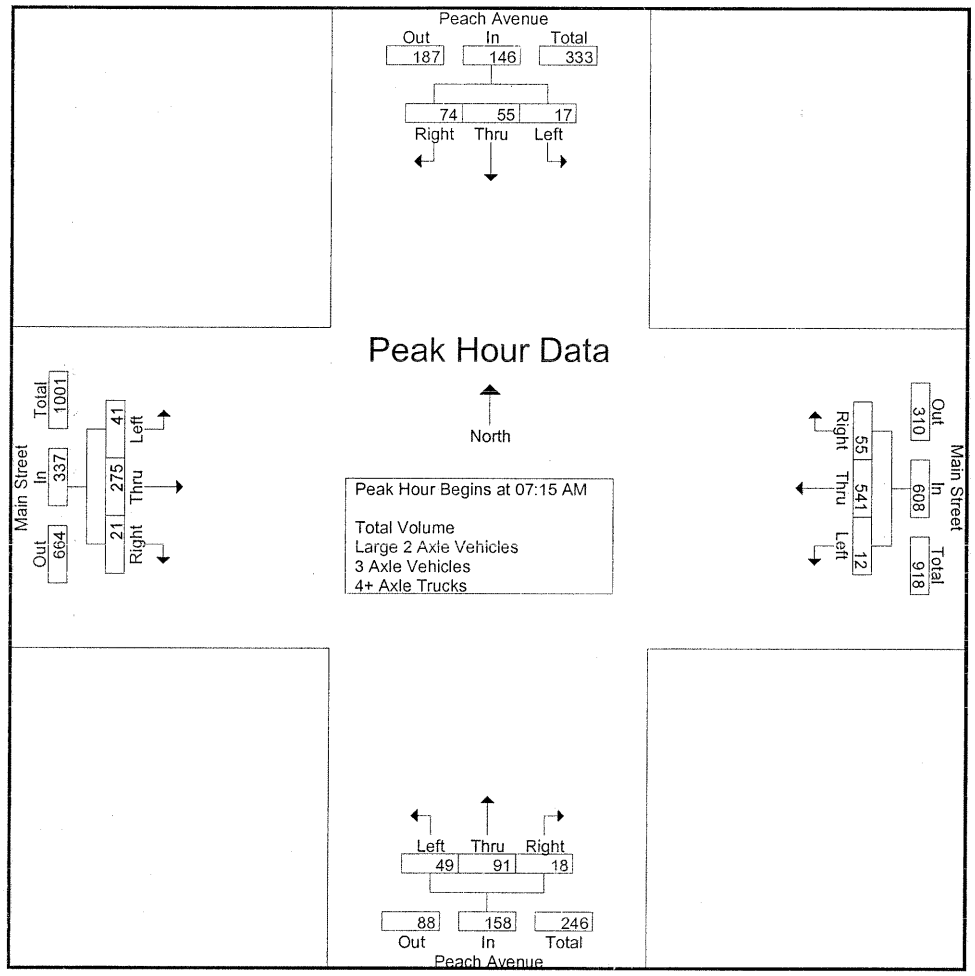
	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	8	11	26	2	121	5	128	10	14	1	25	14	72	7	93	272
07:15 AM	3	16	28	47	1	127	11	139	11	16	2	29	5	61	3	69	284
07:30 AM	3	15	18	36	3	147	10	160	8	23	2	33	15	61	9	85	314
07:45 AM	7	14	18	39	7	147	19	173	20	28	5	53	10	63	3	76	341
Total	20	53	75	148	13	542	45	600	49	81	10	140	44	257	22	323	1211
08:00 AM	4	10	10	24	1	120	15	136	10	24	9	43	11	90	6	107	310
08:15 AM	4	10	21	35	1	105	8	114	8	21	3	32	10	84	5	99	280
08:30 AM	7	11	21	39	4	115	13	132	14	19	4	37	12	90	6	108	316
08:45 AM	8	16	20	44	3	131	11	145	16	17	2	35	9	74	11	94	318
Total	23	47	72	142	9	471	47	527	48	81	18	147	42	338	28	408	1224
Grand Total	43	100	147	290	22	1013	92	1127	97	162	28	287	86	595	50	731	2435
Apprch %	14.8	34.5	50.7		2	89.9	8.2		33.8	56.4	9.8		11.8	81.4	6.8		
Total %	1.8	4.1	6	11.9	0.9	41.6	3.8	46.3	4	6.7	1.1	11.8	3.5	24.4	2.1	30	
Total Volume	37	95	144	276	21	964	90	1075	94	155	26	275	75	526	46	647	2273
% Total Volume	86	95	98	95.2	95.5	95.2	97.8	95.4	96.9	95.7	92.9	95.8	87.2	88.4	92	88.5	93.3
Large 2 Axle Vehicles	6	5	2	13	1	38	2	41	3	7	2	12	11	54	3	68	134
% Large 2 Axle Vehicles	14	5	1.4	4.5	4.5	3.8	2.2	3.6	3.1	4.3	7.1	4.2	12.8	9.1	6	9.3	5.5
3 Axle Vehicles	0	0	1	1	0	5	0	5	0	0	0	0	0	4	0	4	10
% 3 Axle Vehicles	0	0	0.7	0.3	0	0.5	0	0.4	0	0	0	0	0	0.7	0	0.5	0.4
4+ Axle Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	11	1	12	18
% 4+ Axle Trucks	0	0	0	0	0	0.6	0	0.5	0	0	0	0	0	1.8	2	1.6	0.7

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	16	28	47	1	127	11	139	11	16	2	29	5	61	3	69	284
07:30 AM	3	15	18	36	3	147	10	160	8	23	2	33	15	61	9	85	314
07:45 AM	7	14	18	39	7	147	19	173	20	28	5	53	10	63	3	76	341
08:00 AM	4	10	10	24	1	120	15	136	10	24	9	43	11	90	6	107	310
Total Volume	17	55	74	146	12	541	55	608	49	91	18	158	41	275	21	337	1249
% App. Total	11.6	37.7	50.7		2	89	9		31	57.6	11.4		12.2	81.6	6.2		
PHF	.607	.859	.661	.777	.429	.920	.724	.879	.613	.813	.500	.745	.683	.764	.583	.787	.916

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

City of Hesperia
N/S: Peach Avenue
E/W: Main Street
Weather: Sunny

File Name : HEPEMAAM
Site Code : 05102282
Start Date : 1/18/2007
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:45 AM				08:00 AM			
+0 mins.	7	8	11	26	1	127	11	139	20	28	5	53	11	90	6	107
+15 mins.	3	16	28	47	3	147	10	160	10	24	9	43	10	84	5	99
+30 mins.	3	15	18	36	7	147	19	173	8	21	3	32	12	90	6	108
+45 mins.	7	14	18	39	1	120	15	136	14	19	4	37	9	74	11	94
Total Volume	20	53	75	148	12	541	55	608	52	92	21	165	42	338	28	408
% App. Total	13.5	35.8	50.7		2	89	9		31.5	55.8	12.7		10.3	82.8	6.9	
PHF	.714	.828	.670	.787	.429	.920	.724	.879	.650	.821	.583	.778	.875	.939	.636	.944

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Groups Printed- Total Volume

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	8	11	24	2	118	5	125	10	12	1	23	13	64	7	84	256
07:15 AM	3	13	28	44	1	120	11	132	11	13	2	26	4	50	3	57	259
07:30 AM	3	13	18	34	3	138	10	151	8	22	2	32	13	53	8	74	291
07:45 AM	6	14	17	37	7	142	19	168	19	27	4	50	10	55	3	68	323
Total	17	48	74	139	13	518	45	576	48	74	9	131	40	222	21	283	1129
08:00 AM	3	10	10	23	1	111	13	125	9	24	9	42	10	84	5	99	289
08:15 AM	3	10	21	34	1	100	8	109	8	21	3	32	7	73	5	85	260
08:30 AM	6	11	21	38	4	109	13	126	14	19	3	36	10	77	5	92	292
08:45 AM	8	16	18	42	2	126	11	139	15	17	2	34	8	70	10	88	303
Total	20	47	70	137	8	446	45	499	46	81	17	144	35	304	25	364	1144
Grand Total	37	95	144	276	21	964	90	1075	94	155	26	275	75	526	46	647	2273
Apprch %	13.4	34.4	52.2		2	89.7	8.4		34.2	56.4	9.5		11.6	81.3	7.1		
Total %	1.6	4.2	6.3	12.1	0.9	42.4	4	47.3	4.1	6.8	1.1	12.1	3.3	23.1	2	28.5	

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	13	28	44	1	120	11	132	11	13	2	26	4	50	3	57	259
07:30 AM	3	13	18	34	3	138	10	151	8	22	2	32	13	53	8	74	291
07:45 AM	6	14	17	37	7	142	19	168	19	27	4	50	10	55	3	68	323
08:00 AM	3	10	10	23	1	111	13	125	9	24	9	42	10	84	5	99	289
Total Volume	15	50	73	138	12	511	53	576	47	86	17	150	37	242	19	298	1162
% App. Total	10.9	36.2	52.9		2.1	88.7	9.2		31.3	57.3	11.3		12.4	81.2	6.4		
PHF	.625	.893	.652	.784	.429	.900	.697	.857	.618	.796	.472	.750	.712	.720	.594	.753	.899

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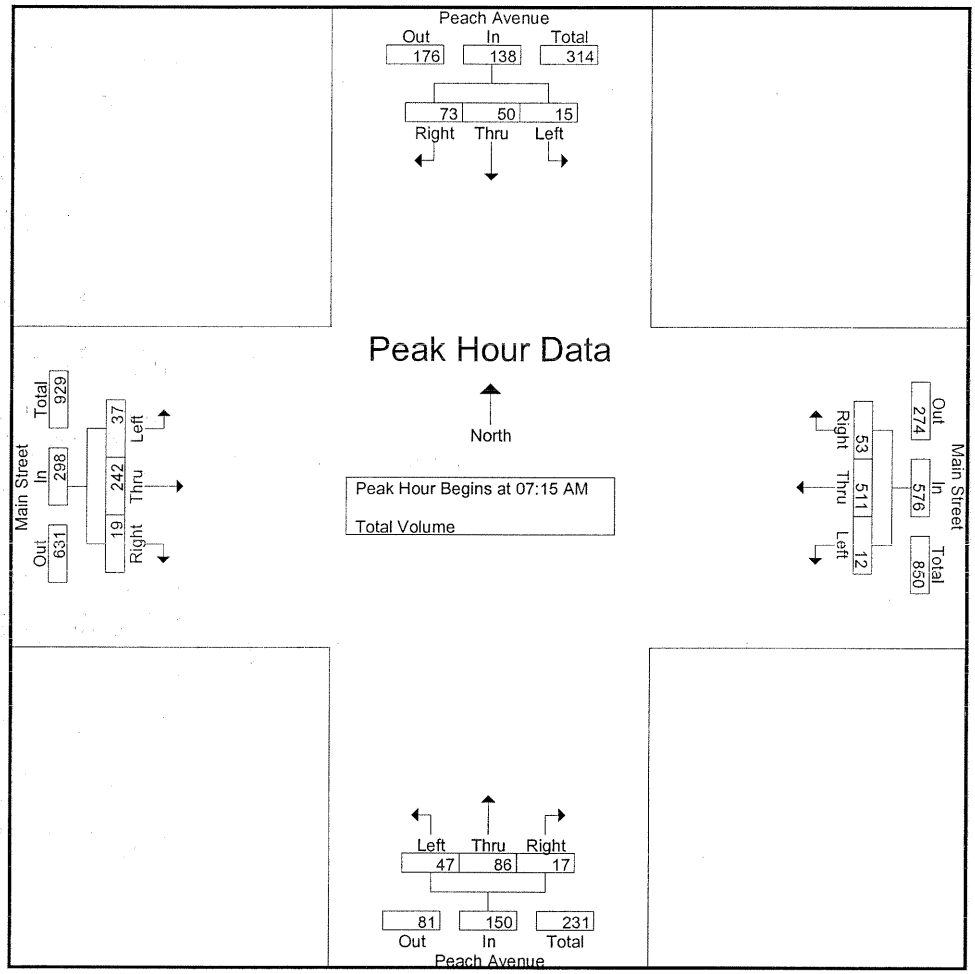

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	3	13	28	44	1	120	11	132	11	13	2	26	4	50	3	57
+15 mins.	3	13	18	34	3	138	10	151	8	22	2	32	13	53	8	74
+30 mins.	6	14	17	37	7	142	19	168	19	27	4	50	10	55	3	68
+45 mins.	3	10	10	23	1	111	13	125	9	24	9	42	10	84	5	99
Total Volume	15	50	73	138	12	511	53	576	47	86	17	150	37	242	19	298
% App. Total	10.9	36.2	52.9		2.1	88.7	9.2		31.3	57.3	11.3		12.4	81.2	6.4	
PHF	.625	.893	.652	.784	.429	.900	.697	.857	.618	.796	.472	.750	.712	.720	.594	.753

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City of Hesperia
N/S: Peach Avenue
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File Name : HEPEMAAM
Site Code : 05102282
Start Date : 1/18/2007
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	0	2	0	2	0	2	0	2	1	5	0	6	12
07:15 AM	0	3	0	3	0	6	0	6	0	3	0	3	1	8	0	9	21
07:30 AM	0	2	0	2	0	6	0	6	0	1	0	1	2	6	1	9	18
07:45 AM	1	0	1	2	0	4	0	4	1	1	1	3	0	8	0	8	17
Total	3	5	1	9	0	18	0	18	1	7	1	9	4	27	1	32	68
08:00 AM	1	0	0	1	0	8	2	10	1	0	0	1	1	5	0	6	18
08:15 AM	1	0	0	1	0	2	0	2	0	0	0	0	3	9	0	12	15
08:30 AM	1	0	0	1	0	5	0	5	0	0	1	1	2	9	1	12	19
08:45 AM	0	0	1	1	1	5	0	6	1	0	0	1	1	4	1	6	14
Total	3	0	1	4	1	20	2	23	2	0	1	3	7	27	2	36	66
Grand Total	6	5	2	13	1	38	2	41	3	7	2	12	11	54	3	68	134
Apprch %	46.2	38.5	15.4		2.4	92.7	4.9		25	58.3	16.7		16.2	79.4	4.4		
Total %	4.5	3.7	1.5	9.7	0.7	28.4	1.5	30.6	2.2	5.2	1.5	9	8.2	40.3	2.2	50.7	

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	0	3	0	6	0	6	0	3	0	3	1	8	0	9	21
07:30 AM	0	2	0	2	0	6	0	6	0	1	0	1	2	6	1	9	18
07:45 AM	1	0	1	2	0	4	0	4	1	1	1	3	0	8	0	8	17
08:00 AM	1	0	0	1	0	8	2	10	1	0	0	1	1	5	0	6	18
Total Volume	2	5	1	8	0	24	2	26	2	5	1	8	4	27	1	32	74
% App. Total	25	62.5	12.5		0	92.3	7.7		25	62.5	12.5		12.5	84.4	3.1		
PHF	.500	.417	.250	.667	.000	.750	.250	.650	.500	.417	.250	.667	.500	.844	.250	.889	.881

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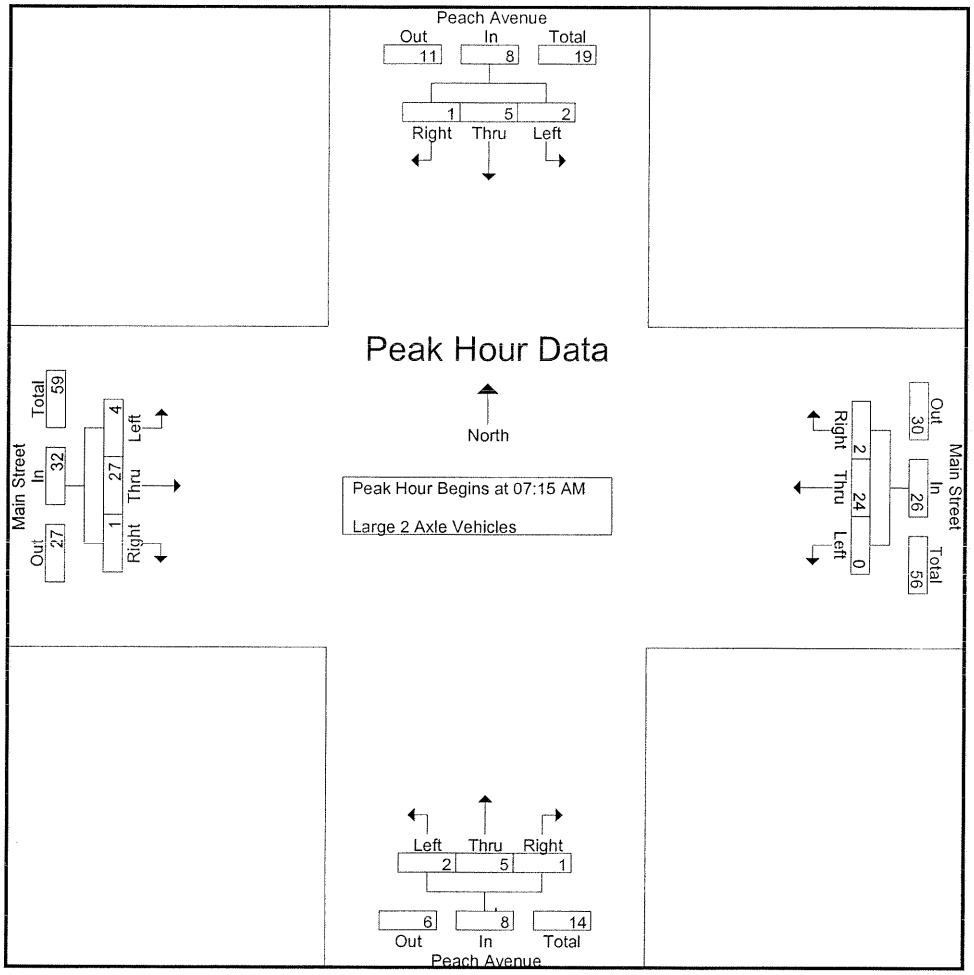

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	3	0	3	0	6	0	6	0	3	0	3	1	8	0	9
+15 mins.	0	2	0	2	0	6	0	6	0	1	0	1	2	6	1	9
+30 mins.	1	0	1	2	0	4	0	4	1	1	1	3	0	8	0	8
+45 mins.	1	0	0	1	0	8	2	10	1	0	0	1	1	5	0	6
Total Volume	2	5	1	8	0	24	2	26	2	5	1	8	4	27	1	32
% App. Total	25	62.5	12.5		0	92.3	7.7		25	62.5	12.5		12.5	84.4	3.1	
PHF	.500	.417	.250	.667	.000	.750	.250	.650	.500	.417	.250	.667	.500	.844	.250	.889

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25424 Jaclyn Avenue
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City of Hesperia
N/S: Peach Avenue
E/W: Main Street
Weather: Sunny

File Name : HEPEMAAM
Site Code : 05102282
Start Date : 1/18/2007
Page No : 1

Groups Printed- 3 Axle Vehicles

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	2	0	2	0	0	0	0	0	3	0	3	6
Grand Total	0	0	1	1	0	5	0	5	0	0	0	0	0	4	0	4	10
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	10	10	0	50	0	50	0	0	0	0	0	40	0	40	

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.750

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File Name : HEPEMAAM
Site Code : 05102282
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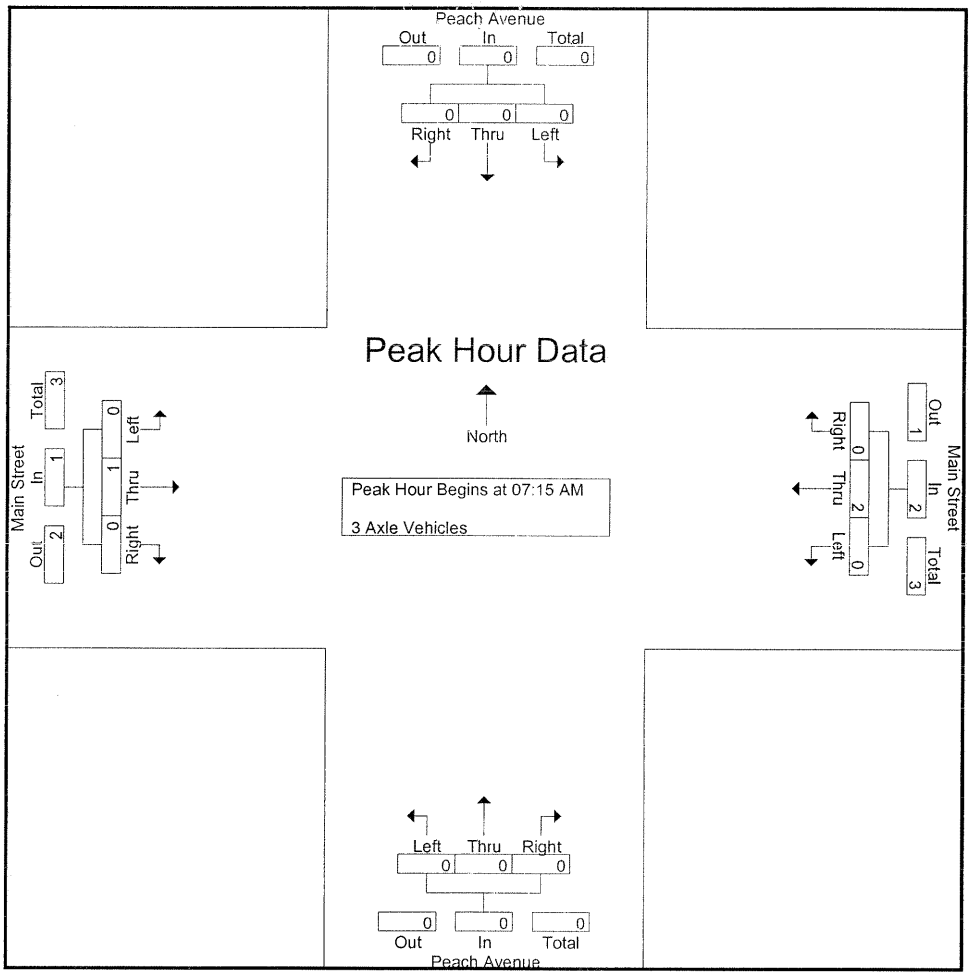

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250

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Groups Printed- 4+ Axle Trucks

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	4	1	5	8
Grand Total	0	0	0	0	0	6	0	6	0	0	0	0	0	11	1	12	18
Apprch %	0	0	0		0	100	0		0	0	0		0	91.7	8.3		
Total %	0	0	0	0	0	33.3	0	33.3	0	0	0	0	0	61.1	5.6	66.7	

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	5	1	6	10
% App. Total	0	0	0		0	100	0		0	0	0		0	83.3	16.7		
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.000	.417	.250	.500	.625

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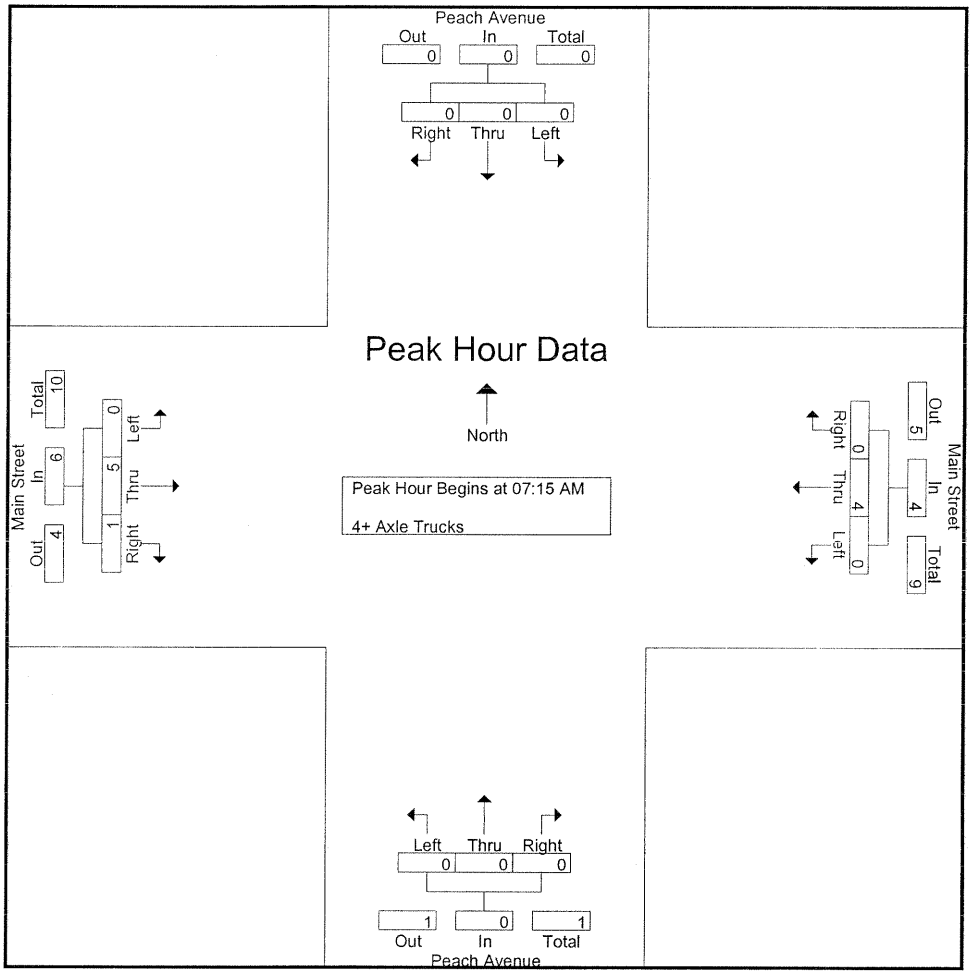

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	5	1	6
% App. Total	0	0	0		0	100	0		0	0	0		0	83.3	16.7	
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.000	.417	.250	.500

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Groups Printed- Total Volume - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	24	18	54	3	126	7	136	11	7	6	24	23	172	12	207	421
04:15 PM	15	25	10	50	2	101	5	108	12	17	4	33	16	164	10	190	381
04:30 PM	11	17	22	50	3	114	4	121	11	14	5	30	24	164	16	204	405
04:45 PM	11	19	24	54	8	116	8	132	14	17	2	33	16	145	10	171	390
Total	49	85	74	208	16	457	24	497	48	55	17	120	79	645	48	772	1597
05:00 PM	18	24	16	58	2	120	4	126	9	10	0	19	22	192	22	236	439
05:15 PM	15	21	15	51	3	110	8	121	4	9	4	17	17	166	28	211	400
05:30 PM	16	15	15	46	3	110	10	123	11	10	5	26	23	182	16	221	416
05:45 PM	8	16	15	39	3	100	5	108	7	10	3	20	17	170	21	208	375
Total	57	76	61	194	11	440	27	478	31	39	12	82	79	710	87	876	1630
Grand Total	106	161	135	402	27	897	51	975	79	94	29	202	158	1355	135	1648	3227
Apprch %	26.4	40	33.6		2.8	92	5.2		39.1	46.5	14.4		9.6	82.2	8.2		
Total %	3.3	5	4.2	12.5	0.8	27.8	1.6	30.2	2.4	2.9	0.9	6.3	4.9	42	4.2	51.1	
Total Volume	104	159	132	395	27	866	47	940	76	94	28	198	156	1317	133	1606	3139
% Total Volume	98.1	98.8	97.8	98.3	100	96.5	92.2	96.4	96.2	100	96.6	98	98.7	97.2	98.5	97.5	97.3
Large 2 Axle Vehicles	2	2	2	6	0	26	3	29	3	0	1	4	1	28	2	31	70
% Large 2 Axle Vehicles	1.9	1.2	1.5	1.5	0	2.9	5.9	3	3.8	0	3.4	2	0.6	2.1	1.5	1.9	2.2
3 Axle Vehicles	0	0	0	0	0	3	1	4	0	0	0	0	1	1	0	2	6
% 3 Axle Vehicles	0	0	0	0	0	0.3	2	0.4	0	0	0	0	0.6	0.1	0	0.1	0.2
4+ Axle Trucks	0	0	1	1	0	2	0	2	0	0	0	0	0	9	0	9	12
% 4+ Axle Trucks	0	0	0.7	0.2	0	0.2	0	0.2	0	0	0	0	0	0.7	0	0.5	0.4

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	11	19	24	54	8	116	8	132	14	17	2	33	16	145	10	171	390
05:00 PM	18	24	16	58	2	120	4	126	9	10	0	19	22	192	22	236	439
05:15 PM	15	21	15	51	3	110	8	121	4	9	4	17	17	166	28	211	400
05:30 PM	16	15	15	46	3	110	10	123	11	10	5	26	23	182	16	221	416
Total Volume	60	79	70	209	16	456	30	502	38	46	11	95	78	685	76	839	1645
% App. Total	28.7	37.8	33.5		3.2	90.8	6		40	48.4	11.6		9.3	81.6	9.1		
PHF	.833	.823	.729	.901	.500	.950	.750	.951	.679	.676	.550	.720	.848	.892	.679	.889	.937

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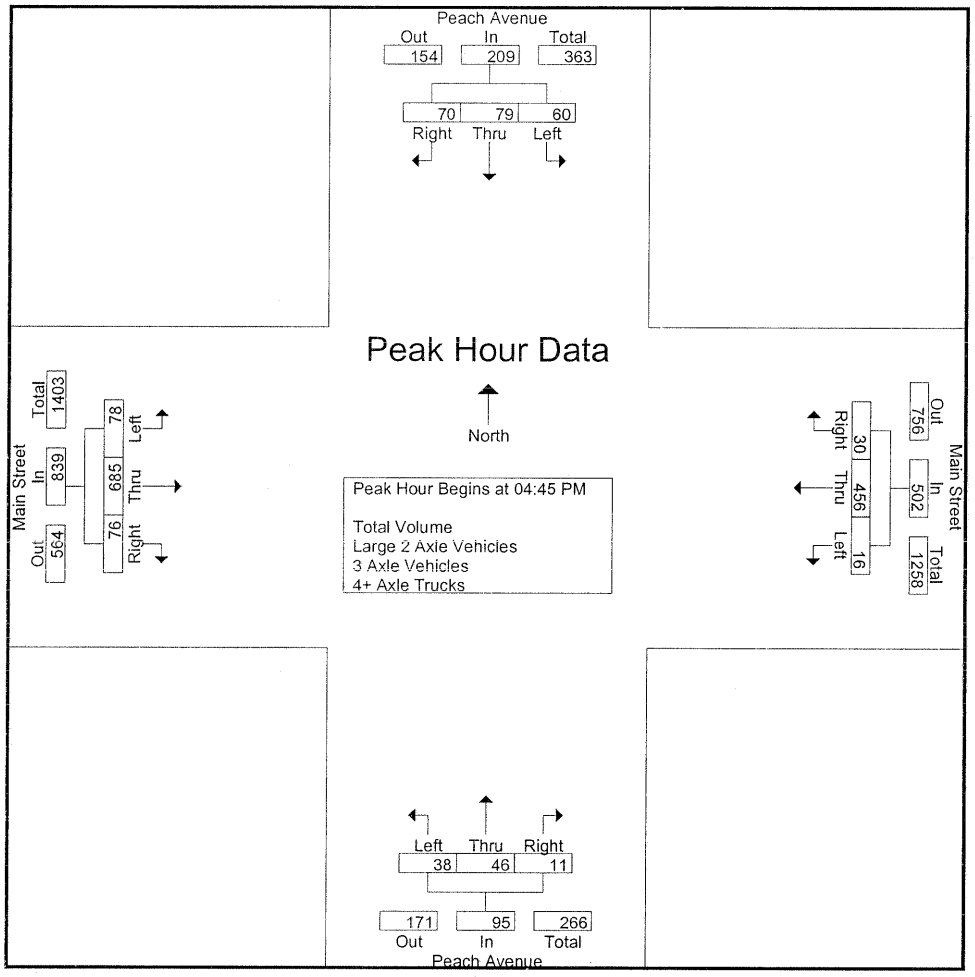

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:00 PM				05:00 PM			
+0 mins.	11	17	22	50	8	116	8	132	11	7	6	24	22	192	22	236
+15 mins.	11	19	24	54	2	120	4	126	12	17	4	33	17	166	28	211
+30 mins.	18	24	16	58	3	110	8	121	11	14	5	30	23	182	16	221
+45 mins.	15	21	15	51	3	110	10	123	14	17	2	33	17	170	21	208
Total Volume	55	81	77	213	16	456	30	502	48	55	17	120	79	710	87	876
% App. Total	25.8	38	36.2		3.2	90.8	6		40	45.8	14.2		9	81.1	9.9	
PHF	.764	.844	.802	.918	.500	.950	.750	.951	.857	.809	.708	.909	.859	.924	.777	.928

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Groups Printed- Total Volume

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	24	17	53	3	122	5	130	10	7	6	23	23	164	11	198	404
04:15 PM	15	25	10	50	2	97	5	104	12	17	4	33	16	158	10	184	371
04:30 PM	11	16	21	48	3	110	4	117	10	14	4	28	24	158	16	198	391
04:45 PM	11	19	23	53	8	110	7	125	13	17	2	32	16	143	9	168	378
Total	49	84	71	204	16	439	21	476	45	55	16	116	79	623	46	748	1544
05:00 PM	17	24	16	57	2	115	4	121	9	10	0	19	22	186	22	230	427
05:15 PM	15	20	15	50	3	109	8	120	4	9	4	17	17	161	28	206	393
05:30 PM	15	15	15	45	3	107	9	119	11	10	5	26	22	182	16	220	410
05:45 PM	8	16	15	39	3	96	5	104	7	10	3	20	16	165	21	202	365
Total	55	75	61	191	11	427	26	464	31	39	12	82	77	694	87	858	1595
Grand Total	104	159	132	395	27	866	47	940	76	94	28	198	156	1317	133	1606	3139
Apprch %	26.3	40.3	33.4		2.9	92.1	5		38.4	47.5	14.1		9.7	82	8.3		
Total %	3.3	5.1	4.2	12.6	0.9	27.6	1.5	29.9	2.4	3	0.9	6.3	5	42	4.2	51.2	

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	11	19	23	53	8	110	7	125	13	17	2	32	16	143	9	168	378
05:00 PM	17	24	16	57	2	115	4	121	9	10	0	19	22	186	22	230	427
05:15 PM	15	20	15	50	3	109	8	120	4	9	4	17	17	161	28	206	393
05:30 PM	15	15	15	45	3	107	9	119	11	10	5	26	22	182	16	220	410
Total Volume	58	78	69	205	16	441	28	485	37	46	11	94	77	672	75	824	1608
% App. Total	28.3	38	33.7		3.3	90.9	5.8		39.4	48.9	11.7		9.3	81.6	9.1		
PHF	.853	.813	.750	.899	.500	.959	.778	.970	.712	.676	.550	.734	.875	.903	.670	.896	.941

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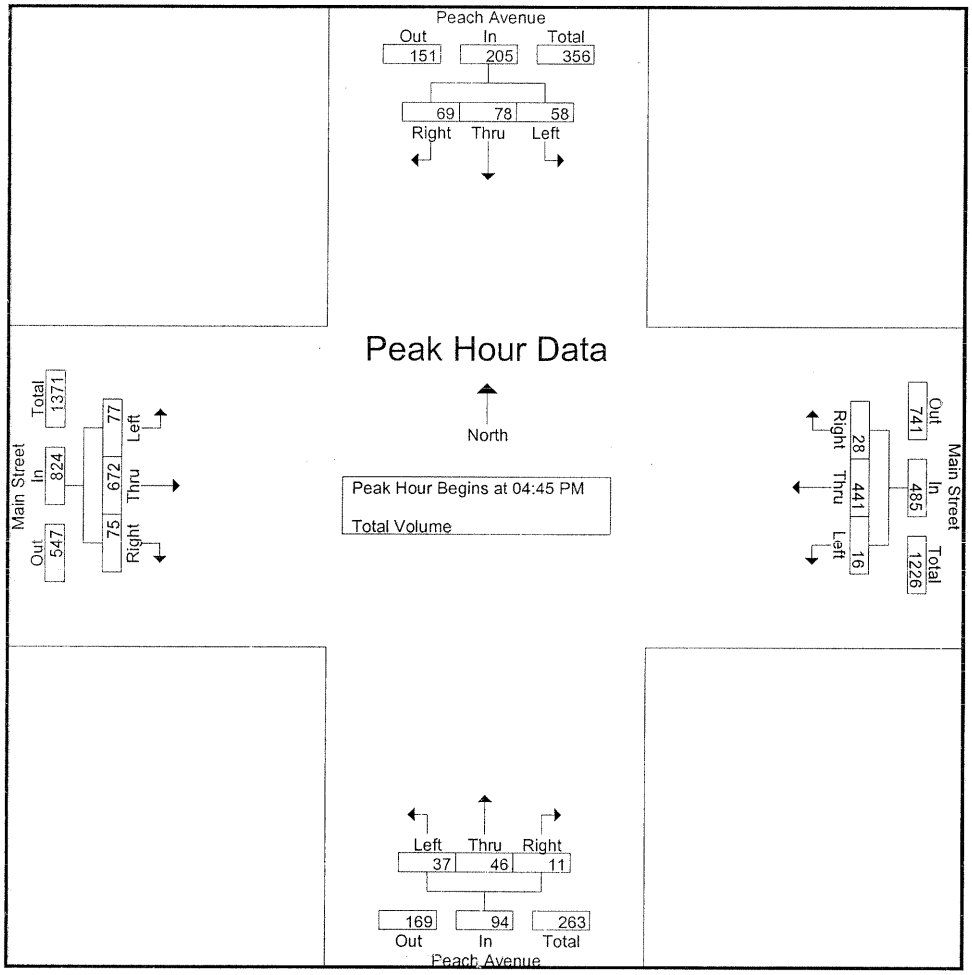

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	11	19	23	53	8	110	7	125	13	17	2	32	16	143	9	168
+15 mins.	17	24	16	57	2	115	4	121	9	10	0	19	22	186	22	230
+30 mins.	15	20	15	50	3	109	8	120	4	9	4	17	17	161	28	206
+45 mins.	15	15	15	45	3	107	9	119	11	10	5	26	22	182	16	220
Total Volume	58	78	69	205	16	441	28	485	37	46	11	94	77	672	75	824
% App. Total	28.3	38	33.7		3.3	90.9	5.8		39.4	48.9	11.7		9.3	81.6	9.1	
PHF	.853	.813	.750	.899	.500	.959	.778	.970	.712	.676	.550	.734	.875	.903	.670	.896

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Groups Printed- Large 2 Axle Vehicles

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	4	2	6	1	0	0	1	0	6	1	7	14
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
04:30 PM	0	1	1	2	0	4	0	4	1	0	1	2	0	5	0	5	13
04:45 PM	0	0	1	1	0	5	1	6	1	0	0	1	0	2	1	3	11
Total	0	1	2	3	0	16	3	19	3	0	1	4	0	19	2	21	47
05:00 PM	1	0	0	1	0	4	0	4	0	0	0	0	0	4	0	4	9
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	3	0	3	4
05:30 PM	1	0	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3	6
Total	2	1	0	3	0	10	0	10	0	0	0	0	1	9	0	10	23
Grand Total	2	2	2	6	0	26	3	29	3	0	1	4	1	28	2	31	70
Apprch %	33.3	33.3	33.3		0	89.7	10.3		75	0	25		3.2	90.3	6.5		
Total %	2.9	2.9	2.9	8.6	0	37.1	4.3	41.4	4.3	0	1.4	5.7	1.4	40	2.9	44.3	

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	1	1	0	5	1	6	1	0	0	1	0	2	1	3	11
05:00 PM	1	0	0	1	0	4	0	4	0	0	0	0	0	4	0	4	9
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	3	0	3	4
05:30 PM	1	0	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
Total Volume	2	1	1	4	0	12	1	13	1	0	0	1	0	9	1	10	28
% App. Total	50	25	25		0	92.3	7.7		100	0	0		0	90	10		
PHF	.500	.250	.250	1.000	.000	.600	.250	.542	.250	.000	.000	.250	.000	.563	.250	.625	.636

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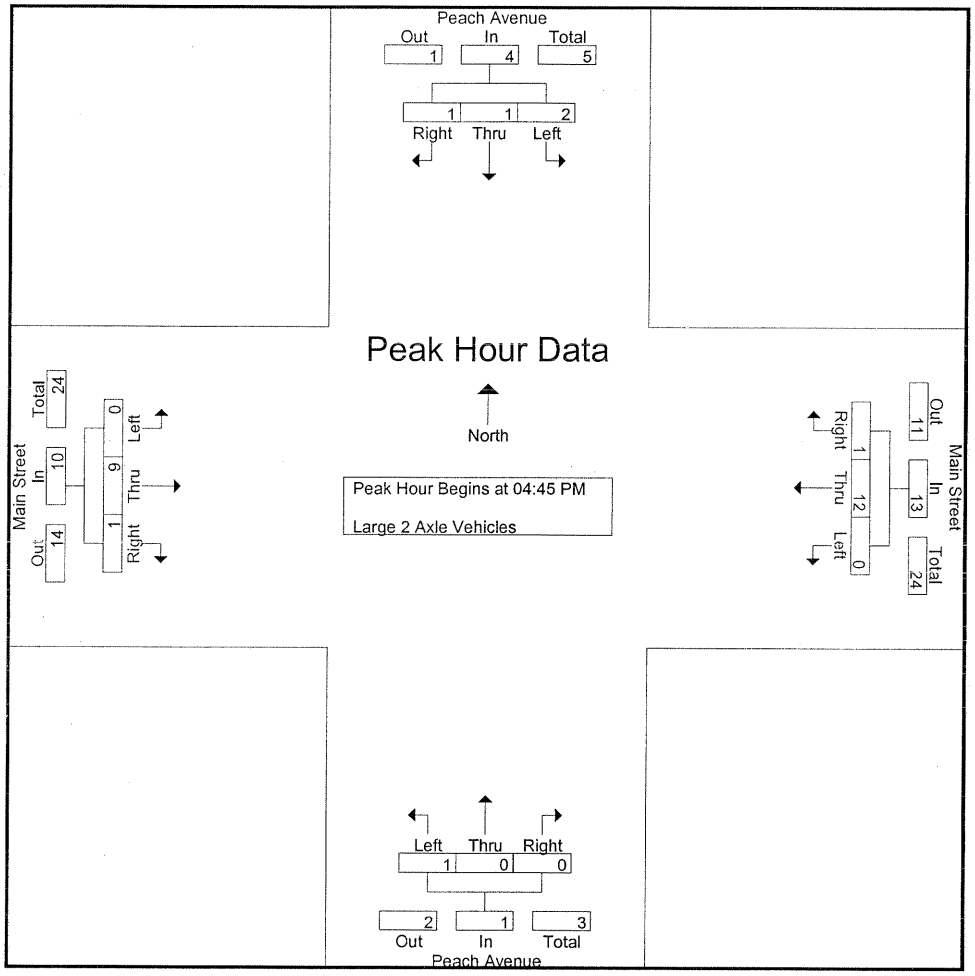

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	1	1	0	5	1	6	1	0	0	1	0	2	1	3
+15 mins.	1	0	0	1	0	4	0	4	0	0	0	0	0	4	0	4
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	3	0	3
+45 mins.	1	0	0	1	0	3	0	3	0	0	0	0	0	0	0	0
Total Volume	2	1	1	4	0	12	1	13	1	0	0	1	0	9	1	10
% App. Total	50	25	25		0	92.3	7.7		100	0	0		0	90	10	
PHF	.500	.250	.250	1.000	.000	.600	.250	.542	.250	.000	.000	.250	.000	.563	.250	.625

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City of Hesperia
N/S: Peach Avenue
E/W: Main Street
Weather: Sunny

File Name : HEPEMAPM
Site Code : 05102282
Start Date : 1/18/2007
Page No : 1

Groups Printed- 3 Axle Vehicles

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	1	3	0	0	0	0	1	1	0	2	5
Grand Total	0	0	0	0	0	3	1	4	0	0	0	0	1	1	0	2	6
Apprch %	0	0	0		0	75	25		0	0	0		50	50	0		
Total %	0	0	0	0	0	50	16.7	66.7	0	0	0	0	16.7	16.7	0	33.3	

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	3	1	4	0	0	0	0	1	0	0	1	5
% App. Total	0	0	0		0	75	25		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.750	.250	1.000	.000	.000	.000	.000	.250	.000	.000	.250	.625

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25424 Jaclyn Avenue
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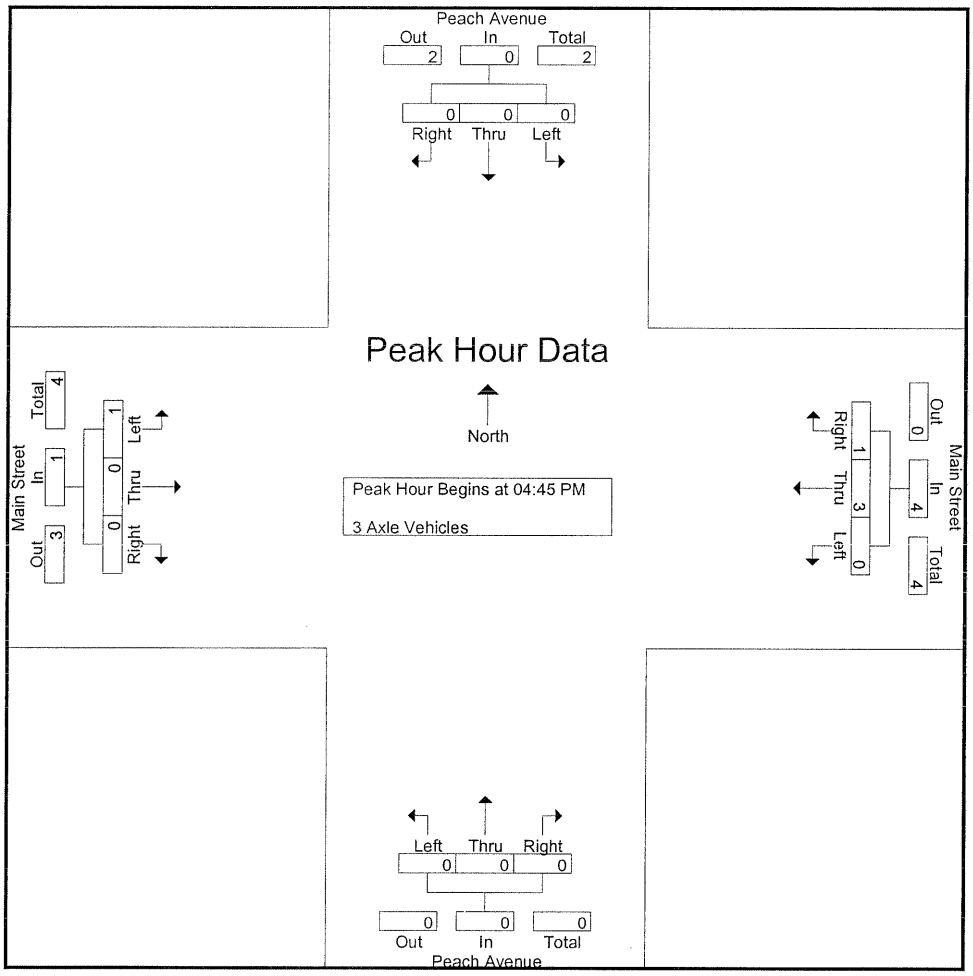

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	0	3	1	4	0	0	0	0	1	0	0	1
% App. Total	0	0	0		0	75	25		0	0	0		100	0	0	
PHF	.000	.000	.000	.000	.000	.750	.250	1.000	.000	.000	.000	.000	.250	.000	.000	.250

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Start Date : 1/18/2007
Page No : 1

Groups Printed- 4+ Axle Trucks

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	3	0	3	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
Grand Total	0	0	1	1	0	2	0	2	0	0	0	0	0	9	0	9	12
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	8.3	8.3	0	16.7	0	16.7	0	0	0	0	0	75	0	75	

	Peach Avenue Southbound				Main Street Westbound				Peach Avenue Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

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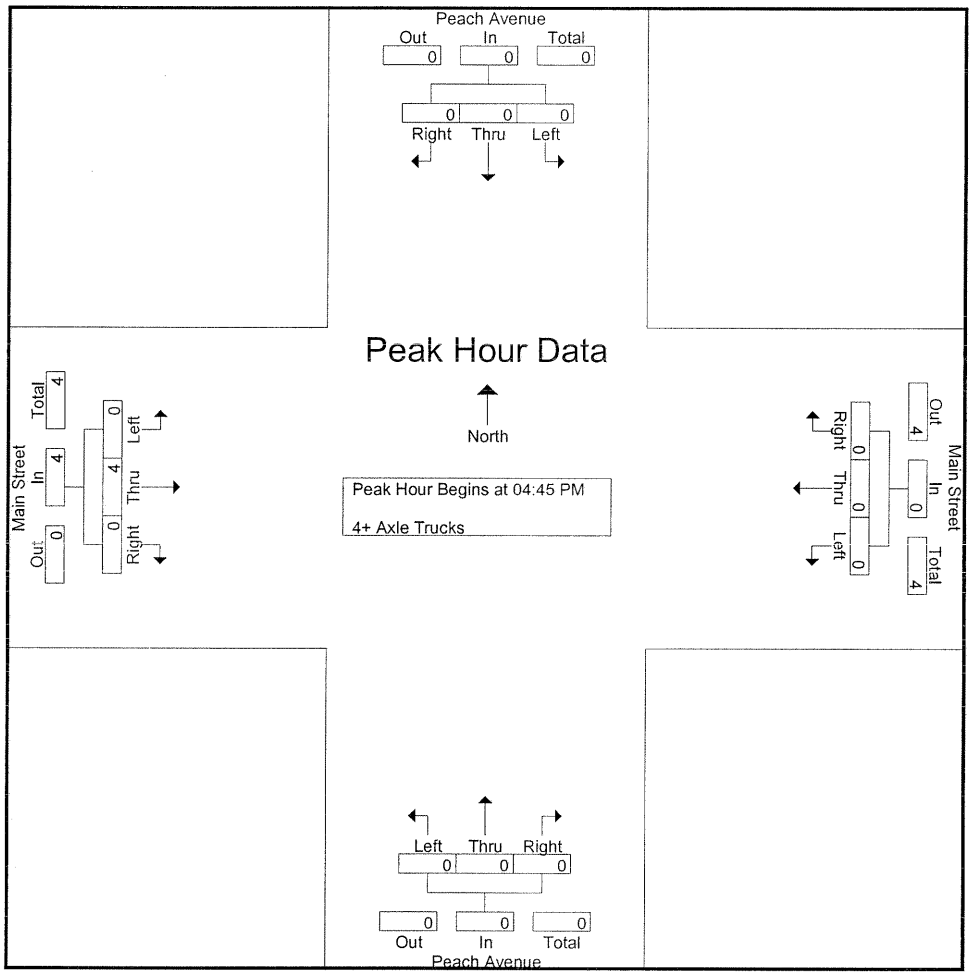

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

INTERSECTION 3
Main Street(NS) / Rock Springs Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	0	102	205
4-Axle	0	9	6
3-Axle	0	0	4
Buses/RV's	0	17	30
Autos	0	76	165

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
341	24	6	18	389
0	0	0	0	0
80	5	0	84	169

NORTHBOUND

Autos	0	174	94
Buses/RV's	0	12	3
3-Axle	0	0	0
4-Axle	0	0	90
Total	0	186	187

URBAN CROSSROADS

INTERSECTION 3
Main Street(NS) / Rock Springs Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	0	209	443
4-Axle	0	0	9
3-Axle	0	2	0
Buses/RV's	0	6	14
Autos	0	201	420

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
260	14	2	6	282
0	0	0	0	0
94	2	0	0	96

NORTHBOUND

Autos	0	154	98
Buses/RV's	0	18	2
3-Axle	0	0	0
4-Axle	0	3	3
Total	0	175	103

URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

INTERSECTION 3
Main Street(NS) / Rock Springs Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	0	90	189
4-Axle	0	3	2
3-Axle	0	0	2
Buses/RV's	0	11	20
Autos	0	76	165

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
341	16	3	6	366
0	0	0	0	0
80	3	0	28	111

NORTHBOUND

Autos	0	174	94
Buses/RV's	0	8	2
3-Axle	0	0	0
4-Axle	0	0	30
Total	0	182	126

URBAN CROSSROADS

INTERSECTION 3
Main Street(NS) / Rock Springs Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	0	206	432
4-Axle	0	0	3
3-Axle	0	1	0
Buses/RV's	0	4	9
Autos	0	201	420

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
260	9	1	2	272
0	0	0	0	0
94	1	0	0	95

NORTHBOUND

Autos	0	154	98
Buses/RV's	0	12	1
3-Axle	0	0	0
4-Axle	0	1	1
Total	0	167	100

URBAN CROSSROADS

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25424 Jaclyn Avenue
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File Name : HEMARSAM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	44	26	70	16	87	103	19	24	43	216
07:15 AM	40	23	63	16	86	102	31	24	55	220
07:30 AM	37	23	60	35	96	131	48	40	88	279
07:45 AM	52	19	71	35	110	145	55	34	89	305
Total	173	91	264	102	379	481	153	122	275	1020
08:00 AM	60	25	85	25	74	99	48	28	76	260
08:15 AM	47	27	74	19	64	83	33	24	57	214
08:30 AM	54	32	86	25	72	97	49	26	75	258
08:45 AM	51	29	80	34	76	110	52	22	74	264
Total	212	113	325	103	286	389	182	100	282	996
Grand Total	385	204	589	205	665	870	335	222	557	2016
Apprch %	65.4	34.6		23.6	76.4		60.1	39.9		
Total %	19.1	10.1	29.2	10.2	33	43.2	16.6	11	27.6	
Passenger Vehicles	337	174	511	150	624	774	317	156	473	1758
% Passenger Vehicles	87.5	85.3	86.8	73.2	93.8	89	94.6	70.3	84.9	87.2
Large 2 Axle Vehicles	37	24	61	4	27	31	16	4	20	112
% Large 2 Axle Vehicles	9.6	11.8	10.4	2	4.1	3.6	4.8	1.8	3.6	5.6
3 Axle Vehicles	5	0	5	0	5	5	1	0	1	11
% 3 Axle Vehicles	1.3	0	0.8	0	0.8	0.6	0.3	0	0.2	0.5
4+ Axle Trucks	6	6	12	51	9	60	1	62	63	135
% 4+ Axle Trucks	1.6	2.9	2	24.9	1.4	6.9	0.3	27.9	11.3	6.7

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	40	23	63	16	86	102	31	24	55	220
07:30 AM	37	23	60	35	96	131	48	40	88	279
07:45 AM	52	19	71	35	110	145	55	34	89	305
08:00 AM	60	25	85	25	74	99	48	28	76	260
Total Volume	189	90	279	111	366	477	182	126	308	1064
% App. Total	67.7	32.3		23.3	76.7		59.1	40.9		
PHF	.788	.900	.821	.793	.832	.822	.827	.788	.865	.872

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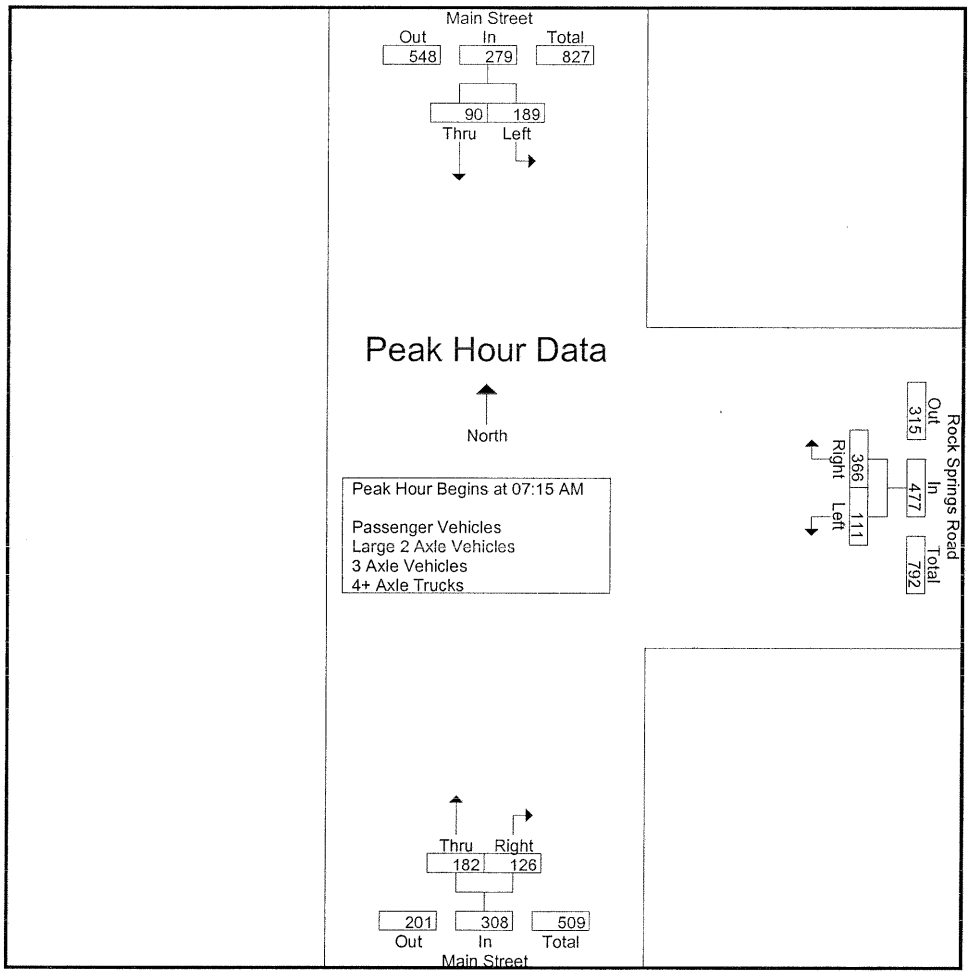

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			07:00 AM			07:30 AM		
+0 mins.	60	25	85	16	87	103	48	40	88
+15 mins.	47	27	74	16	86	102	55	34	89
+30 mins.	54	32	86	35	96	131	48	28	76
+45 mins.	51	29	80	35	110	145	33	24	57
Total Volume	212	113	325	102	379	481	184	126	310
% App. Total	65.2	34.8		21.2	78.8		59.4	40.6	
PHF	.883	.883	.945	.729	.861	.829	.836	.788	.871

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File Name : HEMARSAM
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Groups Printed- Passenger Vehicles

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	38	21	59	16	84	100	17	17	34	193
07:15 AM	32	20	52	13	82	95	31	14	45	192
07:30 AM	35	20	55	25	90	115	46	32	78	248
07:45 AM	45	15	60	26	104	130	53	26	79	269
Total	150	76	226	80	360	440	147	89	236	902
08:00 AM	53	21	74	16	65	81	44	22	66	221
08:15 AM	39	21	60	10	58	68	33	16	49	177
08:30 AM	45	29	74	21	69	90	45	16	61	225
08:45 AM	50	27	77	23	72	95	48	13	61	233
Total	187	98	285	70	264	334	170	67	237	856
Grand Total	337	174	511	150	624	774	317	156	473	1758
Apprch %	65.9	34.1		19.4	80.6		67	33		
Total %	19.2	9.9	29.1	8.5	35.5	44	18	8.9	26.9	

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	32	20	52	13	82	95	31	14	45	192
07:30 AM	35	20	55	25	90	115	46	32	78	248
07:45 AM	45	15	60	26	104	130	53	26	79	269
08:00 AM	53	21	74	16	65	81	44	22	66	221
Total Volume	165	76	241	80	341	421	174	94	268	930
% App. Total	68.5	31.5		19	81		64.9	35.1		
PHF	.778	.905	.814	.769	.820	.810	.821	.734	.848	.864

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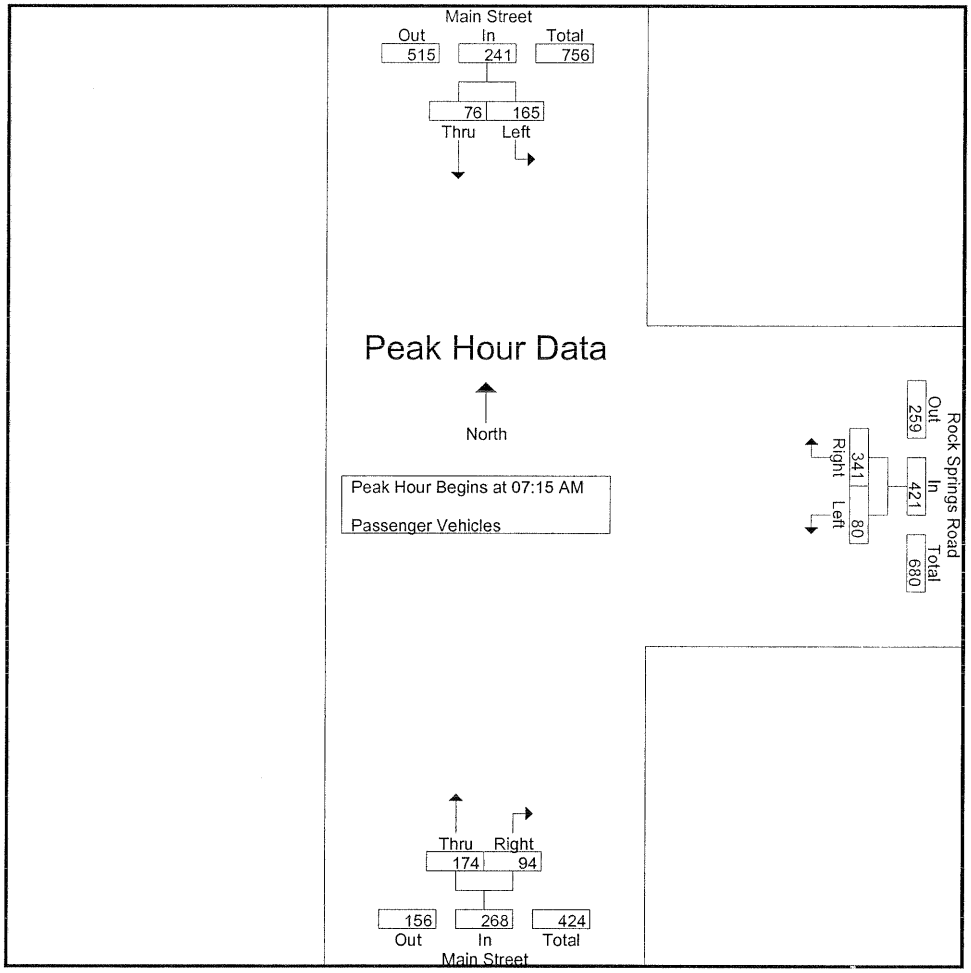

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	32	20	52	13	82	95	31	14	45
+15 mins.	35	20	55	25	90	115	46	32	78
+30 mins.	45	15	60	26	104	130	53	26	79
+45 mins.	53	21	74	16	65	81	44	22	66
Total Volume	165	76	241	80	341	421	174	94	268
% App. Total	68.5	31.5		19	81		64.9	35.1	
PHF	.778	.905	.814	.769	.820	.810	.821	.734	.848

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Groups Printed- Large 2 Axle Vehicles

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	5	3	8	0	2	2	2	0	2	12
07:15 AM	7	1	8	1	3	4	0	0	0	12
07:30 AM	1	3	4	0	2	2	2	1	3	9
07:45 AM	5	4	9	1	5	6	2	1	3	18
Total	18	11	29	2	12	14	6	2	8	51
08:00 AM	7	3	10	1	6	7	4	0	4	21
08:15 AM	6	5	11	0	3	3	0	0	0	14
08:30 AM	5	3	8	0	2	2	4	1	5	15
08:45 AM	1	2	3	1	4	5	2	1	3	11
Total	19	13	32	2	15	17	10	2	12	61
Grand Total	37	24	61	4	27	31	16	4	20	112
Apprch %	60.7	39.3		12.9	87.1		80	20		
Total %	33	21.4	54.5	3.6	24.1	27.7	14.3	3.6	17.9	

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	7	1	8	1	3	4	0	0	0	12
07:30 AM	1	3	4	0	2	2	2	1	3	9
07:45 AM	5	4	9	1	5	6	2	1	3	18
08:00 AM	7	3	10	1	6	7	4	0	4	21
Total Volume	20	11	31	3	16	19	8	2	10	60
% App. Total	64.5	35.5		15.8	84.2		80	20		
PHF	.714	.688	.775	.750	.667	.679	.500	.500	.625	.714

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City of Hesperia
N/S: Main Street
E/W: Rock Springs Road
Weather: Sunny

File Name : HEMARSAM
Site Code : 05102293
Start Date : 1/18/2007
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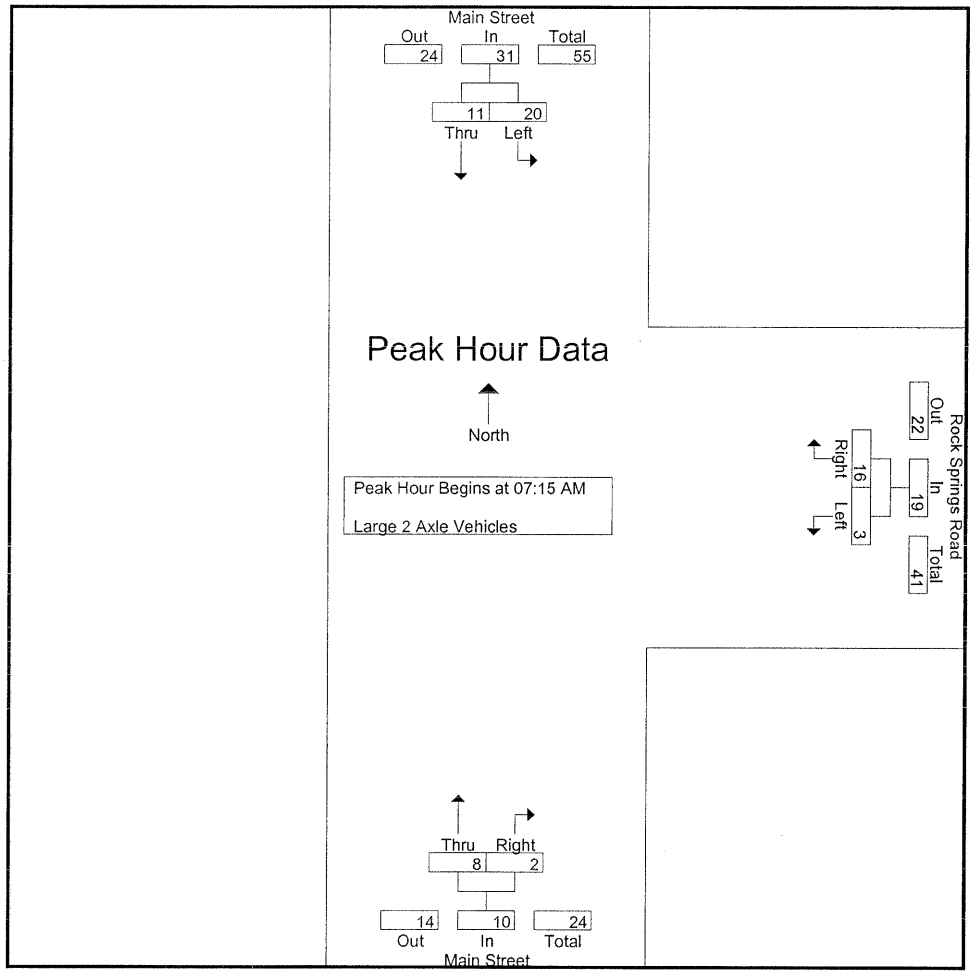

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	7	1	8	1	3	4	0	0	0
+15 mins.	1	3	4	0	2	2	2	1	3
+30 mins.	5	4	9	1	5	6	2	1	3
+45 mins.	7	3	10	1	6	7	4	0	4
Total Volume	20	11	31	3	16	19	8	2	10
% App. Total	64.5	35.5		15.8	84.2		80	20	
PHF	.714	.688	.775	.750	.667	.679	.500	.500	.625

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Groups Printed- 3 Axle Vehicles

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	1	1	0	0	0	2
Total	2	0	2	0	2	2	0	0	0	4
08:00 AM	0	0	0	0	2	2	0	0	0	2
08:15 AM	0	0	0	0	1	1	0	0	0	1
08:30 AM	3	0	3	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total	3	0	3	0	3	3	1	0	1	7
Grand Total	5	0	5	0	5	5	1	0	1	11
Apprch %	100	0		0	100		100	0		
Total %	45.5	0	45.5	0	45.5	45.5	9.1	0	9.1	

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	1	1	0	0	0	2
08:00 AM	0	0	0	0	2	2	0	0	0	2
Total Volume	2	0	2	0	3	3	0	0	0	5
% App. Total	100	0		0	100		0	0		
PHF	.500	.000	.500	.000	.375	.375	.000	.000	.000	.625

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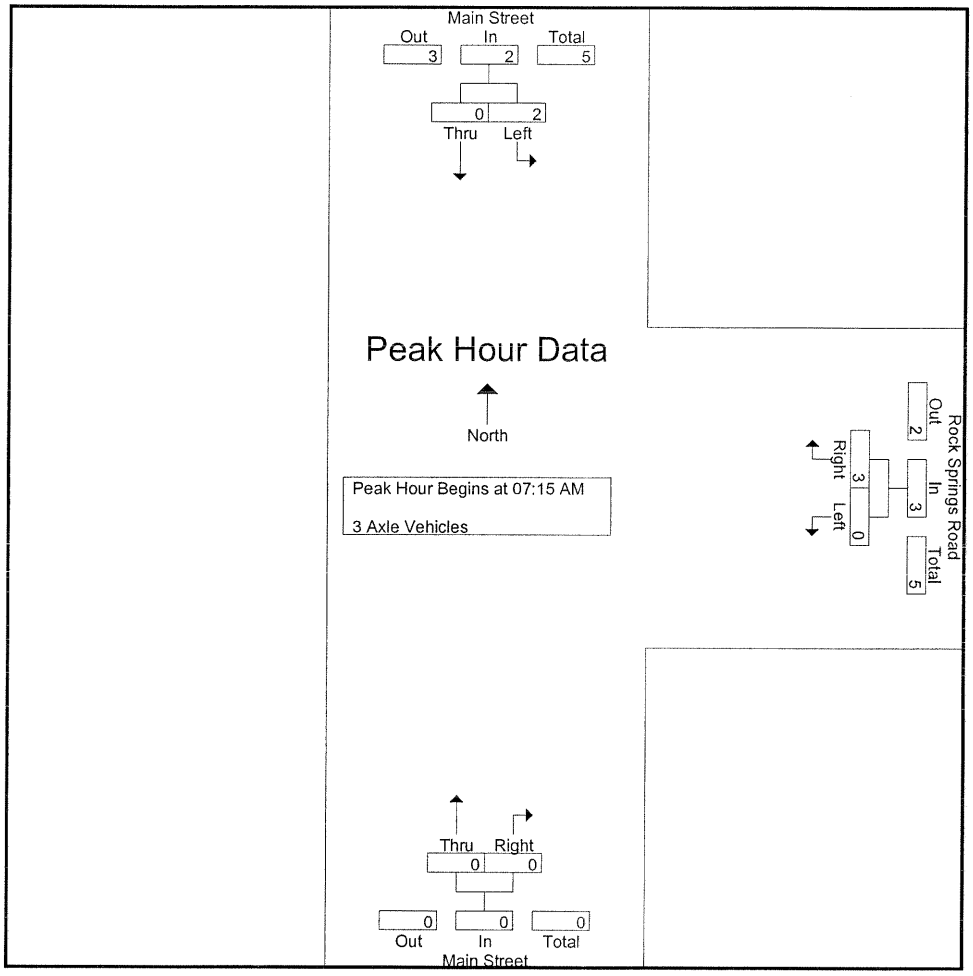

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	1	0	1	0	1	1	0	0	0
+45 mins.	0	0	0	0	2	2	0	0	0
Total Volume	2	0	2	0	3	3	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.500	.000	.500	.000	.375	.375	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	3	0	0	0	0	7	7	10
07:15 AM	1	2	3	2	1	3	0	10	10	16
07:30 AM	0	0	0	10	4	14	0	7	7	21
07:45 AM	1	0	1	8	0	8	0	7	7	16
Total	3	4	7	20	5	25	0	31	31	63
08:00 AM	0	1	1	8	1	9	0	6	6	16
08:15 AM	2	1	3	9	2	11	0	8	8	22
08:30 AM	1	0	1	4	1	5	0	9	9	15
08:45 AM	0	0	0	10	0	10	1	8	9	19
Total	3	2	5	31	4	35	1	31	32	72
Grand Total	6	6	12	51	9	60	1	62	63	135
Apprch %	50	50		85	15		1.6	98.4		
Total %	4.4	4.4	8.9	37.8	6.7	44.4	0.7	45.9	46.7	

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	2	3	2	1	3	0	10	10	16
07:30 AM	0	0	0	10	4	14	0	7	7	21
07:45 AM	1	0	1	8	0	8	0	7	7	16
08:00 AM	0	1	1	8	1	9	0	6	6	16
Total Volume	2	3	5	28	6	34	0	30	30	69
% App. Total	40	60		82.4	17.6		0	100		
PHF	.500	.375	.417	.700	.375	.607	.000	.750	.750	.821

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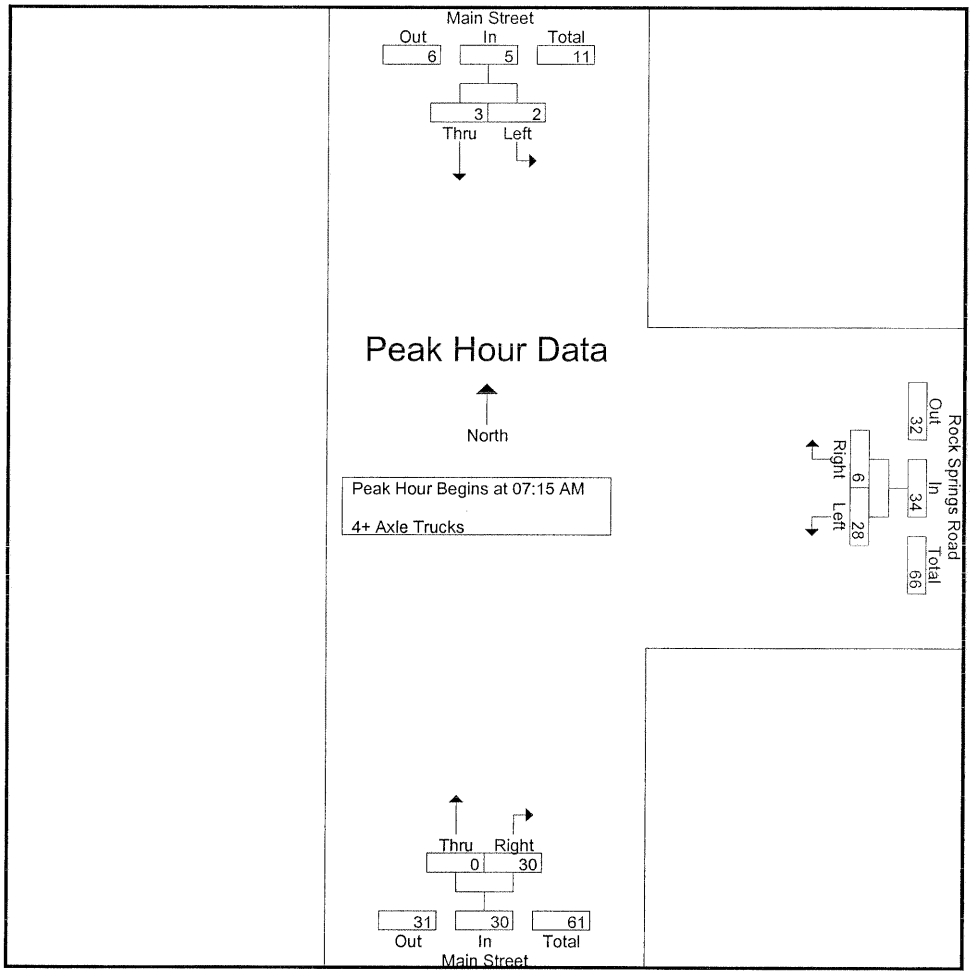

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	2	3	2	1	3	0	10	10
+15 mins.	0	0	0	10	4	14	0	7	7
+30 mins.	1	0	1	8	0	8	0	7	7
+45 mins.	0	1	1	8	1	9	0	6	6
Total Volume	2	3	5	28	6	34	0	30	30
% App. Total	40	60		82.4	17.6		0	100	
PHF	.500	.375	.417	.700	.375	.607	.000	.750	.750

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	100	57	157	17	72	89	45	26	71	317
04:15 PM	108	51	159	18	55	73	40	31	71	303
04:30 PM	104	35	139	29	81	110	36	26	62	311
04:45 PM	101	61	162	24	70	94	47	19	66	322
Total	413	204	617	88	278	366	168	102	270	1253
05:00 PM	119	59	178	24	66	90	44	24	68	336
05:15 PM	102	47	149	31	52	83	35	22	57	289
05:30 PM	112	59	171	22	62	84	36	24	60	315
05:45 PM	99	41	140	30	59	89	19	25	44	273
Total	432	206	638	107	239	346	134	95	229	1213
Grand Total	845	410	1255	195	517	712	302	197	499	2466
Apprch %	67.3	32.7		27.4	72.6		60.5	39.5		
Total %	34.3	16.6	50.9	7.9	21	28.9	12.2	8	20.2	
Passenger Vehicles	819	398	1217	190	495	685	281	190	471	2373
% Passenger Vehicles	96.9	97.1	97	97.4	95.7	96.2	93	96.4	94.4	96.2
Large 2 Axle Vehicles	18	7	25	5	16	21	18	6	24	70
% Large 2 Axle Vehicles	2.1	1.7	2	2.6	3.1	2.9	6	3	4.8	2.8
3 Axle Vehicles	1	1	2	0	1	1	1	0	1	4
% 3 Axle Vehicles	0.1	0.2	0.2	0	0.2	0.1	0.3	0	0.2	0.2
4+ Axle Trucks	7	4	11	0	5	5	2	1	3	19
% 4+ Axle Trucks	0.8	1	0.9	0	1	0.7	0.7	0.5	0.6	0.8

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	108	51	159	18	55	73	40	31	71	303
04:30 PM	104	35	139	29	81	110	36	26	62	311
04:45 PM	101	61	162	24	70	94	47	19	66	322
05:00 PM	119	59	178	24	66	90	44	24	68	336
Total Volume	432	206	638	95	272	367	167	100	267	1272
% App. Total	67.7	32.3		25.9	74.1		62.5	37.5		
PHF	.908	.844	.896	.819	.840	.834	.888	.806	.940	.946

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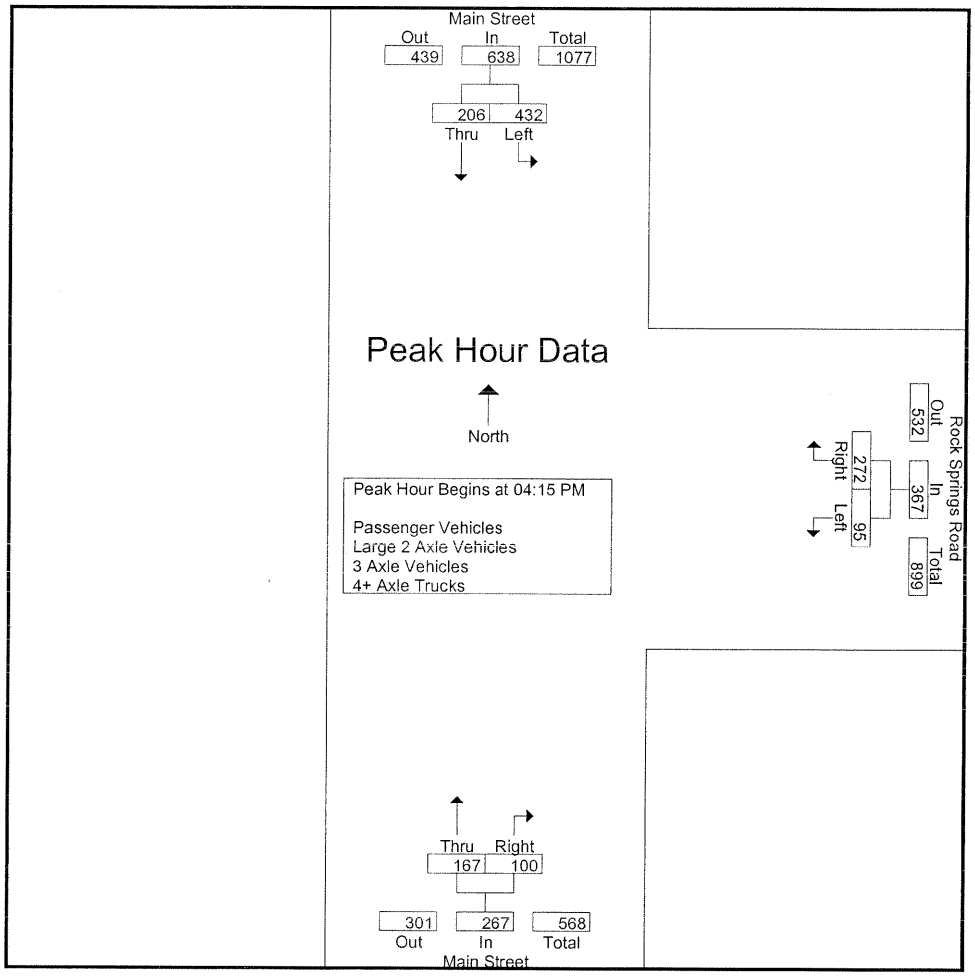

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:30 PM			04:00 PM		
+0 mins.	101	61	162	29	81	110	45	26	71
+15 mins.	119	59	178	24	70	94	40	31	71
+30 mins.	102	47	149	24	66	90	36	26	62
+45 mins.	112	59	171	31	52	83	47	19	66
Total Volume	434	226	660	108	269	377	168	102	270
% App. Total	65.8	34.2		28.6	71.4		62.2	37.8	
PHF	.912	.926	.927	.871	.830	.857	.894	.823	.951

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Groups Printed- Passenger Vehicles

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	95	56	151	16	70	86	41	25	66	303
04:15 PM	103	50	153	18	52	70	37	30	67	290
04:30 PM	102	35	137	28	78	106	35	26	61	304
04:45 PM	99	60	159	24	67	91	41	19	60	310
Total	399	201	600	86	267	353	154	100	254	1207
05:00 PM	116	56	172	24	63	87	41	23	64	323
05:15 PM	100	44	144	30	50	80	32	22	54	278
05:30 PM	108	57	165	22	60	82	35	21	56	303
05:45 PM	96	40	136	28	55	83	19	24	43	262
Total	420	197	617	104	228	332	127	90	217	1166
Grand Total	819	398	1217	190	495	685	281	190	471	2373
Apprch %	67.3	32.7		27.7	72.3		59.7	40.3		
Total %	34.5	16.8	51.3	8	20.9	28.9	11.8	8	19.8	

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	103	50	153	18	52	70	37	30	67	290
04:30 PM	102	35	137	28	78	106	35	26	61	304
04:45 PM	99	60	159	24	67	91	41	19	60	310
05:00 PM	116	56	172	24	63	87	41	23	64	323
Total Volume	420	201	621	94	260	354	154	98	252	1227
% App. Total	67.6	32.4		26.6	73.4		61.1	38.9		
PHF	.905	.838	.903	.839	.833	.835	.939	.817	.940	.950

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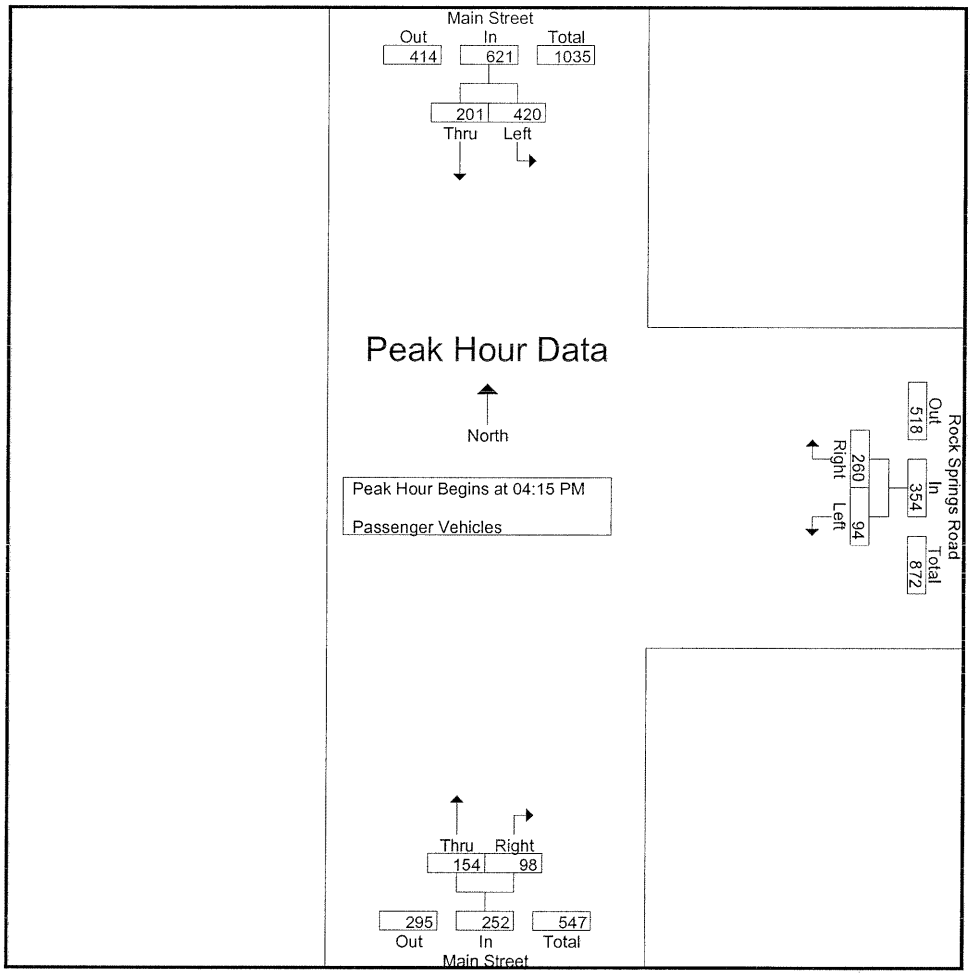

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	103	50	153	18	52	70	37	30	67
+15 mins.	102	35	137	28	78	106	35	26	61
+30 mins.	99	60	159	24	67	91	41	19	60
+45 mins.	116	56	172	24	63	87	41	23	64
Total Volume	420	201	621	94	260	354	154	98	252
% App. Total	67.6	32.4		26.6	73.4		61.1	38.9	
PHF	.905	.838	.903	.839	.833	.835	.939	.817	.940

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Groups Printed- Large 2 Axle Vehicles

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	3	0	3	1	2	3	4	1	5	11
04:15 PM	4	1	5	0	2	2	3	0	3	10
04:30 PM	2	0	2	1	3	4	1	0	1	7
04:45 PM	2	0	2	0	1	1	5	0	5	8
Total	11	1	12	2	8	10	13	1	14	36
05:00 PM	1	3	4	0	3	3	3	1	4	11
05:15 PM	1	2	3	1	1	2	1	0	1	6
05:30 PM	4	1	5	0	0	0	1	3	4	9
05:45 PM	1	0	1	2	4	6	0	1	1	8
Total	7	6	13	3	8	11	5	5	10	34
Grand Total	18	7	25	5	16	21	18	6	24	70
Apprch %	72	28		23.8	76.2		75	25		
Total %	25.7	10	35.7	7.1	22.9	30	25.7	8.6	34.3	

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	4	1	5	0	2	2	3	0	3	10
04:30 PM	2	0	2	1	3	4	1	0	1	7
04:45 PM	2	0	2	0	1	1	5	0	5	8
05:00 PM	1	3	4	0	3	3	3	1	4	11
Total Volume	9	4	13	1	9	10	12	1	13	36
% App. Total	69.2	30.8		10	90		92.3	7.7		
PHF	.563	.333	.650	.250	.750	.625	.600	.250	.650	.818

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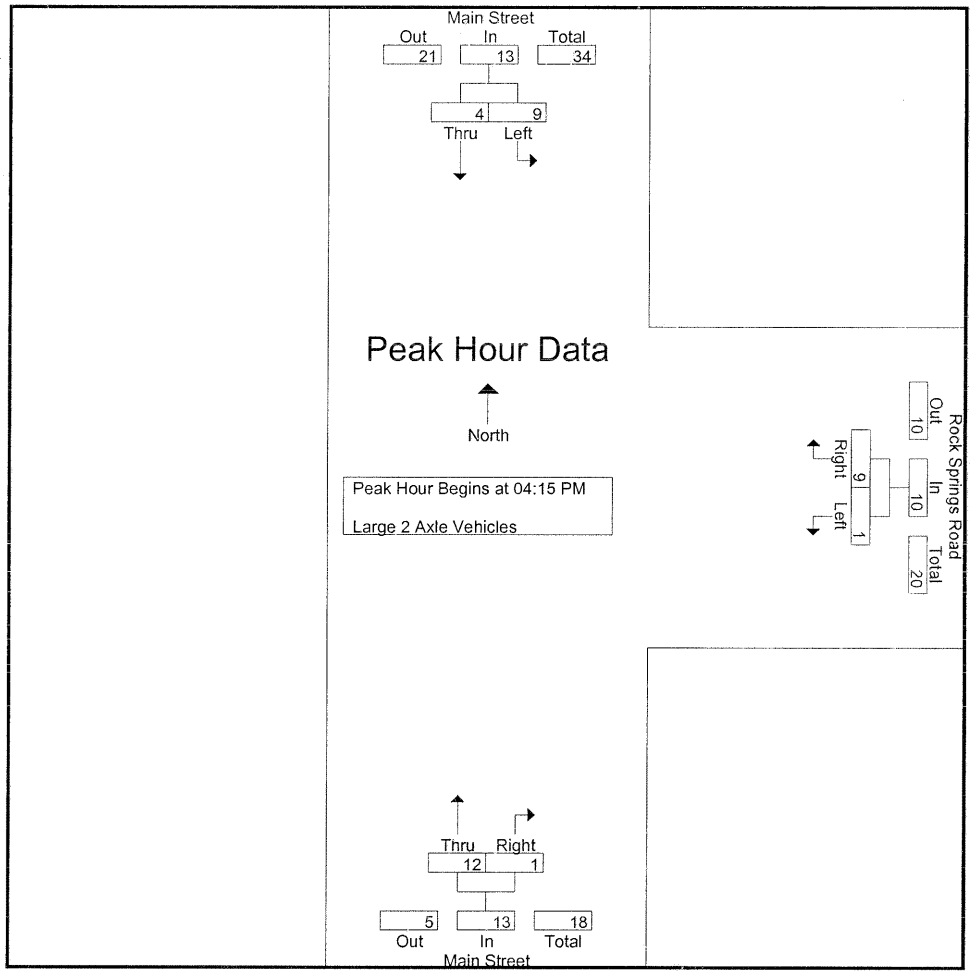

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	4	1	5	0	2	2	3	0	3
+15 mins.	2	0	2	1	3	4	1	0	1
+30 mins.	2	0	2	0	1	1	5	0	5
+45 mins.	1	3	4	0	3	3	3	1	4
Total Volume	9	4	13	1	9	10	12	1	13
% App. Total	69.2	30.8		10	90		92.3	7.7	
PHF	.563	.333	.650	.250	.750	.625	.600	.250	.650

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Groups Printed- 3 Axle Vehicles

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	1	1	0	0	0	2
Total	1	1	2	0	1	1	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	1	1	2	0	1	1	1	0	1	4
Apprch %	50	50		0	100		100	0		
Total %	25	25	50	0	25	25	25	0	25	

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	1	1	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	1	1	0	0	0	2
% App. Total	0	100		0	100		0	0		
PHF	.000	.250	.250	.000	.250	.250	.000	.000	.000	250

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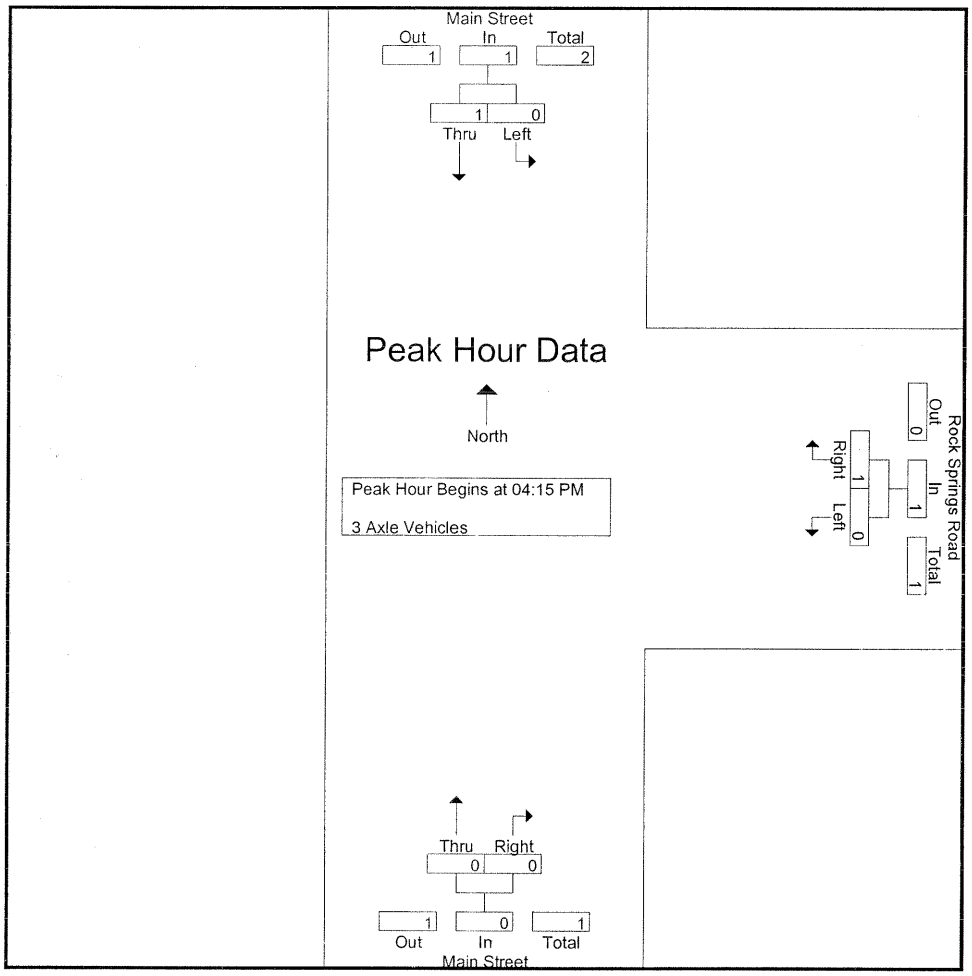

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	1	0	1	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	1	1	0	0	0
% App. Total	0	100		0	100		0	0	
PHF	.000	.250	.250	.000	.250	.250	.000	.000	.000

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

City of Hesperia
N/S: Main Street
E/W: Rock Springs Road
Weather: Sunny

File Name : HEMARSPM
Site Code : 05102293
Start Date : 1/18/2007
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Groups Printed- 4+ Axle Trucks

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	2	0	0	0	0	0	0	2
04:15 PM	1	0	1	0	1	1	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	1	1	0	1	2
Total	2	1	3	0	2	2	1	1	2	7
05:00 PM	2	0	2	0	0	0	0	0	0	2
05:15 PM	1	1	2	0	1	1	1	0	1	4
05:30 PM	0	1	1	0	2	2	0	0	0	3
05:45 PM	2	1	3	0	0	0	0	0	0	3
Total	5	3	8	0	3	3	1	0	1	12
Grand Total	7	4	11	0	5	5	2	1	3	19
Apprch %	63.6	36.4		0	100		66.7	33.3		
Total %	36.8	21.1	57.9	0	26.3	26.3	10.5	5.3	15.8	

	Main Street Southbound			Rock Springs Road Westbound			Main Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	1	0	1	0	1	1	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	1	1	0	1	2
05:00 PM	2	0	2	0	0	0	0	0	0	2
Total Volume	3	0	3	0	2	2	1	1	2	7
% App. Total	100	0		0	100		50	50		
PHF	.375	.000	.375	.000	.500	.500	.250	.250	.500	.583

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25424 Jaclyn Avenue
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File Name : HEMARSPM
Site Code : 05102293
Start Date : 1/18/2007
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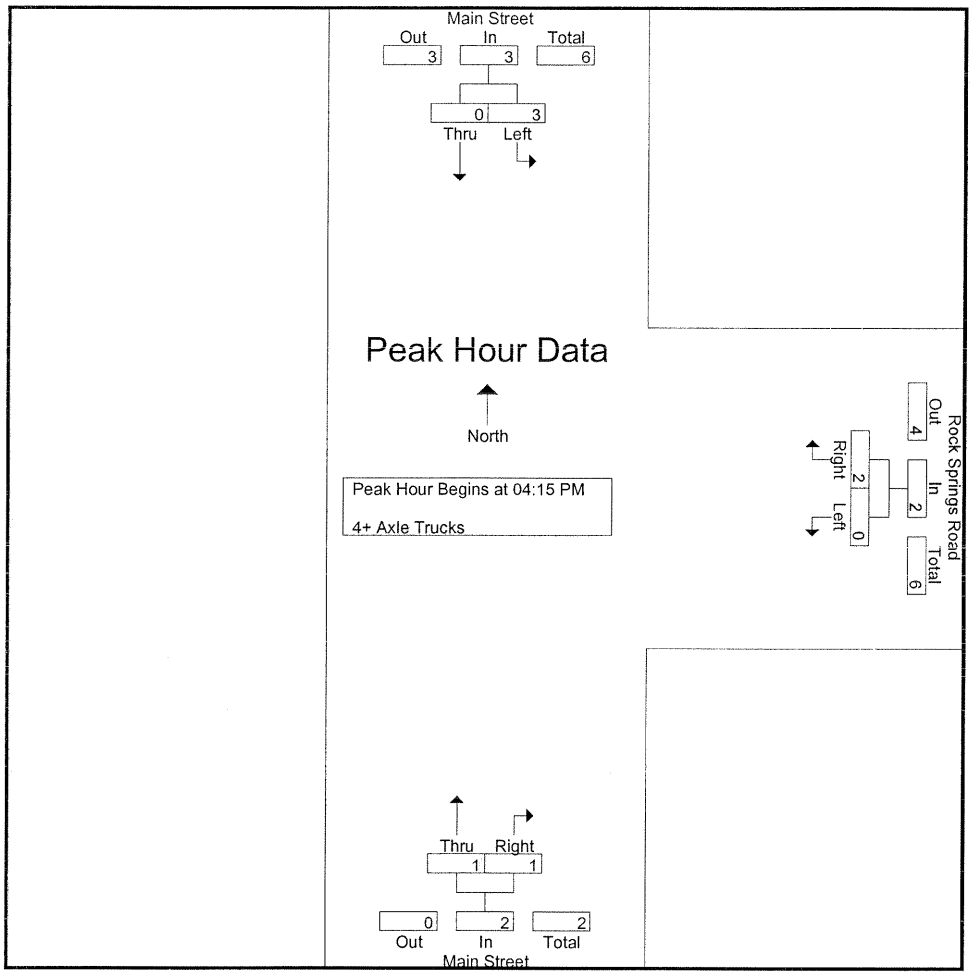

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	1	0	1	0	1	1	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	1	1	0	1
+45 mins.	2	0	2	0	0	0	0	0	0
Total Volume	3	0	3	0	2	2	1	1	2
% App. Total	100	0		0	100		50	50	
PHF	.375	.000	.375	.000	.500	.500	.250	.250	.500

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

INTERSECTION 4
Apple Valley Road(NS) / Bear Valley Road(EW)

AM PEAK HOUR

SOUTHBOUND 90

Total	1346	84	~~90~~
4-Axle	9	0	6
3-Axle	0	0	2
Buses/RV's	12	3	9
Autos	1325	81	63

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
559	24	4	42	489
836 ~~816~~	177	8	71	560
90	6	0	18	66

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
121	5	2	3	131
1240	27	6	51	1324
117	2	0	0	119

NORTHBOUND 42

Autos	123	154	29
Buses/RV's	3	3	2
3-Axle	0	0	0
4-Axle	6	0	6
Total	132	157	~~37~~

URBAN CROSSROADS

INTERSECTION 4
Apple Valley Road(NS) / Bear Valley Road(EW)

PM PEAK HOUR

SOUTHBOUND 143

Total	980	165	~~133~~
4-Axle	0	0	6
3-Axle	0	0	0
Buses/RV's	8	2	6
Autos	972	163	121

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
823	3	0	17	803
1108	18	6	27	1057
110	0	0	0	110

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
91	0	0	0	91
848	18	4	24	894
169	0	0	0	169

NORTHBOUND 142

Autos	134	229	127
Buses/RV's	9	0	3
3-Axle	4	0	2
4-Axle	3	0	0
Total	150	229	~~132~~

URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

INTERSECTION 4
Apple Valley Road(NS) / Bear Valley Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	1336	83	72
4-Axle	3	0	2
3-Axle	0	0	1
Buses/RV's	8	2	6
Autos	1325	81	63

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
527	8	2	28	489
670	59	4	47	560
80	2	0	12	66

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
121	3	1	1	126
1240	18	3	17	1278
117	1	0	0	118

NORTHBOUND

Autos	123	154	29
Buses/RV's	2	2	1
3-Axle	0	0	0
4-Axle	2	0	2
Total	127	156	32

URBAN CROSSROADS

INTERSECTION 4
Apple Valley Road(NS) / Bear Valley Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	977	164	127
4-Axle	0	0	2
3-Axle	0	0	0
Buses/RV's	5	1	4
Autos	972	163	121

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
815	1	0	11	803
1084	6	3	18	1057
110	0	0	0	110

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
91	0	0	0	91
848	12	2	8	870
169	0	0	0	169

NORTHBOUND

Autos	134	229	127
Buses/RV's	6	0	2
3-Axle	2	0	1
4-Axle	1	0	0
Total	143	229	130

URBAN CROSSROADS

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

City of Apple Valley
N/S: Apple Valley Road
E/W: Bear Valley Road
Weather: Sunny

File Name : AVAVBVAM
Site Code : 05102281
Start Date : 1/17/2007
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	12	142	171	7	289	33	329	10	33	6	49	97	116	10	223	772
07:15 AM	18	14	178	210	12	271	17	300	22	18	4	44	79	134	9	222	776
07:30 AM	24	9	236	269	24	339	29	392	31	50	4	85	121	201	21	343	1089
07:45 AM	14	20	412	446	28	347	39	414	30	44	8	82	154	175	22	351	1293
Total	73	55	968	1096	71	1246	118	1435	93	145	22	260	451	626	62	1139	3930
08:00 AM	17	32	311	360	20	303	25	348	40	26	10	76	137	165	17	319	1103
08:15 AM	17	22	377	416	46	289	33	368	26	36	10	72	115	129	20	264	1120
08:30 AM	13	14	299	326	35	242	29	306	35	42	31	108	121	145	15	281	1021
08:45 AM	17	30	302	349	32	292	19	343	42	33	18	93	127	162	23	312	1097
Total	64	98	1289	1451	133	1126	106	1365	143	137	69	349	500	601	75	1176	4341
Grand Total	137	153	2257	2547	204	2372	224	2800	236	282	91	609	951	1227	137	2315	8271
Apprch %	5.4	6	88.6		7.3	84.7	8		38.8	46.3	14.9		41.1	53	5.9		
Total %	1.7	1.8	27.3	30.8	2.5	28.7	2.7	33.9	2.9	3.4	1.1	7.4	11.5	14.8	1.7	28	
Passenger Vehicles	119	144	2232	2495	202	2301	214	2717	232	278	84	594	886	1021	116	2023	7829
% Passenger Vehicles	86.9	94.1	98.9	98	99	97	95.5	97	98.3	98.6	92.3	97.5	93.2	83.2	84.7	87.4	94.7
Large 2 Axle Vehicles	11	6	17	34	1	28	6	35	2	3	3	8	51	89	18	158	235
% Large 2 Axle Vehicles	8	3.9	0.8	1.3	0.5	1.2	2.7	1.2	0.8	1.1	3.3	1.3	5.4	7.3	13.1	6.8	2.8
3 Axle Vehicles	4	2	0	6	0	4	2	6	0	0	0	0	4	9	1	14	26
% 3 Axle Vehicles	2.9	1.3	0	0.2	0	0.2	0.9	0.2	0	0	0	0	0.4	0.7	0.7	0.6	0.3
4+ Axle Trucks	3	1	8	12	1	39	2	42	2	1	4	7	10	108	2	120	181
% 4+ Axle Trucks	2.2	0.7	0.4	0.5	0.5	1.6	0.9	1.5	0.8	0.4	4.4	1.1	1.1	8.8	1.5	5.2	2.2

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	24	9	236	269	24	339	29	392	31	50	4	85	121	201	21	343	1089
07:45 AM	14	20	412	446	28	347	39	414	30	44	8	82	154	175	22	351	1293
08:00 AM	17	32	311	360	20	303	25	348	40	26	10	76	137	165	17	319	1103
08:15 AM	17	22	377	416	46	289	33	368	26	36	10	72	115	129	20	264	1120
Total Volume	72	83	1336	1491	118	1278	126	1522	127	156	32	315	527	670	80	1277	4605
% App. Total	4.8	5.6	89.6		7.8	84	8.3		40.3	49.5	10.2		41.3	52.5	6.3		
PHF	.750	.648	.811	.836	.641	.921	.808	.919	.794	.780	.800	.926	.856	.833	.909	.910	.890

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25424 Jaclyn Avenue
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(951) 247-6716

City of Apple Valley
N/S: Apple Valley Road
E/W: Bear Valley Road
Weather: Sunny

File Name : AVAVBVAM
Site Code : 05102281
Start Date : 1/17/2007
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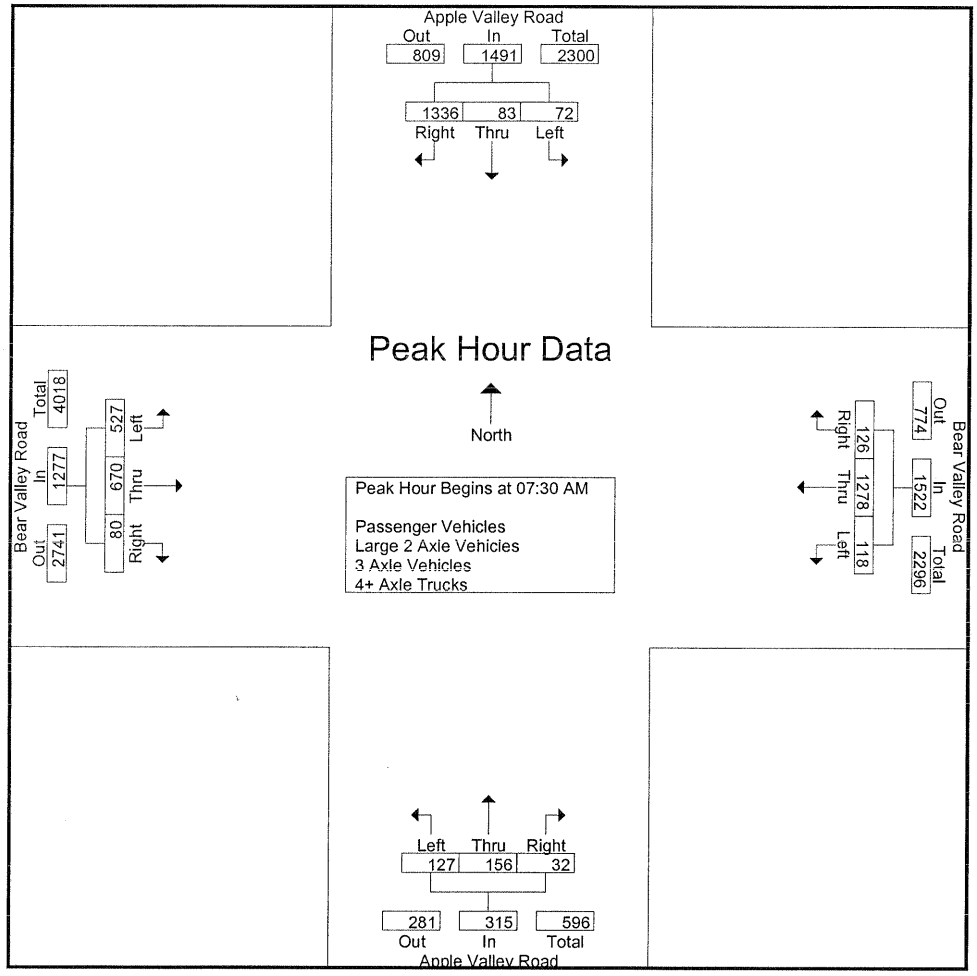

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				08:00 AM				07:30 AM			
+0 mins.	14	20	412	446	24	339	29	392	40	26	10	76	121	201	21	343
+15 mins.	17	32	311	360	28	347	39	414	26	36	10	72	154	175	22	351
+30 mins.	17	22	377	416	20	303	25	348	35	42	31	108	137	165	17	319
+45 mins.	13	14	299	326	46	289	33	368	42	33	18	93	115	129	20	264
Total Volume	61	88	1399	1548	118	1278	126	1522	143	137	69	349	527	670	80	1277
% App. Total	3.9	5.7	90.4		7.8	84	8.3		41	39.3	19.8		41.3	52.5	6.3	
PHF	.897	.688	.849	.868	.641	.921	.808	.919	.851	.815	.556	.808	.856	.833	.909	.910

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City of Apple Valley
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Start Date : 1/17/2007
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Groups Printed- Passenger Vehicles

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	10	139	165	7	282	32	321	10	31	4	45	89	104	10	203	734
07:15 AM	16	10	174	200	12	268	17	297	22	18	3	43	77	110	7	194	734
07:30 AM	20	8	231	259	24	332	26	382	30	48	4	82	112	163	16	291	1014
07:45 AM	12	20	409	441	28	334	39	401	29	44	6	79	140	158	20	318	1239
Total	64	48	953	1065	71	1216	114	1401	91	141	17	249	418	535	53	1006	3721
08:00 AM	14	32	310	356	20	298	25	343	39	26	10	75	130	135	15	280	1054
08:15 AM	17	21	375	413	45	276	31	352	25	36	9	70	107	104	15	226	1061
08:30 AM	12	13	294	319	34	226	28	288	35	42	30	107	111	112	13	236	950
08:45 AM	12	30	300	342	32	285	16	333	42	33	18	93	120	135	20	275	1043
Total	55	96	1279	1430	131	1085	100	1316	141	137	67	345	468	486	63	1017	4108
Grand Total	119	144	2232	2495	202	2301	214	2717	232	278	84	594	886	1021	116	2023	7829
Apprch %	4.8	5.8	89.5		7.4	84.7	7.9		39.1	46.8	14.1		43.8	50.5	5.7		
Total %	1.5	1.8	28.5	31.9	2.6	29.4	2.7	34.7	3	3.6	1.1	7.6	11.3	13	1.5	25.8	

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	20	8	231	259	24	332	26	382	30	48	4	82	112	163	16	291	1014
07:45 AM	12	20	409	441	28	334	39	401	29	44	6	79	140	158	20	318	1239
08:00 AM	14	32	310	356	20	298	25	343	39	26	10	75	130	135	15	280	1054
08:15 AM	17	21	375	413	45	276	31	352	25	36	9	70	107	104	15	226	1061
Total Volume	63	81	1325	1469	117	1240	121	1478	123	154	29	306	489	560	66	1115	4368
% App. Total	4.3	5.5	90.2		7.9	83.9	8.2		40.2	50.3	9.5		43.9	50.2	5.9		
PHF	.788	.633	.810	.833	.650	.928	.776	.921	.788	.802	.725	.933	.873	.859	.825	.877	.881

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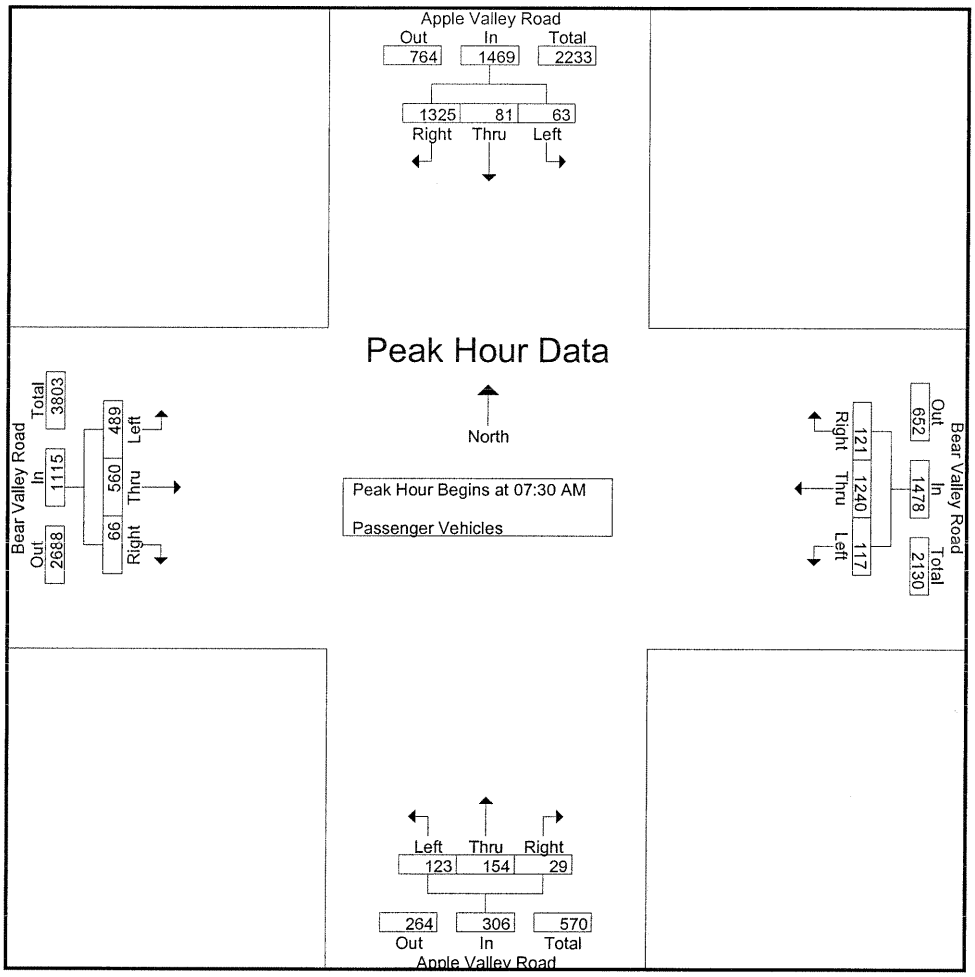

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	20	8	231	259	24	332	26	382	30	48	4	82	112	163	16	291
+15 mins.	12	20	409	441	28	334	39	401	29	44	6	79	140	158	20	318
+30 mins.	14	32	310	356	20	298	25	343	39	26	10	75	130	135	15	280
+45 mins.	17	21	375	413	45	276	31	352	25	36	9	70	107	104	15	226
Total Volume	63	81	1325	1469	117	1240	121	1478	123	154	29	306	489	560	66	1115
% App. Total	4.3	5.5	90.2		7.9	83.9	8.2		40.2	50.3	9.5		43.9	50.2	5.9	
PHF	.788	.633	.810	.833	.650	.928	.776	.921	.788	.802	.725	.933	.873	.859	.825	.877

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Groups Printed- Large 2 Axle Vehicles

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	0	4	1	5	0	1	2	3	8	6	0	14	24
07:15 AM	1	3	4	8	0	1	0	1	0	0	0	0	2	13	1	16	25
07:30 AM	2	1	4	7	0	3	3	6	1	2	0	3	7	17	4	28	44
07:45 AM	2	0	1	3	0	8	0	8	0	0	1	1	11	10	2	23	35
Total	5	4	11	20	0	16	4	20	1	3	3	7	28	46	7	81	128
08:00 AM	2	0	1	3	0	2	0	2	1	0	0	1	4	10	2	16	22
08:15 AM	0	1	2	3	1	5	0	6	0	0	0	0	6	10	4	20	29
08:30 AM	0	1	2	3	0	4	1	5	0	0	0	0	8	15	2	25	33
08:45 AM	4	0	1	5	0	1	1	2	0	0	0	0	5	8	3	16	23
Total	6	2	6	14	1	12	2	15	1	0	0	1	23	43	11	77	107
Grand Total	11	6	17	34	1	28	6	35	2	3	3	8	51	89	18	158	235
Apprch %	32.4	17.6	50		2.9	80	17.1		25	37.5	37.5		32.3	56.3	11.4		
Total %	4.7	2.6	7.2	14.5	0.4	11.9	2.6	14.9	0.9	1.3	1.3	3.4	21.7	37.9	7.7	67.2	

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	1	4	7	0	3	3	6	1	2	0	3	7	17	4	28	44
07:45 AM	2	0	1	3	0	8	0	8	0	0	1	1	11	10	2	23	35
08:00 AM	2	0	1	3	0	2	0	2	1	0	0	1	4	10	2	16	22
08:15 AM	0	1	2	3	1	5	0	6	0	0	0	0	6	10	4	20	29
Total Volume	6	2	8	16	1	18	3	22	2	2	1	5	28	47	12	87	130
% App. Total	37.5	12.5	50		4.5	81.8	13.6		40	40	20		32.2	54	13.8		
PHF	.750	.500	.500	.571	.250	.563	.250	.688	.500	.250	.250	.417	.636	.691	.750	.777	.739

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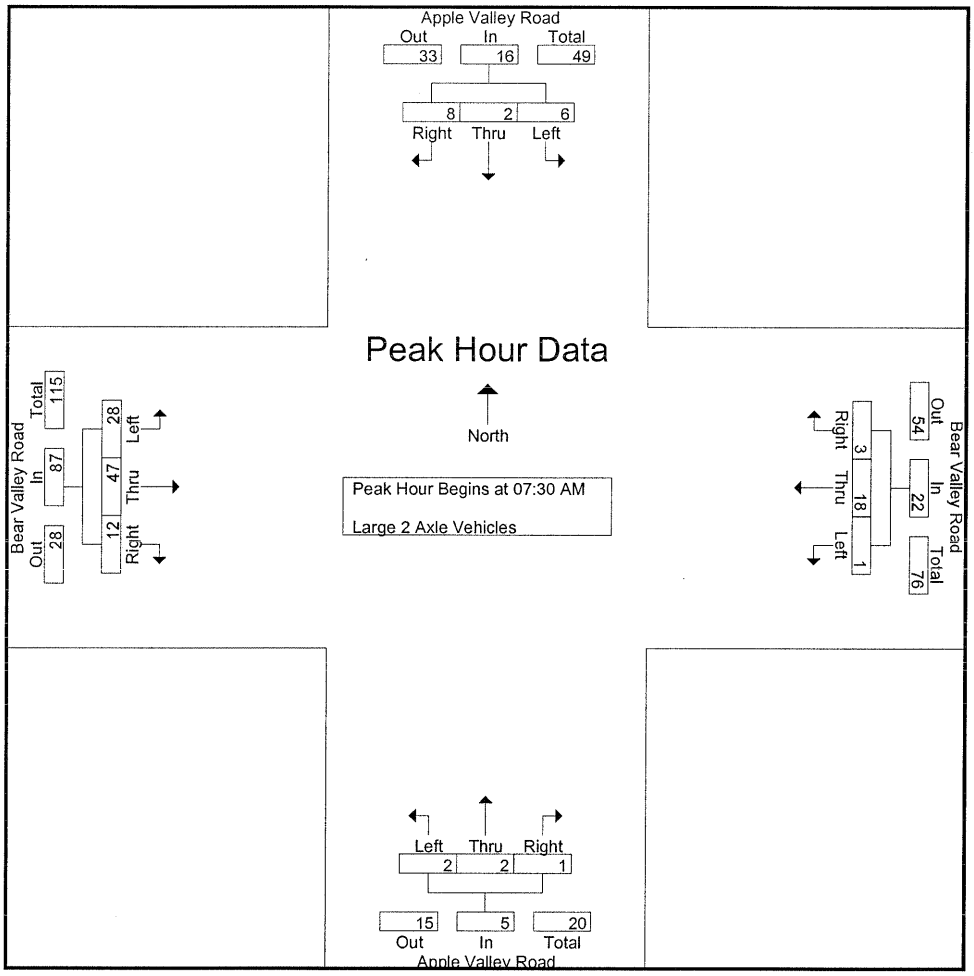

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	1	4	7	0	3	3	6	1	2	0	3	7	17	4	28
+15 mins.	2	0	1	3	0	8	0	8	0	0	1	1	11	10	2	23
+30 mins.	2	0	1	3	0	2	0	2	1	0	0	1	4	10	2	16
+45 mins.	0	1	2	3	1	5	0	6	0	0	0	0	6	10	4	20
Total Volume	6	2	8	16	1	18	3	22	2	2	1	5	28	47	12	87
% App. Total	37.5	12.5	50		4.5	81.8	13.6		40	40	20		32.2	54	13.8	
PHF	.750	.500	.500	.571	.250	.563	.250	.688	.500	.250	.250	.417	.636	.691	.750	.777

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25424 Jaclyn Avenue
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(951) 247-6716

City of Apple Valley
N/S: Apple Valley Road
E/W: Bear Valley Road
Weather: Sunny

File Name : AVAVBVAM
Site Code : 05102281
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Groups Printed- 3 Axle Vehicles

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
07:15 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	3	0	0	0	0	0	0	0	0	0	2	1	3	6
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	4	0	5	6
08:15 AM	0	0	0	0	0	3	1	4	0	0	0	0	1	0	0	1	5
08:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	1	2	0	3	5
08:45 AM	1	0	0	1	0	0	1	1	0	0	0	0	1	1	0	2	4
Total	3	0	0	3	0	4	2	6	0	0	0	0	4	7	0	11	20
Grand Total	4	2	0	6	0	4	2	6	0	0	0	0	4	9	1	14	26
Apprch %	66.7	33.3	0		0	66.7	33.3		0	0	0		28.6	64.3	7.1		
Total %	15.4	7.7	0	23.1	0	15.4	7.7	23.1	0	0	0	0	15.4	34.6	3.8	53.8	

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	4	0	5	6
08:15 AM	0	0	0	0	0	3	1	4	0	0	0	0	1	0	0	1	5
Total Volume	1	0	0	1	0	3	1	4	0	0	0	0	2	4	0	6	11
% App. Total	100	0	0		0	75	25		0	0	0		33.3	66.7	0		
PHF	.250	.000	.000	.250	.000	.250	.250	.250	.000	.000	.000	.000	.500	.250	.000	.300	.458

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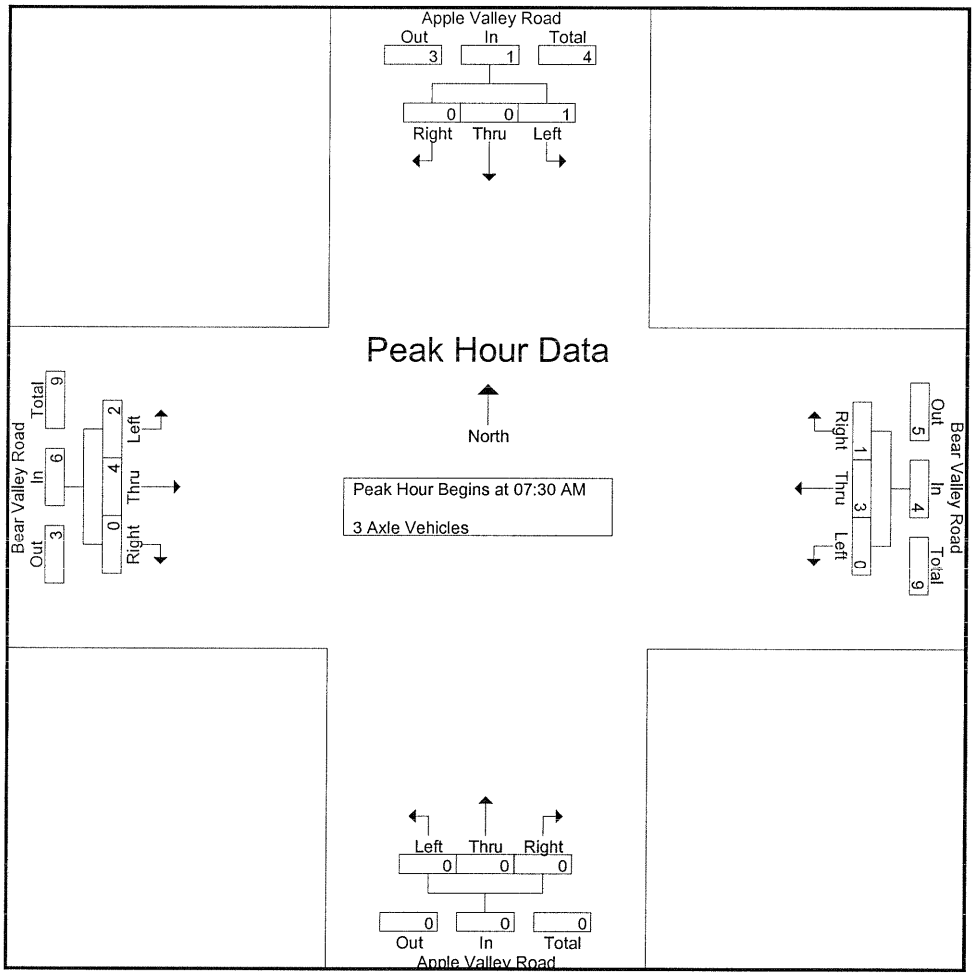

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	4	0	5
+45 mins.	0	0	0	0	0	3	1	4	0	0	0	0	1	0	0	1
Total Volume	1	0	0	1	0	3	1	4	0	0	0	0	2	4	0	6
% App. Total	100	0	0		0	75	25		0	0	0		33.3	66.7	0	
PHF	.250	.000	.000	.250	.000	.250	.250	.250	.000	.000	.000	.000	.500	.250	.000	.300

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Groups Printed- 4+ Axle Trucks

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	1	3	0	3	0	3	0	1	0	1	0	4	0	4	11
07:15 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	11	0	11	14
07:30 AM	2	0	1	3	0	4	0	4	0	0	0	0	2	21	1	24	31
07:45 AM	0	0	2	2	0	5	0	5	1	0	1	2	3	7	0	10	19
Total	3	1	4	8	0	14	0	14	1	1	2	4	5	43	1	49	75
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	2	16	0	18	21
08:15 AM	0	0	0	0	0	5	1	6	1	0	1	2	1	15	1	17	25
08:30 AM	0	0	3	3	1	11	0	12	0	0	1	1	1	16	0	17	33
08:45 AM	0	0	1	1	0	6	1	7	0	0	0	0	1	18	0	19	27
Total	0	0	4	4	1	25	2	28	1	0	2	3	5	65	1	71	106
Grand Total	3	1	8	12	1	39	2	42	2	1	4	7	10	108	2	120	181
Apprch %	25	8.3	66.7		2.4	92.9	4.8		28.6	14.3	57.1		8.3	90	1.7		
Total %	1.7	0.6	4.4	6.6	0.6	21.5	1.1	23.2	1.1	0.6	2.2	3.9	5.5	59.7	1.1	66.3	

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	0	1	3	0	4	0	4	0	0	0	0	2	21	1	24	31
07:45 AM	0	0	2	2	0	5	0	5	1	0	1	2	3	7	0	10	19
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	2	16	0	18	21
08:15 AM	0	0	0	0	0	5	1	6	1	0	1	2	1	15	1	17	25
Total Volume	2	0	3	5	0	17	1	18	2	0	2	4	8	59	2	69	96
% App. Total	40	0	60		0	94.4	5.6		50	0	50		11.6	85.5	2.9		
PHF	.250	.000	.375	.417	.000	.850	.250	.750	.500	.000	.500	.500	.667	.702	.500	.719	.774

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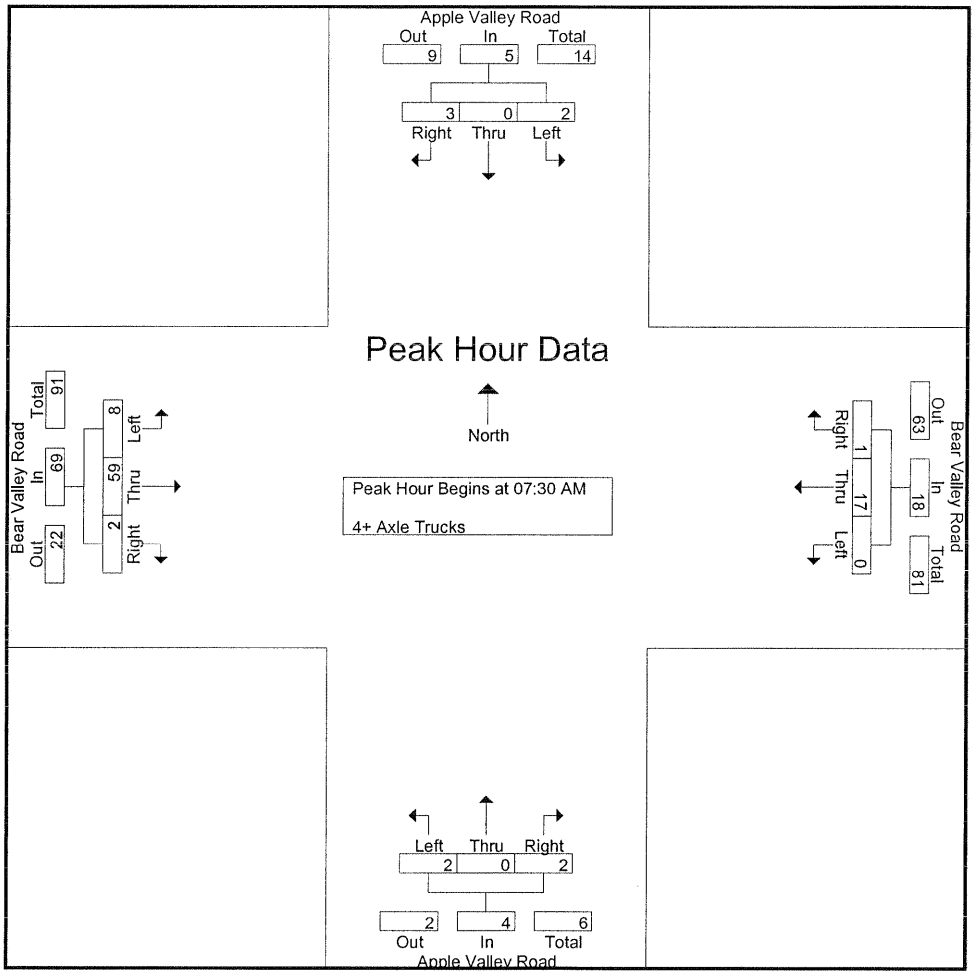

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	0	1	3	0	4	0	4	0	0	0	0	2	21	1	24
+15 mins.	0	0	2	2	0	5	0	5	1	0	1	2	3	7	0	10
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	2	16	0	18
+45 mins.	0	0	0	0	0	5	1	6	1	0	1	2	1	15	1	17
Total Volume	2	0	3	5	0	17	1	18	2	0	2	4	8	59	2	69
% App. Total	40	0	60		0	94.4	5.6		50	0	50		11.6	85.5	2.9	
PHF	.250	.000	.375	.417	.000	.850	.250	.750	.500	.000	.500	.500	.667	.702	.500	.719

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	32	41	247	320	91	246	30	367	36	77	27	140	190	268	18	476	1303
04:15 PM	28	39	236	303	52	199	43	294	38	52	25	115	195	276	21	492	1204
04:30 PM	24	42	241	307	32	214	21	267	36	63	42	141	188	253	23	464	1179
04:45 PM	40	27	233	300	37	228	22	287	26	57	31	114	203	271	29	503	1204
Total	124	149	957	1230	212	887	116	1215	136	249	125	510	776	1068	91	1935	4890
05:00 PM	29	56	256	341	51	223	30	304	58	49	27	134	207	303	30	540	1319
05:15 PM	34	39	247	320	49	205	18	272	23	60	30	113	217	257	28	502	1207
05:30 PM	34	35	228	297	36	167	27	230	33	57	22	112	203	286	15	504	1143
05:45 PM	27	22	183	232	55	162	34	251	42	36	5	83	191	284	23	498	1064
Total	124	152	914	1190	191	757	109	1057	156	202	84	442	818	1130	96	2044	4733
Grand Total	248	301	1871	2420	403	1644	225	2272	292	451	209	952	1594	2198	187	3979	9623
Apprch %	10.2	12.4	77.3		17.7	72.4	9.9		30.7	47.4	22		40.1	55.2	4.7		
Total %	2.6	3.1	19.4	25.1	4.2	17.1	2.3	23.6	3	4.7	2.2	9.9	16.6	22.8	1.9	41.3	
Passenger Vehicles	239	299	1856	2394	403	1597	225	2225	281	450	206	937	1573	2139	183	3895	9451
% Passenger Vehicles	96.4	99.3	99.2	98.9	100	97.1	100	97.9	96.2	99.8	98.6	98.4	98.7	97.3	97.9	97.9	98.2
Large 2 Axle Vehicles	5	2	14	21	0	26	0	26	7	1	2	10	19	39	4	62	119
% Large 2 Axle Vehicles	2	0.7	0.7	0.9	0	1.6	0	1.1	2.4	0.2	1	1.1	1.2	1.8	2.1	1.6	1.2
3 Axle Vehicles	0	0	0	0	0	2	0	2	2	0	1	3	1	5	0	6	11
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0.7	0	0.5	0.3	0.1	0.2	0	0.2	0.1
4+ Axle Trucks	4	0	1	5	0	19	0	19	2	0	0	2	1	15	0	16	42
% 4+ Axle Trucks	1.6	0	0.1	0.2	0	1.2	0	0.8	0.7	0	0	0.2	0.1	0.7	0	0.4	0.4

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	24	42	241	307	32	214	21	267	36	63	42	141	188	253	23	464	1179
04:45 PM	40	27	233	300	37	228	22	287	26	57	31	114	203	271	29	503	1204
05:00 PM	29	56	256	341	51	223	30	304	58	49	27	134	207	303	30	540	1319
05:15 PM	34	39	247	320	49	205	18	272	23	60	30	113	217	257	28	502	1207
Total Volume	127	164	977	1268	169	870	91	1130	143	229	130	502	815	1084	110	2009	4909
% App. Total	10	12.9	77.1		15	77	8.1		28.5	45.6	25.9		40.6	54	5.5		
PHF	.794	.732	.954	.930	.828	.954	.758	.929	.616	.909	.774	.890	.939	.894	.917	.930	.930

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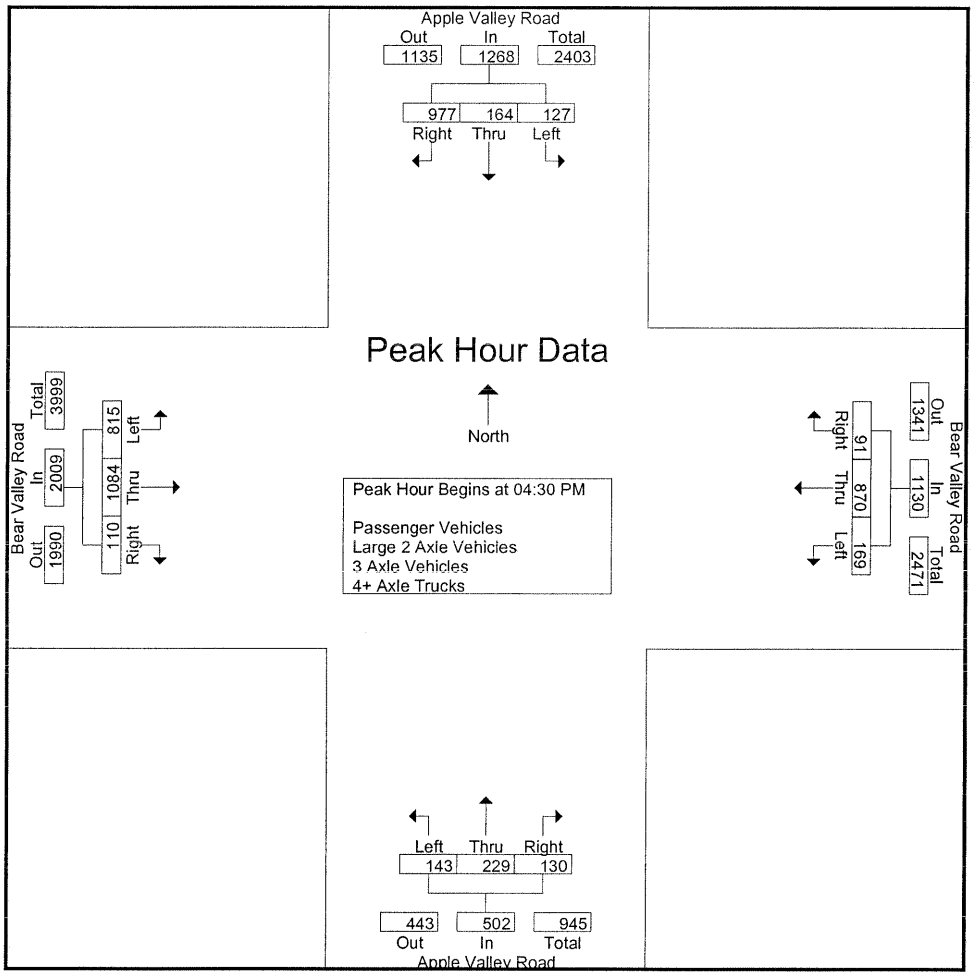

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	24	42	241	307	91	246	30	367	36	77	27	140	203	271	29	503
+15 mins.	40	27	233	300	52	199	43	294	38	52	25	115	207	303	30	540
+30 mins.	29	56	256	341	32	214	21	267	36	63	42	141	217	257	28	502
+45 mins.	34	39	247	320	37	228	22	287	26	57	31	114	203	286	15	504
Total Volume	127	164	977	1268	212	887	116	1215	136	249	125	510	830	1117	102	2049
% App. Total	10	12.9	77.1		17.4	73	9.5		26.7	48.8	24.5		40.5	54.5	5	
PHF	.794	.732	.954	.930	.582	.901	.674	.828	.895	.808	.744	.904	.956	.922	.850	.949

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Groups Printed- Passenger Vehicles

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	40	242	313	91	236	30	357	35	77	27	139	189	261	17	467	1276
04:15 PM	27	39	234	300	52	194	43	289	37	52	25	114	194	263	20	477	1180
04:30 PM	22	41	238	301	32	207	21	260	36	63	40	139	183	248	23	454	1154
04:45 PM	40	27	233	300	37	222	22	281	22	57	30	109	201	266	29	496	1186
Total	120	147	947	1214	212	859	116	1187	130	249	122	501	767	1038	89	1894	4796
05:00 PM	27	56	254	337	51	216	30	297	55	49	27	131	206	297	30	533	1298
05:15 PM	32	39	247	318	49	203	18	270	21	60	30	111	213	246	28	487	1186
05:30 PM	34	35	225	294	36	158	27	221	33	56	22	111	200	280	14	494	1120
05:45 PM	26	22	183	231	55	161	34	250	42	36	5	83	187	278	22	487	1051
Total	119	152	909	1180	191	738	109	1038	151	201	84	436	806	1101	94	2001	4655
Grand Total	239	299	1856	2394	403	1597	225	2225	281	450	206	937	1573	2139	183	3895	9451
Apprch %	10	12.5	77.5		18.1	71.8	10.1		30	48	22		40.4	54.9	4.7		
Total %	2.5	3.2	19.6	25.3	4.3	16.9	2.4	23.5	3	4.8	2.2	9.9	16.6	22.6	1.9	41.2	

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	22	41	238	301	32	207	21	260	36	63	40	139	183	248	23	454	1154
04:45 PM	40	27	233	300	37	222	22	281	22	57	30	109	201	266	29	496	1186
05:00 PM	27	56	254	337	51	216	30	297	55	49	27	131	206	297	30	533	1298
05:15 PM	32	39	247	318	49	203	18	270	21	60	30	111	213	246	28	487	1186
Total Volume	121	163	972	1256	169	848	91	1108	134	229	127	490	803	1057	110	1970	4824
% App. Total	9.6	13	77.4		15.3	76.5	8.2		27.3	46.7	25.9		40.8	53.7	5.6		
PHF	.756	.728	.957	.932	.828	.955	.758	.933	.609	.909	.794	.881	.942	.890	.917	.924	.929

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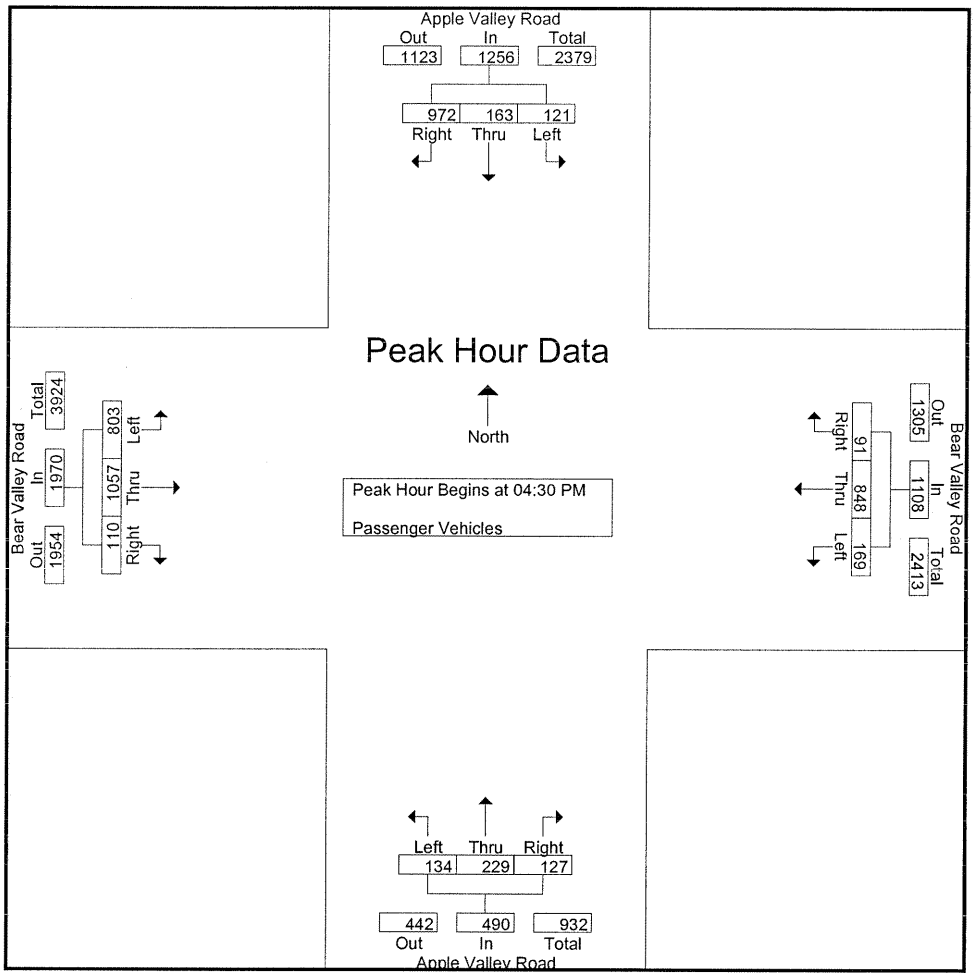

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	22	41	238	301	32	207	21	260	36	63	40	139	183	248	23	454
+15 mins.	40	27	233	300	37	222	22	281	22	57	30	109	201	266	29	496
+30 mins.	27	56	254	337	51	216	30	297	55	49	27	131	206	297	30	533
+45 mins.	32	39	247	318	49	203	18	270	21	60	30	111	213	246	28	487
Total Volume	121	163	972	1256	169	848	91	1108	134	229	127	490	803	1057	110	1970
% App. Total	9.6	13	77.4		15.3	76.5	8.2		27.3	46.7	25.9		40.8	53.7	5.6	
PHF	.756	.728	.957	.932	.828	.955	.758	.933	.609	.909	.794	.881	.942	.890	.917	.924

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Groups Printed- Large 2 Axle Vehicles

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	4	5	0	4	0	4	0	0	0	0	1	5	1	7	16
04:15 PM	1	0	2	3	0	1	0	1	1	0	0	1	1	10	1	12	17
04:30 PM	0	1	3	4	0	3	0	3	0	0	1	1	4	4	0	8	16
04:45 PM	0	0	0	0	0	4	0	4	3	0	1	4	2	5	0	7	15
Total	1	2	9	12	0	12	0	12	4	0	2	6	8	24	2	34	64
05:00 PM	2	0	2	4	0	3	0	3	3	0	0	3	1	3	0	4	14
05:15 PM	2	0	0	2	0	2	0	2	0	0	0	0	4	6	0	10	14
05:30 PM	0	0	3	3	0	8	0	8	0	1	0	1	3	2	1	6	18
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	3	4	1	8	9
Total	4	0	5	9	0	14	0	14	3	1	0	4	11	15	2	28	55
Grand Total	5	2	14	21	0	26	0	26	7	1	2	10	19	39	4	62	119
Apprch %	23.8	9.5	66.7		0	100	0		70	10	20		30.6	62.9	6.5		
Total %	4.2	1.7	11.8	17.6	0	21.8	0	21.8	5.9	0.8	1.7	8.4	16	32.8	3.4	52.1	

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	3	4	0	3	0	3	0	0	1	1	4	4	0	8	16
04:45 PM	0	0	0	0	0	4	0	4	3	0	1	4	2	5	0	7	15
05:00 PM	2	0	2	4	0	3	0	3	3	0	0	3	1	3	0	4	14
05:15 PM	2	0	0	2	0	2	0	2	0	0	0	0	4	6	0	10	14
Total Volume	4	1	5	10	0	12	0	12	6	0	2	8	11	18	0	29	59
% App. Total	40	10	50		0	100	0		75	0	25		37.9	62.1	0		
PHF	.500	.250	.417	.625	.000	.750	.000	.750	.500	.000	.500	.500	.688	.750	.000	.725	.922

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City of Apple Valley
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Weather: Sunny

File Name : AVAVBVPM
Site Code : 05102281
Start Date : 1/17/2007
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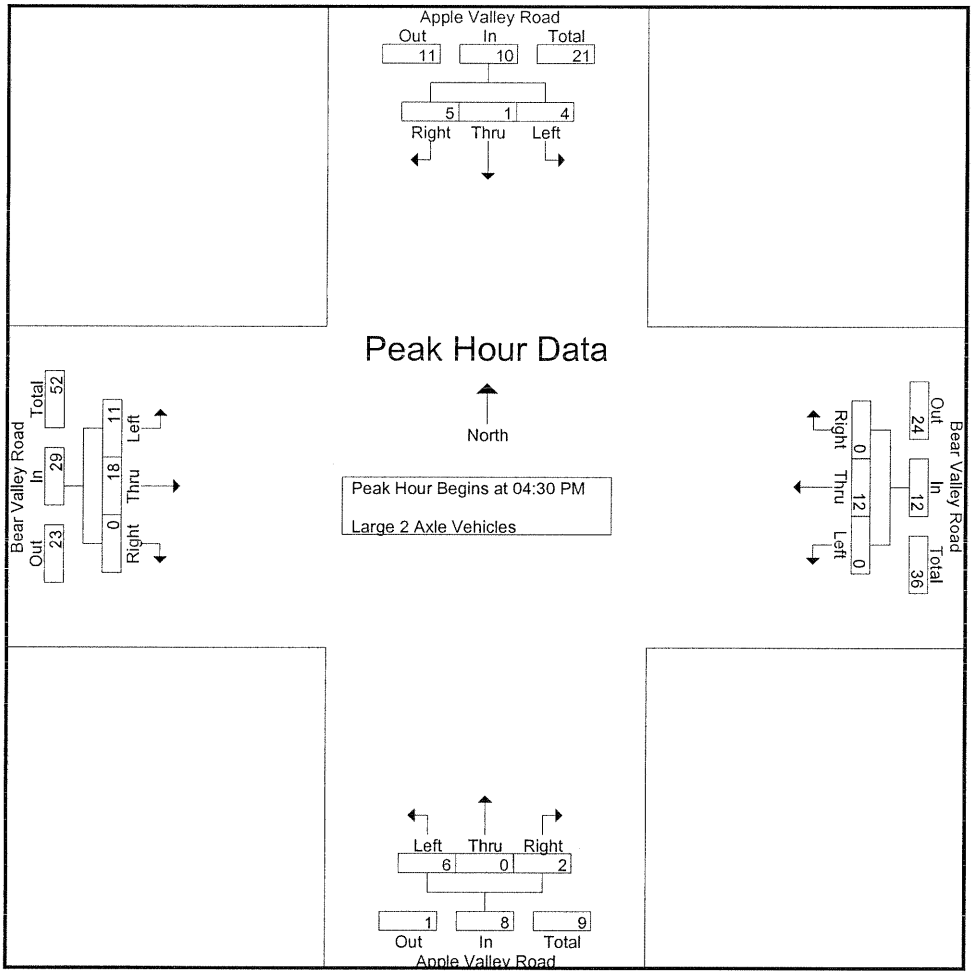

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	3	4	0	3	0	3	0	0	1	1	4	4	0	8
+15 mins.	0	0	0	0	0	4	0	4	3	0	1	4	2	5	0	7
+30 mins.	2	0	2	4	0	3	0	3	3	0	0	3	1	3	0	4
+45 mins.	2	0	0	2	0	2	0	2	0	0	0	0	4	6	0	10
Total Volume	4	1	5	10	0	12	0	12	6	0	2	8	11	18	0	29
% App. Total	40	10	50		0	100	0		75	0	25		37.9	62.1	0	
PHF	.500	.250	.417	.625	.000	.750	.000	.750	.500	.000	.500	.500	.688	.750	.000	.725

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Groups Printed- 3 Axle Vehicles

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	1	0	1	2	0	2	0	2	5
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	0	1	1	0	0	1	1	3	0	4	6
Grand Total	0	0	0	0	0	2	0	2	2	0	1	3	1	5	0	6	11
Apprch %	0	0	0		0	100	0		66.7	0	33.3		16.7	83.3	0		
Total %	0	0	0	0	0	18.2	0	18.2	18.2	0	9.1	27.3	9.1	45.5	0	54.5	

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
Total Volume	0	0	0	0	0	2	0	2	2	0	1	3	0	3	0	3	8
% App. Total	0	0	0		0	100	0		66.7	0	33.3		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.250	.750	.000	.375	.000	.375	.667

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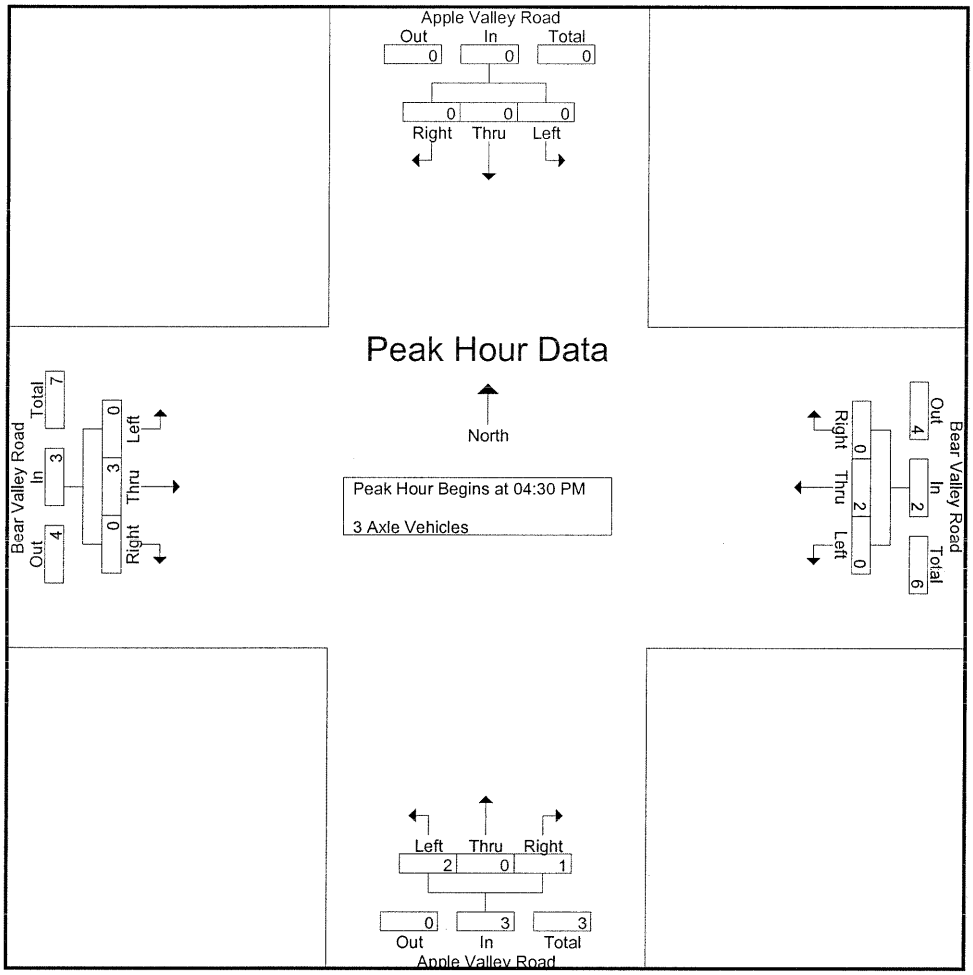

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2
Total Volume	0	0	0	0	0	2	0	2	2	0	1	3	0	3	0	3
% App. Total	0	0	0		0	100	0		66.7	0	33.3		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.250	.750	.000	.375	.000	.375

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Start Date : 1/17/2007
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Groups Printed- 4+ Axle Trucks

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	1	2	0	6	0	6	1	0	0	1	0	2	0	2	11
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
04:30 PM	2	0	0	2	0	3	0	3	0	0	0	0	1	0	0	1	6
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	3	0	1	4	0	15	0	15	1	0	0	1	1	4	0	5	25
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	3	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
Total	1	0	0	1	0	4	0	4	1	0	0	1	0	11	0	11	17
Grand Total	4	0	1	5	0	19	0	19	2	0	0	2	1	15	0	16	42
Apprch %	80	0	20		0	100	0		100	0	0		6.2	93.8	0		
Total %	9.5	0	2.4	11.9	0	45.2	0	45.2	4.8	0	0	4.8	2.4	35.7	0	38.1	

	Apple Valley Road Southbound				Bear Valley Road Westbound				Apple Valley Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	0	0	2	0	3	0	3	0	0	0	0	1	0	0	1	6
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	3	4
Total Volume	2	0	0	2	0	8	0	8	1	0	0	1	1	6	0	7	18
% App. Total	100	0	0		0	100	0		100	0	0		14.3	85.7	0		
PHF	.250	.000	.000	.250	.000	.667	.000	.667	.250	.000	.000	.250	.250	.500	.000	.583	.750

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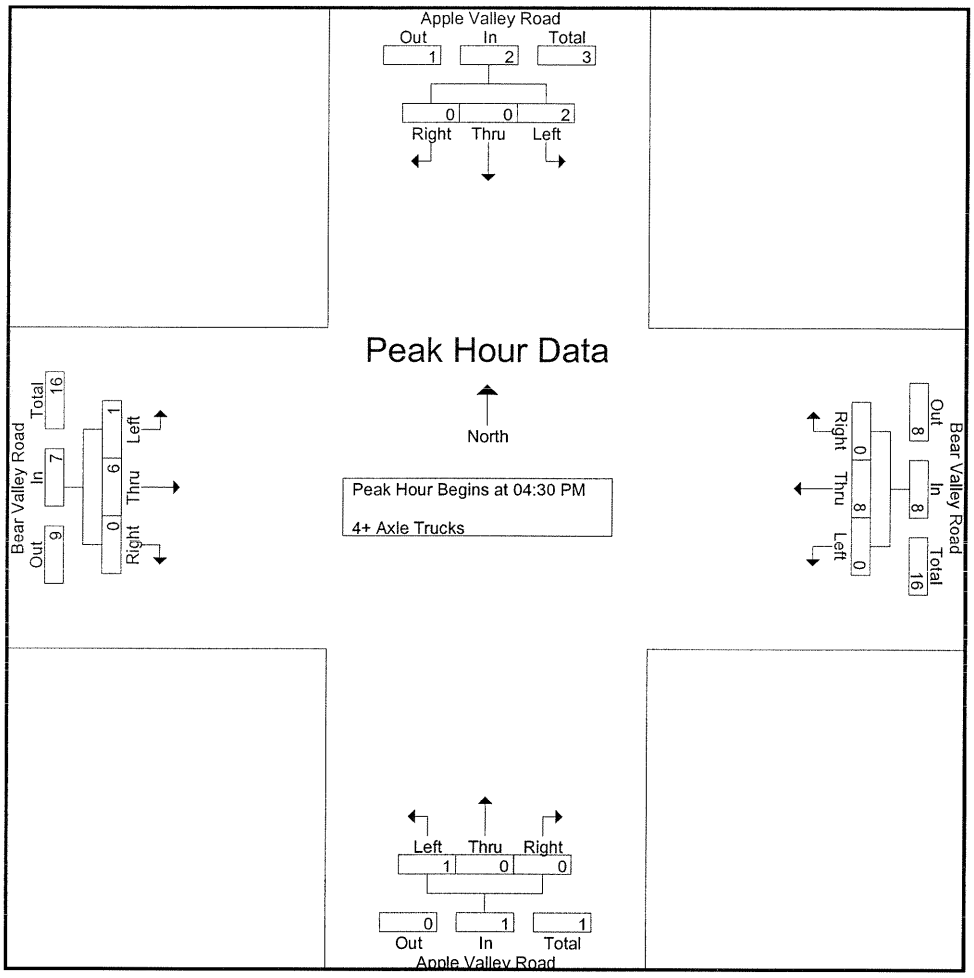

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	2	0	0	2	0	3	0	3	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	3
Total Volume	2	0	0	2	0	8	0	8	1	0	0	1	1	6	0	7
% App. Total	100	0	0		0	100	0		100	0	0		14.3	85.7	0	
PHF	.250	.000	.000	.250	.000	.667	.000	.667	.250	.000	.000	.250	.250	.500	.000	.583

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

INTERSECTION 5
Deep Creek Road(NS) / Bear Valley Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	0	0	0
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	0	0	0
Autos	0	0	0

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
0	0	0	0	0
907	99	2	71	735
146	105	0	0	41

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
0	0	0	0	0
1274	63	8	36	1381
69	8	0	3	80

NORTHBOUND

Autos	64	0	38
Buses/RV's	5	0	6
3-Axle	0	0	8
4-Axle	0	0	0
Total	~~59~~	0	~~52~~

109 92

URBAN CROSSROADS

INTERSECTION 5
Deep Creek Road(NS) / Bear Valley Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	0	0	0
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	0	0	0
Autos	0	0	0

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
0	0	0	0	0
1458	39	4	38	1377
93	0	2	3	88

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
0	0	0	0	0
1035	33	0	12	1080
79	15	0	0	94

NORTHBOUND

Autos	60	0	57
Buses/RV's	2	0	3
3-Axle	0	0	0
4-Axle	0	0	0
Total	~~62~~	0	~~60~~

72 70

URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

INTERSECTION 5
Deep Creek Road(NS) / Bear Valley Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	0	0	0
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	0	0	0
Autos	0	0	0

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
0	0	0	0	0
816	33	1	47	735
76	35	0	0	41

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
0	0	0	0	0
1274	42	4	12	1332
69	5	0	1	75

NORTHBOUND

Autos	64	0	38
Buses/RV's	3	0	4
3-Axle	0	0	4
4-Axle	0	0	0
Total	67	0	46

URBAN CROSSROADS

INTERSECTION 5
Deep Creek Road(NS) / Bear Valley Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	0	0	0
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	0	0	0
Autos	0	0	0

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
0	0	0	0	0
1417	13	2	25	1377
91	0	1	2	88

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
0	0	0	0	0
1035	22	0	4	1061
79	10	0	0	89

NORTHBOUND

Autos	60	0	57
Buses/RV's	1	0	2
3-Axle	0	0	0
4-Axle	0	0	0
Total	61	0	59

URBAN CROSSROADS

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City of Apple Valley
N/S: Deep Creek Road
E/W: Bear Valley Road
Weather: Sunny

File Name : AVDCBVAM
Site Code : 05102291
Start Date : 1/17/2007
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	29	357	386	13	11	24	132	5	137	547
07:15 AM	28	278	306	18	4	22	156	18	174	502
07:30 AM	24	413	437	23	6	29	231	29	260	726
07:45 AM	15	365	380	21	15	36	200	10	210	626
Total	96	1413	1509	75	36	111	719	62	781	2401
08:00 AM	18	284	302	8	13	21	199	17	216	539
08:15 AM	18	270	288	15	12	27	186	20	206	521
08:30 AM	21	271	292	16	8	24	185	20	205	521
08:45 AM	8	295	303	11	10	21	179	11	190	514
Total	65	1120	1185	50	43	93	749	68	817	2095
Grand Total	161	2533	2694	125	79	204	1468	130	1598	4496
Apprch %	6	94		61.3	38.7		91.9	8.1		
Total %	3.6	56.3	59.9	2.8	1.8	4.5	32.7	2.9	35.5	
Passenger Vehicles	150	2418	2568	119	69	188	1293	72	1365	4121
% Passenger Vehicles	93.2	95.5	95.3	95.2	87.3	92.2	88.1	55.4	85.4	91.7
Large 2 Axle Vehicles	8	81	89	5	5	10	102	4	106	205
% Large 2 Axle Vehicles	5	3.2	3.3	4	6.3	4.9	6.9	3.1	6.6	4.6
3 Axle Vehicles	1	6	7	1	5	6	6	0	6	19
% 3 Axle Vehicles	0.6	0.2	0.3	0.8	6.3	2.9	0.4	0	0.4	0.4
4+ Axle Trucks	2	28	30	0	0	0	67	54	121	151
% 4+ Axle Trucks	1.2	1.1	1.1	0	0	0	4.6	41.5	7.6	3.4

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	24	413	437	23	6	29	231	29	260	726
07:45 AM	15	365	380	21	15	36	200	10	210	626
08:00 AM	18	284	302	8	13	21	199	17	216	539
08:15 AM	18	270	288	15	12	27	186	20	206	521
Total Volume	75	1332	1407	67	46	113	816	76	892	2412
% App. Total	5.3	94.7		59.3	40.7		91.5	8.5		
PHF	.781	.806	.805	.728	.767	.785	.883	.655	.858	.831

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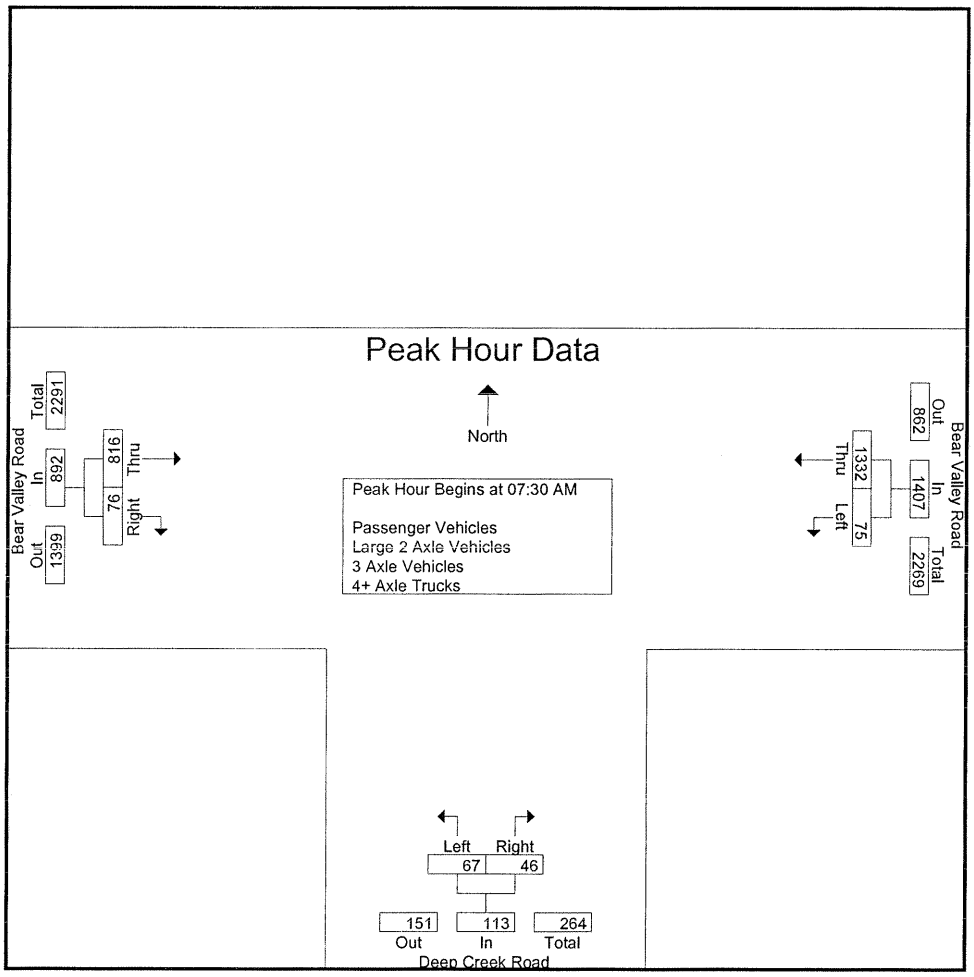

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:30 AM			07:30 AM		
+0 mins.	29	357	386	23	6	29	231	29	260
+15 mins.	28	278	306	21	15	36	200	10	210
+30 mins.	24	413	437	8	13	21	199	17	216
+45 mins.	15	365	380	15	12	27	186	20	206
Total Volume	96	1413	1509	67	46	113	816	76	892
% App. Total	6.4	93.6		59.3	40.7		91.5	8.5	
PHF	.828	.855	.863	.728	.767	.785	.883	.655	.858

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Groups Printed- Passenger Vehicles

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	27	346	373	11	10	21	117	5	122	516
07:15 AM	27	273	300	18	3	21	138	12	150	471
07:30 AM	21	404	425	23	4	27	207	14	221	673
07:45 AM	13	357	370	20	13	33	186	5	191	594
Total	88	1380	1468	72	30	102	648	36	684	2254
08:00 AM	18	266	284	8	10	18	175	10	185	487
08:15 AM	17	247	264	13	11	24	167	12	179	467
08:30 AM	20	249	269	15	8	23	157	10	167	459
08:45 AM	7	276	283	11	10	21	146	4	150	454
Total	62	1038	1100	47	39	86	645	36	681	1867
Grand Total	150	2418	2568	119	69	188	1293	72	1365	4121
Apprch %	5.8	94.2		63.3	36.7		94.7	5.3		
Total %	3.6	58.7	62.3	2.9	1.7	4.6	31.4	1.7	33.1	

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	21	404	425	23	4	27	207	14	221	673
07:45 AM	13	357	370	20	13	33	186	5	191	594
08:00 AM	18	266	284	8	10	18	175	10	185	487
08:15 AM	17	247	264	13	11	24	167	12	179	467
Total Volume	69	1274	1343	64	38	102	735	41	776	2221
% App. Total	5.1	94.9		62.7	37.3		94.7	5.3		
PHF	.821	.788	.790	.696	.731	.773	.888	.732	.878	.825

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Weather: Sunny

File Name : AVDCBVAM
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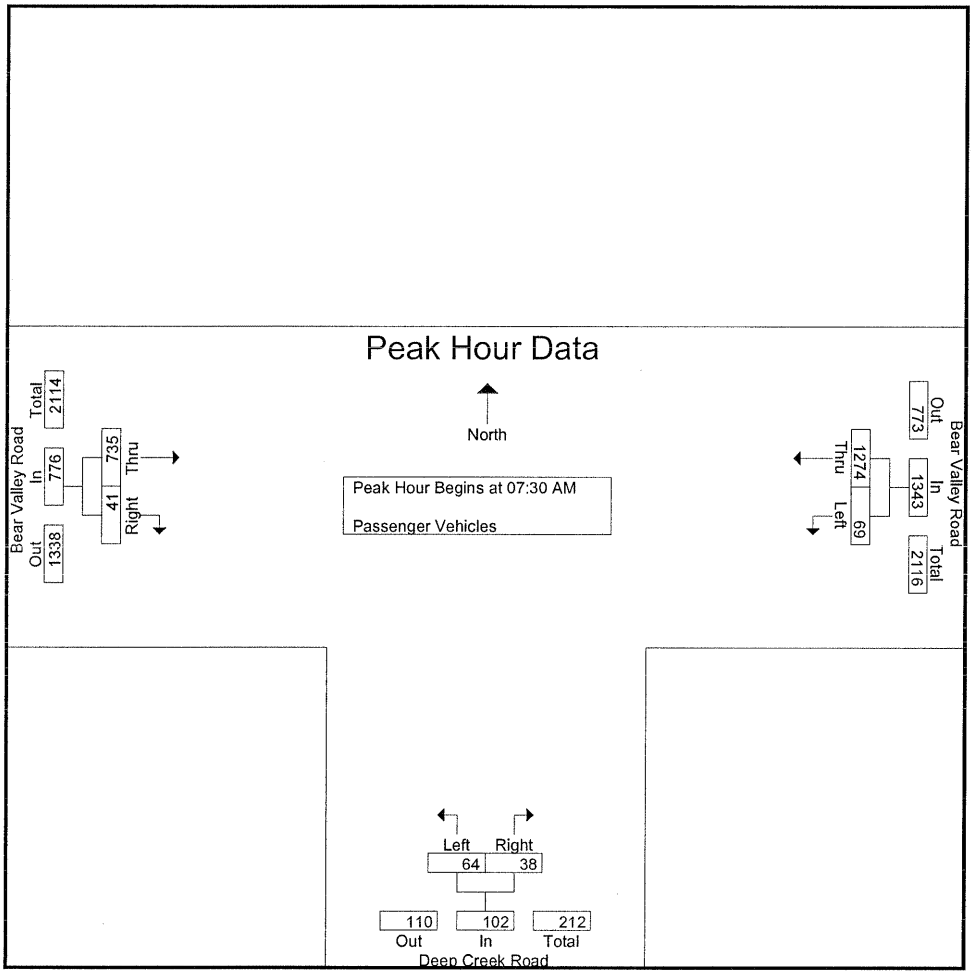

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	21	404	425	23	4	27	207	14	221
+15 mins.	13	357	370	20	13	33	186	5	191
+30 mins.	18	266	284	8	10	18	175	10	185
+45 mins.	17	247	264	13	11	24	167	12	179
Total Volume	69	1274	1343	64	38	102	735	41	776
% App. Total	5.1	94.9		62.7	37.3		94.7	5.3	
PHF	.821	.788	.790	.696	.731	.773	.888	.732	.878

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Groups Printed- Large 2 Axle Vehicles

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	8	10	2	0	2	7	0	7	19
07:15 AM	0	3	3	0	1	1	11	4	15	19
07:30 AM	2	5	7	0	1	1	11	0	11	19
07:45 AM	2	6	8	1	1	2	11	0	11	21
Total	6	22	28	3	3	6	40	4	44	78
08:00 AM	0	16	16	0	1	1	15	0	15	32
08:15 AM	1	15	16	2	1	3	10	0	10	29
08:30 AM	0	16	16	0	0	0	19	0	19	35
08:45 AM	1	12	13	0	0	0	18	0	18	31
Total	2	59	61	2	2	4	62	0	62	127
Grand Total	8	81	89	5	5	10	102	4	106	205
Apprch %	9	91		50	50		96.2	3.8		
Total %	3.9	39.5	43.4	2.4	2.4	4.9	49.8	2	51.7	

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	2	5	7	0	1	1	11	0	11	19
07:45 AM	2	6	8	1	1	2	11	0	11	21
08:00 AM	0	16	16	0	1	1	15	0	15	32
08:15 AM	1	15	16	2	1	3	10	0	10	29
Total Volume	5	42	47	3	4	7	47	0	47	101
% App. Total	10.6	89.4		42.9	57.1		100	0		
PHF	.625	.656	.734	.375	1.000	.583	.783	.000	.783	.789

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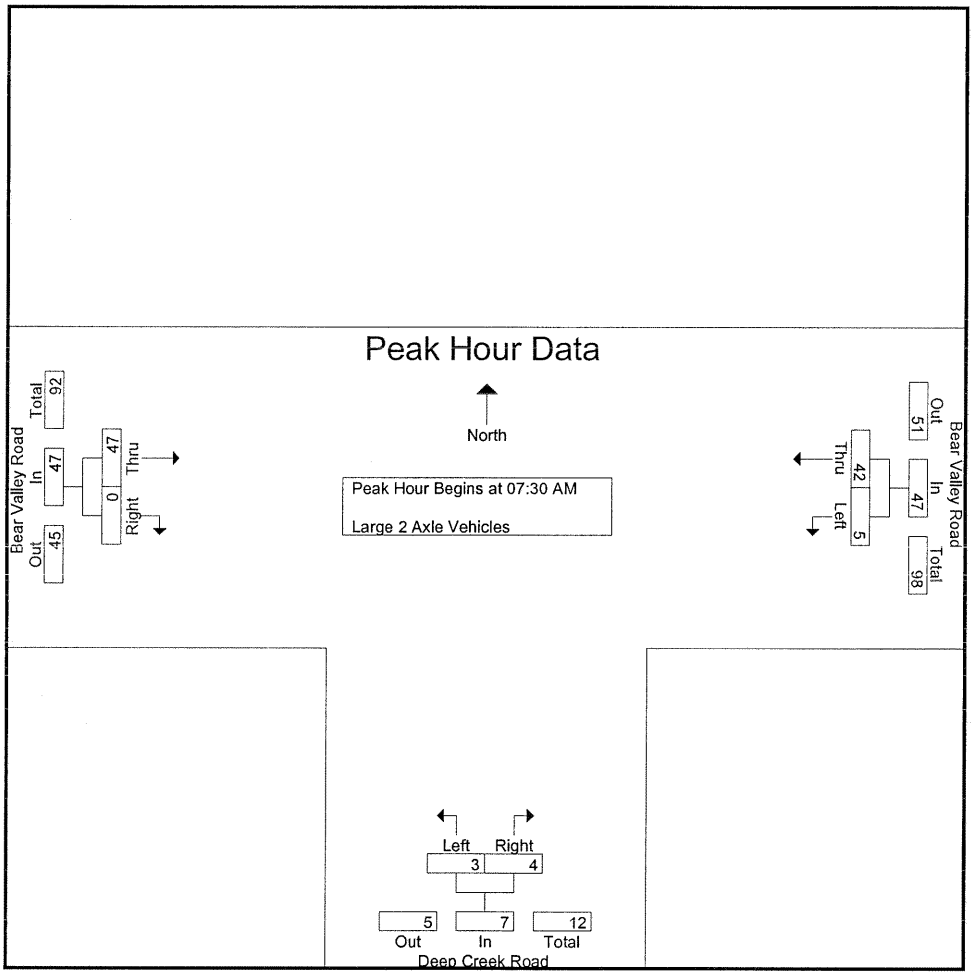

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	2	5	7	0	1	1	11	0	11
+15 mins.	2	6	8	1	1	2	11	0	11
+30 mins.	0	16	16	0	1	1	15	0	15
+45 mins.	1	15	16	2	1	3	10	0	10
Total Volume	5	42	47	3	4	7	47	0	47
% App. Total	10.6	89.4		42.9	57.1		100	0	
PHF	.625	.656	.734	.375	1.000	.583	.783	.000	.783

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Groups Printed- 3 Axle Vehicles

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	1	1	2	0	2	4
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	1	1	0	0	0	2
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total	0	2	2	0	3	3	2	0	2	7
08:00 AM	0	0	0	0	2	2	1	0	1	3
08:15 AM	0	3	3	0	0	0	0	0	0	3
08:30 AM	1	0	1	1	0	1	1	0	1	3
08:45 AM	0	1	1	0	0	0	2	0	2	3
Total	1	4	5	1	2	3	4	0	4	12
Grand Total	1	6	7	1	5	6	6	0	6	19
Apprch %	14.3	85.7		16.7	83.3		100	0		
Total %	5.3	31.6	36.8	5.3	26.3	31.6	31.6	0	31.6	

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	1	1	0	1	1	0	0	0	2
07:45 AM	0	0	0	0	1	1	0	0	0	1
08:00 AM	0	0	0	0	2	2	1	0	1	3
08:15 AM	0	3	3	0	0	0	0	0	0	3
Total Volume	0	4	4	0	4	4	1	0	1	9
% App. Total	0	100		0	100		100	0		
PHF	.000	.333	.333	.000	.500	.500	.250	.000	.250	.750

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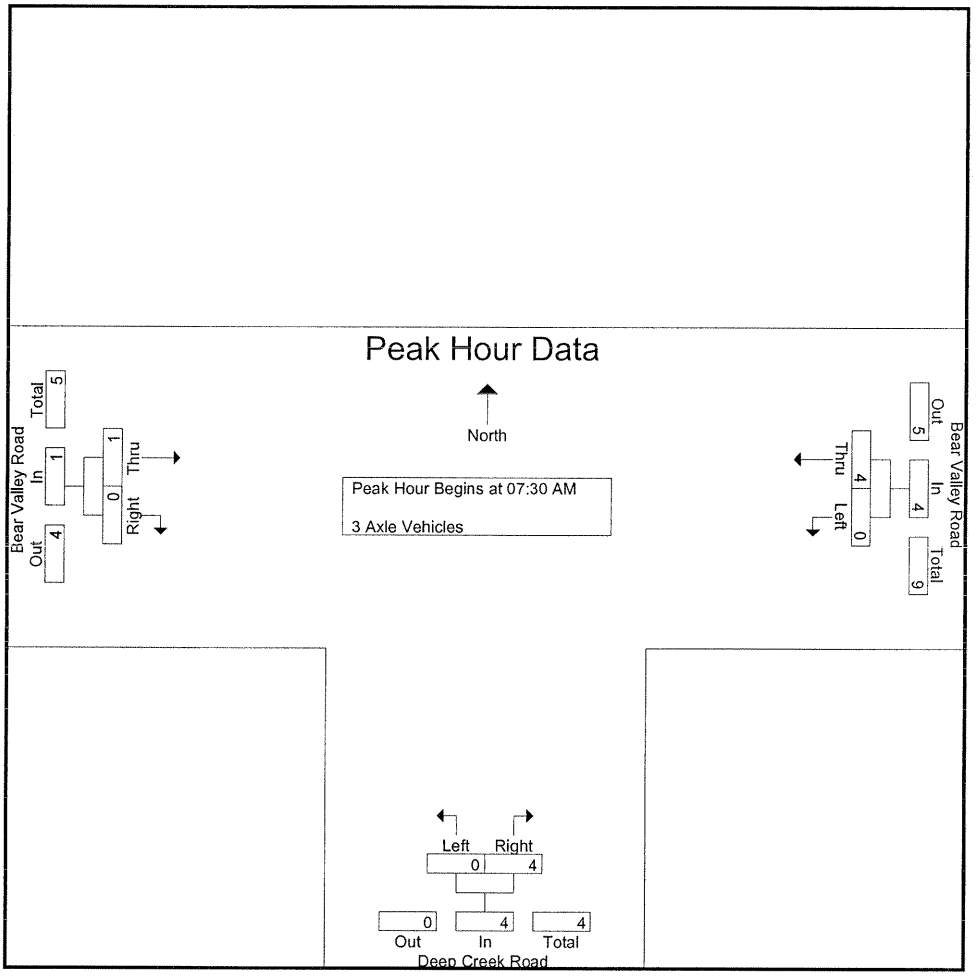

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	1	1	0	1	1	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	0	2	2	1	0	1
+45 mins.	0	3	3	0	0	0	0	0	0
Total Volume	0	4	4	0	4	4	1	0	1
% App. Total	0	100		0	100		100	0	
PHF	.000	.333	.333	.000	.500	.500	.250	.000	.250

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Groups Printed- 4+ Axle Trucks

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	6	0	6	8
07:15 AM	1	2	3	0	0	0	7	2	9	12
07:30 AM	1	3	4	0	0	0	13	15	28	32
07:45 AM	0	2	2	0	0	0	3	5	8	10
Total	2	9	11	0	0	0	29	22	51	62
08:00 AM	0	2	2	0	0	0	8	7	15	17
08:15 AM	0	5	5	0	0	0	9	8	17	22
08:30 AM	0	6	6	0	0	0	8	10	18	24
08:45 AM	0	6	6	0	0	0	13	7	20	26
Total	0	19	19	0	0	0	38	32	70	89
Grand Total	2	28	30	0	0	0	67	54	121	151
Apprch %	6.7	93.3		0	0		55.4	44.6		
Total %	1.3	18.5	19.9	0	0	0	44.4	35.8	80.1	

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	3	4	0	0	0	13	15	28	32
07:45 AM	0	2	2	0	0	0	3	5	8	10
08:00 AM	0	2	2	0	0	0	8	7	15	17
08:15 AM	0	5	5	0	0	0	9	8	17	22
Total Volume	1	12	13	0	0	0	33	35	68	81
% App. Total	7.7	92.3		0	0		48.5	51.5		
PHF	.250	.600	.650	.000	.000	.000	.635	.583	.607	.633

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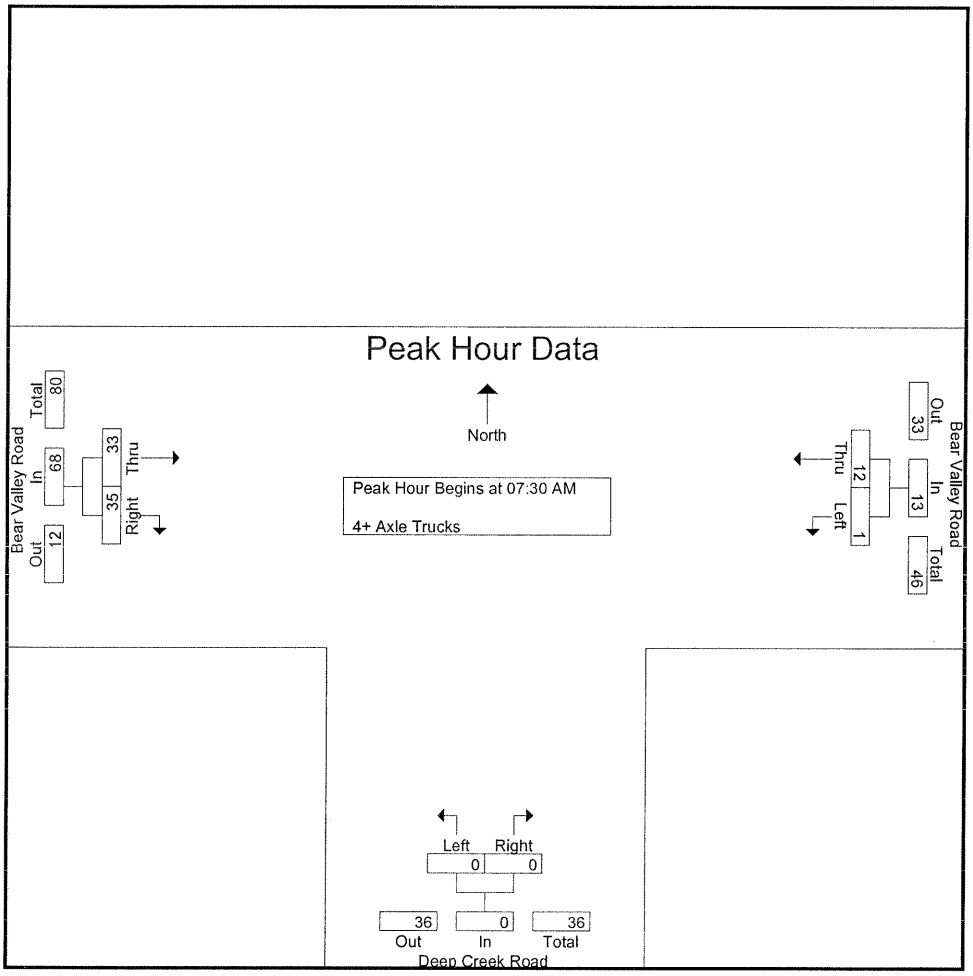

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	1	3	4	0	0	0	13	15	28
+15 mins.	0	2	2	0	0	0	3	5	8
+30 mins.	0	2	2	0	0	0	8	7	15
+45 mins.	0	5	5	0	0	0	9	8	17
Total Volume	1	12	13	0	0	0	33	35	68
% App. Total	7.7	92.3		0	0		48.5	51.5	
PHF	.250	.600	.650	.000	.000	.000	.635	.583	.607

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	20	252	272	14	21	35	338	22	360	667
04:15 PM	17	266	283	10	14	24	338	20	358	665
04:30 PM	24	291	315	15	9	24	320	18	338	677
04:45 PM	18	252	270	13	9	22	329	21	350	642
Total	79	1061	1140	52	53	105	1325	81	1406	2651
05:00 PM	19	317	336	14	16	30	374	19	393	759
05:15 PM	25	260	285	10	18	28	346	23	369	682
05:30 PM	22	249	271	21	18	39	358	25	383	693
05:45 PM	23	235	258	16	7	23	339	24	363	644
Total	89	1061	1150	61	59	120	1417	91	1508	2778
Grand Total	168	2122	2290	113	112	225	2742	172	2914	5429
Apprch %	7.3	92.7		50.2	49.8		94.1	5.9		
Total %	3.1	39.1	42.2	2.1	2.1	4.1	50.5	3.2	53.7	
Passenger Vehicles	149	2054	2203	112	104	216	2661	164	2825	5244
% Passenger Vehicles	88.7	96.8	96.2	99.1	92.9	96	97	95.3	96.9	96.6
Large 2 Axle Vehicles	19	52	71	1	8	9	61	4	65	145
% Large 2 Axle Vehicles	11.3	2.5	3.1	0.9	7.1	4	2.2	2.3	2.2	2.7
3 Axle Vehicles	0	2	2	0	0	0	3	1	4	6
% 3 Axle Vehicles	0	0.1	0.1	0	0	0	0.1	0.6	0.1	0.1
4+ Axle Trucks	0	14	14	0	0	0	17	3	20	34
% 4+ Axle Trucks	0	0.7	0.6	0	0	0	0.6	1.7	0.7	0.6

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	19	317	336	14	16	30	374	19	393	759
05:15 PM	25	260	285	10	18	28	346	23	369	682
05:30 PM	22	249	271	21	18	39	358	25	383	693
05:45 PM	23	235	258	16	7	23	339	24	363	644
Total Volume	89	1061	1150	61	59	120	1417	91	1508	2778
% App. Total	7.7	92.3		50.8	49.2		94	6		
PHF	.890	.837	.856	.726	.819	.769	.947	.910	.959	.915

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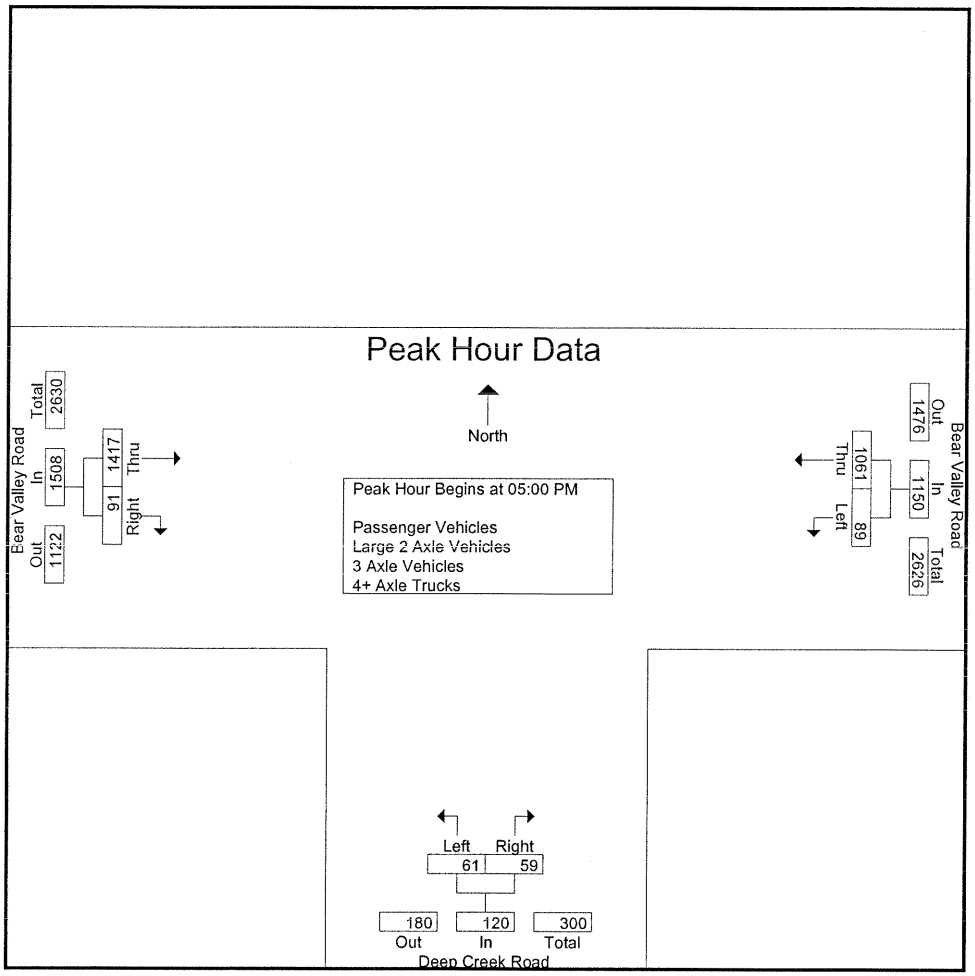

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			05:00 PM			05:00 PM		
+0 mins.	24	291	315	14	16	30	374	19	393
+15 mins.	18	252	270	10	18	28	346	23	369
+30 mins.	19	317	336	21	18	39	358	25	383
+45 mins.	25	260	285	16	7	23	339	24	363
Total Volume	86	1120	1206	61	59	120	1417	91	1508
% App. Total	7.1	92.9		50.8	49.2		94	6	
PHF	.860	.883	.897	.726	.819	.769	.947	.910	.959

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Groups Printed- Passenger Vehicles

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	17	243	260	14	18	32	331	21	352	644
04:15 PM	16	260	276	10	12	22	327	19	346	644
04:30 PM	22	277	299	15	9	24	303	15	318	641
04:45 PM	15	239	254	13	8	21	323	21	344	619
Total	70	1019	1089	52	47	99	1284	76	1360	2548
05:00 PM	13	304	317	14	16	30	363	19	382	729
05:15 PM	25	254	279	9	17	26	335	20	355	660
05:30 PM	20	243	263	21	17	38	346	25	371	672
05:45 PM	21	234	255	16	7	23	333	24	357	635
Total	79	1035	1114	60	57	117	1377	88	1465	2696
Grand Total	149	2054	2203	112	104	216	2661	164	2825	5244
Apprch %	6.8	93.2		51.9	48.1		94.2	5.8		
Total %	2.8	39.2	42	2.1	2	4.1	50.7	3.1	53.9	

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	13	304	317	14	16	30	363	19	382	729
05:15 PM	25	254	279	9	17	26	335	20	355	660
05:30 PM	20	243	263	21	17	38	346	25	371	672
05:45 PM	21	234	255	16	7	23	333	24	357	635
Total Volume	79	1035	1114	60	57	117	1377	88	1465	2696
% App. Total	7.1	92.9		51.3	48.7		94	6		
PHF	.790	.851	.879	.714	.838	.770	.948	.880	.959	.925

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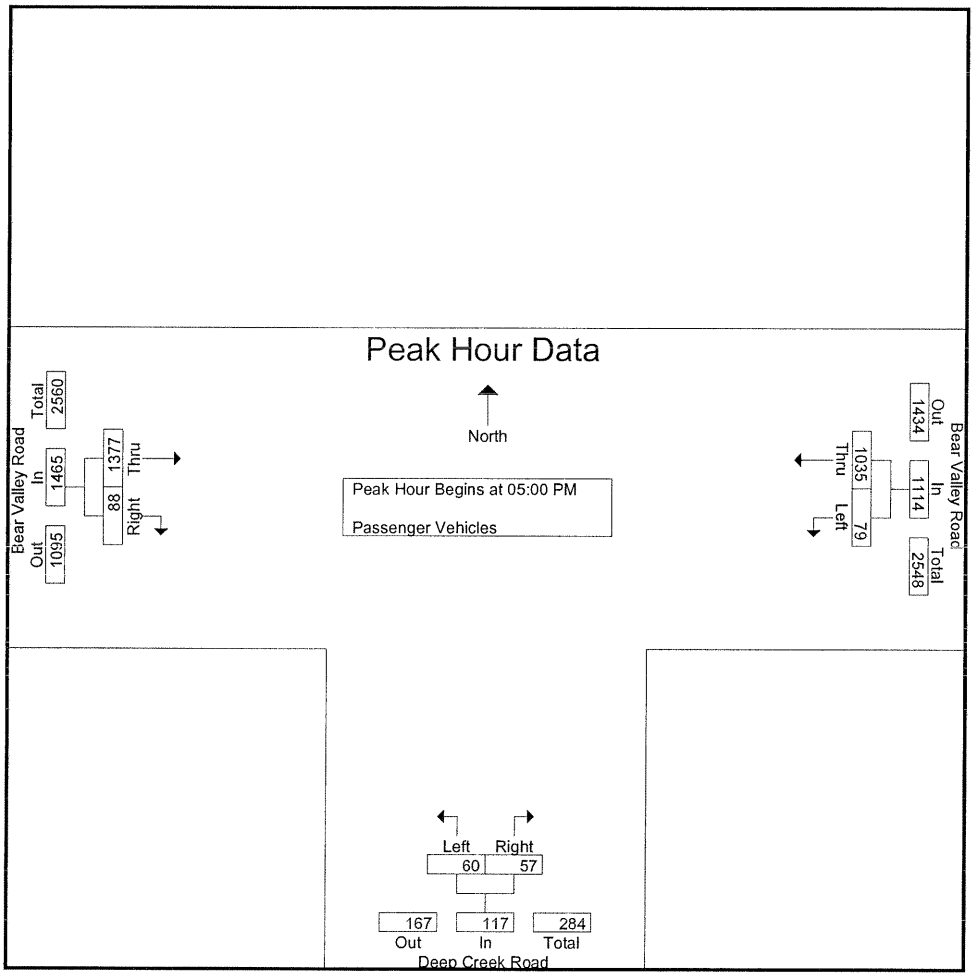

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	13	304	317	14	16	30	363	19	382
+15 mins.	25	254	279	9	17	26	335	20	355
+30 mins.	20	243	263	21	17	38	346	25	371
+45 mins.	21	234	255	16	7	23	333	24	357
Total Volume	79	1035	1114	60	57	117	1377	88	1465
% App. Total	7.1	92.9		51.3	48.7		94	6	
PHF	.790	.851	.879	.714	.838	.770	.948	.880	.959

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Groups Printed- Large 2 Axle Vehicles

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	3	4	7	0	3	3	5	0	5	15
04:15 PM	1	5	6	0	2	2	9	1	10	18
04:30 PM	2	10	12	0	0	0	16	1	17	29
04:45 PM	3	11	14	0	1	1	6	0	6	21
Total	9	30	39	0	6	6	36	2	38	83
05:00 PM	6	10	16	0	0	0	8	0	8	24
05:15 PM	0	6	6	1	1	2	6	2	8	16
05:30 PM	2	5	7	0	1	1	8	0	8	16
05:45 PM	2	1	3	0	0	0	3	0	3	6
Total	10	22	32	1	2	3	25	2	27	62
Grand Total	19	52	71	1	8	9	61	4	65	145
Apprch %	26.8	73.2		11.1	88.9		93.8	6.2		
Total %	13.1	35.9	49	0.7	5.5	6.2	42.1	2.8	44.8	

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	6	10	16	0	0	0	8	0	8	24
05:15 PM	0	6	6	1	1	2	6	2	8	16
05:30 PM	2	5	7	0	1	1	8	0	8	16
05:45 PM	2	1	3	0	0	0	3	0	3	6
Total Volume	10	22	32	1	2	3	25	2	27	62
% App. Total	31.2	68.8		33.3	66.7		92.6	7.4		
PHF	.417	.550	.500	.250	.500	.375	.781	.250	.844	.646

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(951) 247-6716

City of Apple Valley
N/S: Deep Creek Road
E/W: Bear Valley Road
Weather: Sunny

File Name : AVDCBVPM
Site Code : 05102291
Start Date : 1/17/2007
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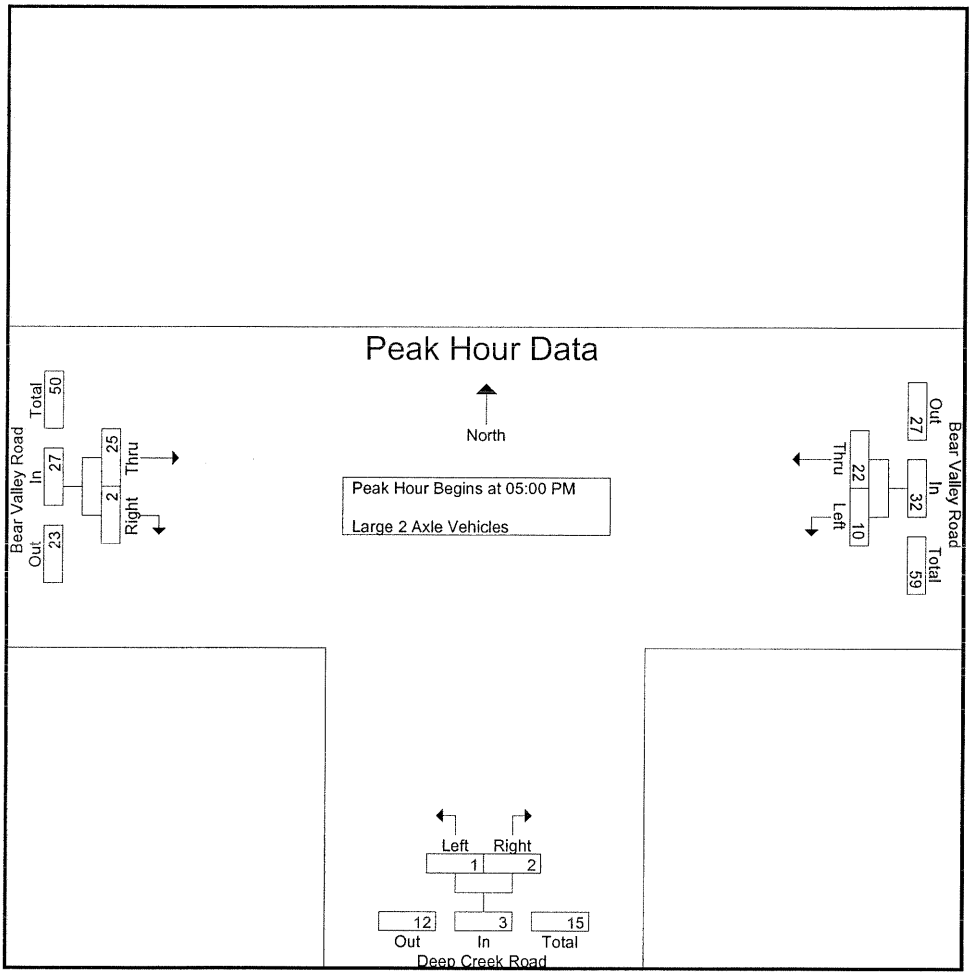

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	6	10	16	0	0	0	8	0	8
+15 mins.	0	6	6	1	1	2	6	2	8
+30 mins.	2	5	7	0	1	1	8	0	8
+45 mins.	2	1	3	0	0	0	3	0	3
Total Volume	10	22	32	1	2	3	25	2	27
% App. Total	31.2	68.8		33.3	66.7		92.6	7.4	
PHF	.417	.550	.500	.250	.500	.375	.781	.250	.844

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File Name : AVDCBVPM
Site Code : 05102291
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Groups Printed- 3 Axle Vehicles

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	2	2	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	1	2	2
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	1	3	3
Grand Total	0	2	2	0	0	0	3	1	4	6
Apprch %	0	100		0	0		75	25		
Total %	0	33.3	33.3	0	0	0	50	16.7	66.7	

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	1	2	2
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	1	3	3
% App. Total	0	0		0	0		66.7	33.3		
PHF	.000	.000	.000	.000	.000	.000	.500	.250	.375	.375

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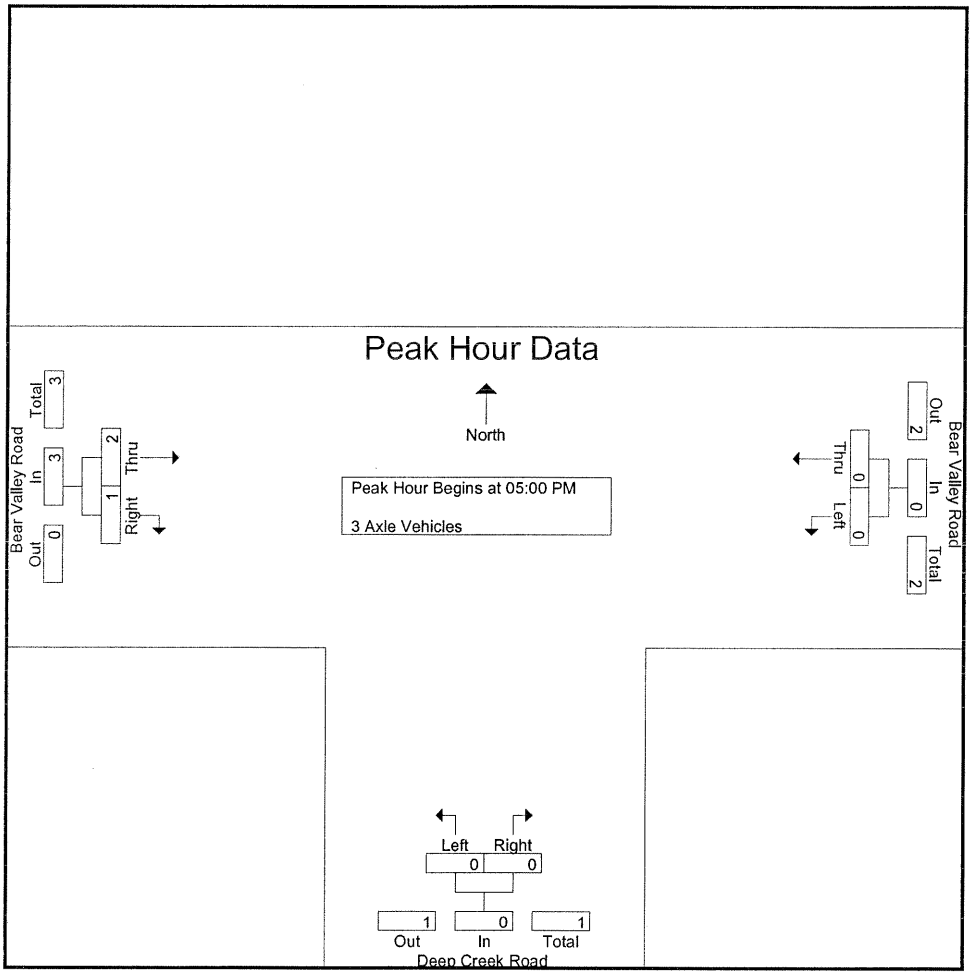

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	2
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	1	3
% App. Total	0	0		0	0		66.7	33.3	
PHF	.000	.000	.000	.000	.000	.000	.500	.250	.375

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Groups Printed- 4+ Axle Trucks

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	5	0	0	0	2	1	3	8
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	2	2	0	0	0	1	2	3	5
04:45 PM	0	2	2	0	0	0	0	0	0	2
Total	0	10	10	0	0	0	4	3	7	17
05:00 PM	0	3	3	0	0	0	3	0	3	6
05:15 PM	0	0	0	0	0	0	4	0	4	4
05:30 PM	0	1	1	0	0	0	3	0	3	4
05:45 PM	0	0	0	0	0	0	3	0	3	3
Total	0	4	4	0	0	0	13	0	13	17
Grand Total	0	14	14	0	0	0	17	3	20	34
Apprch %	0	100		0	0		85	15		
Total %	0	41.2	41.2	0	0	0	50	8.8	58.8	

	Bear Valley Road Westbound			Deep Creek Road Northbound			Bear Valley Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	3	3	0	0	0	3	0	3	6
05:15 PM	0	0	0	0	0	0	4	0	4	4
05:30 PM	0	1	1	0	0	0	3	0	3	4
05:45 PM	0	0	0	0	0	0	3	0	3	3
Total Volume	0	4	4	0	0	0	13	0	13	17
% App. Total	0	100		0	0		100	0		
PHF	.000	.333	.333	.000	.000	.000	.813	.000	.813	.708

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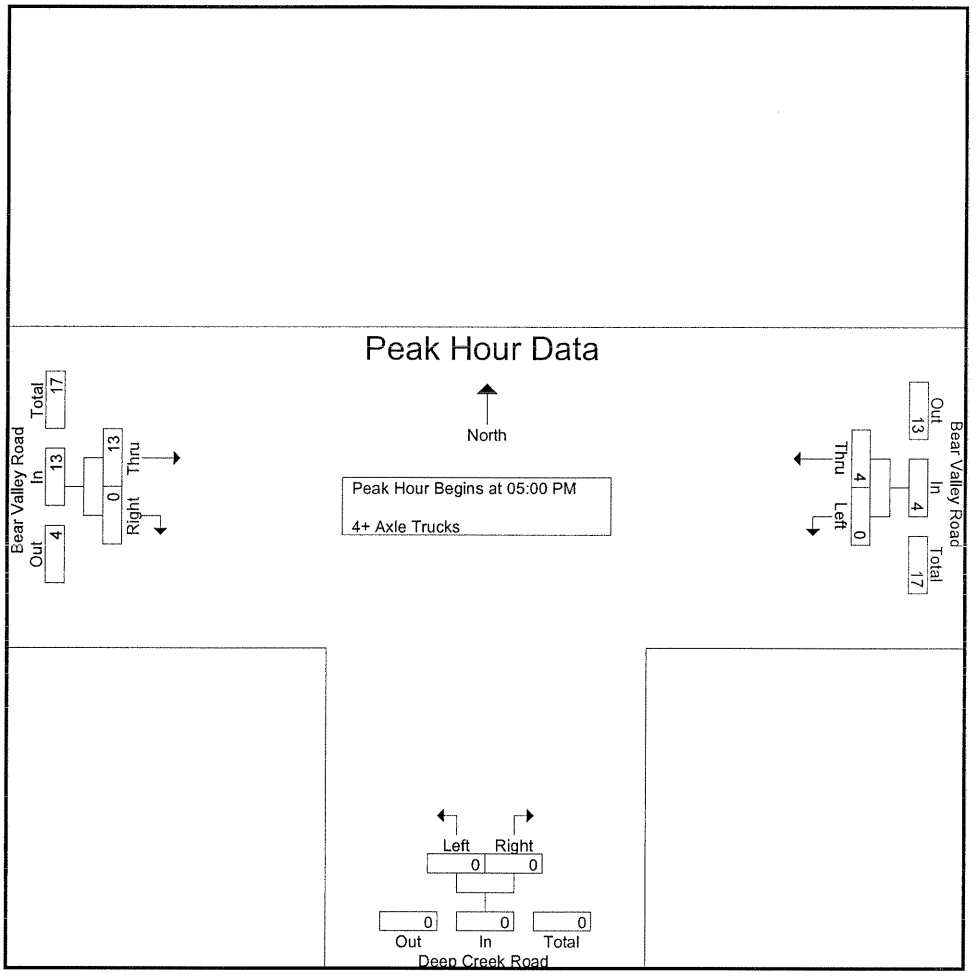

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	3	3	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	0	4	0	4
+30 mins.	0	1	1	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	0	3	0	3
Total Volume	0	4	4	0	0	0	13	0	13
% App. Total	0	100		0	0		100	0	
PHF	.000	.333	.333	.000	.000	.000	.813	.000	.813

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

INTERSECTION 6
Deep Creek Road(NS) / Tussing Ranch Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	0	204	3
4-Axle	0	93	0
3-Axle	0	6	0
Buses/RV's	0	3	0
Autos	0	102	3

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
2	0	0	0	2
0	0	0	0	0
1	0	0	0	1

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
13	0	0	0	13
0	0	0	0	0
7	0	0	3	10

NORTHBOUND

Autos	0	109	4
Buses/RV's	0	0	0
3-Axle	0	4	0
4-Axle	0	99	0
Total	0	212	4

URBAN CROSSROADS

INTERSECTION 6
Deep Creek Road(NS) / Tussing Ranch Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	2	171	9
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	0	3	0
Autos	2	168	9

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
9	0	0	0	9
0	0	0	0	0
2	0	0	0	2

NORTHBOUND

Autos	0	134	3
Buses/RV's	0	2	0
3-Axle	0	0	0
4-Axle	0	0	0
Total	0	~~135~~ 156	3

URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

INTERSECTION 6
Deep Creek Road(NS) / Tussing Ranch Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	0	138	3
4-Axle	0	31	0
3-Axle	0	3	0
Buses/RV's	0	2	0
Autos	0	102	3

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
2	0	0	0	2
0	0	0	0	0
1	0	0	0	1

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
13	0	0	0	13
0	0	0	0	0
7	0	0	1	8

NORTHBOUND

Autos	0	109	4
Buses/RV's	0	0	0
3-Axle	0	2	0
4-Axle	0	33	0
Total	0	144	4

URBAN CROSSROADS

INTERSECTION 6
Deep Creek Road(NS) / Tussing Ranch Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	2	170	9
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	0	2	0
Autos	2	168	9

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
9	0	0	0	9
0	0	0	0	0
2	0	0	0	2

NORTHBOUND

Autos	0	134	3
Buses/RV's	0	1	0
3-Axle	0	0	0
4-Axle	0	0	0
Total	0	135	3

URBAN CROSSROADS

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Moreno Valley, CA 92557
(951) 247-6716

City of Apple Valley
N/S: Deep Creek Road
E/W: Tussing Ranch Road
Weather: Sunny

File Name : AVDCTRAM
Site Code : 05102292
Start Date : 1/18/2007
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	20	0	21	1	0	0	1	0	29	1	30	0	0	0	0	52
07:15 AM	1	28	2	31	1	0	1	2	0	33	2	35	0	0	0	0	68
07:30 AM	0	33	0	33	2	0	3	5	1	38	1	40	0	0	0	0	78
07:45 AM	0	45	0	45	3	0	4	7	0	42	1	43	0	0	0	0	95
Total	2	126	2	130	7	0	8	15	1	142	5	148	0	0	0	0	293
08:00 AM	2	24	0	26	2	0	3	5	0	34	1	35	0	0	0	0	66
08:15 AM	0	40	0	40	1	0	2	3	0	28	1	29	1	0	0	1	73
08:30 AM	1	29	0	30	2	0	4	6	0	40	1	41	1	0	1	2	79
08:45 AM	1	35	0	36	2	0	4	6	0	36	0	36	0	0	0	0	78
Total	4	128	0	132	7	0	13	20	0	138	3	141	2	0	1	3	296
Grand Total	6	254	2	262	14	0	21	35	1	280	8	289	2	0	1	3	589
Apprch %	2.3	96.9	0.8		40	0	60		0.3	96.9	2.8		66.7	0	33.3		
Total %	1	43.1	0.3	44.5	2.4	0	3.6	5.9	0.2	47.5	1.4	49.1	0.3	0	0.2	0.5	
Passenger Vehicles	6	195	2	203	13	0	21	34	1	212	8	221	2	0	1	3	461
% Passenger Vehicles	100	76.8	100	77.5	92.9	0	100	97.1	100	75.7	100	76.5	100	0	100	100	78.3
Large 2 Axle Vehicles	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% Large 2 Axle Vehicles	0	1.2	0	1.1	0	0	0	0	0	1.1	0	1	0	0	0	0	1
3 Axle Vehicles	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
% 3 Axle Vehicles	0	1.2	0	1.1	0	0	0	0	0	0.7	0	0.7	0	0	0	0	0.8
4+ Axle Trucks	0	53	0	53	1	0	0	1	0	63	0	63	0	0	0	0	117
% 4+ Axle Trucks	0	20.9	0	20.2	7.1	0	0	2.9	0	22.5	0	21.8	0	0	0	0	19.9

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	45	0	45	3	0	4	7	0	42	1	43	0	0	0	0	95
08:00 AM	2	24	0	26	2	0	3	5	0	34	1	35	0	0	0	0	66
08:15 AM	0	40	0	40	1	0	2	3	0	28	1	29	1	0	0	1	73
08:30 AM	1	29	0	30	2	0	4	6	0	40	1	41	1	0	1	2	79
Total Volume	3	138	0	141	8	0	13	21	0	144	4	148	2	0	1	3	313
% App. Total	2.1	97.9	0		38.1	0	61.9		0	97.3	2.7		66.7	0	33.3		
PHF	.375	.767	.000	.783	.667	.000	.813	.750	.000	.857	1.000	.860	.500	.000	.250	.375	.824

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File Name : AVDCTRAM
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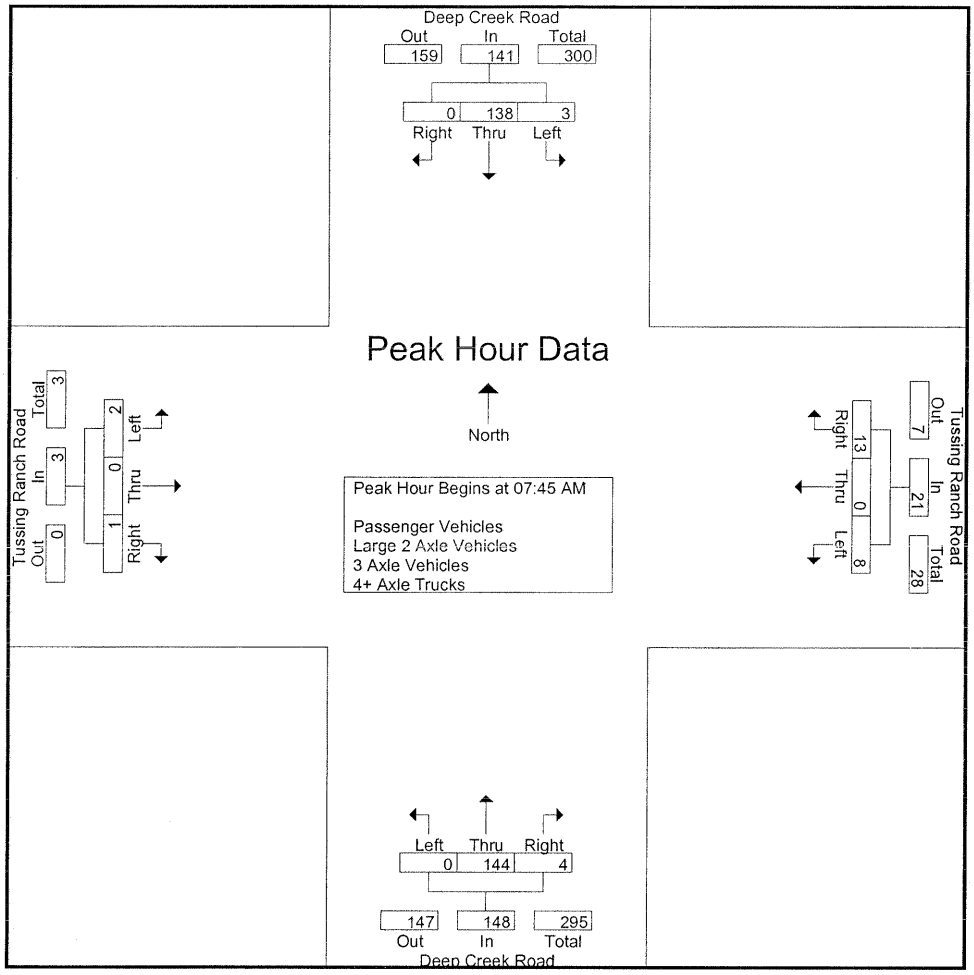

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:15 AM				07:45 AM			
+0 mins.	0	33	0	33	3	0	4	7	0	33	2	35	0	0	0	0
+15 mins.	0	45	0	45	2	0	3	5	1	38	1	40	0	0	0	0
+30 mins.	2	24	0	26	1	0	2	3	0	42	1	43	1	0	0	1
+45 mins.	0	40	0	40	2	0	4	6	0	34	1	35	1	0	1	2
Total Volume	2	142	0	144	8	0	13	21	1	147	5	153	2	0	1	3
% App. Total	1.4	98.6	0		38.1	0	61.9		0.7	96.1	3.3		66.7	0	33.3	
PHF	.250	.789	.000	.800	.667	.000	.813	.750	.250	.875	.625	.890	.500	.000	.250	.375

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Groups Printed- Passenger Vehicles

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	20	0	21	1	0	0	1	0	24	1	25	0	0	0	0	47
07:15 AM	1	22	2	25	1	0	1	2	0	22	2	24	0	0	0	0	51
07:30 AM	0	23	0	23	2	0	3	5	1	31	1	33	0	0	0	0	61
07:45 AM	0	35	0	35	3	0	4	7	0	31	1	32	0	0	0	0	74
Total	2	100	2	104	7	0	8	15	1	108	5	114	0	0	0	0	233
08:00 AM	2	12	0	14	2	0	3	5	0	28	1	29	0	0	0	0	48
08:15 AM	0	34	0	34	1	0	2	3	0	21	1	22	1	0	0	1	60
08:30 AM	1	21	0	22	1	0	4	5	0	29	1	30	1	0	1	2	59
08:45 AM	1	28	0	29	2	0	4	6	0	26	0	26	0	0	0	0	61
Total	4	95	0	99	6	0	13	19	0	104	3	107	2	0	1	3	228
Grand Total	6	195	2	203	13	0	21	34	1	212	8	221	2	0	1	3	461
Apprch %	3	96.1	1		38.2	0	61.8		0.5	95.9	3.6		66.7	0	33.3		
Total %	1.3	42.3	0.4	44	2.8	0	4.6	7.4	0.2	46	1.7	47.9	0.4	0	0.2	0.7	

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	35	0	35	3	0	4	7	0	31	1	32	0	0	0	0	74
08:00 AM	2	12	0	14	2	0	3	5	0	28	1	29	0	0	0	0	48
08:15 AM	0	34	0	34	1	0	2	3	0	21	1	22	1	0	0	1	60
08:30 AM	1	21	0	22	1	0	4	5	0	29	1	30	1	0	1	2	59
Total Volume	3	102	0	105	7	0	13	20	0	109	4	113	2	0	1	3	241
% App. Total	2.9	97.1	0		35	0	65		0	96.5	3.5		66.7	0	33.3		
PHF	.375	.729	.000	.750	.583	.000	.813	.714	.000	.879	1.000	.883	.500	.000	.250	.375	.814

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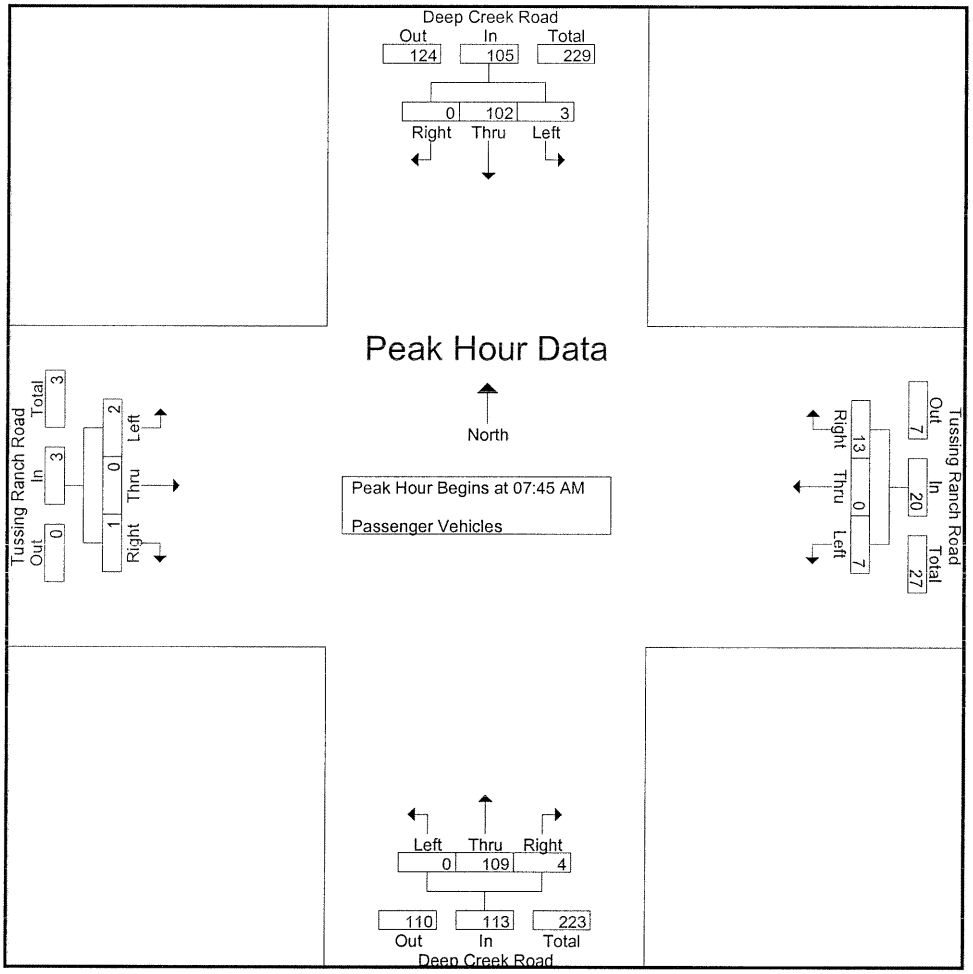

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	35	0	35	3	0	4	7	0	31	1	32	0	0	0	0
+15 mins.	2	12	0	14	2	0	3	5	0	28	1	29	0	0	0	0
+30 mins.	0	34	0	34	1	0	2	3	0	21	1	22	1	0	0	1
+45 mins.	1	21	0	22	1	0	4	5	0	29	1	30	1	0	1	2
Total Volume	3	102	0	105	7	0	13	20	0	109	4	113	2	0	1	3
% App. Total	2.9	97.1	0		35	0	65		0	96.5	3.5		66.7	0	33.3	
PHF	.375	.729	.000	.750	.583	.000	.813	.714	.000	.879	1.000	.883	.500	.000	.250	.375

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25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

City of Apple Valley
N/S: Deep Creek Road
E/W: Tussing Ranch Road
Weather: Sunny

File Name : AVDCTRAM
Site Code : 05102292
Start Date : 1/18/2007
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Groups Printed- Large 2 Axle Vehicles

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Grand Total	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	50	0	50	0	0	0	0	0	50	0	50	0	0	0	0	

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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File Name : AVDCTRAM
Site Code : 05102292
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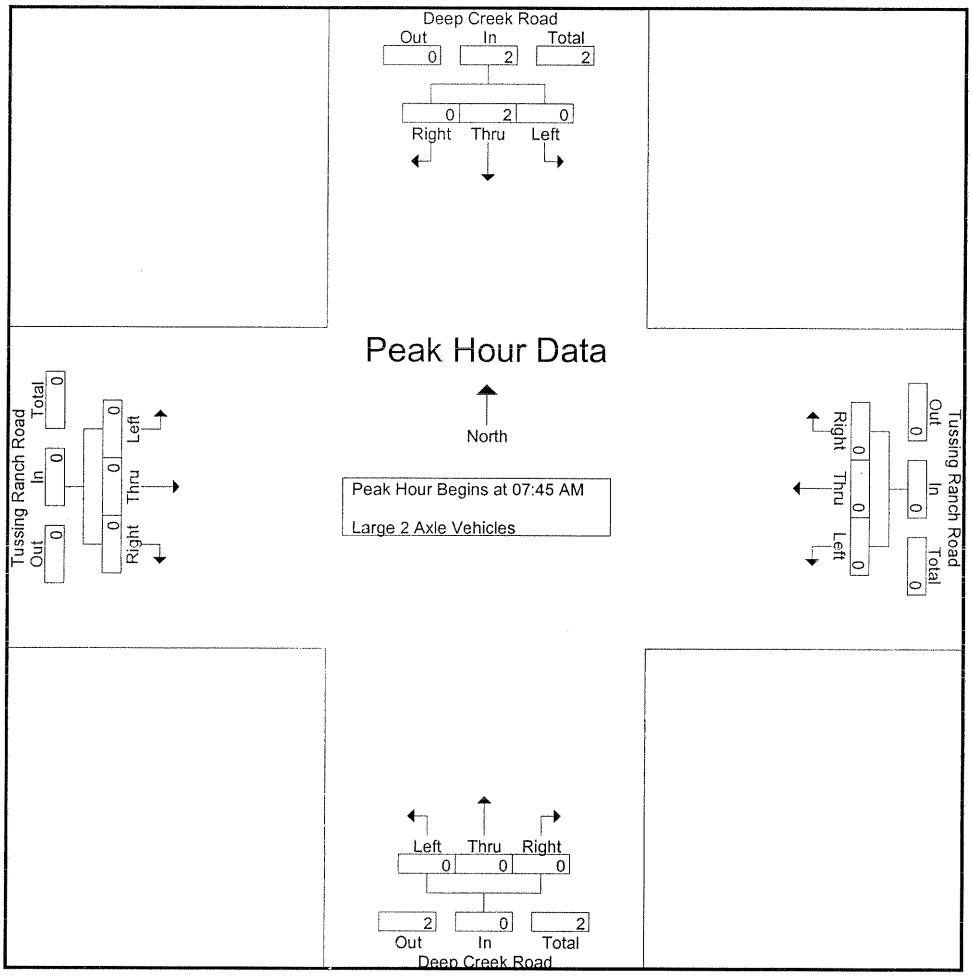

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	60	0	60	0	0	0	0	0	40	0	40	0	0	0	0	

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.417

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File Name : AVDCTRAM
Site Code : 05102292
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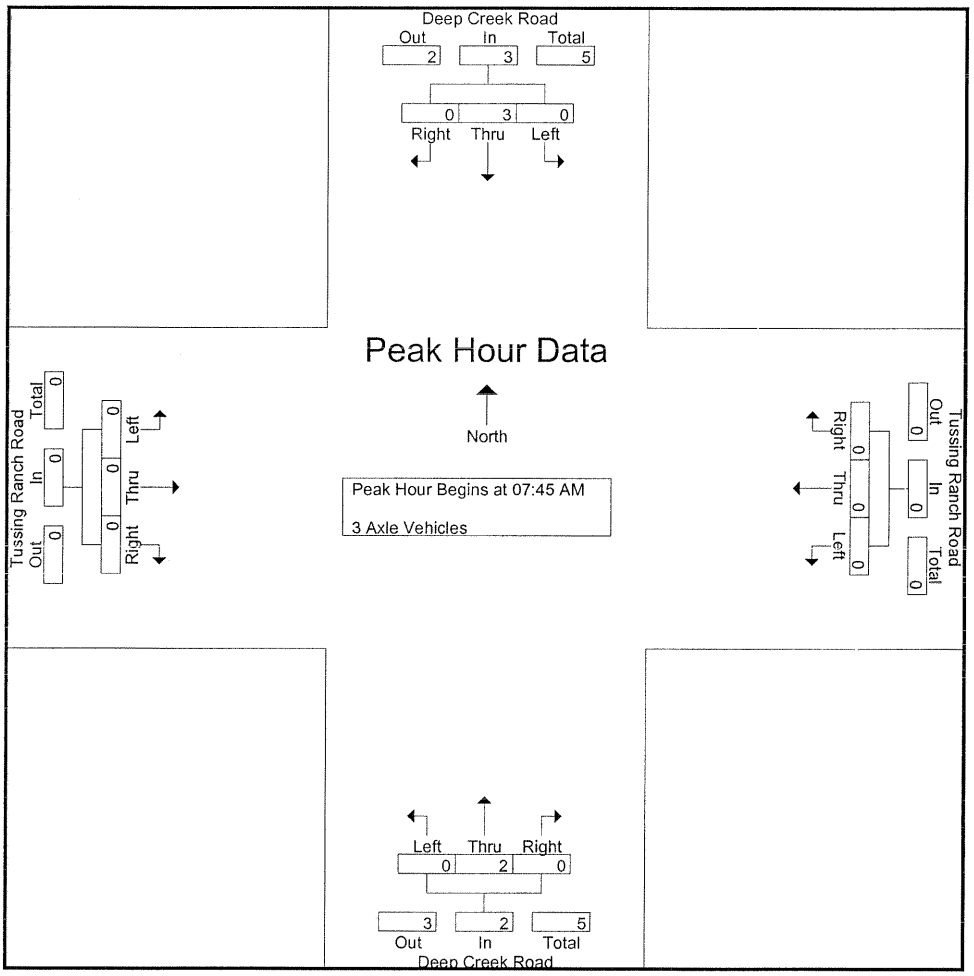

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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File Name : AVDCTRAM
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Groups Printed- 4+ Axle Trucks

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
07:15 AM	0	5	0	5	0	0	0	0	0	9	0	9	0	0	0	0	14
07:30 AM	0	10	0	10	0	0	0	0	0	7	0	7	0	0	0	0	17
07:45 AM	0	9	0	9	0	0	0	0	0	9	0	9	0	0	0	0	18
Total	0	24	0	24	0	0	0	0	0	30	0	30	0	0	0	0	54
08:00 AM	0	9	0	9	0	0	0	0	0	6	0	6	0	0	0	0	15
08:15 AM	0	5	0	5	0	0	0	0	0	7	0	7	0	0	0	0	12
08:30 AM	0	8	0	8	1	0	0	1	0	11	0	11	0	0	0	0	20
08:45 AM	0	7	0	7	0	0	0	0	0	9	0	9	0	0	0	0	16
Total	0	29	0	29	1	0	0	1	0	33	0	33	0	0	0	0	63
Grand Total	0	53	0	53	1	0	0	1	0	63	0	63	0	0	0	0	117
Apprch %	0	100	0		100	0	0		0	100	0		0	0	0		
Total %	0	45.3	0	45.3	0.9	0	0	0.9	0	53.8	0	53.8	0	0	0	0	

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	9	0	9	0	0	0	0	0	9	0	9	0	0	0	0	18
08:00 AM	0	9	0	9	0	0	0	0	0	6	0	6	0	0	0	0	15
08:15 AM	0	5	0	5	0	0	0	0	0	7	0	7	0	0	0	0	12
08:30 AM	0	8	0	8	1	0	0	1	0	11	0	11	0	0	0	0	20
Total Volume	0	31	0	31	1	0	0	1	0	33	0	33	0	0	0	0	65
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.861	.000	.861	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.813

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City of Apple Valley
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File Name : AVDCTRAM
Site Code : 05102292
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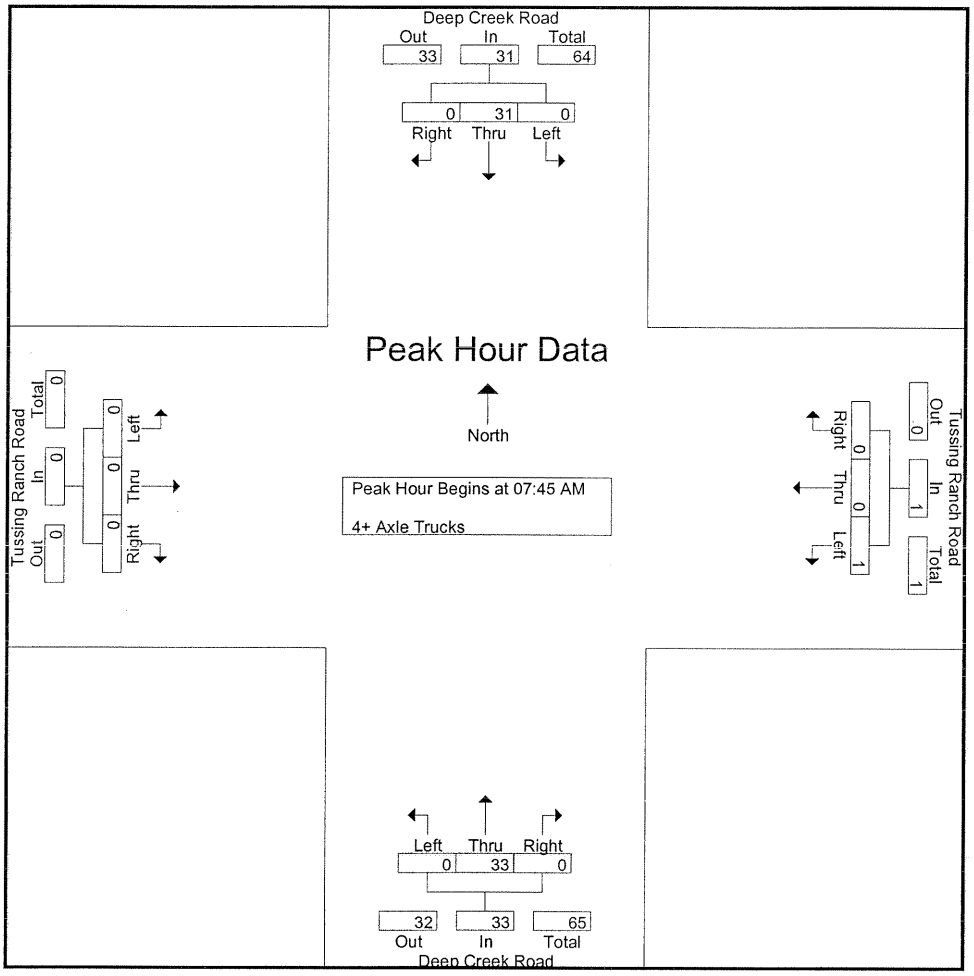

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	9	0	9	0	0	0	0	0	9	0	9	0	0	0	0
+15 mins.	0	9	0	9	0	0	0	0	0	6	0	6	0	0	0	0
+30 mins.	0	5	0	5	0	0	0	0	0	7	0	7	0	0	0	0
+45 mins.	0	8	0	8	1	0	0	1	0	11	0	11	0	0	0	0
Total Volume	0	31	0	31	1	0	0	1	0	33	0	33	0	0	0	0
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0	
PHF	.000	.861	.000	.861	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000

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City of Apple Valley
N/S: Deep Creek Road
E/W: Tussing Ranch Road
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File Name : AVDCTRPM
Site Code : 05102292
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	57	0	59	1	0	1	2	0	27	2	29	0	0	0	0	90
04:15 PM	2	40	2	44	1	0	2	3	0	31	0	31	0	0	1	1	79
04:30 PM	0	33	0	33	0	0	3	3	0	41	0	41	1	0	0	1	78
04:45 PM	5	40	0	45	0	0	3	3	0	36	1	37	0	0	0	0	85
Total	9	170	2	181	2	0	9	11	0	135	3	138	1	0	1	2	332
05:00 PM	2	40	0	42	1	0	2	3	0	28	3	31	0	0	0	0	76
05:15 PM	1	38	0	39	2	0	0	2	1	17	2	20	0	0	0	0	61
05:30 PM	2	33	0	35	0	0	0	0	1	32	1	34	1	0	0	1	70
05:45 PM	2	24	0	26	1	0	2	3	0	27	2	29	0	0	0	0	58
Total	7	135	0	142	4	0	4	8	2	104	8	114	1	0	0	1	265
Grand Total	16	305	2	323	6	0	13	19	2	239	11	252	2	0	1	3	597
Apprch %	5	94.4	0.6		31.6	0	68.4		0.8	94.8	4.4		66.7	0	33.3		
Total %	2.7	51.1	0.3	54.1	1	0	2.2	3.2	0.3	40	1.8	42.2	0.3	0	0.2	0.5	
Passenger Vehicles	16	301	2	319	6	0	13	19	2	237	11	250	2	0	1	3	591
% Passenger Vehicles	100	98.7	100	98.8	100	0	100	100	100	99.2	100	99.2	100	0	100	100	99
Large 2 Axle Vehicles	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
% Large 2 Axle Vehicles	0	1	0	0.9	0	0	0	0	0	0.8	0	0.8	0	0	0	0	0.8
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0.3	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0.2

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	57	0	59	1	0	1	2	0	27	2	29	0	0	0	0	90
04:15 PM	2	40	2	44	1	0	2	3	0	31	0	31	0	0	1	1	79
04:30 PM	0	33	0	33	0	0	3	3	0	41	0	41	1	0	0	1	78
04:45 PM	5	40	0	45	0	0	3	3	0	36	1	37	0	0	0	0	85
Total Volume	9	170	2	181	2	0	9	11	0	135	3	138	1	0	1	2	332
% App. Total	5	93.9	1.1		18.2	0	81.8		0	97.8	2.2		50	0	50		
PHF	.450	.746	.250	.767	.500	.000	.750	.917	.000	.823	.375	.841	.250	.000	.250	.500	.922

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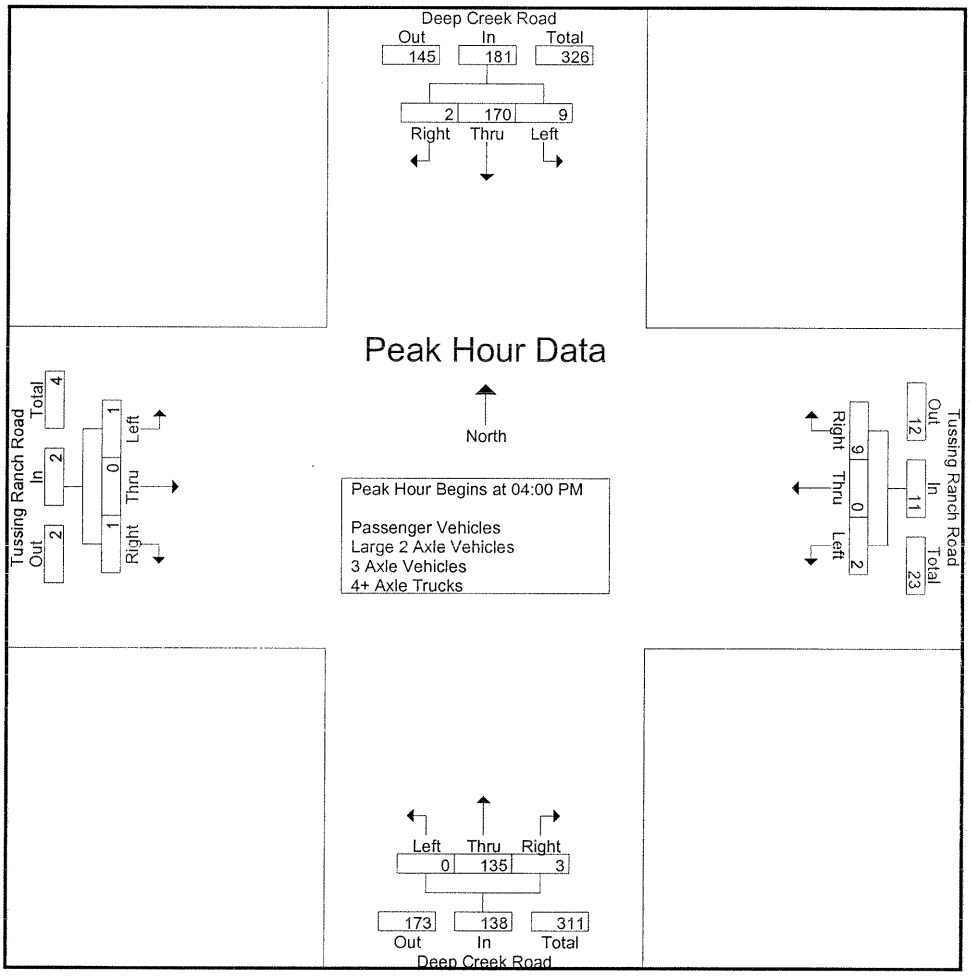

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:15 PM				04:00 PM			
+0 mins.	2	57	0	59	1	0	2	3	0	31	0	31	0	0	0	0
+15 mins.	2	40	2	44	0	0	3	3	0	41	0	41	0	0	1	1
+30 mins.	0	33	0	33	0	0	3	3	0	36	1	37	1	0	0	1
+45 mins.	5	40	0	45	1	0	2	3	0	28	3	31	0	0	0	0
Total Volume	9	170	2	181	2	0	10	12	0	136	4	140	1	0	1	2
% App. Total	5	93.9	1.1		16.7	0	83.3		0	97.1	2.9		50	0	50	
PHF	.450	.746	.250	.767	.500	.000	.833	1.000	.000	.829	.333	.854	.250	.000	.250	.500

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Groups Printed- Passenger Vehicles

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	56	0	58	1	0	1	2	0	27	2	29	0	0	0	0	89
04:15 PM	2	39	2	43	1	0	2	3	0	31	0	31	0	0	1	1	78
04:30 PM	0	33	0	33	0	0	3	3	0	40	0	40	1	0	0	1	77
04:45 PM	5	40	0	45	0	0	3	3	0	36	1	37	0	0	0	0	85
Total	9	168	2	179	2	0	9	11	0	134	3	137	1	0	1	2	329
05:00 PM	2	40	0	42	1	0	2	3	0	28	3	31	0	0	0	0	76
05:15 PM	1	37	0	38	2	0	0	2	1	16	2	19	0	0	0	0	59
05:30 PM	2	32	0	34	0	0	0	0	1	32	1	34	1	0	0	1	69
05:45 PM	2	24	0	26	1	0	2	3	0	27	2	29	0	0	0	0	58
Total	7	133	0	140	4	0	4	8	2	103	8	113	1	0	0	1	262
Grand Total	16	301	2	319	6	0	13	19	2	237	11	250	2	0	1	3	591
Apprch %	5	94.4	0.6		31.6	0	68.4		0.8	94.8	4.4		66.7	0	33.3		
Total %	2.7	50.9	0.3	54	1	0	2.2	3.2	0.3	40.1	1.9	42.3	0.3	0	0.2	0.5	

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	56	0	58	1	0	1	2	0	27	2	29	0	0	0	0	89
04:15 PM	2	39	2	43	1	0	2	3	0	31	0	31	0	0	1	1	78
04:30 PM	0	33	0	33	0	0	3	3	0	40	0	40	1	0	0	1	77
04:45 PM	5	40	0	45	0	0	3	3	0	36	1	37	0	0	0	0	85
Total Volume	9	168	2	179	2	0	9	11	0	134	3	137	1	0	1	2	329
% App. Total	5	93.9	1.1		18.2	0	81.8		0	97.8	2.2		50	0	50		
PHF	.450	.750	.250	.772	.500	.000	.750	.917	.000	.838	.375	.856	.250	.000	.250	.500	.924

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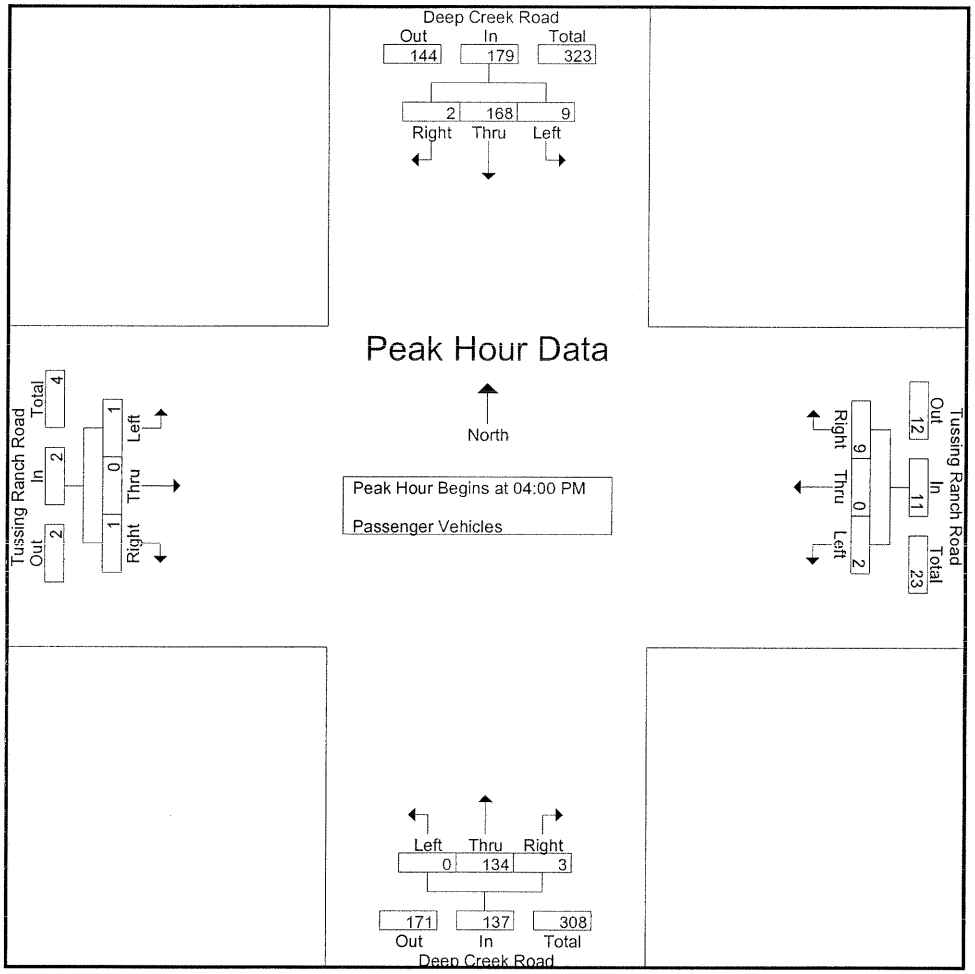
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

City of Apple Valley
N/S: Deep Creek Road
E/W: Tussing Ranch Road
Weather: Sunny

File Name : AVDCTRPM
Site Code : 05102292
Start Date : 1/18/2007
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	56	0	58	1	0	1	2	0	27	2	29	0	0	0	0
+15 mins.	2	39	2	43	1	0	2	3	0	31	0	31	0	0	1	1
+30 mins.	0	33	0	33	0	0	3	3	0	40	0	40	1	0	0	1
+45 mins.	5	40	0	45	0	0	3	3	0	36	1	37	0	0	0	0
Total Volume	9	168	2	179	2	0	9	11	0	134	3	137	1	0	1	2
% App. Total	5	93.9	1.1		18.2	0	81.8		0	97.8	2.2		50	0	50	
PHF	.450	.750	.250	.772	.500	.000	.750	.917	.000	.838	.375	.856	.250	.000	.250	.500

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N/S: Deep Creek Road
E/W: Tussing Ranch Road
Weather: Sunny

File Name : AVDCTRPM
Site Code : 05102292
Start Date : 1/18/2007
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	60	0	60	0	0	0	0	0	40	0	40	0	0	0	0	

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750

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City of Apple Valley
N/S: Deep Creek Road
E/W: Tussing Ranch Road
Weather: Sunny

File Name : AVDCTRPM
Site Code : 05102292
Start Date : 1/18/2007
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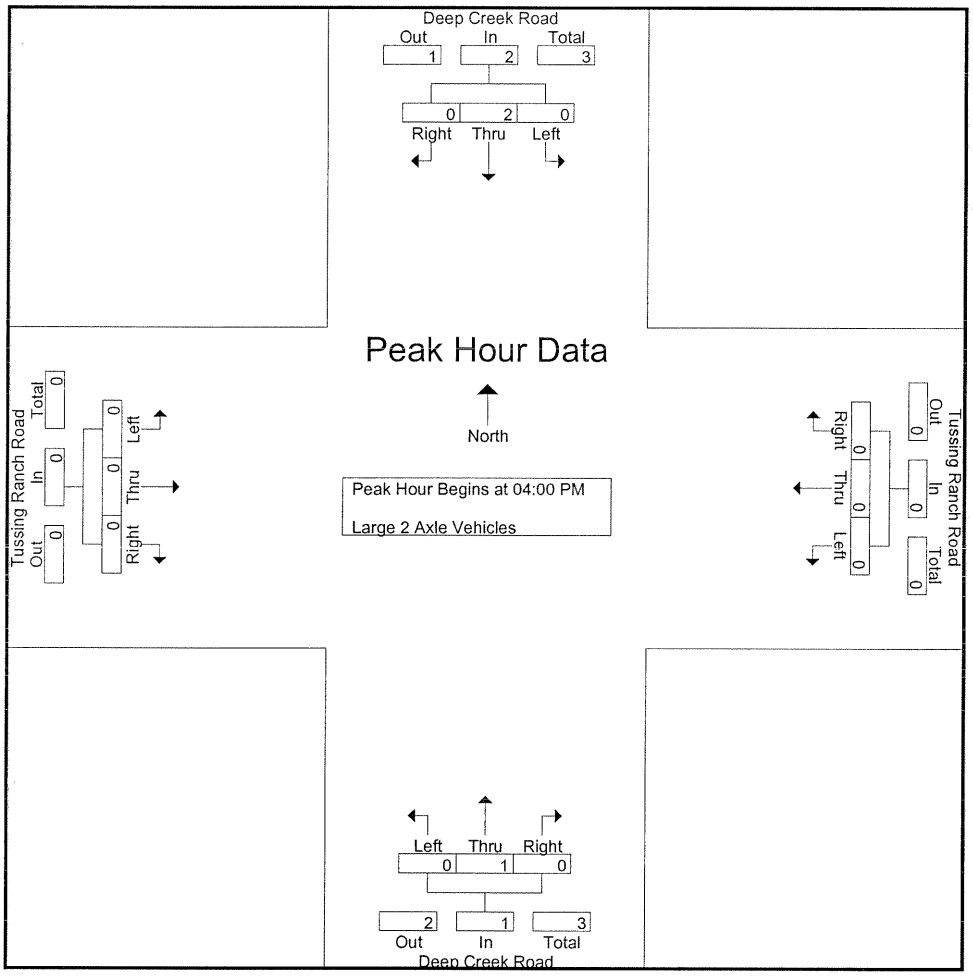

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Apple Valley
N/S: Deep Creek Road
E/W: Tussing Ranch Road
Weather: Sunny

File Name : AVDCTRPM
Site Code : 05102292
Start Date : 1/18/2007
Page No : 1

Groups Printed- 3 Axle Vehicles

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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25424 Jaclyn Avenue
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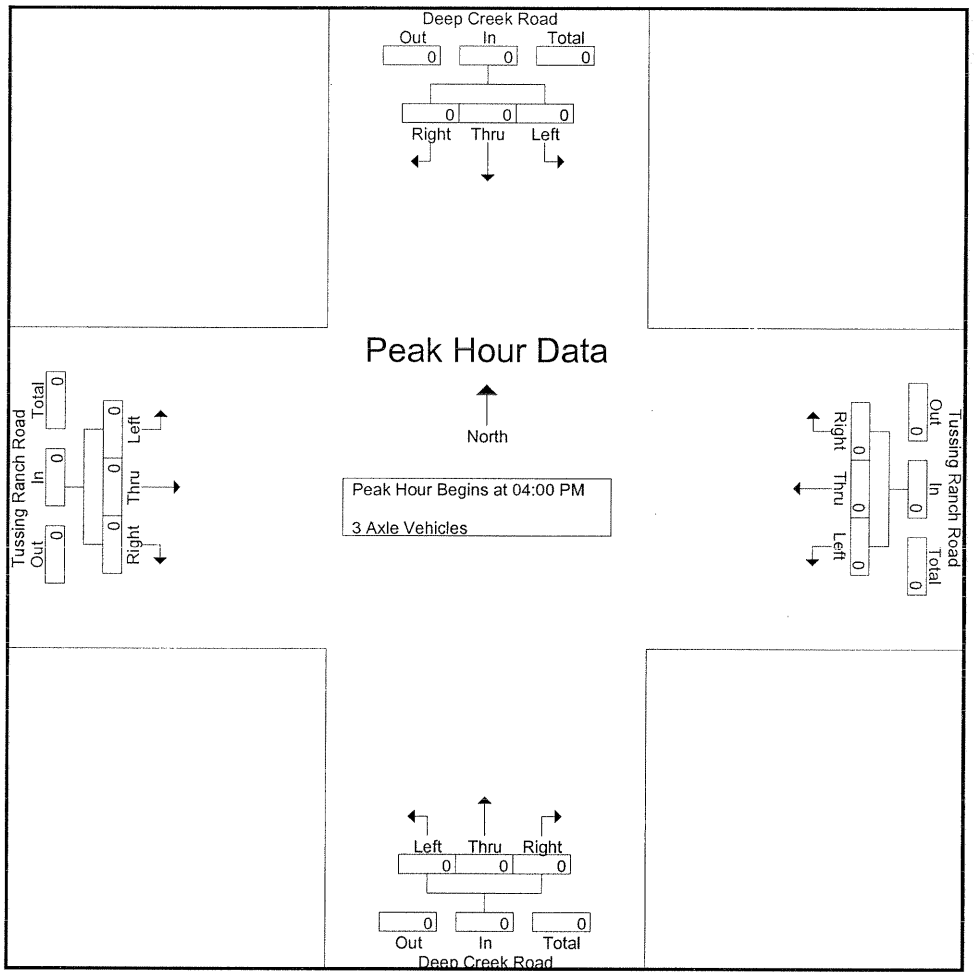
(951) 247-6716

City of Apple Valley
N/S: Deep Creek Road
E/W: Tussing Ranch Road
Weather: Sunny

File Name : AVDCTRPM
Site Code : 05102292
Start Date : 1/18/2007
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Deep Creek Road
E/W: Tussing Ranch Road
Weather: Sunny

File Name : AVDCTRPM
Site Code : 05102292
Start Date : 1/18/2007
Page No : 1

Groups Printed- 4+ Axle Trucks

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Deep Creek Road Southbound				Tussing Ranch Road Westbound				Deep Creek Road Northbound				Tussing Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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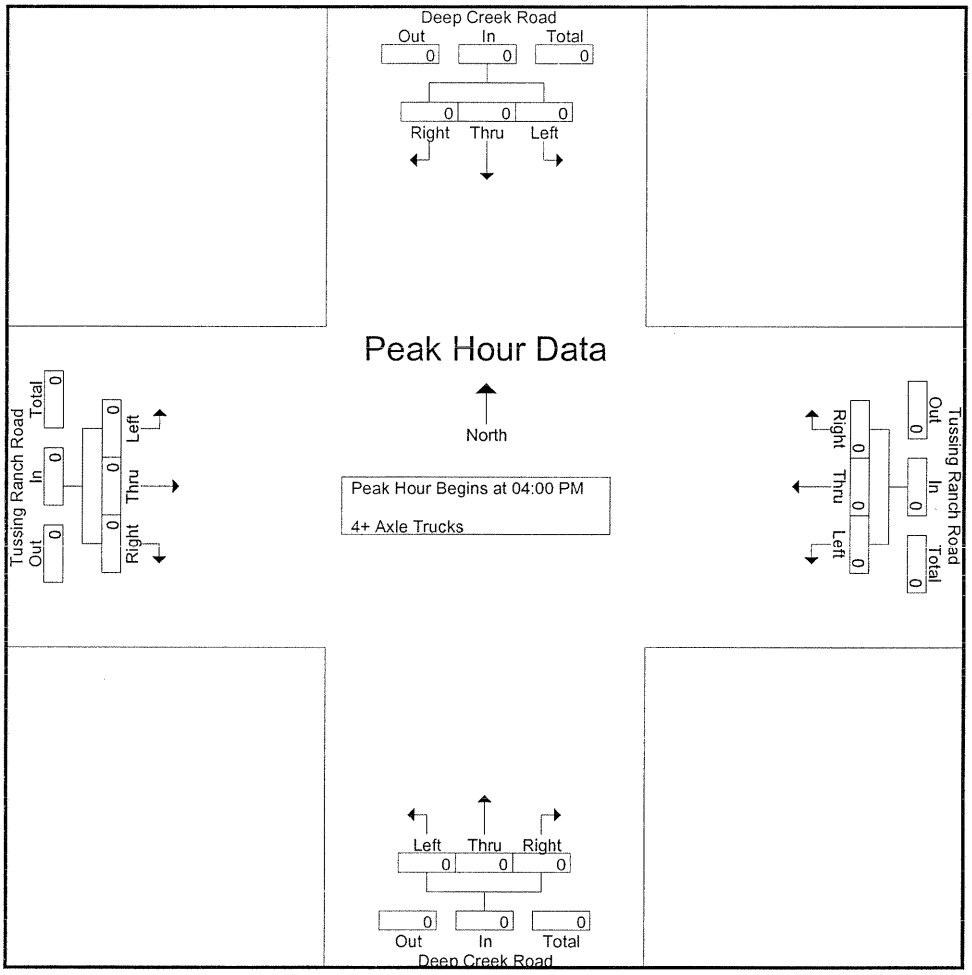
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

City of Apple Valley
N/S: Deep Creek Road
E/W: Tussing Ranch Road
Weather: Sunny

File Name : AVDCTRPM
Site Code : 05102292
Start Date : 1/18/2007
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

INTERSECTION 8
Deep Creek Road(NS) / Roundup Way(EW)

AM PEAK HOUR

SOUTHBOUND

Total	4	211	0
4-Axle	0	99	0
3-Axle	2	0	0
Buses/RV's	0	5	0
Autos	2	107	0

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
9	3	0	5	1
0	0	0	0	0
9	3	2	2	2

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

NORTHBOUND

Autos	0	106	0
Buses/RV's	0	8	0
3-Axle	0	0	0
4-Axle	3	75	0
Total	3	189	0

URBAN CROSSROADS

INTERSECTION 8
Deep Creek Road(NS) / Roundup Way(EW)

PM PEAK HOUR

SOUTHBOUND

Total	4	182	0
4-Axle	0	3	0
3-Axle	0	0	0
Buses/RV's	2	8	0
Autos	2	171	0

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
9	0	0	2	7
0	0	0	0	0
9	0	0	3	6

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

NORTHBOUND

Autos	5	136	0
Buses/RV's	0	9	0
3-Axle	0	0	0
4-Axle	0	0	0
Total	5	~~145~~ 165	0

URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

INTERSECTION 8
Deep Creek Road(NS) / Roundup Way(EW)

AM PEAK HOUR

SOUTHBOUND

Total	3	143	0
4-Axle	0	33	0
3-Axle	1	0	0
Buses/RV's	0	3	0
Autos	2	107	0

Total	4-Axle	3-Axle	Buses/ RV's	Autos
5	1	0	3	1
0	0	0	0	0
5	1	1	1	2

Eastbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Westbound

Autos	0	106	0
Buses/RV's	0	5	0
3-Axle	0	0	0
4-Axle	1	25	0
Total	1	136	0

NORTHBOUND

URBAN CROSSROADS

INTERSECTION 8
Deep Creek Road(NS) / Roundup Way(EW)

PM PEAK HOUR

SOUTHBOUND

Total	3	177	0
4-Axle	0	1	0
3-Axle	0	0	0
Buses/RV's	1	5	0
Autos	2	171	0

Total	4-Axle	3-Axle	Buses/ RV's	Autos
8	0	0	1	7
0	0	0	0	0
8	0	0	2	6

Eastbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Westbound

Autos	5	136	0
Buses/RV's	0	6	0
3-Axle	0	0	0
4-Axle	0	0	0
Total	5	142	0

NORTHBOUND

URBAN CROSSROADS

Counts Unlimited, Inc.
25424 Jaclyn Avenue
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County of San Bernardino
N/S: Deep Creek Road
E/W: Roundup Way
Weather: Sunny

File Name : SBCDCRWAM
Site Code : 05102284
Start Date : 1/18/2007
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	23	0	23	0	30	30	0	2	2	55
07:15 AM	26	1	27	1	33	34	2	1	3	64
07:30 AM	39	0	39	0	38	38	2	3	5	82
07:45 AM	39	1	40	0	36	36	2	1	3	79
Total	127	2	129	1	137	138	6	7	13	280
08:00 AM	24	1	25	0	35	35	0	1	1	61
08:15 AM	41	1	42	1	27	28	1	0	1	71
08:30 AM	32	0	32	0	33	33	0	0	0	65
08:45 AM	34	0	34	2	38	40	0	0	0	74
Total	131	2	133	3	133	136	1	1	2	271
Grand Total	258	4	262	4	270	274	7	8	15	551
Apprch %	98.5	1.5		1.5	98.5		46.7	53.3		
Total %	46.8	0.7	47.5	0.7	49	49.7	1.3	1.5	2.7	
Passenger Vehicles	207	3	210	2	206	208	1	2	3	421
% Passenger Vehicles	80.2	75	80.2	50	76.3	75.9	14.3	25	20	76.4
Large 2 Axle Vehicles	4	0	4	1	5	6	5	2	7	17
% Large 2 Axle Vehicles	1.6	0	1.5	25	1.9	2.2	71.4	25	46.7	3.1
3 Axle Vehicles	0	1	1	0	2	2	0	3	3	6
% 3 Axle Vehicles	0	25	0.4	0	0.7	0.7	0	37.5	20	1.1
4+ Axle Trucks	47	0	47	1	57	58	1	1	2	107
% 4+ Axle Trucks	18.2	0	17.9	25	21.1	21.2	14.3	12.5	13.3	19.4

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	39	0	39	0	38	38	2	3	5	82
07:45 AM	39	1	40	0	36	36	2	1	3	79
08:00 AM	24	1	25	0	35	35	0	1	1	61
08:15 AM	41	1	42	1	27	28	1	0	1	71
Total Volume	143	3	146	1	136	137	5	5	10	293
% App. Total	97.9	2.1		0.7	99.3		50	50		
PHF	.872	.750	.869	.250	.895	.901	.625	.417	.500	.893

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Weather: Sunny

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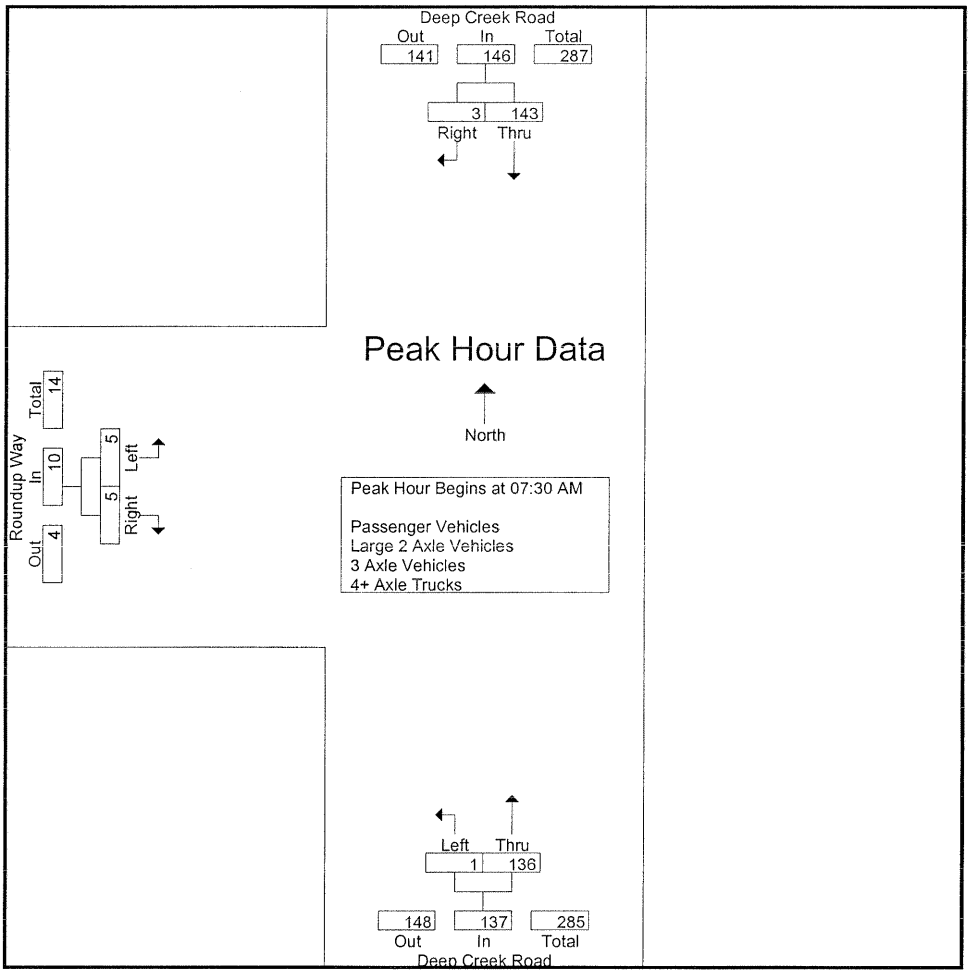

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			07:00 AM		
+0 mins.	39	0	39	1	33	34	0	2	2
+15 mins.	39	1	40	0	38	38	2	1	3
+30 mins.	24	1	25	0	36	36	2	3	5
+45 mins.	41	1	42	0	35	35	2	1	3
Total Volume	143	3	146	1	142	143	6	7	13
% App. Total	97.9	2.1		0.7	99.3		46.2	53.8	
PHF	.872	.750	.869	.250	.934	.941	.750	.583	.650

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Groups Printed- Passenger Vehicles

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	23	0	23	0	23	23	0	0	0	46
07:15 AM	21	1	22	0	22	22	0	0	0	44
07:30 AM	28	0	28	0	30	30	1	1	2	60
07:45 AM	32	1	33	0	29	29	0	1	1	63
Total	104	2	106	0	104	104	1	2	3	213
08:00 AM	12	0	12	0	27	27	0	0	0	39
08:15 AM	35	1	36	0	20	20	0	0	0	56
08:30 AM	27	0	27	0	27	27	0	0	0	54
08:45 AM	29	0	29	2	28	30	0	0	0	59
Total	103	1	104	2	102	104	0	0	0	208
Grand Total	207	3	210	2	206	208	1	2	3	421
Apprch %	98.6	1.4		1	99		33.3	66.7		
Total %	49.2	0.7	49.9	0.5	48.9	49.4	0.2	0.5	0.7	

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	28	0	28	0	30	30	1	1	2	60
07:45 AM	32	1	33	0	29	29	0	1	1	63
08:00 AM	12	0	12	0	27	27	0	0	0	39
08:15 AM	35	1	36	0	20	20	0	0	0	56
Total Volume	107	2	109	0	106	106	1	2	3	218
% App. Total	98.2	1.8		0	100		33.3	66.7		
PHF	.764	.500	.757	.000	.883	.883	.250	.500	.375	.865

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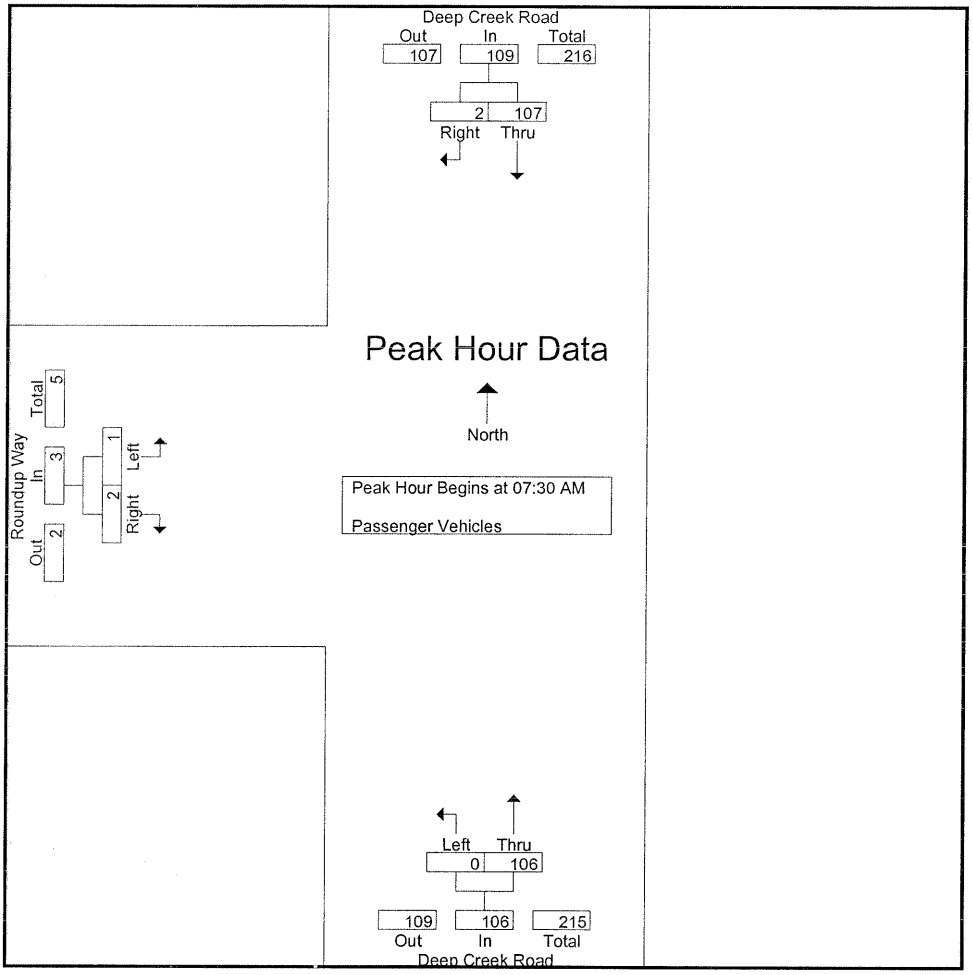

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	28	0	28	0	30	30	1	1	2
+15 mins.	32	1	33	0	29	29	0	1	1
+30 mins.	12	0	12	0	27	27	0	0	0
+45 mins.	35	1	36	0	20	20	0	0	0
Total Volume	107	2	109	0	106	106	1	2	3
% App. Total	98.2	1.8		0	100		33.3	66.7	
PHF	.764	.500	.757	.000	.883	.883	.250	.500	.375

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Groups Printed- Large 2 Axle Vehicles

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	1	0	1	2	0	2	3
07:30 AM	0	0	0	0	2	2	1	1	2	4
07:45 AM	0	0	0	0	1	1	1	0	1	2
Total	0	0	0	1	3	4	4	2	6	10
08:00 AM	1	0	1	0	1	1	0	0	0	2
08:15 AM	2	0	2	0	1	1	1	0	1	4
08:30 AM	1	0	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	4	0	4	0	2	2	1	0	1	7
Grand Total	4	0	4	1	5	6	5	2	7	17
Apprch %	100	0		16.7	83.3		71.4	28.6		
Total %	23.5	0	23.5	5.9	29.4	35.3	29.4	11.8	41.2	

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	2	2	1	1	2	4
07:45 AM	0	0	0	0	1	1	1	0	1	2
08:00 AM	1	0	1	0	1	1	0	0	0	2
08:15 AM	2	0	2	0	1	1	1	0	1	4
Total Volume	3	0	3	0	5	5	3	1	4	12
% App. Total	100	0		0	100		75	25		
PHF	.375	.000	.375	.000	.625	.625	.750	.250	.500	.750

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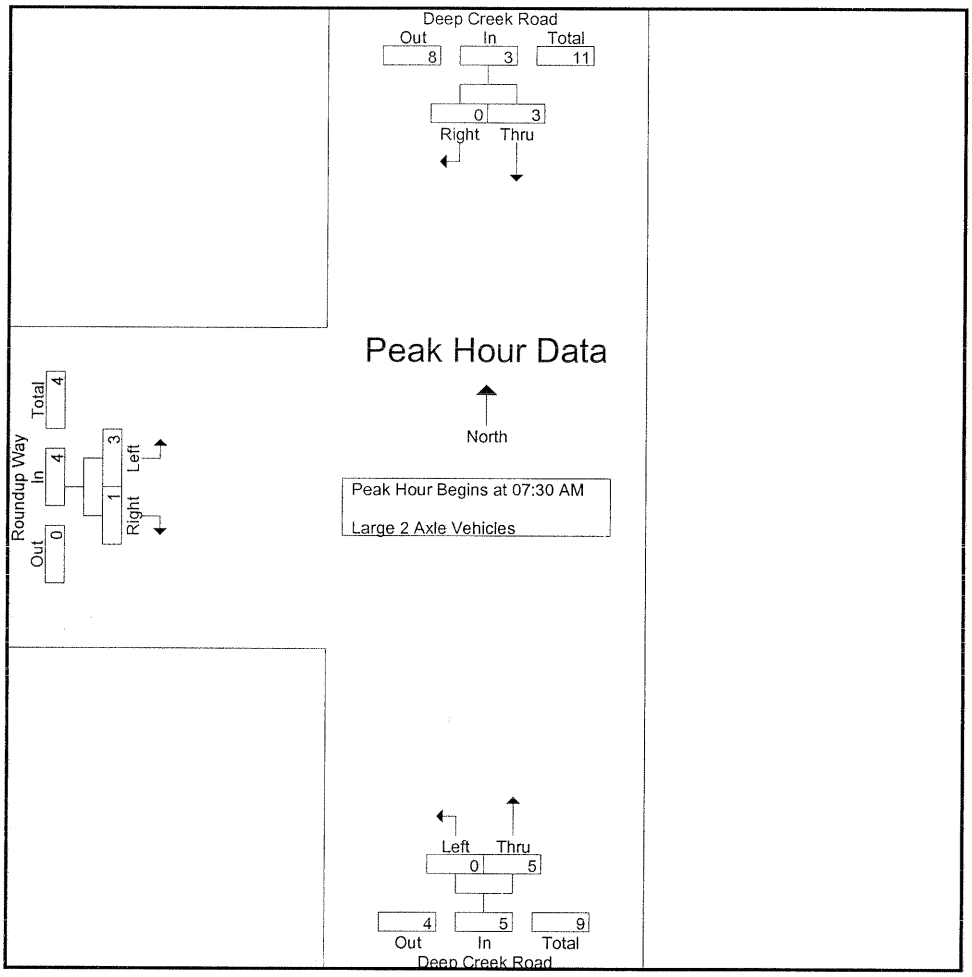

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	2	2	1	1	2
+15 mins.	0	0	0	0	1	1	1	0	1
+30 mins.	1	0	1	0	1	1	0	0	0
+45 mins.	2	0	2	0	1	1	1	0	1
Total Volume	3	0	3	0	5	5	3	1	4
% App. Total	100	0		0	100		75	25	
PHF	.375	.000	.375	.000	.625	.625	.750	.250	.500

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Groups Printed- 3 Axle Vehicles

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	0	1	1	2
07:15 AM	0	0	0	0	1	1	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	2	2	4
08:00 AM	0	1	1	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	1	1	2
Grand Total	0	1	1	0	2	2	0	3	3	6
Apprch %	0	100		0	100		0	100		
Total %	0	16.7	16.7	0	33.3	33.3	0	50	50	

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	1	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	1	1	2
% App. Total	0	100		0	0		0	100		
PHF	.000	.250	.250	.000	.000	.000	.000	.250	.250	.250

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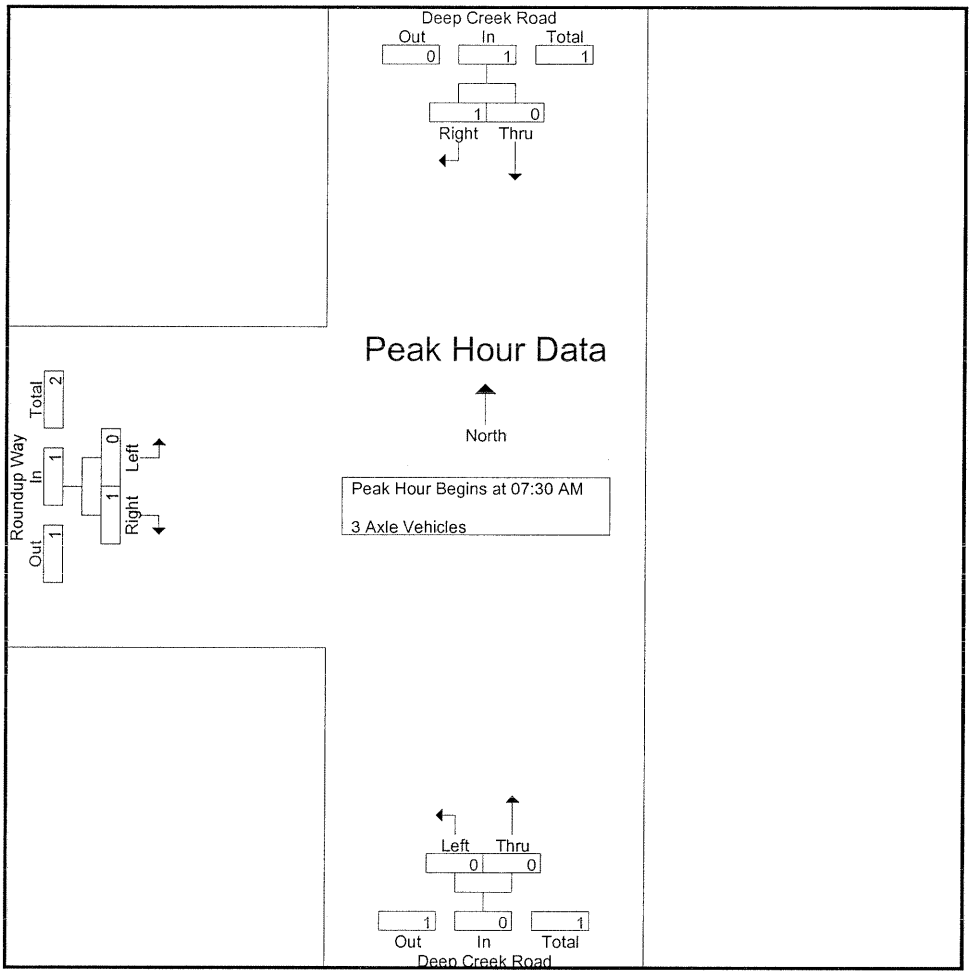

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	1	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	1	1
% App. Total	0	100		0	0		0	100	
PHF	.000	.250	.250	.000	.000	.000	.000	.250	.250

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Groups Printed- 4+ Axle Trucks

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	6	6	0	0	0	6
07:15 AM	5	0	5	0	10	10	0	0	0	15
07:30 AM	11	0	11	0	6	6	0	1	1	18
07:45 AM	7	0	7	0	6	6	1	0	1	14
Total	23	0	23	0	28	28	1	1	2	53
08:00 AM	11	0	11	0	7	7	0	0	0	18
08:15 AM	4	0	4	1	6	7	0	0	0	11
08:30 AM	4	0	4	0	6	6	0	0	0	10
08:45 AM	5	0	5	0	10	10	0	0	0	15
Total	24	0	24	1	29	30	0	0	0	54
Grand Total	47	0	47	1	57	58	1	1	2	107
Apprch %	100	0		1.7	98.3		50	50		
Total %	43.9	0	43.9	0.9	53.3	54.2	0.9	0.9	1.9	

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	11	0	11	0	6	6	0	1	1	18
07:45 AM	7	0	7	0	6	6	1	0	1	14
08:00 AM	11	0	11	0	7	7	0	0	0	18
08:15 AM	4	0	4	1	6	7	0	0	0	11
Total Volume	33	0	33	1	25	26	1	1	2	61
% App. Total	100	0		3.8	96.2		50	50		
PHF	.750	.000	.750	.250	.893	.929	.250	.250	.500	.847

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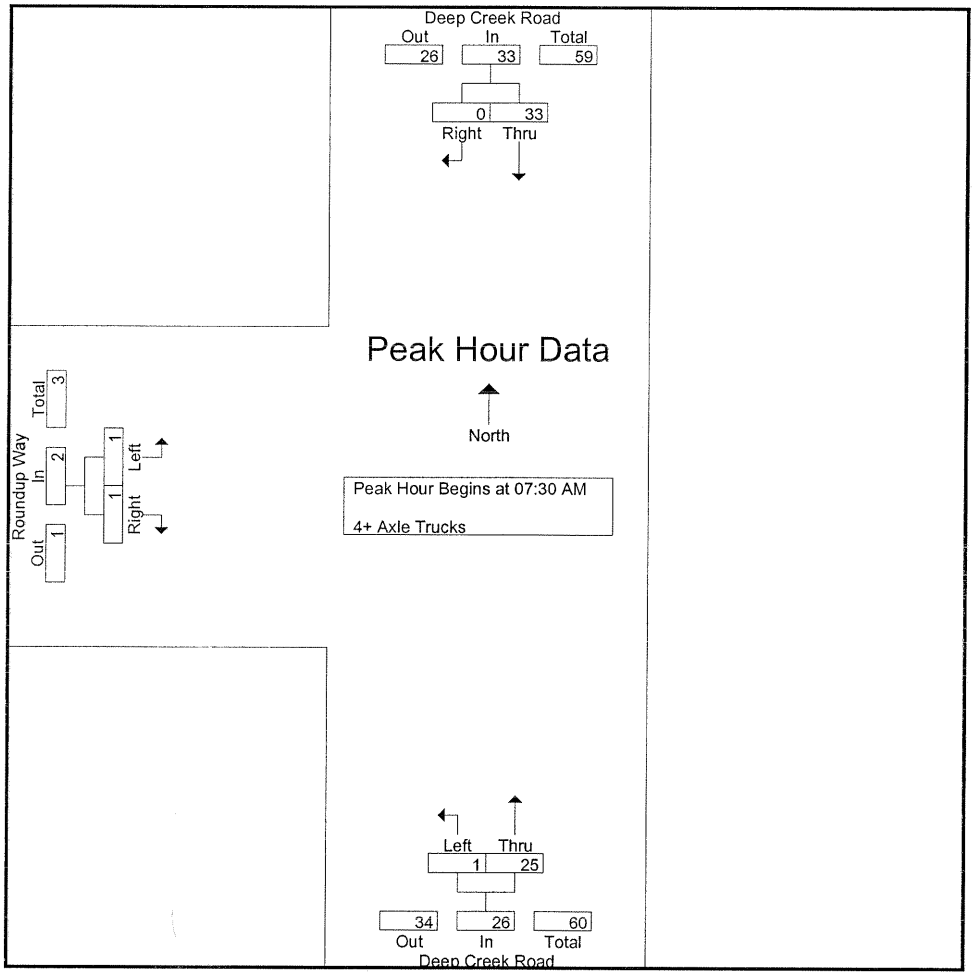

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	11	0	11	0	6	6	0	1	1
+15 mins.	7	0	7	0	6	6	1	0	1
+30 mins.	11	0	11	0	7	7	0	0	0
+45 mins.	4	0	4	1	6	7	0	0	0
Total Volume	33	0	33	1	25	26	1	1	2
% App. Total	100	0		3.8	96.2		50	50	
PHF	.750	.000	.750	.250	.893	.929	.250	.250	.500

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	56	1	57	0	37	37	2	1	3	97
04:15 PM	52	1	53	1	36	37	2	2	4	94
04:30 PM	35	0	35	2	33	35	1	2	3	73
04:45 PM	34	1	35	2	36	38	3	3	6	79
Total	177	3	180	5	142	147	8	8	16	343
05:00 PM	38	1	39	1	35	36	0	0	0	75
05:15 PM	41	0	41	0	30	30	2	1	3	74
05:30 PM	43	0	43	1	37	38	2	1	3	84
05:45 PM	23	1	24	0	34	34	1	0	1	59
Total	145	2	147	2	136	138	5	2	7	292
Grand Total	322	5	327	7	278	285	13	10	23	635
Apprch %	98.5	1.5		2.5	97.5		56.5	43.5		
Total %	50.7	0.8	51.5	1.1	43.8	44.9	2	1.6	3.6	
Passenger Vehicles	312	3	315	6	266	272	11	8	19	606
% Passenger Vehicles	96.9	60	96.3	85.7	95.7	95.4	84.6	80	82.6	95.4
Large 2 Axle Vehicles	7	2	9	1	10	11	2	2	4	24
% Large 2 Axle Vehicles	2.2	40	2.8	14.3	3.6	3.9	15.4	20	17.4	3.8
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	3	0	3	0	2	2	0	0	0	5
% 4+ Axle Trucks	0.9	0	0.9	0	0.7	0.7	0	0	0	0.8

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	56	1	57	0	37	37	2	1	3	97
04:15 PM	52	1	53	1	36	37	2	2	4	94
04:30 PM	35	0	35	2	33	35	1	2	3	73
04:45 PM	34	1	35	2	36	38	3	3	6	79
Total Volume	177	3	180	5	142	147	8	8	16	343
% App. Total	98.3	1.7		3.4	96.6		50	50		
PHF	.790	.750	.789	.625	.959	.967	.667	.667	.667	.884

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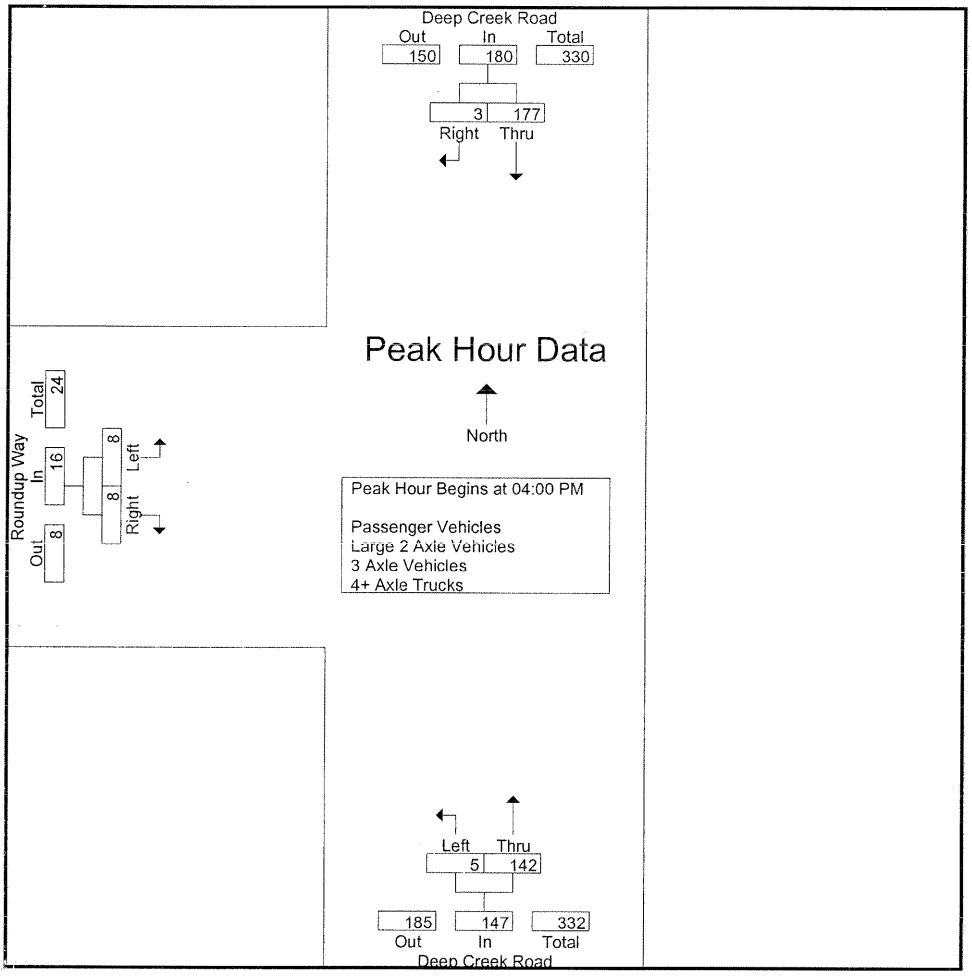

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	56	1	57	0	37	37	2	1	3
+15 mins.	52	1	53	1	36	37	2	2	4
+30 mins.	35	0	35	2	33	35	1	2	3
+45 mins.	34	1	35	2	36	38	3	3	6
Total Volume	177	3	180	5	142	147	8	8	16
% App. Total	98.3	1.7		3.4	96.6		50	50	
PHF	.790	.750	.789	.625	.959	.967	.667	.667	.667

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Groups Printed- Passenger Vehicles

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	52	1	53	0	35	35	1	0	1	89
04:15 PM	52	1	53	1	36	37	2	2	4	94
04:30 PM	34	0	34	2	31	33	1	2	3	70
04:45 PM	33	0	33	2	34	36	3	2	5	74
Total	171	2	173	5	136	141	7	6	13	327
05:00 PM	38	0	38	0	34	34	0	0	0	72
05:15 PM	41	0	41	0	30	30	2	1	3	74
05:30 PM	39	0	39	1	32	33	1	1	2	74
05:45 PM	23	1	24	0	34	34	1	0	1	59
Total	141	1	142	1	130	131	4	2	6	279
Grand Total	312	3	315	6	266	272	11	8	19	606
Apprch %	99	1		2.2	97.8		57.9	42.1		
Total %	51.5	0.5	52	1	43.9	44.9	1.8	1.3	3.1	

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	52	1	53	0	35	35	1	0	1	89
04:15 PM	52	1	53	1	36	37	2	2	4	94
04:30 PM	34	0	34	2	31	33	1	2	3	70
04:45 PM	33	0	33	2	34	36	3	2	5	74
Total Volume	171	2	173	5	136	141	7	6	13	327
% App. Total	98.8	1.2		3.5	96.5		53.8	46.2		
PHF	.822	.500	.816	.625	.944	.953	.583	.750	.650	.870

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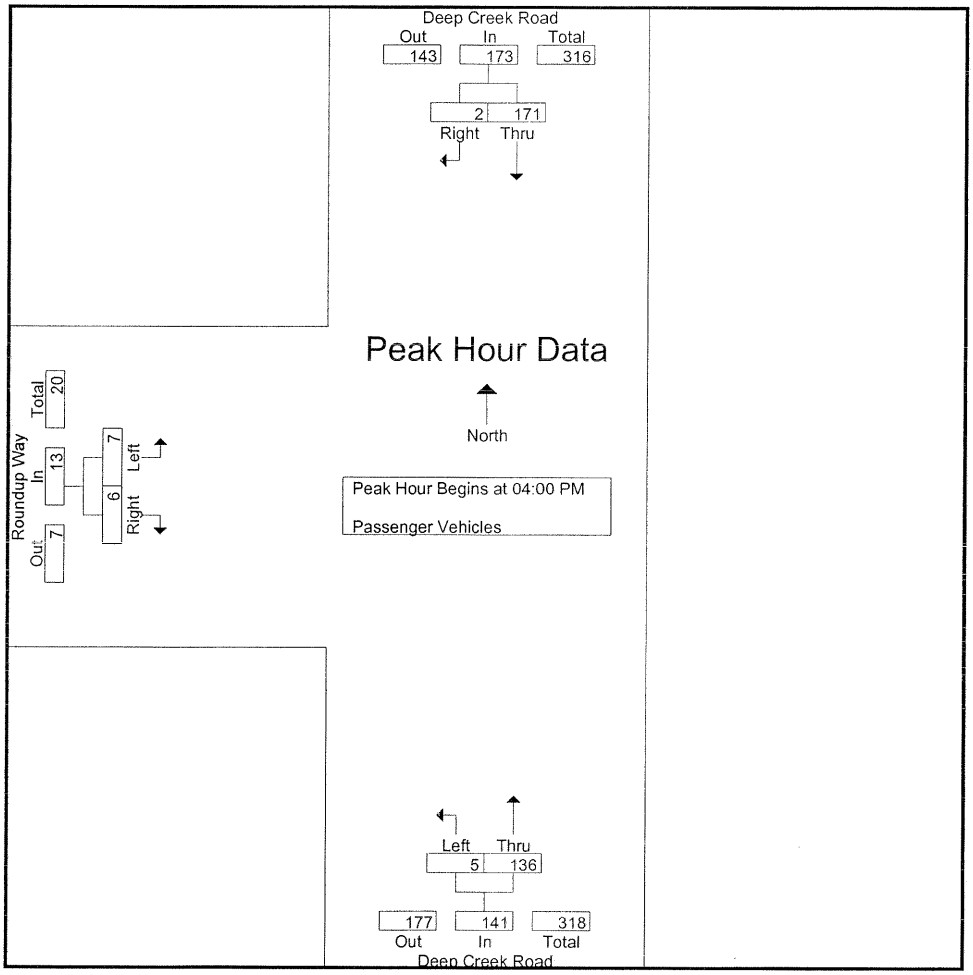

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	52	1	53	0	35	35	1	0	1
+15 mins.	52	1	53	1	36	37	2	2	4
+30 mins.	34	0	34	2	31	33	1	2	3
+45 mins.	33	0	33	2	34	36	3	2	5
Total Volume	171	2	173	5	136	141	7	6	13
% App. Total	98.8	1.2		3.5	96.5		53.8	46.2	
PHF	.822	.500	.816	.625	.944	.953	.583	.750	.650

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

County of San Bernardino
N/S: Deep Creek Road
E/W: Roundup Way
Weather: Sunny

File Name : SBCDCRWPM
Site Code : 05102284
Start Date : 1/18/2007
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Groups Printed- Large 2 Axle Vehicles

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	4	0	4	0	2	2	1	1	2	8
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	1	0	2	2	0	0	0	3
04:45 PM	0	1	1	0	2	2	0	1	1	4
Total	5	1	6	0	6	6	1	2	3	15
05:00 PM	0	1	1	1	1	2	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	2	0	2	0	3	3	1	0	1	6
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	1	3	1	4	5	1	0	1	9
Grand Total	7	2	9	1	10	11	2	2	4	24
Apprch %	77.8	22.2		9.1	90.9		50	50		
Total %	29.2	8.3	37.5	4.2	41.7	45.8	8.3	8.3	16.7	

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	4	0	4	0	2	2	1	1	2	8
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	1	0	2	2	0	0	0	3
04:45 PM	0	1	1	0	2	2	0	1	1	4
Total Volume	5	1	6	0	6	6	1	2	3	15
% App. Total	83.3	16.7		0	100		33.3	66.7		
PHF	.313	.250	.375	.000	.750	.750	.250	.500	.375	.469

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File Name : SBCDCRWPM
Site Code : 05102284
Start Date : 1/18/2007
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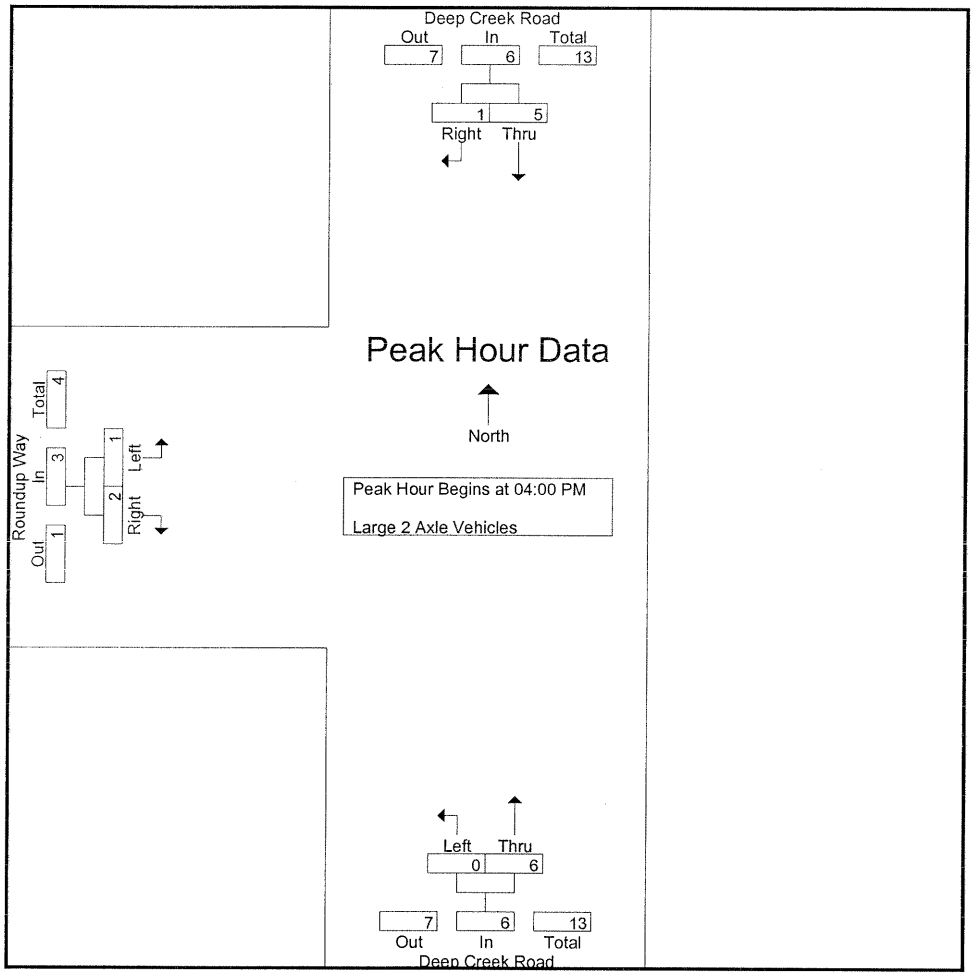

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	4	0	4	0	2	2	1	1	2
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	1	0	2	2	0	0	0
+45 mins.	0	1	1	0	2	2	0	1	1
Total Volume	5	1	6	0	6	6	1	2	3
% App. Total	83.3	16.7		0	100		33.3	66.7	
PHF	.313	.250	.375	.000	.750	.750	.250	.500	.375

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County of San Bernardino
N/S: Deep Creek Road
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File Name : SBCDCRWPM
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Groups Printed- 3 Axle Vehicles

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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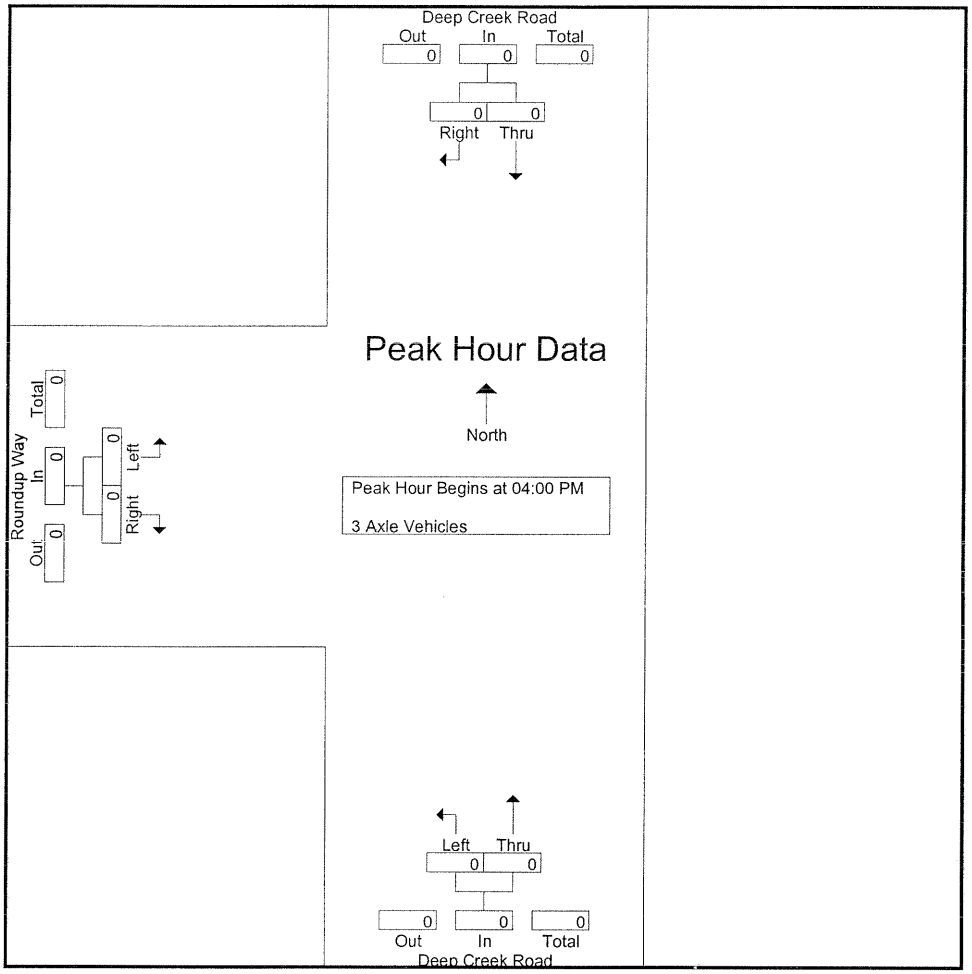

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	2	0	2	0	2	2	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	2	2	0	0	0	4
Grand Total	3	0	3	0	2	2	0	0	0	5
Apprch %	100	0		0	100		0	0		
Total %	60	0	60	0	40	40	0	0	0	

	Deep Creek Road Southbound			Deep Creek Road Northbound			Roundup Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

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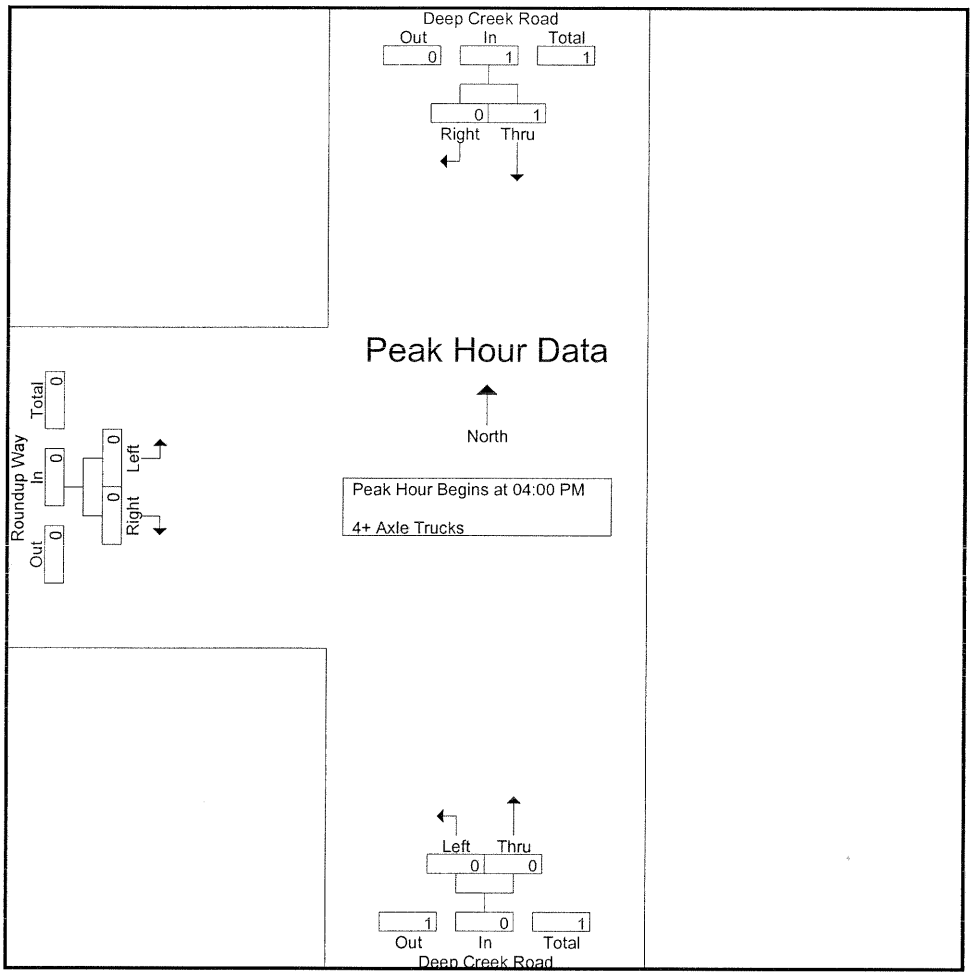

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0
% App. Total	100	0		0	0		0	0	
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

INTERSECTION 9
Deep Creek Road(NS) / Rock Springs Road(EW)

AM PEAK HOUR

194 16 8

SOUTHBOUND

Total	74	1	0
4-Axle	66	0	3
3-Axle	6	0	0
Buses/RV's	8	0	0
Autos	94	11	3

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
159	90	2	2	65
228	6	8	6	208
5	0	0	0	5

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
13	0	0	0	13
308	9	0	12	329
7	0	0	0	7

NORTHBOUND

Autos	27	29	8
Buses/RV's	0	3	0
3-Axle	0	0	0
4-Axle	0	0	0
Total	27	32	8

URBAN CROSSROADS

INTERSECTION 9
Deep Creek Road(NS) / Rock Springs Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	138	28	21
4-Axle	0	0	0
3-Axle	4	0	0
Buses/RV's	0	0	3
Autos	134	28	18

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
128	0	2	3	123
393	0	0	5	388
36	0	0	2	34

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
24	3	0	0	27
266	6	0	6	278
14	0	0	0	14

NORTHBOUND

Autos	8	20	6
Buses/RV's	0	0	2
3-Axle	0	0	0
4-Axle	0	0	0
Total	8	20	8

URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

INTERSECTION 9
Deep Creek Road(NS) / Rock Springs Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	124	11	4
4-Axle	22	0	1
3-Axle	3	0	0
Buses/RV's	5	0	0
Autos	94	11	3

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
97	30	1	1	65
218	2	4	4	208
5	0	0	0	5

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
13	0	0	0	13
308	6	0	4	318
7	0	0	0	7

NORTHBOUND

Autos	27	29	8
Buses/RV's	0	2	0
3-Axle	0	0	0
4-Axle	0	0	0
Total	27	31	8

URBAN CROSSROADS

INTERSECTION 9
Deep Creek Road(NS) / Rock Springs Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	136	28	20
4-Axle	0	0	0
3-Axle	2	0	0
Buses/RV's	0	0	2
Autos	134	28	18

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
126	0	1	2	123
391	0	0	3	388
35	0	0	1	34

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
24	2	0	0	26
266	4	0	2	272
14	0	0	0	14

NORTHBOUND

Autos	8	20	6
Buses/RV's	0	0	1
3-Axle	0	0	0
4-Axle	0	0	0
Total	8	20	7

URBAN CROSSROADS

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

County of San Bernardino
N/S: Deep Creek Road
E/W: Rock Springs Road
Weather: Sunny

File Name : SBCDCRSAM
Site Code : 05102277
Start Date : 1/18/2007
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	22	25	0	71	5	76	4	9	1	14	17	50	0	67	182
07:15 AM	0	2	23	25	2	75	4	81	6	9	2	17	20	52	2	74	197
07:30 AM	1	3	38	42	3	91	3	97	11	7	3	21	28	65	1	94	254
07:45 AM	2	4	41	47	2	81	1	84	6	6	2	14	32	51	2	85	230
Total	4	11	124	139	7	318	13	338	27	31	8	66	97	218	5	320	863
08:00 AM	0	2	25	27	2	60	3	65	2	3	1	6	24	55	4	83	181
08:15 AM	4	4	36	44	2	59	2	63	5	2	0	7	27	44	1	72	186
08:30 AM	2	3	32	37	1	54	3	58	10	5	2	17	25	46	2	73	185
08:45 AM	2	6	36	44	1	55	7	63	10	10	6	26	22	44	3	69	202
Total	8	15	129	152	6	228	15	249	27	20	9	56	98	189	10	297	754
Grand Total	12	26	253	291	13	546	28	587	54	51	17	122	195	407	15	617	1617
Apprch %	4.1	8.9	86.9		2.2	93	4.8		44.3	41.8	13.9		31.6	66	2.4		
Total %	0.7	1.6	15.6	18	0.8	33.8	1.7	36.3	3.3	3.2	1.1	7.5	12.1	25.2	0.9	38.2	
Passenger Vehicles	11	25	190	226	12	529	28	569	53	49	14	116	124	388	14	526	1437
% Passenger Vehicles	91.7	96.2	75.1	77.7	92.3	96.9	100	96.9	98.1	96.1	82.4	95.1	63.6	95.3	93.3	85.3	88.9
Large 2 Axle Vehicles	0	1	6	7	1	9	0	10	1	2	2	5	2	10	1	13	35
% Large 2 Axle Vehicles	0	3.8	2.4	2.4	7.7	1.6	0	1.7	1.9	3.9	11.8	4.1	1	2.5	6.7	2.1	2.2
3 Axle Vehicles	0	0	4	4	0	1	0	1	0	0	0	0	1	6	0	7	12
% 3 Axle Vehicles	0	0	1.6	1.4	0	0.2	0	0.2	0	0	0	0	0.5	1.5	0	1.1	0.7
4+ Axle Trucks	1	0	53	54	0	7	0	7	0	0	1	1	68	3	0	71	133
% 4+ Axle Trucks	8.3	0	20.9	18.6	0	1.3	0	1.2	0	0	5.9	0.8	34.9	0.7	0	11.5	8.2

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	2	22	25	0	71	5	76	4	9	1	14	17	50	0	67	182
07:15 AM	0	2	23	25	2	75	4	81	6	9	2	17	20	52	2	74	197
07:30 AM	1	3	38	42	3	91	3	97	11	7	3	21	28	65	1	94	254
07:45 AM	2	4	41	47	2	81	1	84	6	6	2	14	32	51	2	85	230
Total Volume	4	11	124	139	7	318	13	338	27	31	8	66	97	218	5	320	863
% App. Total	2.9	7.9	89.2		2.1	94.1	3.8		40.9	47	12.1		30.3	68.1	1.6		
PHF	.500	.688	.756	.739	.583	.874	.650	.871	.614	.861	.667	.786	.758	.838	.625	.851	.849

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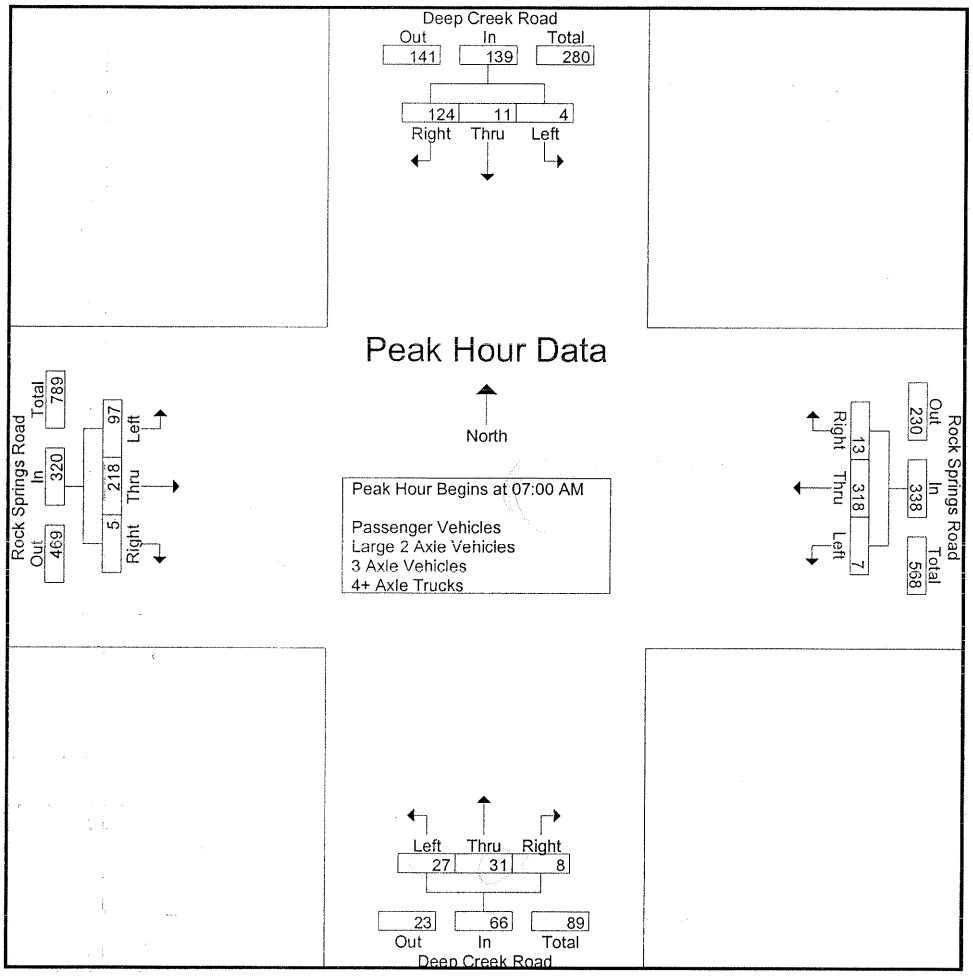

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	1	3	38	42	0	71	5	76	4	9	1	14	20	52	2	74
+15 mins.	2	4	41	47	2	75	4	81	6	9	2	17	28	65	1	94
+30 mins.	0	2	25	27	3	91	3	97	11	7	3	21	32	51	2	85
+45 mins.	4	4	36	44	2	81	1	84	6	6	2	14	24	55	4	83
Total Volume	7	13	140	160	7	318	13	338	27	31	8	66	104	223	9	336
% App. Total	4.4	8.1	87.5		2.1	94.1	3.8		40.9	47	12.1		31	66.4	2.7	
PHF	.438	.813	.854	.851	.583	.874	.650	.871	.614	.861	.667	.786	.813	.858	.563	.894

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File Name : SBCDCRSAM
Site Code : 05102277
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Groups Printed- Passenger Vehicles

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	20	23	0	70	5	75	4	8	1	13	8	46	0	54	165
07:15 AM	0	2	18	20	2	72	4	78	6	8	2	16	12	49	2	63	177
07:30 AM	0	3	24	27	3	90	3	96	11	7	3	21	20	64	1	85	229
07:45 AM	2	4	32	38	2	76	1	79	6	6	2	14	25	49	2	76	207
Total	3	11	94	108	7	308	13	328	27	29	8	64	65	208	5	278	778
08:00 AM	0	1	14	15	2	55	3	60	2	3	0	5	17	53	4	74	154
08:15 AM	4	4	31	39	1	57	2	60	4	2	0	6	16	39	1	56	161
08:30 AM	2	3	25	30	1	54	3	58	10	5	1	16	14	44	2	60	164
08:45 AM	2	6	26	34	1	55	7	63	10	10	5	25	12	44	2	58	180
Total	8	14	96	118	5	221	15	241	26	20	6	52	59	180	9	248	659
Grand Total	11	25	190	226	12	529	28	569	53	49	14	116	124	388	14	526	1437
Apprch %	4.9	11.1	84.1		2.1	93	4.9		45.7	42.2	12.1		23.6	73.8	2.7		
Total %	0.8	1.7	13.2	15.7	0.8	36.8	1.9	39.6	3.7	3.4	1	8.1	8.6	27	1	36.6	

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	2	20	23	0	70	5	75	4	8	1	13	8	46	0	54	165
07:15 AM	0	2	18	20	2	72	4	78	6	8	2	16	12	49	2	63	177
07:30 AM	0	3	24	27	3	90	3	96	11	7	3	21	20	64	1	85	229
07:45 AM	2	4	32	38	2	76	1	79	6	6	2	14	25	49	2	76	207
Total Volume	3	11	94	108	7	308	13	328	27	29	8	64	65	208	5	278	778
% App. Total	2.8	10.2	87		2.1	93.9	4		42.2	45.3	12.5		23.4	74.8	1.8		
PHF	.375	.688	.734	.711	.583	.856	.650	.854	.614	.906	.667	.762	.650	.813	.625	.818	.849

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25424 Jaclyn Avenue
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County of San Bernardino
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Weather: Sunny

File Name : SBCDCRSAM
Site Code : 05102277
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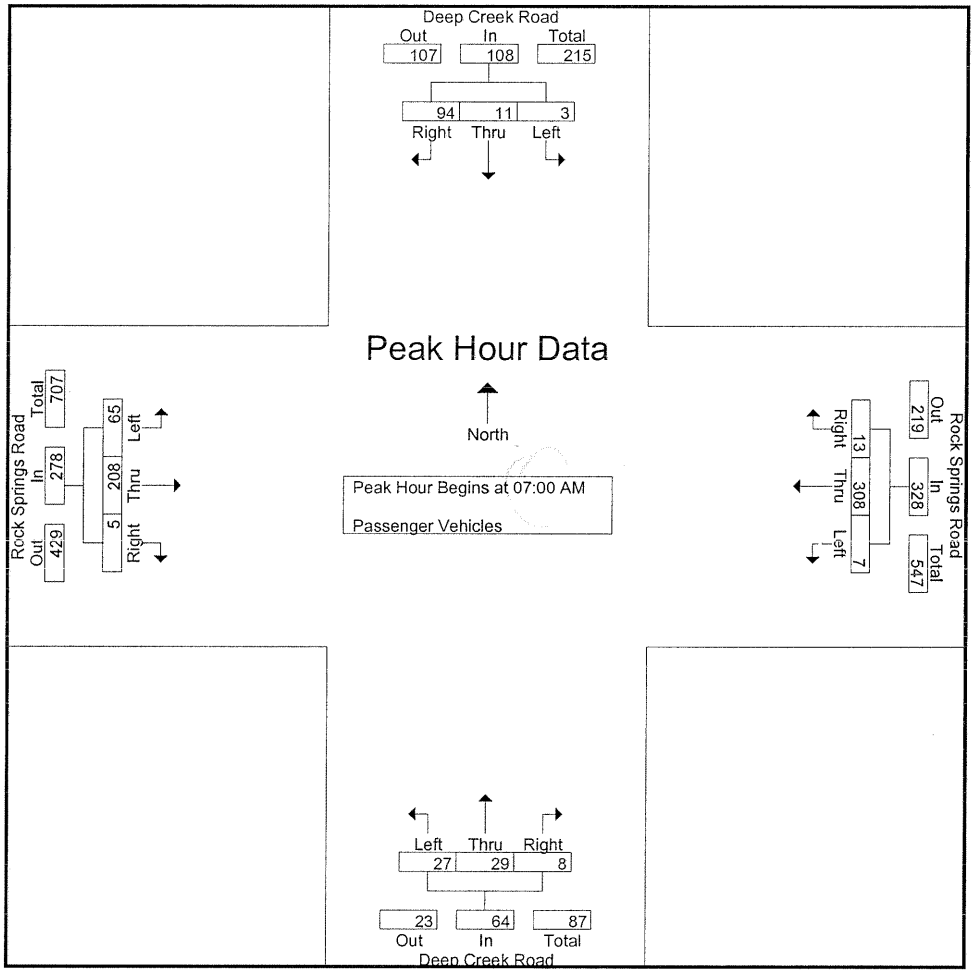

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	2	20	23	0	70	5	75	4	8	1	13	8	46	0	54
+15 mins.	0	2	18	20	2	72	4	78	6	8	2	16	12	49	2	63
+30 mins.	0	3	24	27	3	90	3	96	11	7	3	21	20	64	1	85
+45 mins.	2	4	32	38	2	76	1	79	6	6	2	14	25	49	2	76
Total Volume	3	11	94	108	7	308	13	328	27	29	8	64	65	208	5	278
% App. Total	2.8	10.2	87		2.1	93.9	4		42.2	45.3	12.5		23.4	74.8	1.8	
PHF	.375	.688	.734	.711	.583	.856	.650	.854	.614	.906	.667	.762	.650	.813	.625	.818

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Groups Printed- Large 2 Axle Vehicles

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	0	1	0	1	0	1	0	1	0	3	0	3	7
07:15 AM	0	0	0	0	0	2	0	2	0	1	0	1	1	1	0	2	5
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	2	2	0	3	0	3	0	0	0	0	0	0	0	0	5
Total	0	0	5	5	0	6	0	6	0	2	0	2	1	4	0	5	18
08:00 AM	0	1	1	2	0	2	0	2	0	0	1	1	0	2	0	2	7
08:15 AM	0	0	0	0	1	1	0	2	1	0	0	1	0	3	0	3	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	2	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	1	1	2	1	3	0	4	1	0	2	3	1	6	1	8	17
Grand Total	0	1	6	7	1	9	0	10	1	2	2	5	2	10	1	13	35
Apprch %	0	14.3	85.7		10	90	0		20	40	40		15.4	76.9	7.7		
Total %	0	2.9	17.1	20	2.9	25.7	0	28.6	2.9	5.7	5.7	14.3	5.7	28.6	2.9	37.1	

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	2	2	0	1	0	1	0	1	0	1	0	3	0	3	7
07:15 AM	0	0	0	0	0	2	0	2	0	1	0	1	1	1	0	2	5
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	2	2	0	3	0	3	0	0	0	0	0	0	0	0	5
Total Volume	0	0	5	5	0	6	0	6	0	2	0	2	1	4	0	5	18
% App. Total	0	0	100		0	100	0		0	100	0		20	80	0		
PHF	.000	.000	.625	.625	.000	.500	.000	.500	.000	.500	.000	.500	.250	.333	.000	.417	.643

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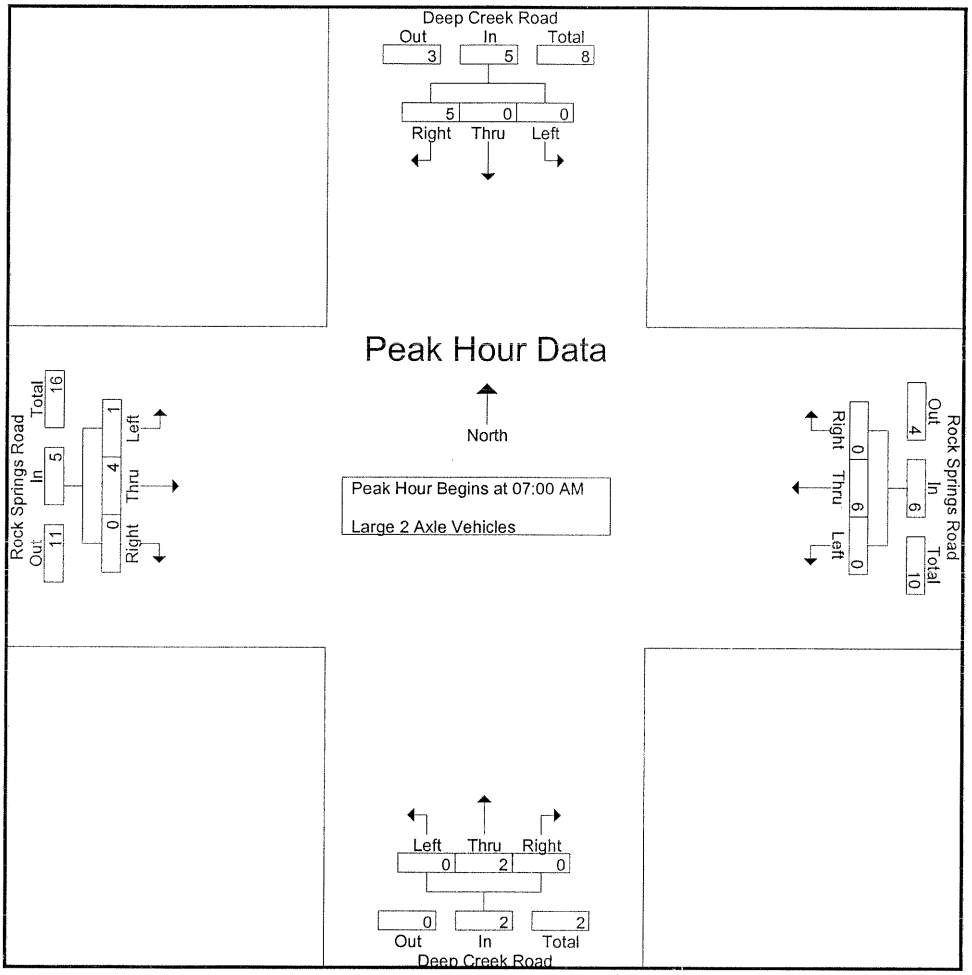

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	2	2	0	1	0	1	0	1	0	1	0	3	0	3
+15 mins.	0	0	0	0	0	2	0	2	0	1	0	1	1	1	0	2
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	2	2	0	3	0	3	0	0	0	0	0	0	0	0
Total Volume	0	0	5	5	0	6	0	6	0	2	0	2	1	4	0	5
% App. Total	0	0	100		0	100	0		0	100	0		20	80	0	
PHF	.000	.000	.625	.625	.000	.500	.000	.500	.000	.500	.000	.500	.250	.333	.000	.417

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Groups Printed- 3 Axle Vehicles

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	3	3	0	0	0	0	0	0	0	0	1	1	0	2	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	3	3	0	0	0	0	0	0	0	0	1	4	0	5	8
08:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
Grand Total	0	0	4	4	0	1	0	1	0	0	0	0	1	6	0	7	12
Apprch %	0	0	100		0	100	0		0	0	0		14.3	85.7	0		
Total %	0	0	33.3	33.3	0	8.3	0	8.3	0	0	0	0	8.3	50	0	58.3	

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	3	3	0	0	0	0	0	0	0	0	1	1	0	2	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	3	3	0	0	0	0	0	0	0	0	1	4	0	5	8
% App. Total	0	0	100		0	0	0		0	0	0		20	80	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.625	.400

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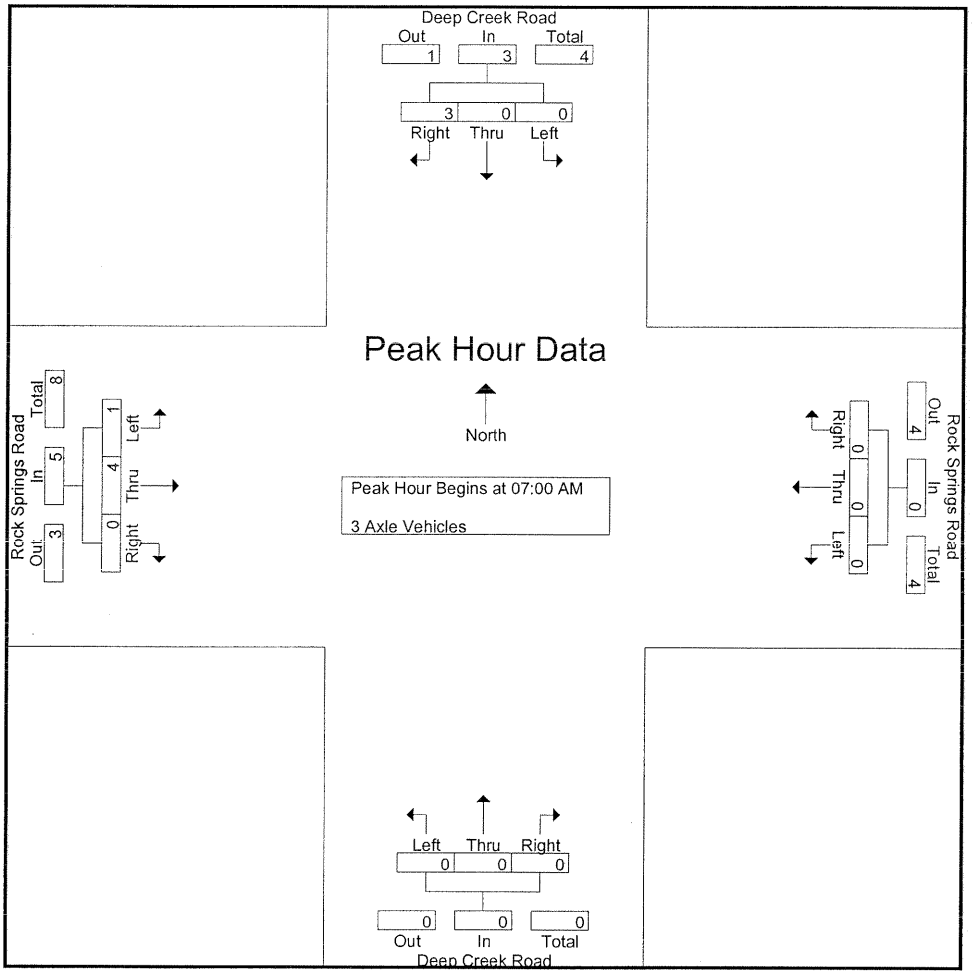

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	3	3	0	0	0	0	0	0	0	0	1	1	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	0	3	3	0	0	0	0	0	0	0	0	1	4	0	5
% App. Total	0	0	100		0	0	0		0	0	0		20	80	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.625

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Groups Printed- 4+ Axle Trucks

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	10
07:15 AM	0	0	5	5	0	1	0	1	0	0	0	0	7	1	0	8	14
07:30 AM	1	0	10	11	0	1	0	1	0	0	0	0	7	0	0	7	19
07:45 AM	0	0	7	7	0	2	0	2	0	0	0	0	7	0	0	7	16
Total	1	0	22	23	0	4	0	4	0	0	0	0	30	2	0	32	59
08:00 AM	0	0	9	9	0	2	0	2	0	0	0	0	7	0	0	7	18
08:15 AM	0	0	5	5	0	1	0	1	0	0	0	0	11	0	0	11	17
08:30 AM	0	0	7	7	0	0	0	0	0	0	0	0	10	1	0	11	18
08:45 AM	0	0	10	10	0	0	0	0	0	0	1	1	10	0	0	10	21
Total	0	0	31	31	0	3	0	3	0	0	1	1	38	1	0	39	74
Grand Total	1	0	53	54	0	7	0	7	0	0	1	1	68	3	0	71	133
Apprch %	1.9	0	98.1		0	100	0		0	0	100		95.8	4.2	0		
Total %	0.8	0	39.8	40.6	0	5.3	0	5.3	0	0	0.8	0.8	51.1	2.3	0	53.4	

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	10
07:15 AM	0	0	5	5	0	1	0	1	0	0	0	0	7	1	0	8	14
07:30 AM	1	0	10	11	0	1	0	1	0	0	0	0	7	0	0	7	19
07:45 AM	0	0	7	7	0	2	0	2	0	0	0	0	7	0	0	7	16
Total Volume	1	0	22	23	0	4	0	4	0	0	0	0	30	2	0	32	59
% App. Total	4.3	0	95.7		0	100	0		0	0	0		93.8	6.2	0		
PHF	.250	.000	.550	.523	.000	.500	.000	.500	.000	.000	.000	.000	.833	.500	.000	.800	.776

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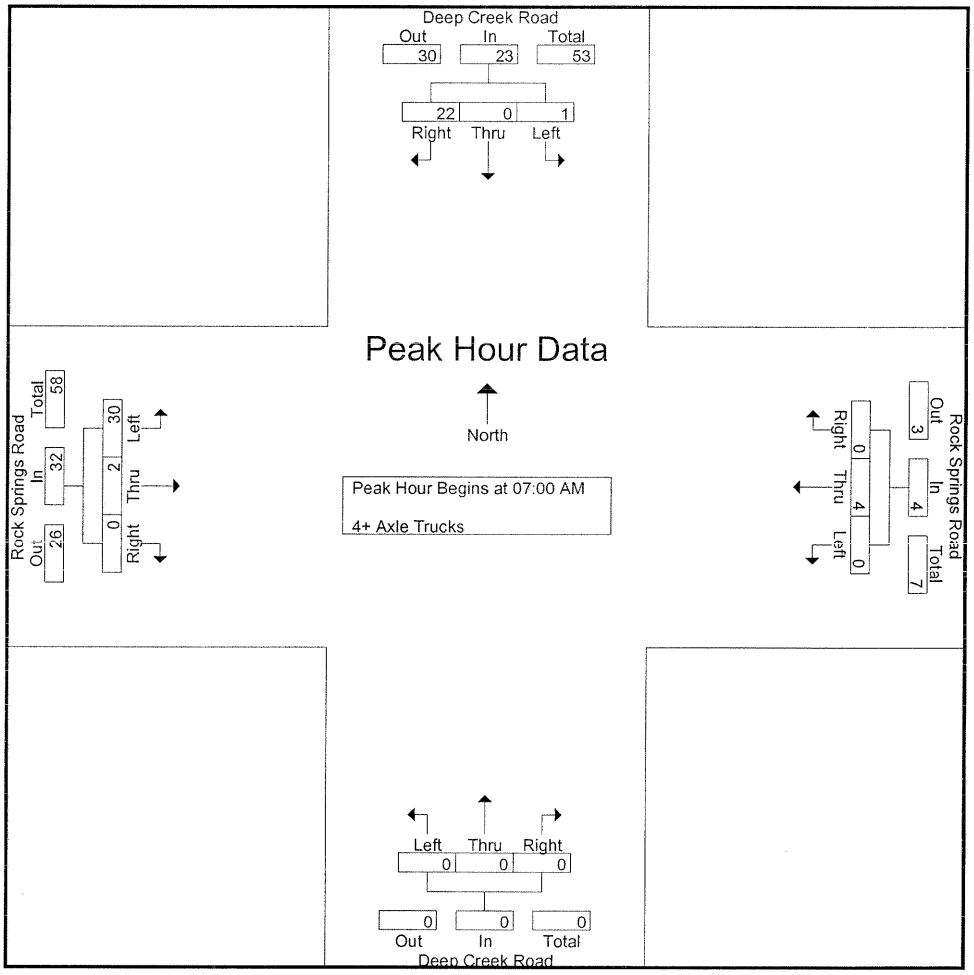

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10
+15 mins.	0	0	5	5	0	1	0	1	0	0	0	0	7	1	0	8
+30 mins.	1	0	10	11	0	1	0	1	0	0	0	0	7	0	0	7
+45 mins.	0	0	7	7	0	2	0	2	0	0	0	0	7	0	0	7
Total Volume	1	0	22	23	0	4	0	4	0	0	0	0	30	2	0	32
% App. Total	4.3	0	95.7		0	100	0		0	0	0		93.8	6.2	0	
PHF	.250	.000	.550	.523	.000	.500	.000	.500	.000	.000	.000	.000	.833	.500	.000	.800

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	10	32	48	3	57	6	66	1	8	0	9	26	111	13	150	273
04:15 PM	5	6	39	50	3	52	7	62	3	3	2	8	33	88	8	129	249
04:30 PM	4	5	37	46	4	87	5	96	2	5	1	8	36	85	7	128	278
04:45 PM	5	7	28	40	4	76	8	88	2	4	4	10	31	107	7	145	283
Total	20	28	136	184	14	272	26	312	8	20	7	35	126	391	35	552	1083
05:00 PM	3	6	27	36	3	65	2	70	5	5	5	15	27	114	3	144	265
05:15 PM	4	6	35	45	2	56	4	62	3	3	0	6	10	106	10	126	239
05:30 PM	8	2	30	40	4	83	5	92	4	3	1	8	35	104	10	149	289
05:45 PM	0	3	23	26	5	31	5	41	5	2	3	10	27	82	3	112	189
Total	15	17	115	147	14	235	16	265	17	13	9	39	99	406	26	531	982
Grand Total	35	45	251	331	28	507	42	577	25	33	16	74	225	797	61	1083	2065
Apprch %	10.6	13.6	75.8		4.9	87.9	7.3		33.8	44.6	21.6		20.8	73.6	5.6		
Total %	1.7	2.2	12.2	16	1.4	24.6	2	27.9	1.2	1.6	0.8	3.6	10.9	38.6	3	52.4	
Passenger Vehicles	33	45	246	324	28	500	40	568	23	33	15	71	220	785	58	1063	2026
% Passenger Vehicles	94.3	100	98	97.9	100	98.6	95.2	98.4	92	100	93.8	95.9	97.8	98.5	95.1	98.2	98.1
Large 2 Axle Vehicles	2	0	2	4	0	4	2	6	2	0	1	3	2	8	1	11	24
% Large 2 Axle Vehicles	5.7	0	0.8	1.2	0	0.8	4.8	1	8	0	6.2	4.1	0.9	1	1.6	1	1.2
3 Axle Vehicles	0	0	2	2	0	1	0	1	0	0	0	0	3	0	0	3	6
% 3 Axle Vehicles	0	0	0.8	0.6	0	0.2	0	0.2	0	0	0	0	1.3	0	0	0.3	0.3
4+ Axle Trucks	0	0	1	1	0	2	0	2	0	0	0	0	0	4	2	6	9
% 4+ Axle Trucks	0	0	0.4	0.3	0	0.4	0	0.3	0	0	0	0	0	0.5	3.3	0.6	0.4

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	6	10	32	48	3	57	6	66	1	8	0	9	26	111	13	150	273
04:15 PM	5	6	39	50	3	52	7	62	3	3	2	8	33	88	8	129	249
04:30 PM	4	5	37	46	4	87	5	96	2	5	1	8	36	85	7	128	278
04:45 PM	5	7	28	40	4	76	8	88	2	4	4	10	31	107	7	145	283
Total Volume	20	28	136	184	14	272	26	312	8	20	7	35	126	391	35	552	1083
% App. Total	10.9	15.2	73.9		4.5	87.2	8.3		22.9	57.1	20		22.8	70.8	6.3		
PHF	.833	.700	.872	.920	.875	.782	.813	.813	.667	.625	.438	.875	.875	.881	.673	.920	.957

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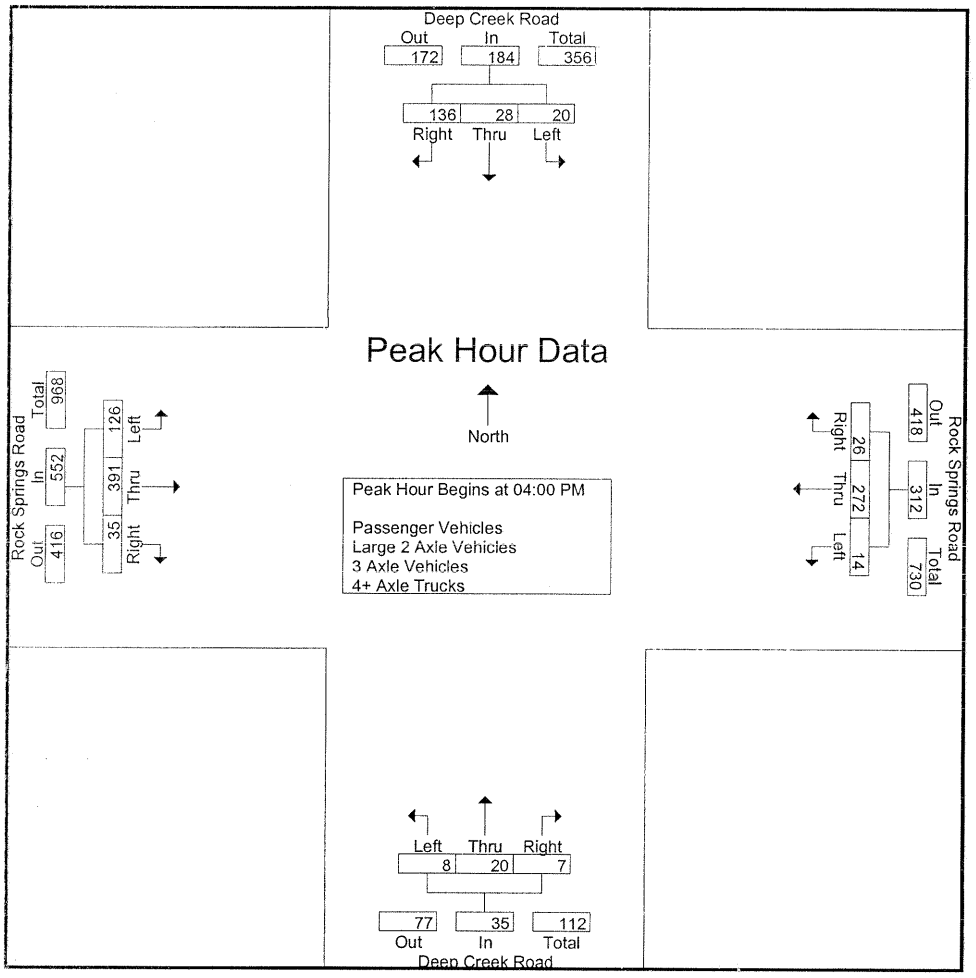

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:15 PM				04:45 PM			
+0 mins.	6	10	32	48	3	52	7	62	3	3	2	8	31	107	7	145
+15 mins.	5	6	39	50	4	87	5	96	2	5	1	8	27	114	3	144
+30 mins.	4	5	37	46	4	76	8	88	2	4	4	10	10	106	10	126
+45 mins.	5	7	28	40	3	65	2	70	5	5	5	15	35	104	10	149
Total Volume	20	28	136	184	14	280	22	316	12	17	12	41	103	431	30	564
% App. Total	10.9	15.2	73.9		4.4	88.6	7		29.3	41.5	29.3		18.3	76.4	5.3	
PHF	.833	.700	.872	.920	.875	.805	.688	.823	.600	.850	.600	.683	.736	.945	.750	.946

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

County of San Bernardino
N/S: Deep Creek Road
E/W: Rock Springs Road
Weather: Sunny

File Name : SBCDCRSPM
Site Code : 05102277
Start Date : 1/18/2007
Page No : 1

Groups Printed- Passenger Vehicles

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	10	32	47	3	57	6	66	1	8	0	9	25	109	13	147	269
04:15 PM	5	6	38	49	3	49	6	58	3	3	2	8	33	87	7	127	242
04:30 PM	3	5	37	45	4	86	5	95	2	5	1	8	35	85	7	127	275
04:45 PM	5	7	27	39	4	74	7	85	2	4	3	9	30	107	7	144	277
Total	18	28	134	180	14	266	24	304	8	20	6	34	123	388	34	545	1063
05:00 PM	3	6	27	36	3	65	2	70	5	5	5	15	27	111	3	141	262
05:15 PM	4	6	35	45	2	55	4	61	1	3	0	4	10	105	9	124	234
05:30 PM	8	2	27	37	4	83	5	92	4	3	1	8	34	102	10	146	283
05:45 PM	0	3	23	26	5	31	5	41	5	2	3	10	26	79	2	107	184
Total	15	17	112	144	14	234	16	264	15	13	9	37	97	397	24	518	963
Grand Total	33	45	246	324	28	500	40	568	23	33	15	71	220	785	58	1063	2026
Apprch %	10.2	13.9	75.9		4.9	88	7		32.4	46.5	21.1		20.7	73.8	5.5		
Total %	1.6	2.2	12.1	16	1.4	24.7	2	28	1.1	1.6	0.7	3.5	10.9	38.7	2.9	52.5	

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	5	10	32	47	3	57	6	66	1	8	0	9	25	109	13	147	269
04:15 PM	5	6	38	49	3	49	6	58	3	3	2	8	33	87	7	127	242
04:30 PM	3	5	37	45	4	86	5	95	2	5	1	8	35	85	7	127	275
04:45 PM	5	7	27	39	4	74	7	85	2	4	3	9	30	107	7	144	277
Total Volume	18	28	134	180	14	266	24	304	8	20	6	34	123	388	34	545	1063
% App. Total	10	15.6	74.4		4.6	87.5	7.9		23.5	58.8	17.6		22.6	71.2	6.2		
PHF	.900	.700	.882	.918	.875	.773	.857	.800	.667	.625	.500	.944	.879	.890	.654	.927	.959

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File Name : SBCDCRSPM
Site Code : 05102277
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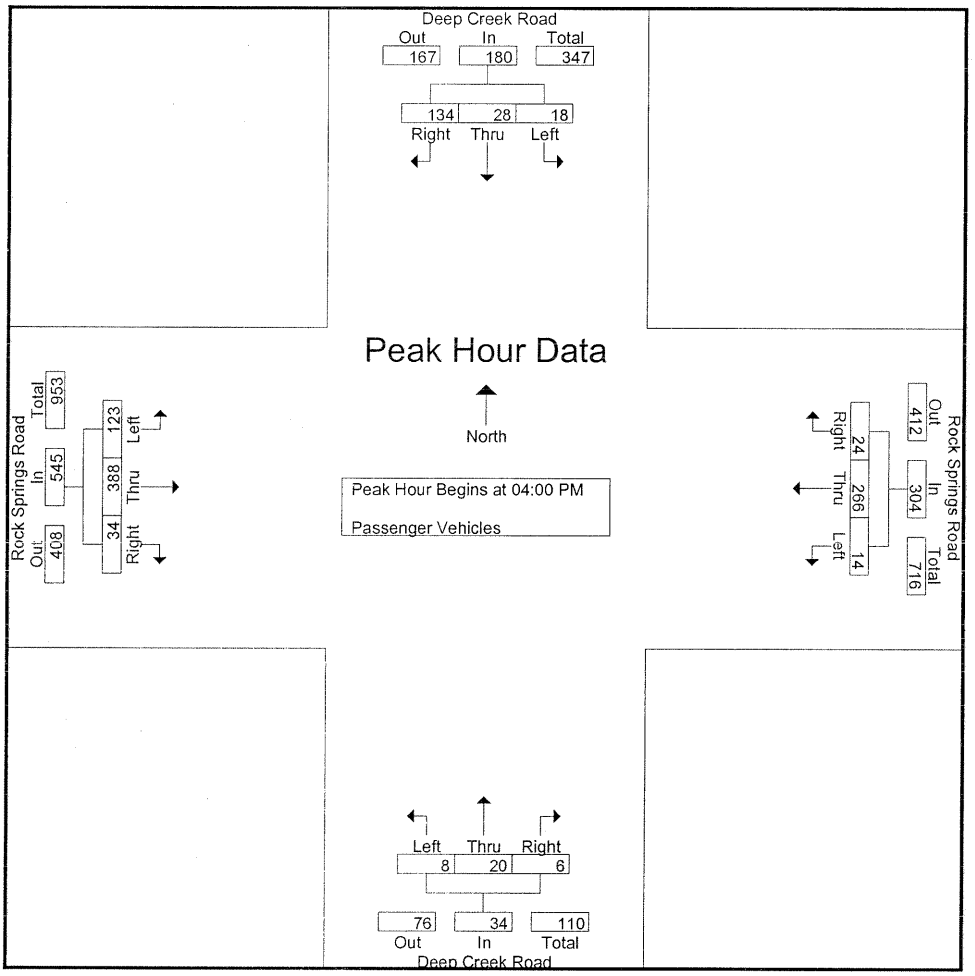

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	5	10	32	47	3	57	6	66	1	8	0	9	25	109	13	147
+15 mins.	5	6	38	49	3	49	6	58	3	3	2	8	33	87	7	127
+30 mins.	3	5	37	45	4	86	5	95	2	5	1	8	35	85	7	127
+45 mins.	5	7	27	39	4	74	7	85	2	4	3	9	30	107	7	144
Total Volume	18	28	134	180	14	266	24	304	8	20	6	34	123	388	34	545
% App. Total	10	15.6	74.4		4.6	87.5	7.9		23.5	58.8	17.6		22.6	71.2	6.2	
PHF	.900	.700	.882	.918	.875	.773	.857	.800	.667	.625	.500	.944	.879	.890	.654	.927

Counts Unlimited, Inc.
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County of San Bernardino
N/S: Deep Creek Road
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File Name : SBCDCRSPM
Site Code : 05102277
Start Date : 1/18/2007
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Groups Printed- Large 2 Axle Vehicles

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	1	2	5
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	2	1	3	0	0	1	1	1	0	0	1	5
Total	2	0	0	2	0	4	2	6	0	0	1	1	2	3	1	6	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1	3
05:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	2	0	0	0	0	2	0	0	2	0	5	0	5	9
Grand Total	2	0	2	4	0	4	2	6	2	0	1	3	2	8	1	11	24
Apprch %	50	0	50		0	66.7	33.3		66.7	0	33.3		18.2	72.7	9.1		
Total %	8.3	0	8.3	16.7	0	16.7	8.3	25	8.3	0	4.2	12.5	8.3	33.3	4.2	45.8	

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	1	2	5
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	2	1	3	0	0	1	1	1	0	0	1	5
Total Volume	2	0	0	2	0	4	2	6	0	0	1	1	2	3	1	6	15
% App. Total	100	0	0		0	66.7	33.3		0	0	100		33.3	50	16.7		
PHF	.500	.000	.000	.500	.000	.500	.500	.500	.000	.000	.250	.250	.500	.375	.250	.750	.750

Counts Unlimited, Inc.
25424 Jaclyn Avenue
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N/S: Deep Creek Road
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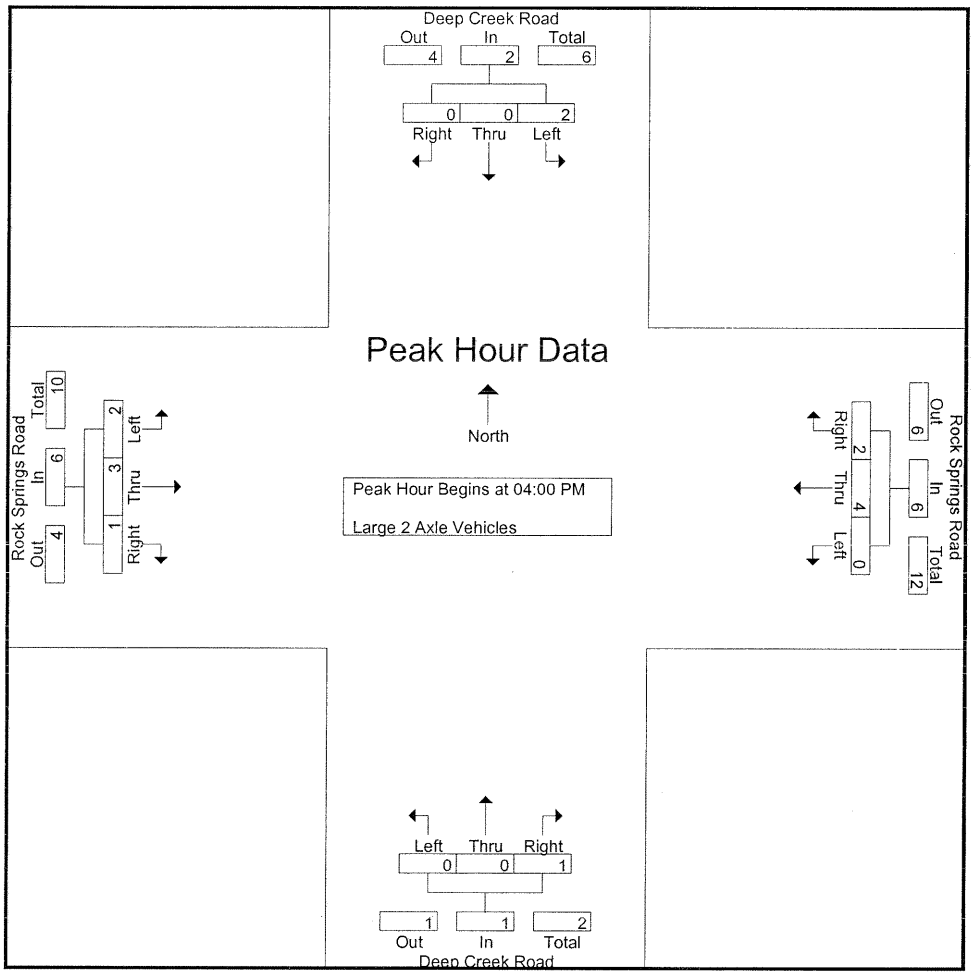

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	2	1	3	0	0	0	0	0	1	1	2
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	2	1	3	0	0	1	1	1	0	0	1
Total Volume	2	0	0	2	0	4	2	6	0	0	1	1	2	3	1	6
% App. Total	100	0	0		0	66.7	33.3		0	0	100		33.3	50	16.7	
PHF	.500	.000	.000	.500	.000	.500	.500	.500	.000	.000	.250	.250	.500	.375	.250	.750

Counts Unlimited, Inc.
25424 Jaclyn Avenue
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County of San Bernardino
N/S: Deep Creek Road
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File Name : SBCDCRSPM
Site Code : 05102277
Start Date : 1/18/2007
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Groups Printed- 3 Axle Vehicles

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	2	3
Grand Total	0	0	2	2	0	1	0	1	0	0	0	0	3	0	0	3	6
Apprch %	0	0	100		0	100	0		0	0	0		100	0	0		
Total %	0	0	33.3	33.3	0	16.7	0	16.7	0	0	0	0	50	0	0	50	

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.750

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
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County of San Bernardino
N/S: Deep Creek Road
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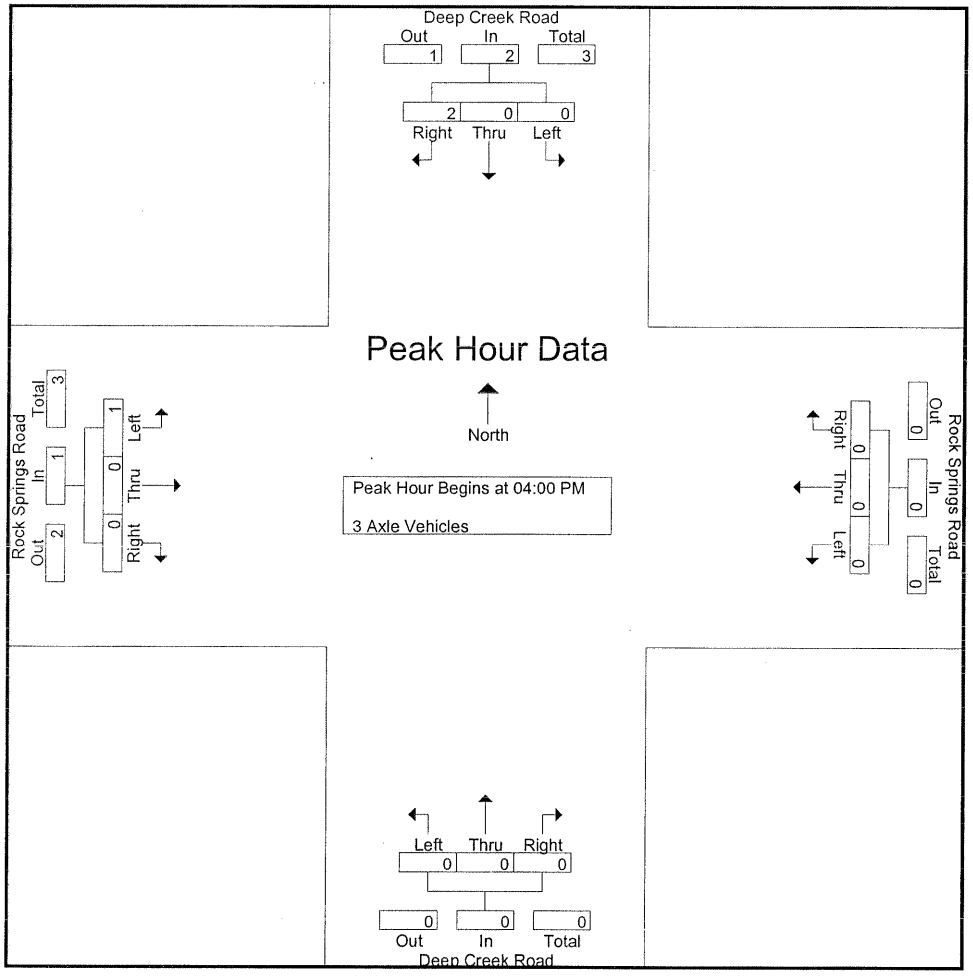

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

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Groups Printed- 4+ Axle Trucks

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	4	2	6	7
Grand Total	0	0	1	1	0	2	0	2	0	0	0	0	0	4	2	6	9
Apprch %	0	0	100		0	100	0		0	0	0		0	66.7	33.3		
Total %	0	0	11.1	11.1	0	22.2	0	22.2	0	0	0	0	0	44.4	22.2	66.7	

	Deep Creek Road Southbound				Rock Springs Road Westbound				Deep Creek Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

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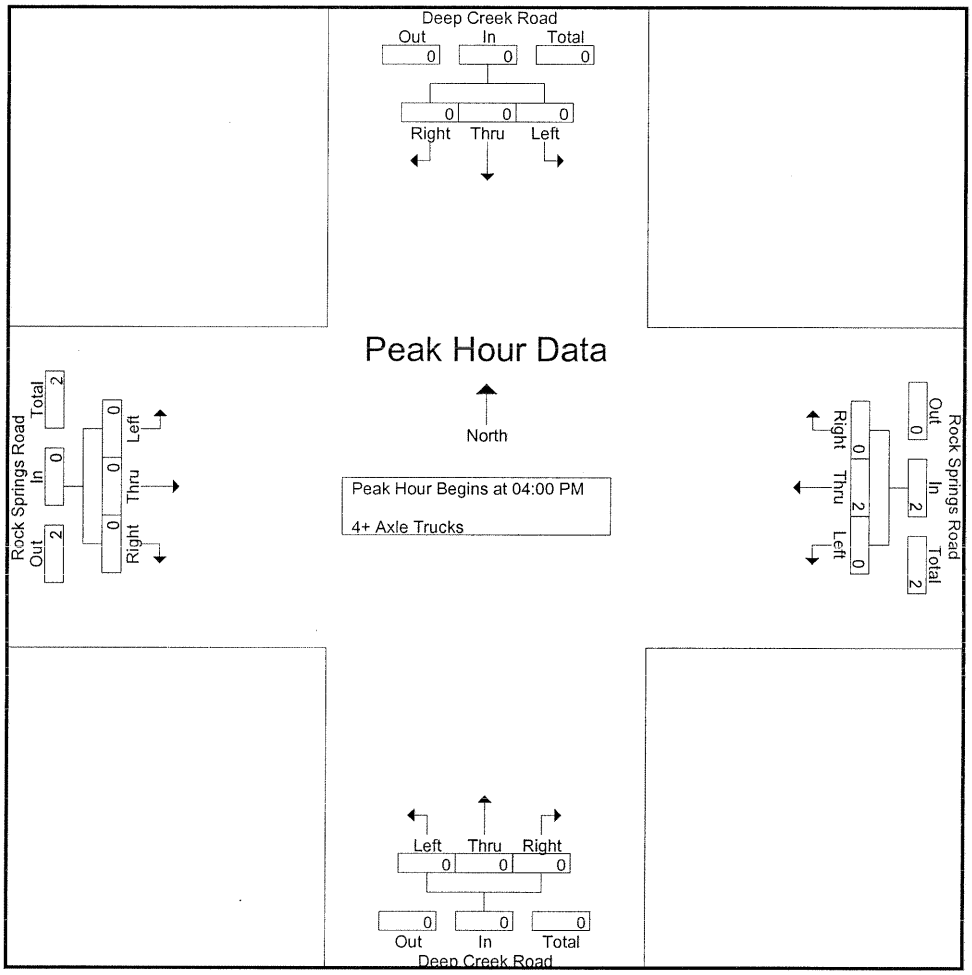

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

INTERSECTION 10
Kiowa Road(NS) / Bear Valley Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	182	156	48
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	11	11	3
Autos	171	145	45

Eastbound

	Total	4-Axle	3-Axle	Buses/ RV's	Autos
	~~84~~ 95	0	0	3	81
	~~598~~ 674	78	8	75	437
	~~107~~ 120	0	0	8	99

Westbound

	Autos	Buses/ RV's	3-Axle	4-Axle	Total
	41	2	2	0	45
	626	36	6	33	701
	73	9	4	0	86

NORTHBOUND

Autos	241	168	73
Buses/RV's	11	6	8
3-Axle	4	0	0
4-Axle	0	0	9
Total	256	174	90

URBAN CROSSROADS

INTERSECTION 10
Kiowa Road(NS) / Bear Valley Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	133	211	57
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	6	2	0
Autos	127	209	57

Eastbound

	Total	4-Axle	3-Axle	Buses/ RV's	Autos
	193	0	0	6	187
	797	21	0	26	750
	255	0	0	9	246

Westbound

	Autos	Buses/ RV's	3-Axle	4-Axle	Total
	73	0	2	0	75
	630	44	2	18	694
	122	2	0	0	124

NORTHBOUND

Autos	193	212	98
Buses/RV's	8	0	5
3-Axle	0	0	0
4-Axle	0	0	9
Total	201	212	112

URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

INTERSECTION 10
Kiowa Road(NS) / Bear Valley Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	178	152	47
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	7	7	2
Autos	171	145	45

Total	4-Axle	3-Axle	Buses/ RV's	Autos
83	0	0	2	81
517	26	4	50	437
104	0	0	5	99

Eastbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
41	1	1	0	43
626	24	3	11	664
73	6	2	0	81

Westbound

Autos	241	168	73
Buses/RV's	7	4	5
3-Axle	2	0	0
4-Axle	0	0	3
Total	250	172	81

NORTHBOUND

URBAN CROSSROADS

INTERSECTION 10
Kiowa Road(NS) / Bear Valley Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	131	210	57
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	4	1	0
Autos	127	209	57

Total	4-Axle	3-Axle	Buses/ RV's	Autos
191	0	0	4	187
774	7	0	17	750
252	0	0	6	246

Eastbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
73	0	1	0	74
630	29	1	6	666
122	1	0	0	123

Westbound

Autos	193	212	98
Buses/RV's	5	0	3
3-Axle	0	0	0
4-Axle	0	0	3
Total	198	212	104

NORTHBOUND

URBAN CROSSROADS

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

City of Apple Valley
N/S: Kiowa Road
E/W: Bear Valley Road
Weather: Sunny

File Name : AVKIBVAM
Site Code : 05102282
Start Date : 1/17/2007
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	37	38	87	22	150	17	189	59	42	19	120	15	83	17	115	511
07:15 AM	7	41	33	81	18	146	8	172	62	37	14	113	12	98	25	135	501
07:30 AM	13	43	52	108	17	213	17	247	66	64	28	158	25	151	27	203	716
07:45 AM	23	44	50	117	16	162	12	190	72	52	31	155	20	120	26	166	628
Total	55	165	173	393	73	671	54	798	259	195	92	546	72	452	95	619	2356
08:00 AM	7	33	33	73	20	139	7	166	59	26	11	96	22	123	26	171	506
08:15 AM	4	32	43	79	28	150	7	185	53	30	11	94	16	123	25	164	522
08:30 AM	7	33	39	79	14	140	8	162	55	34	20	109	26	125	34	185	535
08:45 AM	10	20	26	56	22	156	9	187	62	34	20	116	15	120	20	155	514
Total	28	118	141	287	84	585	31	700	229	124	62	415	79	491	105	675	2077
Grand Total	83	283	314	680	157	1256	85	1498	488	319	154	961	151	943	200	1294	4433
Apprch %	12.2	41.6	46.2		10.5	83.8	5.7		50.8	33.2	16		11.7	72.9	15.5		
Total %	1.9	6.4	7.1	15.3	3.5	28.3	1.9	33.8	11	7.2	3.5	21.7	3.4	21.3	4.5	29.2	
Passenger Vehicles	78	269	305	652	142	1174	82	1398	470	308	134	912	147	796	186	1129	4091
% Passenger Vehicles	94	95.1	97.1	95.9	90.4	93.5	96.5	93.3	96.3	96.6	87	94.9	97.4	84.4	93	87.2	92.3
Large 2 Axle Vehicles	5	14	8	27	13	51	2	66	13	11	16	40	3	85	12	100	233
% Large 2 Axle Vehicles	6	4.9	2.5	4	8.3	4.1	2.4	4.4	2.7	3.4	10.4	4.2	2	9	6	7.7	5.3
3 Axle Vehicles	0	0	1	1	2	4	1	7	4	0	1	5	0	10	1	11	24
% 3 Axle Vehicles	0	0	0.3	0.1	1.3	0.3	1.2	0.5	0.8	0	0.6	0.5	0	1.1	0.5	0.9	0.5
4+ Axle Trucks	0	0	0	0	0	27	0	27	1	0	3	4	1	52	1	54	85
% 4+ Axle Trucks	0	0	0	0	0	2.1	0	1.8	0.2	0	1.9	0.4	0.7	5.5	0.5	4.2	1.9

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	13	43	52	108	17	213	17	247	66	64	28	158	25	151	27	203	716
07:45 AM	23	44	50	117	16	162	12	190	72	52	31	155	20	120	26	166	628
08:00 AM	7	33	33	73	20	139	7	166	59	26	11	96	22	123	26	171	506
08:15 AM	4	32	43	79	28	150	7	185	53	30	11	94	16	123	25	164	522
Total Volume	47	152	178	377	81	664	43	788	250	172	81	503	83	517	104	704	2372
% App. Total	12.5	40.3	47.2		10.3	84.3	5.5		49.7	34.2	16.1		11.8	73.4	14.8		
PHF	.511	.864	.856	.806	.723	.779	.632	.798	.868	.672	.653	.796	.830	.856	.963	.867	.828

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
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City of Apple Valley
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File Name : AVKIBVAM
Site Code : 05102282
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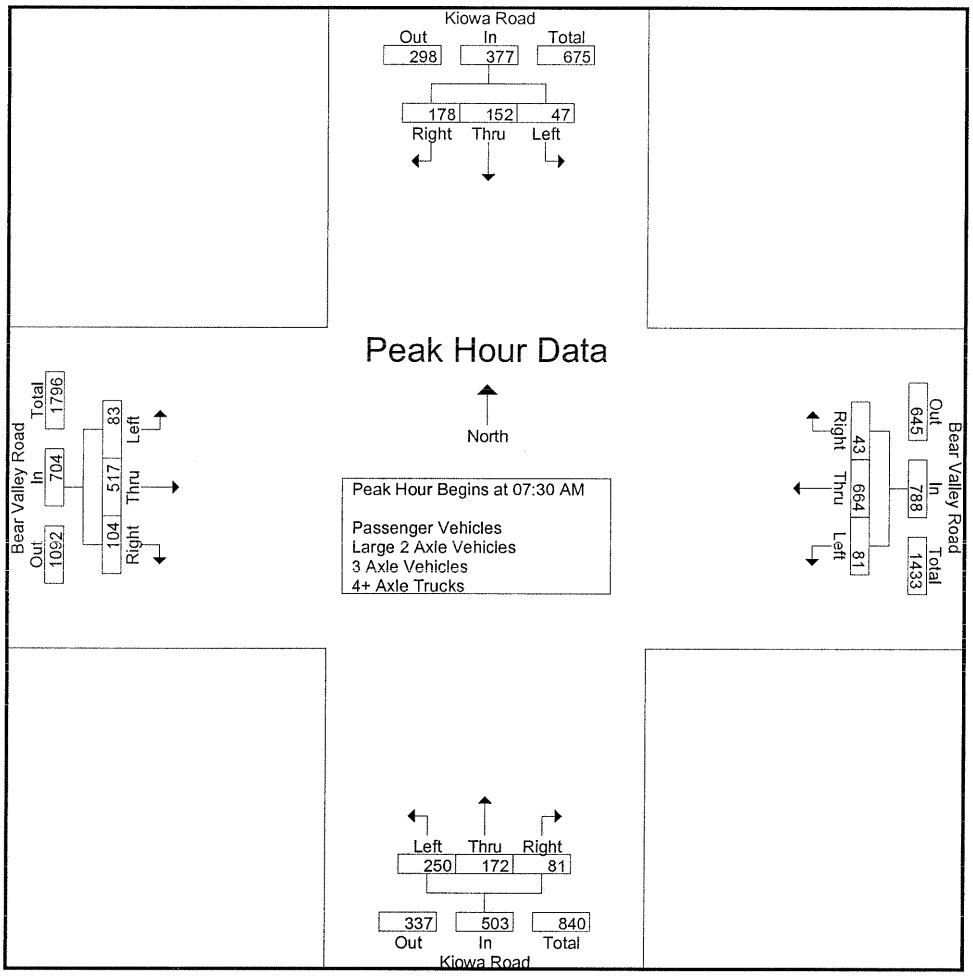

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	12	37	38	87	22	150	17	189	59	42	19	120	25	151	27	203
+15 mins.	7	41	33	81	18	146	8	172	62	37	14	113	20	120	26	166
+30 mins.	13	43	52	108	17	213	17	247	66	64	28	158	22	123	26	171
+45 mins.	23	44	50	117	16	162	12	190	72	52	31	155	16	123	25	164
Total Volume	55	165	173	393	73	671	54	798	259	195	92	546	83	517	104	704
% App. Total	14	42	44		9.1	84.1	6.8		47.4	35.7	16.8		11.8	73.4	14.8	
PHF	.598	.938	.832	.840	.830	.788	.794	.808	.899	.762	.742	.864	.830	.856	.963	.867

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Start Date : 1/17/2007
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Groups Printed- Passenger Vehicles

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	36	38	85	21	144	17	182	58	41	17	116	14	74	16	104	487
07:15 AM	7	40	32	79	16	142	8	166	59	37	10	106	11	84	23	118	469
07:30 AM	13	42	50	105	14	204	16	234	64	62	26	152	24	128	25	177	668
07:45 AM	23	43	45	111	15	155	11	181	71	52	27	150	19	107	26	152	594
Total	54	161	165	380	66	645	52	763	252	192	80	524	68	393	90	551	2218
08:00 AM	6	30	33	69	19	131	7	157	54	26	10	90	22	96	25	143	459
08:15 AM	3	30	43	76	25	136	7	168	52	28	10	90	16	106	23	145	479
08:30 AM	6	29	39	74	12	123	7	142	52	31	17	100	26	102	31	159	475
08:45 AM	9	19	25	53	20	139	9	168	60	31	17	108	15	99	17	131	460
Total	24	108	140	272	76	529	30	635	218	116	54	388	79	403	96	578	1873
Grand Total	78	269	305	652	142	1174	82	1398	470	308	134	912	147	796	186	1129	4091
Apprch %	12	41.3	46.8		10.2	84	5.9		51.5	33.8	14.7		13	70.5	16.5		
Total %	1.9	6.6	7.5	15.9	3.5	28.7	2	34.2	11.5	7.5	3.3	22.3	3.6	19.5	4.5	27.6	

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	13	42	50	105	14	204	16	234	64	62	26	152	24	128	25	177	668
07:45 AM	23	43	45	111	15	155	11	181	71	52	27	150	19	107	26	152	594
08:00 AM	6	30	33	69	19	131	7	157	54	26	10	90	22	96	25	143	459
08:15 AM	3	30	43	76	25	136	7	168	52	28	10	90	16	106	23	145	479
Total Volume	45	145	171	361	73	626	41	740	241	168	73	482	81	437	99	617	2200
% App. Total	12.5	40.2	47.4		9.9	84.6	5.5		50	34.9	15.1		13.1	70.8	16		
PHF	.489	.843	.855	.813	.730	.767	.641	.791	.849	.677	.676	.793	.844	.854	.952	.871	.823

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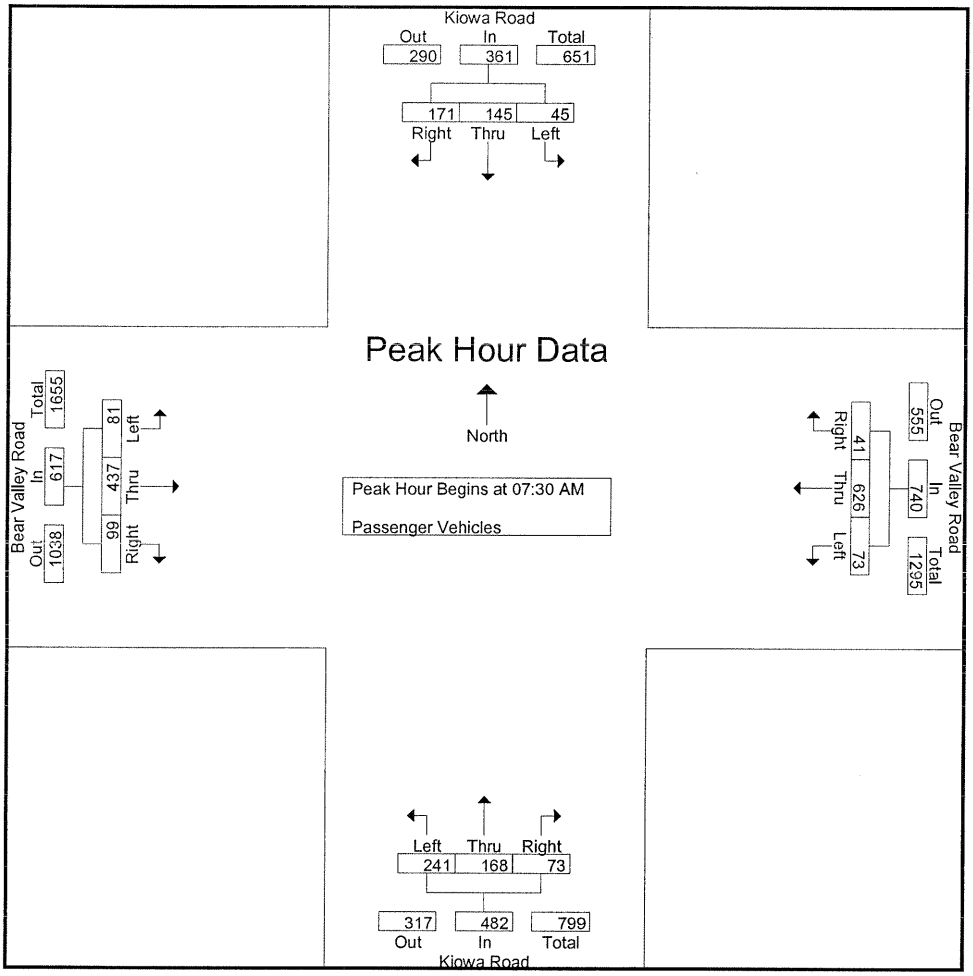

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	13	42	50	105	14	204	16	234	64	62	26	152	24	128	25	177
+15 mins.	23	43	45	111	15	155	11	181	71	52	27	150	19	107	26	152
+30 mins.	6	30	33	69	19	131	7	157	54	26	10	90	22	96	25	143
+45 mins.	3	30	43	76	25	136	7	168	52	28	10	90	16	106	23	145
Total Volume	45	145	171	361	73	626	41	740	241	168	73	482	81	437	99	617
% App. Total	12.5	40.2	47.4		9.9	84.6	5.5		50	34.9	15.1		13.1	70.8	16	
PHF	.489	.843	.855	.813	.730	.767	.641	.791	.849	.677	.676	.793	.844	.854	.952	.871

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Groups Printed- Large 2 Axle Vehicles

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	1	5	0	6	1	1	2	4	0	4	0	4	16
07:15 AM	0	1	1	2	2	3	0	5	2	0	3	5	1	7	2	10	22
07:30 AM	0	1	2	3	3	7	1	11	2	2	2	6	1	15	2	18	38
07:45 AM	0	1	5	6	0	5	0	5	1	0	1	2	1	9	0	10	23
Total	1	4	8	13	6	20	1	27	6	3	8	17	3	35	4	42	99
08:00 AM	1	3	0	4	1	4	0	5	4	0	1	5	0	17	1	18	32
08:15 AM	1	2	0	3	2	8	0	10	0	2	1	3	0	9	2	11	27
08:30 AM	1	4	0	5	2	8	1	11	2	3	3	8	0	13	3	16	40
08:45 AM	1	1	0	2	2	11	0	13	1	3	3	7	0	11	2	13	35
Total	4	10	0	14	7	31	1	39	7	8	8	23	0	50	8	58	134
Grand Total	5	14	8	27	13	51	2	66	13	11	16	40	3	85	12	100	233
Apprch %	18.5	51.9	29.6		19.7	77.3	3		32.5	27.5	40		3	85	12		
Total %	2.1	6	3.4	11.6	5.6	21.9	0.9	28.3	5.6	4.7	6.9	17.2	1.3	36.5	5.2	42.9	

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	2	3	3	7	1	11	2	2	2	6	1	15	2	18	38
07:45 AM	0	1	5	6	0	5	0	5	1	0	1	2	1	9	0	10	23
08:00 AM	1	3	0	4	1	4	0	5	4	0	1	5	0	17	1	18	32
08:15 AM	1	2	0	3	2	8	0	10	0	2	1	3	0	9	2	11	27
Total Volume	2	7	7	16	6	24	1	31	7	4	5	16	2	50	5	57	120
% App. Total	12.5	43.8	43.8		19.4	77.4	3.2		43.8	25	31.2		3.5	87.7	8.8		
PHF	.500	.583	.350	.667	.500	.750	.250	.705	.438	.500	.625	.667	.500	.735	.625	.792	.789

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File Name : AVKIBVAM
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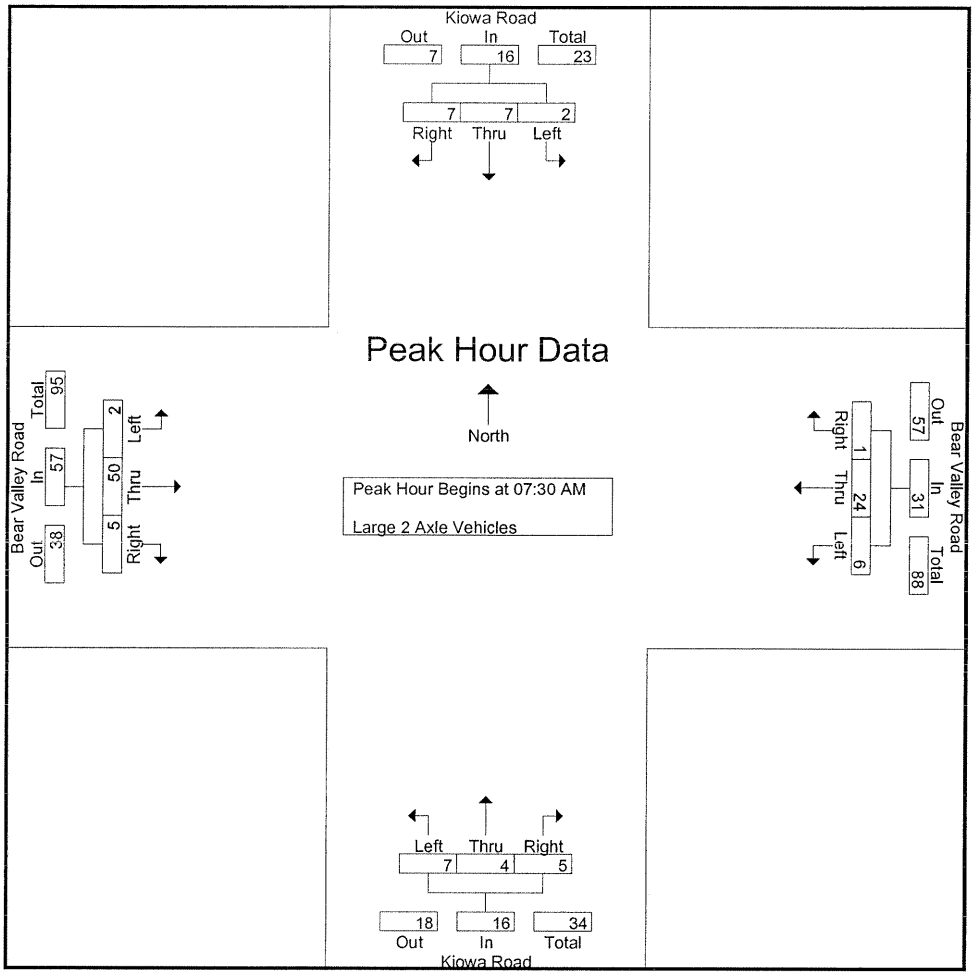

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	2	3	3	7	1	11	2	2	2	6	1	15	2	18
+15 mins.	0	1	5	6	0	5	0	5	1	0	1	2	1	9	0	10
+30 mins.	1	3	0	4	1	4	0	5	4	0	1	5	0	17	1	18
+45 mins.	1	2	0	3	2	8	0	10	0	2	1	3	0	9	2	11
Total Volume	2	7	7	16	6	24	1	31	7	4	5	16	2	50	5	57
% App. Total	12.5	43.8	43.8		19.4	77.4	3.2		43.8	25	31.2		3.5	87.7	8.8	
PHF	.500	.583	.350	.667	.500	.750	.250	.705	.438	.500	.625	.667	.500	.735	.625	.792

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File Name : AVKIBVAM
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Groups Printed- 3 Axle Vehicles

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
07:15 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	0	1	2	1	0	1	2	0	3	1	4	8
08:00 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	2	0	2	5
08:15 AM	0	0	0	0	1	1	0	2	1	0	0	1	0	1	0	1	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	0	1	1	0	1	0	1	1	0	0	1	0	2	0	2	5
Total	0	0	1	1	1	4	0	5	3	0	0	3	0	7	0	7	16
Grand Total	0	0	1	1	2	4	1	7	4	0	1	5	0	10	1	11	24
Apprch %	0	0	100		28.6	57.1	14.3		80	0	20		0	90.9	9.1		
Total %	0	0	4.2	4.2	8.3	16.7	4.2	29.2	16.7	0	4.2	20.8	0	41.7	4.2	45.8	

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	2	0	2	5
08:15 AM	0	0	0	0	1	1	0	2	1	0	0	1	0	1	0	1	4
Total Volume	0	0	0	0	2	3	1	6	2	0	0	2	0	4	0	4	12
% App. Total	0	0	0		33.3	50	16.7		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.500	.375	.250	.750	.500	.000	.000	.500	.000	.500	.000	.500	.600

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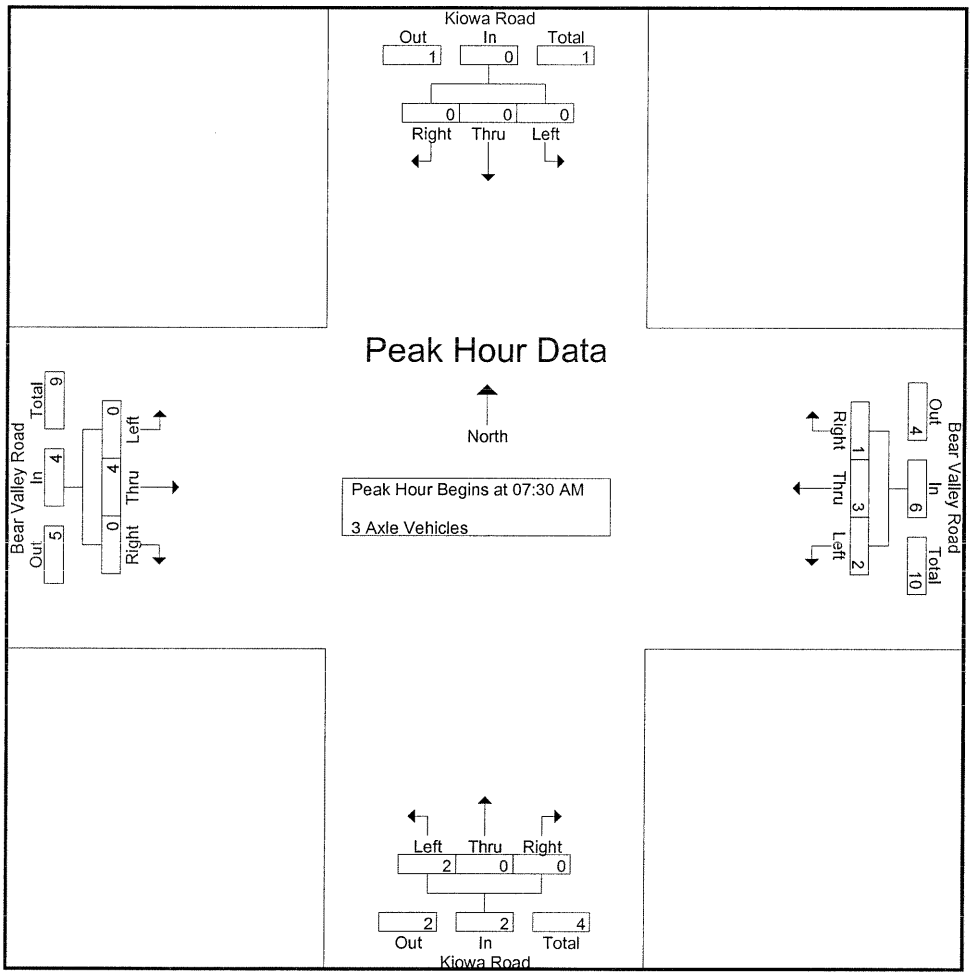

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	2	0	2
+45 mins.	0	0	0	0	1	1	0	2	1	0	0	1	0	1	0	1
Total Volume	0	0	0	0	2	3	1	6	2	0	0	2	0	4	0	4
% App. Total	0	0	0		33.3	50	16.7		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.500	.375	.250	.750	.500	.000	.000	.500	.000	.500	.000	.500

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File Name : AVKIBVAM
Site Code : 05102282
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Groups Printed- 4+ Axle Trucks

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4	5
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
07:45 AM	0	0	0	0	0	2	0	2	0	0	3	3	0	4	0	4	9
Total	0	0	0	0	0	6	0	6	0	0	3	3	1	21	0	22	31
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8	10
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	12
08:30 AM	0	0	0	0	0	9	0	9	1	0	0	1	0	8	0	8	18
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	1	9	14
Total	0	0	0	0	0	21	0	21	1	0	0	1	0	31	1	32	54
Grand Total	0	0	0	0	0	27	0	27	1	0	3	4	1	52	1	54	85
Apprch %	0	0	0		0	100	0		25	0	75		1.9	96.3	1.9		
Total %	0	0	0	0	0	31.8	0	31.8	1.2	0	3.5	4.7	1.2	61.2	1.2	63.5	

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
07:45 AM	0	0	0	0	0	2	0	2	0	0	3	3	0	4	0	4	9
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8	10
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	12
Total Volume	0	0	0	0	0	11	0	11	0	0	3	3	0	26	0	26	40
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.250	.250	.000	.813	.000	.813	.833

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Weather: Sunny

File Name : AVKIBVAM
Site Code : 05102282
Start Date : 1/17/2007
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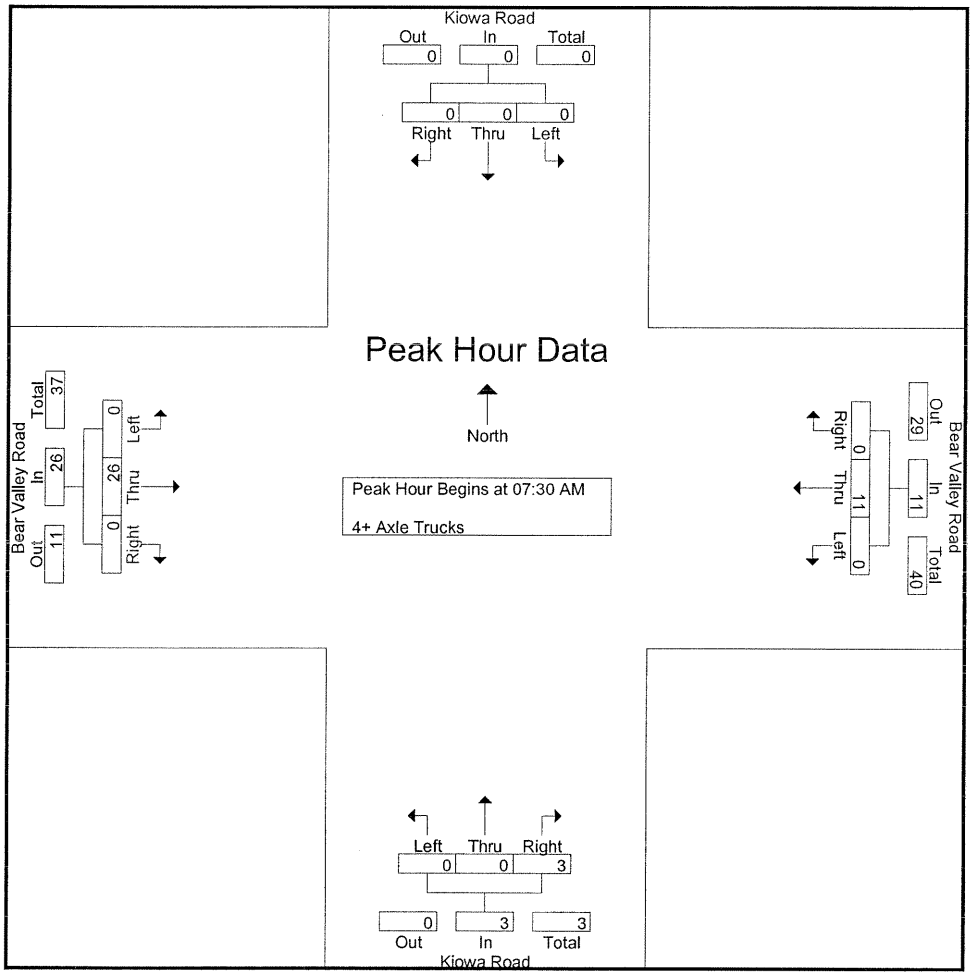

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7
+15 mins.	0	0	0	0	0	2	0	2	0	0	3	3	0	4	0	4
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7
Total Volume	0	0	0	0	0	11	0	11	0	0	3	3	0	26	0	26
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.250	.250	.000	.813	.000	.813

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File Name : AVKIBVPM
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Groups Printed- Total Volume - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	22	45	28	95	37	184	17	238	43	53	29	125	46	188	48	282	740
04:15 PM	18	64	29	111	30	161	14	205	45	53	27	125	39	188	50	277	718
04:30 PM	7	44	39	90	41	177	18	236	49	40	28	117	37	183	56	276	719
04:45 PM	7	58	30	95	32	174	21	227	43	41	24	108	43	216	52	311	741
Total	54	211	126	391	140	696	70	906	180	187	108	475	165	775	206	1146	2918
05:00 PM	25	43	36	104	33	157	16	206	61	64	31	156	52	202	46	300	766
05:15 PM	18	65	26	109	17	158	19	194	45	67	21	133	59	173	98	330	766
05:30 PM	20	58	25	103	24	127	7	158	53	43	24	120	44	174	73	291	672
05:45 PM	14	48	21	83	36	118	17	171	46	46	31	123	44	187	54	285	662
Total	77	214	108	399	110	560	59	729	205	220	107	532	199	736	271	1206	2866
Grand Total	131	425	234	790	250	1256	129	1635	385	407	215	1007	364	1511	477	2352	5784
Apprch %	16.6	53.8	29.6		15.3	76.8	7.9		38.2	40.4	21.4		15.5	64.2	20.3		
Total %	2.3	7.3	4	13.7	4.3	21.7	2.2	28.3	6.7	7	3.7	17.4	6.3	26.1	8.2	40.7	
Total Volume	130	421	227	778	245	1200	128	1573	375	406	203	984	356	1454	467	2277	5612
% Total Volume	99.2	99.1	97	98.5	98	95.5	99.2	96.2	97.4	99.8	94.4	97.7	97.8	96.2	97.9	96.8	97
Large 2 Axle Vehicles	1	4	7	12	5	42	0	47	10	1	6	17	8	38	10	56	132
% Large 2 Axle Vehicles	0.8	0.9	3	1.5	2	3.3	0	2.9	2.6	0.2	2.8	1.7	2.2	2.5	2.1	2.4	2.3
3 Axle Vehicles	0	0	0	0	0	1	1	2	0	0	0	0	0	3	0	3	5
% 3 Axle Vehicles	0	0	0	0	0	0.1	0.8	0.1	0	0	0	0	0	0.2	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	13	0	13	0	0	6	6	0	16	0	16	35
% 4+ Axle Trucks	0	0	0	0	0	1	0	0.8	0	0	2.8	0.6	0	1.1	0	0.7	0.6

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	44	39	90	41	177	18	236	49	40	28	117	37	183	56	276	719
04:45 PM	7	58	30	95	32	174	21	227	43	41	24	108	43	216	52	311	741
05:00 PM	25	43	36	104	33	157	16	206	61	64	31	156	52	202	46	300	766
05:15 PM	18	65	26	109	17	158	19	194	45	67	21	133	59	173	98	330	766
Total Volume	57	210	131	398	123	666	74	863	198	212	104	514	191	774	252	1217	2992
% App. Total	14.3	52.8	32.9		14.3	77.2	8.6		38.5	41.2	20.2		15.7	63.6	20.7		
PHF	.570	.808	.840	.913	.750	.941	.881	.914	.811	.791	.839	.824	.809	.896	.643	.922	.977

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File Name : AVKIBVPM
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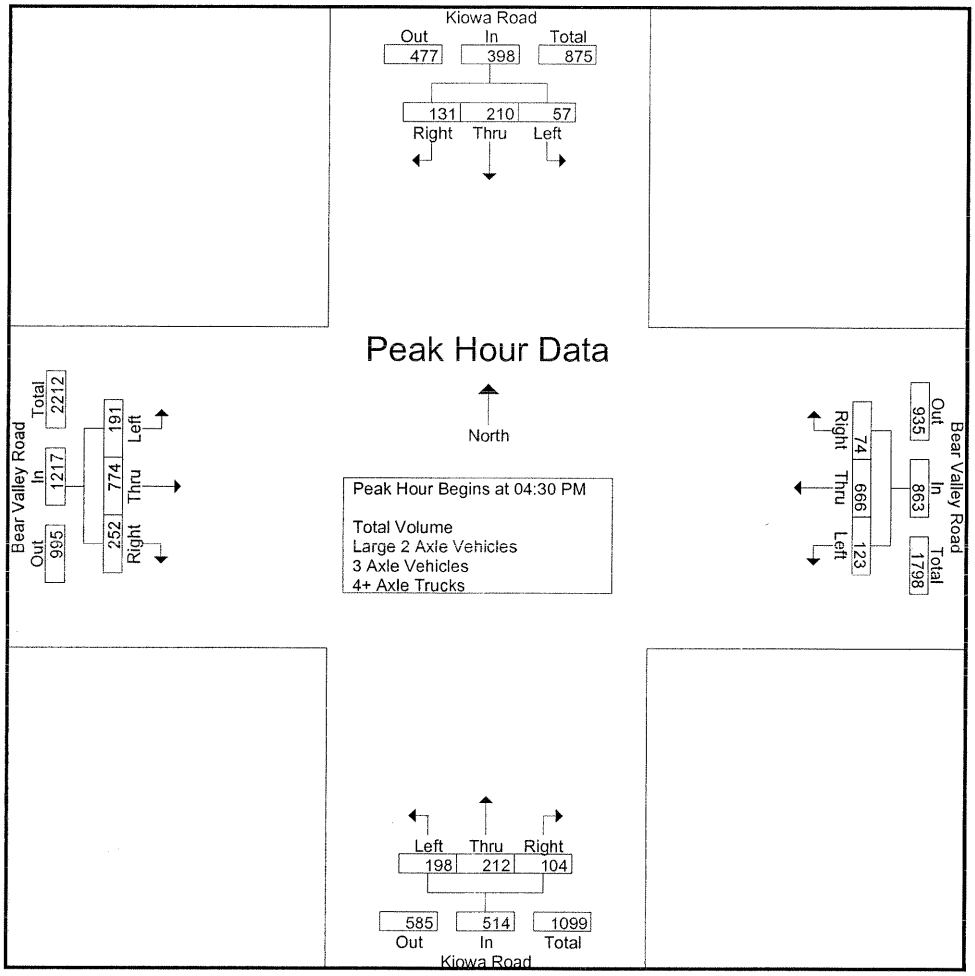

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				05:00 PM				04:45 PM			
+0 mins.	7	58	30	95	37	184	17	238	61	64	31	156	43	216	52	311
+15 mins.	25	43	36	104	30	161	14	205	45	67	21	133	52	202	46	300
+30 mins.	18	65	26	109	41	177	18	236	53	43	24	120	59	173	98	330
+45 mins.	20	58	25	103	32	174	21	227	46	46	31	123	44	174	73	291
Total Volume	70	224	117	411	140	696	70	906	205	220	107	532	198	765	269	1232
% App. Total	17	54.5	28.5		15.5	76.8	7.7		38.5	41.4	20.1		16.1	62.1	21.8	
PHF	.700	.862	.813	.943	.854	.946	.833	.952	.840	.821	.863	.853	.839	.885	.686	.933

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Passenger

Groups Printed- Total Volume

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	22	44	27	93	36	175	17	228	43	53	28	124	45	177	48	270	715
04:15 PM	18	62	28	108	30	159	14	203	44	52	26	122	39	179	49	267	700
04:30 PM	7	43	37	87	40	168	17	225	45	40	28	113	35	177	53	265	690
04:45 PM	7	58	29	94	32	163	21	216	43	41	23	107	43	211	52	306	723
Total	54	207	121	382	138	665	69	872	175	186	105	466	162	744	202	1108	2828
05:00 PM	25	43	35	103	33	145	16	194	60	64	28	152	51	198	44	293	742
05:15 PM	18	65	26	109	17	154	19	190	45	67	19	131	58	164	97	319	749
05:30 PM	19	58	24	101	23	120	7	150	52	43	21	116	42	166	71	279	646
05:45 PM	14	48	21	83	34	116	17	167	43	46	30	119	43	182	53	278	647
Total	76	214	106	396	107	535	59	701	200	220	98	518	194	710	265	1169	2784
Grand Total	130	421	227	778	245	1200	128	1573	375	406	203	984	356	1454	467	2277	5612
Apprch %	16.7	54.1	29.2		15.6	76.3	8.1		38.1	41.3	20.6		15.6	63.9	20.5		
Total %	2.3	7.5	4	13.9	4.4	21.4	2.3	28	6.7	7.2	3.6	17.5	6.3	25.9	8.3	40.6	

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	43	37	87	40	168	17	225	45	40	28	113	35	177	53	265	690
04:45 PM	7	58	29	94	32	163	21	216	43	41	23	107	43	211	52	306	723
05:00 PM	25	43	35	103	33	145	16	194	60	64	28	152	51	198	44	293	742
05:15 PM	18	65	26	109	17	154	19	190	45	67	19	131	58	164	97	319	749
Total Volume	57	209	127	393	122	630	73	825	193	212	98	503	187	750	246	1183	2904
% App. Total	14.5	53.2	32.3		14.8	76.4	8.8		38.4	42.1	19.5		15.8	63.4	20.8		
PHF	.570	.804	.858	.901	.763	.938	.869	.917	.804	.791	.875	.827	.806	.889	.634	.927	.969

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File Name : AVKIBVPM
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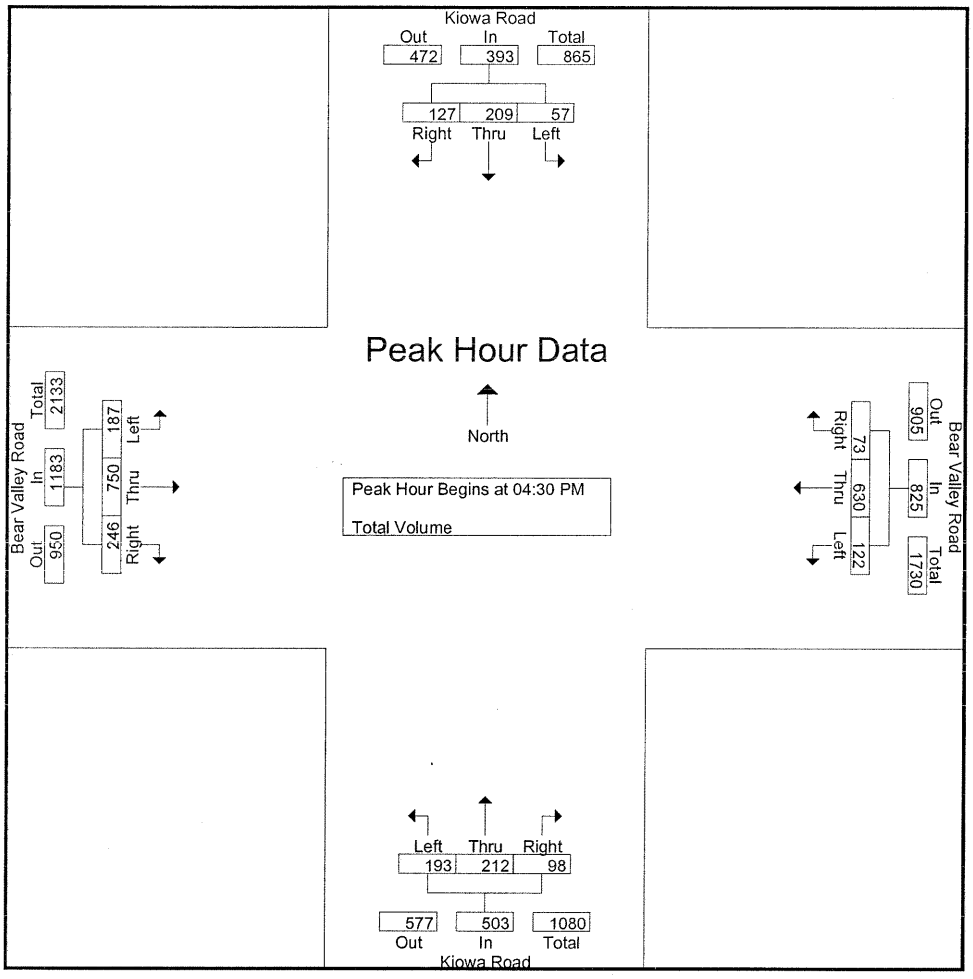

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	7	43	37	87	40	168	17	225	45	40	28	113	35	177	53	265
+15 mins.	7	58	29	94	32	163	21	216	43	41	23	107	43	211	52	306
+30 mins.	25	43	35	103	33	145	16	194	60	64	28	152	51	198	44	293
+45 mins.	18	65	26	109	17	154	19	190	45	67	19	131	58	164	97	319
Total Volume	57	209	127	393	122	630	73	825	193	212	98	503	187	750	246	1183
% App. Total	14.5	53.2	32.3		14.8	76.4	8.8		38.4	42.1	19.5		15.8	63.4	20.8	
PHF	.570	.804	.858	.901	.763	.938	.869	.917	.804	.791	.875	.827	.806	.889	.634	.927

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Groups Printed- Large 2 Axle Vehicles

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	2	1	4	0	5	0	0	0	0	1	10	0	11	18
04:15 PM	0	2	1	3	0	1	0	1	1	1	1	3	0	5	1	6	13
04:30 PM	0	1	2	3	1	7	0	8	4	0	0	4	2	5	3	10	25
04:45 PM	0	0	1	1	0	9	0	9	0	0	1	1	0	5	0	5	16
Total	0	4	5	9	2	21	0	23	5	1	2	8	3	25	4	32	72
05:00 PM	0	0	1	1	0	9	0	9	1	0	1	2	1	3	2	6	18
05:15 PM	0	0	0	0	0	4	0	4	0	0	1	1	1	4	1	6	11
05:30 PM	1	0	1	2	1	6	0	7	1	0	1	2	2	3	2	7	18
05:45 PM	0	0	0	0	2	2	0	4	3	0	1	4	1	3	1	5	13
Total	1	0	2	3	3	21	0	24	5	0	4	9	5	13	6	24	60
Grand Total	1	4	7	12	5	42	0	47	10	1	6	17	8	38	10	56	132
Apprch %	8.3	33.3	58.3		10.6	89.4	0		58.8	5.9	35.3		14.3	67.9	17.9		
Total %	0.8	3	5.3	9.1	3.8	31.8	0	35.6	7.6	0.8	4.5	12.9	6.1	28.8	7.6	42.4	

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	2	3	1	7	0	8	4	0	0	4	2	5	3	10	25
04:45 PM	0	0	1	1	0	9	0	9	0	0	1	1	0	5	0	5	16
05:00 PM	0	0	1	1	0	9	0	9	1	0	1	2	1	3	2	6	18
05:15 PM	0	0	0	0	0	4	0	4	0	0	1	1	1	4	1	6	11
Total Volume	0	1	4	5	1	29	0	30	5	0	3	8	4	17	6	27	70
% App. Total	0	20	80		3.3	96.7	0		62.5	0	37.5		14.8	63	22.2		
PHF	.000	.250	.500	.417	.250	.806	.000	.833	.313	.000	.750	.500	.500	.850	.500	.675	.700

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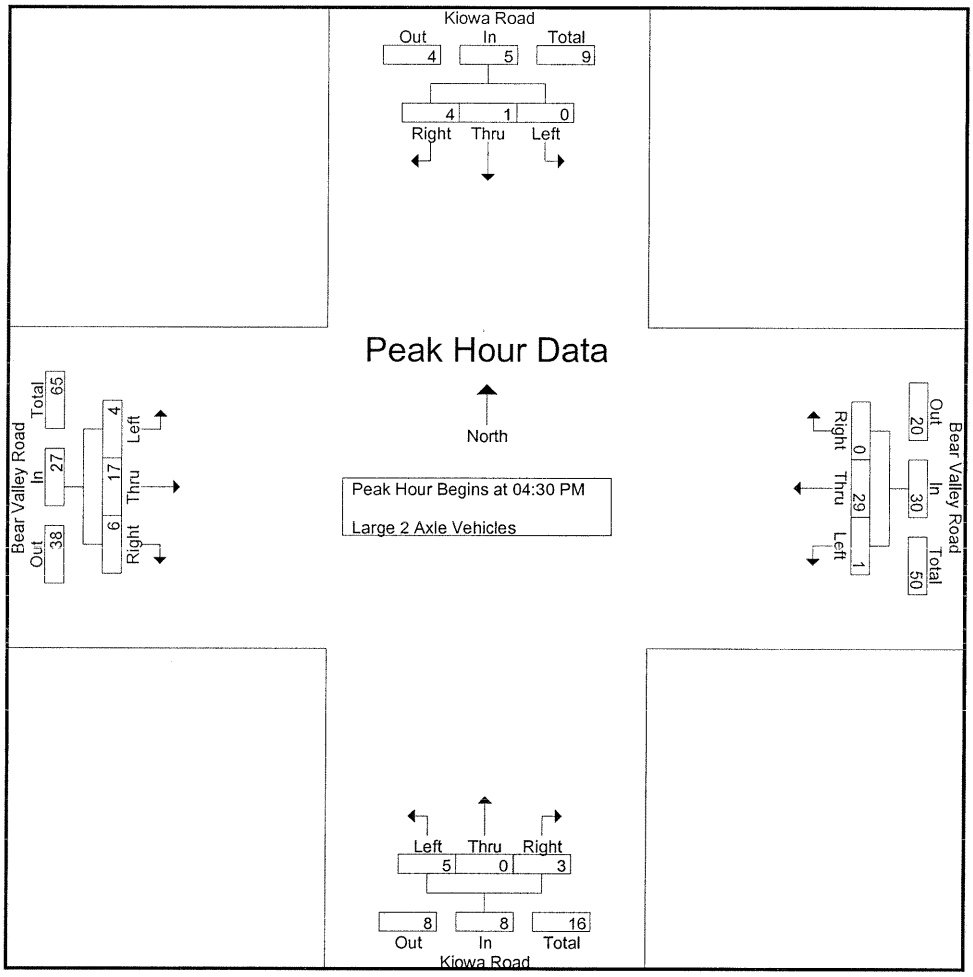

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	2	3	1	7	0	8	4	0	0	4	2	5	3	10
+15 mins.	0	0	1	1	0	9	0	9	0	0	1	1	0	5	0	5
+30 mins.	0	0	1	1	0	9	0	9	1	0	1	2	1	3	2	6
+45 mins.	0	0	0	0	0	4	0	4	0	0	1	1	1	4	1	6
Total Volume	0	1	4	5	1	29	0	30	5	0	3	8	4	17	6	27
% App. Total	0	20	80		3.3	96.7	0		62.5	0	37.5		14.8	63	22.2	
PHF	.000	.250	.500	.417	.250	.806	.000	.833	.313	.000	.750	.500	.500	.850	.500	.675

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Groups Printed- 3 Axle Vehicles

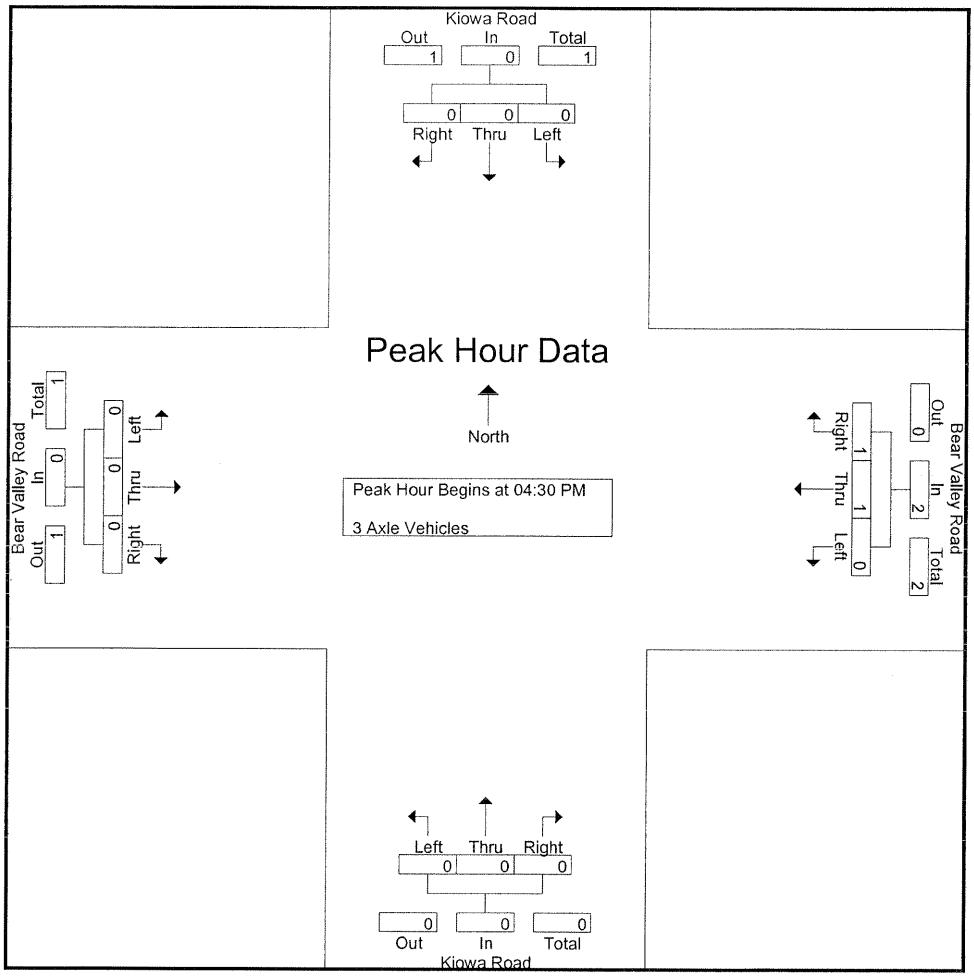
	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	1	1	2	0	0	0	0	0	3	0	3	5
Apprch %	0	0	0		0	50	50		0	0	0		0	100	0		
Total %	0	0	0	0	0	20	20	40	0	0	0	0	0	60	0	60	

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	50	50		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

City of Apple Valley
N/S: Kiowa Road
E/W: Bear Valley
Weather: Sunny

File Name : AVKIBVPM
Site Code : 05102282
Start Date : 1/17/2007
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	50	50		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

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Start Date : 1/17/2007
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Groups Printed- 4+ Axle Trucks

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	5	0	5	0	0	1	1	0	1	0	1	7
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	9	0	9	0	0	1	1	0	4	0	4	14
05:00 PM	0	0	0	0	0	3	0	3	0	0	2	2	0	1	0	1	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	5	0	5	6
05:30 PM	0	0	0	0	0	1	0	1	0	0	2	2	0	4	0	4	7
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	4	0	4	0	0	5	5	0	12	0	12	21
Grand Total	0	0	0	0	0	13	0	13	0	0	6	6	0	16	0	16	35
Apprch %	0	0	0		0	100	0		0	0	100		0	100	0		
Total %	0	0	0	0	0	37.1	0	37.1	0	0	17.1	17.1	0	45.7	0	45.7	

	Kiowa Road Southbound				Bear Valley Road Westbound				Kiowa Road Northbound				Bear Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	3	0	3	0	0	2	2	0	1	0	1	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	5	0	5	6
Total Volume	0	0	0	0	0	6	0	6	0	0	3	3	0	7	0	7	16
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.375	.375	.000	.350	.000	.350	.667

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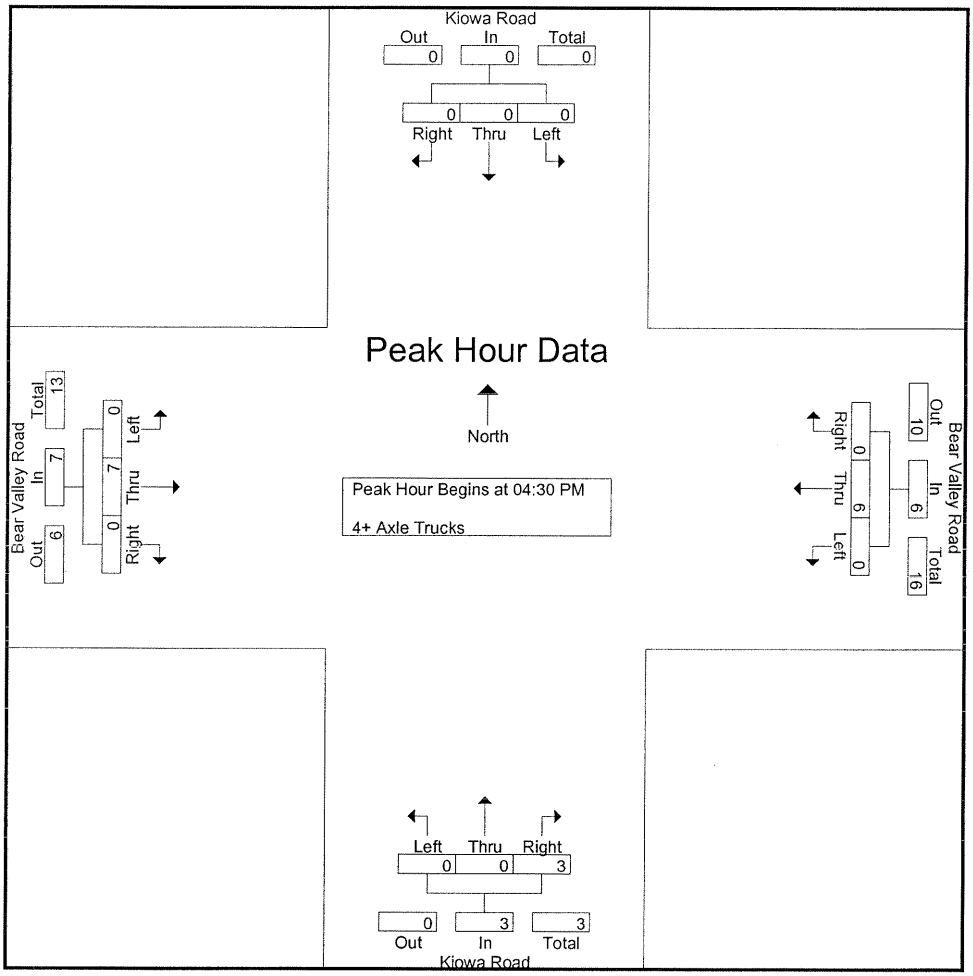

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	3	0	3	0	0	2	2	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	5	0	5
Total Volume	0	0	0	0	0	6	0	6	0	0	3	3	0	7	0	7
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.375	.375	.000	.350	.000	.350

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

INTERSECTION 11
Kiowa Road(NS) / Rock Springs Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	216	8	18
4-Axle	12	0	0
3-Axle	0	0	2
Buses/RV's	17	3	3
Autos	187	5	13

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
149	0	6	6	137
98	3	0	12	83
3	0	0	2	1

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
22	2	0	0	24
105	3	2	3	113
1	0	0	0	1

NORTHBOUND

Autos	8	6	3
Buses/RV's	2	0	0
3-Axle	2	0	0
4-Axle	0	0	0
Total	12	6	3

URBAN CROSSROADS

INTERSECTION 11
Kiowa Road(NS) / Rock Springs Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	202	7	34
4-Axle	6	0	0
3-Axle	0	0	0
Buses/RV's	12	0	0
Autos	184	7	34

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
252	0	0	9	243
131	0	0	8	123
15	0	0	2	13

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
21	0	0	0	21
92	6	0	0	98
1	0	0	0	1

NORTHBOUND

Autos	10	10	1
Buses/RV's	0	0	0
3-Axle	0	0	0
4-Axle	0	0	0
Total	10	10	1

URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

INTERSECTION 11
Kiowa Road(NS) / Rock Springs Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	202	7	16
4-Axle	4	0	0
3-Axle	0	0	1
Buses/RV's	11	2	2
Autos	187	5	13

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
144	0	3	4	137
92	1	0	8	83
2	0	0	1	1

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
22	1	0	0	23
105	2	1	1	109
1	0	0	0	1

NORTHBOUND

Autos	8	6	3
Buses/RV's	1	0	0
3-Axle	1	0	0
4-Axle	0	0	0
Total	10	6	3

URBAN CROSSROADS

INTERSECTION 11
Kiowa Road(NS) / Rock Springs Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	194	7	34
4-Axle	2	0	0
3-Axle	0	0	0
Buses/RV's	8	0	0
Autos	184	7	34

Eastbound

Total	4-Axle	3-Axle	Buses/ RV's	Autos
249	0	0	6	243
128	0	0	5	123
14	0	0	1	13

Westbound

Autos	Buses/ RV's	3-Axle	4-Axle	Total
21	0	0	0	21
92	4	0	0	96
1	0	0	0	1

NORTHBOUND

Autos	10	10	1
Buses/RV's	0	0	0
3-Axle	0	0	0
4-Axle	0	0	0
Total	10	10	1

URBAN CROSSROADS

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

County of San Bernardino
N/S: Kiowa Road
E/W: Rock Springs Road
Weather: Sunny

File Name : SBCKIRSAM
Site Code : 05102281
Start Date : 1/18/2007
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	42	44	0	23	3	26	2	1	0	3	30	19	1	50	123
07:15 AM	2	1	52	55	1	23	4	28	3	2	0	5	31	26	0	57	145
07:30 AM	5	1	52	58	0	41	11	52	1	1	1	3	38	26	0	64	177
07:45 AM	4	2	57	63	0	24	5	29	3	2	2	7	36	22	2	60	159
Total	12	5	203	220	1	111	23	135	9	6	3	18	135	93	3	231	604
08:00 AM	5	3	41	49	0	21	3	24	3	1	0	4	39	18	0	57	134
08:15 AM	3	1	37	41	1	23	5	29	0	1	1	2	34	19	1	54	126
08:30 AM	1	2	43	46	0	14	5	19	1	1	1	3	30	16	1	47	115
08:45 AM	4	1	33	38	0	27	3	30	2	1	0	3	32	20	1	53	124
Total	13	7	154	174	1	85	16	102	6	4	2	12	135	73	3	211	499
Grand Total	25	12	357	394	2	196	39	237	15	10	5	30	270	166	6	442	1103
Apprch %	6.3	3	90.6		0.8	82.7	16.5		50	33.3	16.7		61.1	37.6	1.4		
Total %	2.3	1.1	32.4	35.7	0.2	17.8	3.5	21.5	1.4	0.9	0.5	2.7	24.5	15	0.5	40.1	
Passenger Vehicles	22	10	337	369	1	188	38	227	12	10	4	26	252	149	5	406	1028
% Passenger Vehicles	88	83.3	94.4	93.7	50	95.9	97.4	95.8	80	100	80	86.7	93.3	89.8	83.3	91.9	93.2
Large 2 Axle Vehicles	2	2	16	20	1	5	1	7	2	0	1	3	11	14	1	26	56
% Large 2 Axle Vehicles	8	16.7	4.5	5.1	50	2.6	2.6	3	13.3	0	20	10	4.1	8.4	16.7	5.9	5.1
3 Axle Vehicles	1	0	0	1	0	1	0	1	1	0	0	1	5	1	0	6	9
% 3 Axle Vehicles	4	0	0	0.3	0	0.5	0	0.4	6.7	0	0	3.3	1.9	0.6	0	1.4	0.8
4+ Axle Trucks	0	0	4	4	0	2	0	2	0	0	0	0	2	2	0	4	10
% 4+ Axle Trucks	0	0	1.1	1	0	1	0	0.8	0	0	0	0	0.7	1.2	0	0.9	0.9

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	1	52	55	1	23	4	28	3	2	0	5	31	26	0	57	145
07:30 AM	5	1	52	58	0	41	11	52	1	1	1	3	38	26	0	64	177
07:45 AM	4	2	57	63	0	24	5	29	3	2	2	7	36	22	2	60	159
08.00 AM	5	3	41	49	0	21	3	24	3	1	0	4	39	18	0	57	134
Total Volume	16	7	202	225	1	109	23	133	10	6	3	19	144	92	2	238	615
% App. Total	7.1	3.1	89.8		0.8	82	17.3		52.6	31.6	15.8		60.5	38.7	0.8		
PHF	.800	.583	.886	.893	.250	.665	.523	.639	.833	.750	.375	.679	.923	.885	.250	.930	.869

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25424 Jaclyn Avenue
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County of San Bernardino
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File Name : SBCKIRSAM
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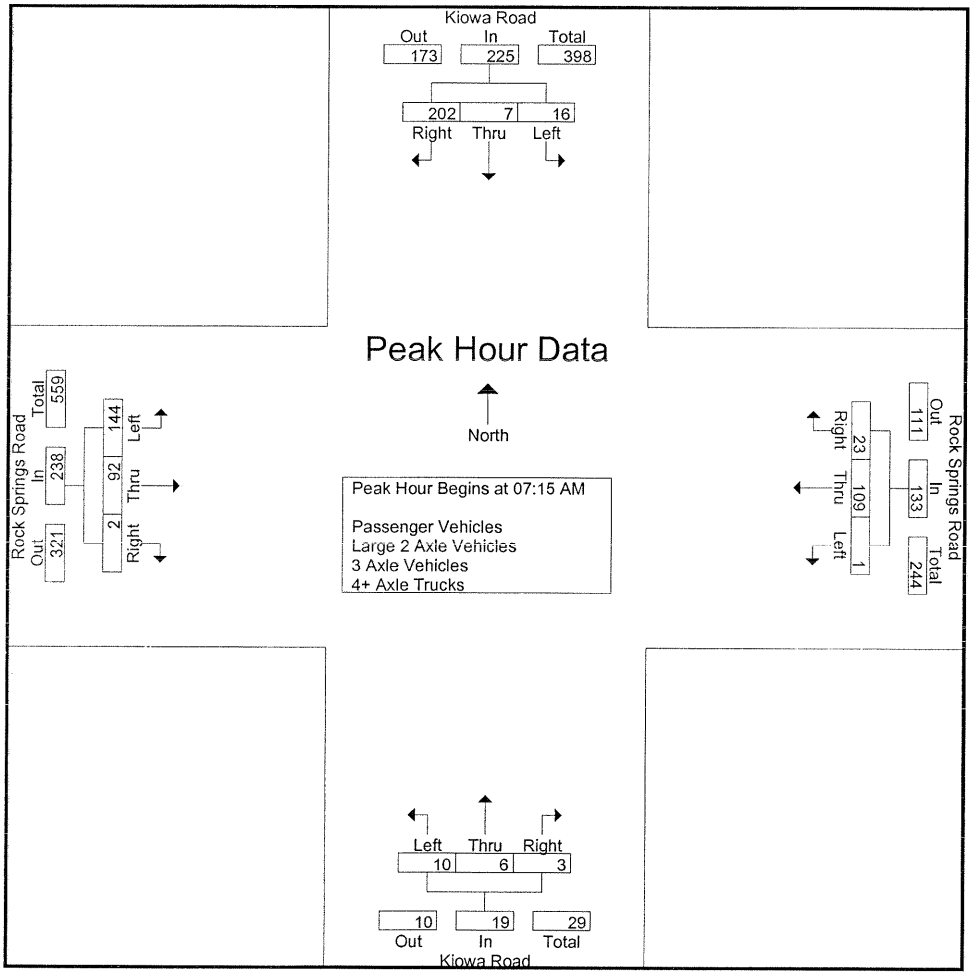

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	2	1	52	55	0	23	3	26	3	2	0	5	31	26	0	57
+15 mins.	5	1	52	58	1	23	4	28	1	1	1	3	38	26	0	64
+30 mins.	4	2	57	63	0	41	11	52	3	2	2	7	36	22	2	60
+45 mins.	5	3	41	49	0	24	5	29	3	1	0	4	39	18	0	57
Total Volume	16	7	202	225	1	111	23	135	10	6	3	19	144	92	2	238
% App. Total	7.1	3.1	89.8		0.7	82.2	17		52.6	31.6	15.8		60.5	38.7	0.8	
PHF	.800	.583	.886	.893	.250	.677	.523	.649	.833	.750	.375	.679	.923	.885	.250	.930

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Groups Printed- Passenger Vehicles

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	40	42	0	22	3	25	2	1	0	3	28	18	1	47	117
07:15 AM	2	1	49	52	1	23	4	28	3	2	0	5	28	21	0	49	134
07:30 AM	4	1	52	57	0	40	11	51	1	1	1	3	37	25	0	62	173
07:45 AM	4	1	49	54	0	23	4	27	2	2	2	6	34	21	1	56	143
Total	11	4	190	205	1	108	22	131	8	6	3	17	127	85	2	214	567
08:00 AM	3	2	37	42	0	19	3	22	2	1	0	3	38	16	0	54	121
08:15 AM	3	1	36	40	0	21	5	26	0	1	0	1	31	16	1	48	115
08:30 AM	1	2	42	45	0	14	5	19	1	1	1	3	25	13	1	39	106
08:45 AM	4	1	32	37	0	26	3	29	1	1	0	2	31	19	1	51	119
Total	11	6	147	164	0	80	16	96	4	4	1	9	125	64	3	192	461
Grand Total	22	10	337	369	1	188	38	227	12	10	4	26	252	149	5	406	1028
Apprch %	6	2.7	91.3		0.4	82.8	16.7		46.2	38.5	15.4		62.1	36.7	1.2		
Total %	2.1	1	32.8	35.9	0.1	18.3	3.7	22.1	1.2	1	0.4	2.5	24.5	14.5	0.5	39.5	

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	1	49	52	1	23	4	28	3	2	0	5	28	21	0	49	134
07:30 AM	4	1	52	57	0	40	11	51	1	1	1	3	37	25	0	62	173
07:45 AM	4	1	49	54	0	23	4	27	2	2	2	6	34	21	1	56	143
08:00 AM	3	2	37	42	0	19	3	22	2	1	0	3	38	16	0	54	121
Total Volume	13	5	187	205	1	105	22	128	8	6	3	17	137	83	1	221	571
% App. Total	6.3	2.4	91.2		0.8	82	17.2		47.1	35.3	17.6		62	37.6	0.5		
PHF	.813	.625	.899	.899	.250	.656	.500	.627	.667	.750	.375	.708	.901	.830	.250	.891	.825

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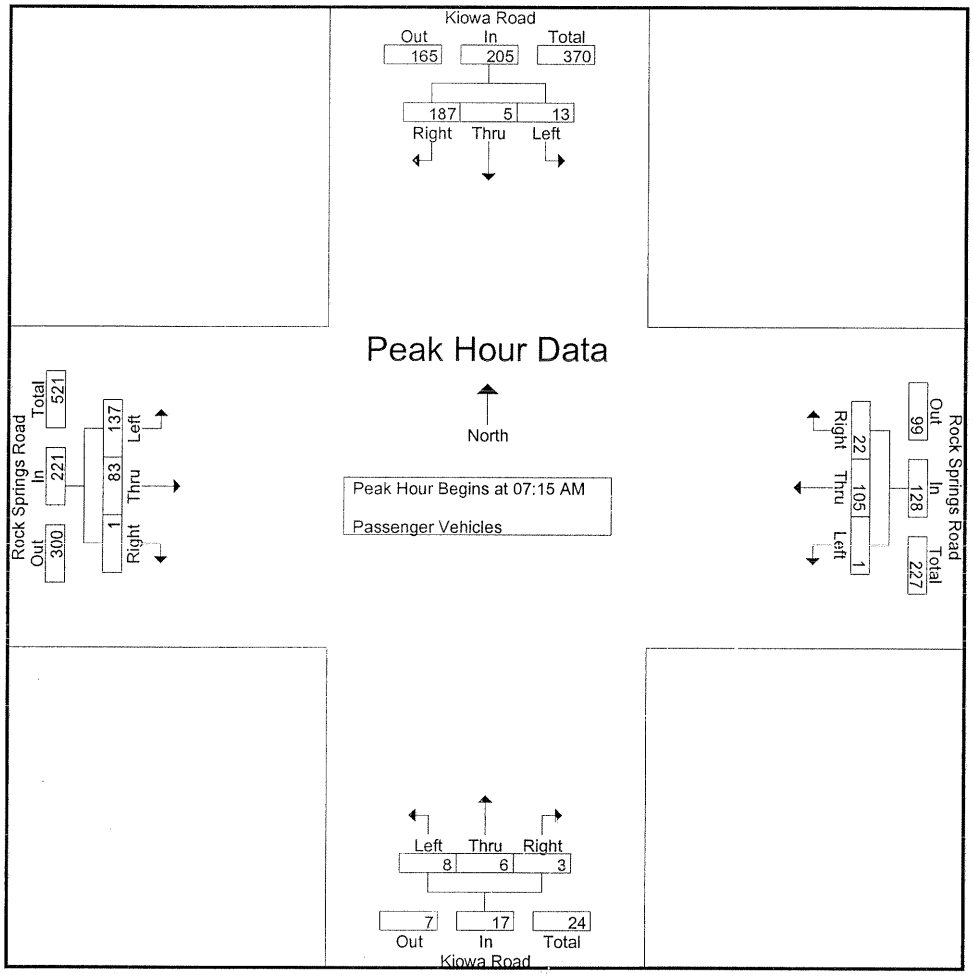

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	2	1	49	52	1	23	4	28	3	2	0	5	28	21	0	49
+15 mins.	4	1	52	57	0	40	11	51	1	1	1	3	37	25	0	62
+30 mins.	4	1	49	54	0	23	4	27	2	2	2	6	34	21	1	56
+45 mins.	3	2	37	42	0	19	3	22	2	1	0	3	38	16	0	54
Total Volume	13	5	187	205	1	105	22	128	8	6	3	17	137	83	1	221
% App. Total	6.3	2.4	91.2		0.8	82	17.2		47.1	35.3	17.6		62	37.6	0.5	
PHF	.813	.625	.899	.899	.250	.656	.500	.627	.667	.750	.375	.708	.901	.830	.250	.891

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Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	0	1	0	1	0	0	0	0	2	0	0	2	5
07:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	2	4	0	6	8
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	0	1	7	8	0	1	1	2	1	0	0	1	2	1	1	4	15
Total	1	1	11	13	0	2	1	3	1	0	0	1	6	6	1	13	30
08:00 AM	1	1	2	4	0	1	0	1	0	0	0	0	0	2	0	2	7
08:15 AM	0	0	1	1	1	1	0	2	0	0	1	1	3	3	0	6	10
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	4	5
08:45 AM	0	0	1	1	0	1	0	1	1	0	0	1	0	1	0	1	4
Total	1	1	5	7	1	3	0	4	1	0	1	2	5	8	0	13	26
Grand Total	2	2	16	20	1	5	1	7	2	0	1	3	11	14	1	26	56
Apprch %	10	10	80		14.3	71.4	14.3		66.7	0	33.3		42.3	53.8	3.8		
Total %	3.6	3.6	28.6	35.7	1.8	8.9	1.8	12.5	3.6	0	1.8	5.4	19.6	25	1.8	46.4	

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	2	4	0	6	8
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	0	1	7	8	0	1	1	2	1	0	0	1	2	1	1	4	15
08:00 AM	1	1	2	4	0	1	0	1	0	0	0	0	0	2	0	2	7
Total Volume	2	2	11	15	0	2	1	3	1	0	0	1	4	8	1	13	32
% App. Total	13.3	13.3	73.3		0	66.7	33.3		100	0	0		30.8	61.5	7.7		
PHF	.500	.500	.393	.469	.000	.500	.250	.375	.250	.000	.000	.250	.500	.500	.250	.542	.533

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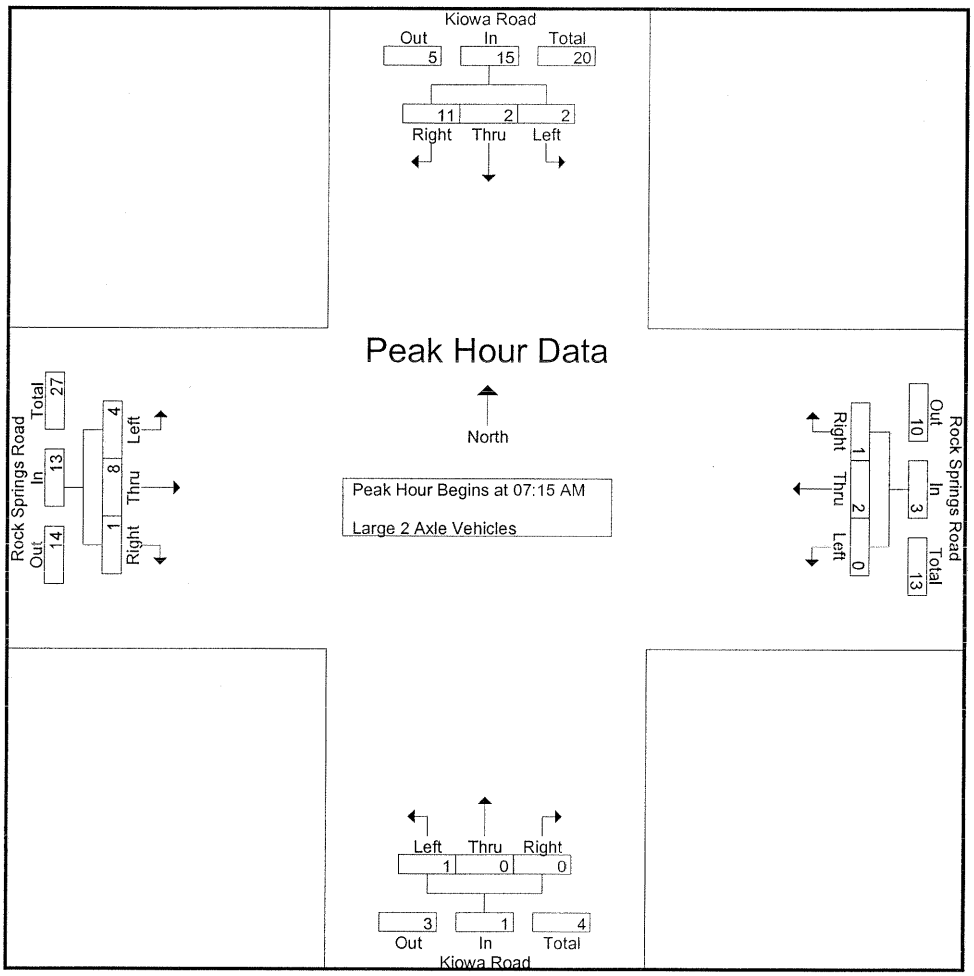

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	2	2	0	0	0	0	0	0	0	0	2	4	0	6
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	1	7	8	0	1	1	2	1	0	0	1	2	1	1	4
+45 mins.	1	1	2	4	0	1	0	1	0	0	0	0	0	2	0	2
Total Volume	2	2	11	15	0	2	1	3	1	0	0	1	4	8	1	13
% App. Total	13.3	13.3	73.3		0	66.7	33.3		100	0	0		30.8	61.5	7.7	
PHF	.500	.500	.393	.469	.000	.500	.250	.375	.250	.000	.000	.250	.500	.500	.250	.542

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Groups Printed- 3 Axle Vehicles

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:00 AM	1	0	0	1	0	1	0	1	1	0	0	1	1	0	0	1	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	0	1	1	0	0	1	3	1	0	4	7
Grand Total	1	0	0	1	0	1	0	1	1	0	0	1	5	1	0	6	9
Apprch %	100	0	0		0	100	0		100	0	0		83.3	16.7	0		
Total %	11.1	0	0	11.1	0	11.1	0	11.1	11.1	0	0	11.1	55.6	11.1	0	66.7	

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	1	0	1	0	1	1	0	0	1	1	0	0	1	4
Total Volume	1	0	0	1	0	1	0	1	1	0	0	1	3	0	0	3	6
% App. Total	100	0	0		0	100	0		100	0	0		100	0	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.250	.000	.000	.250	.750	.000	.000	.750	.375

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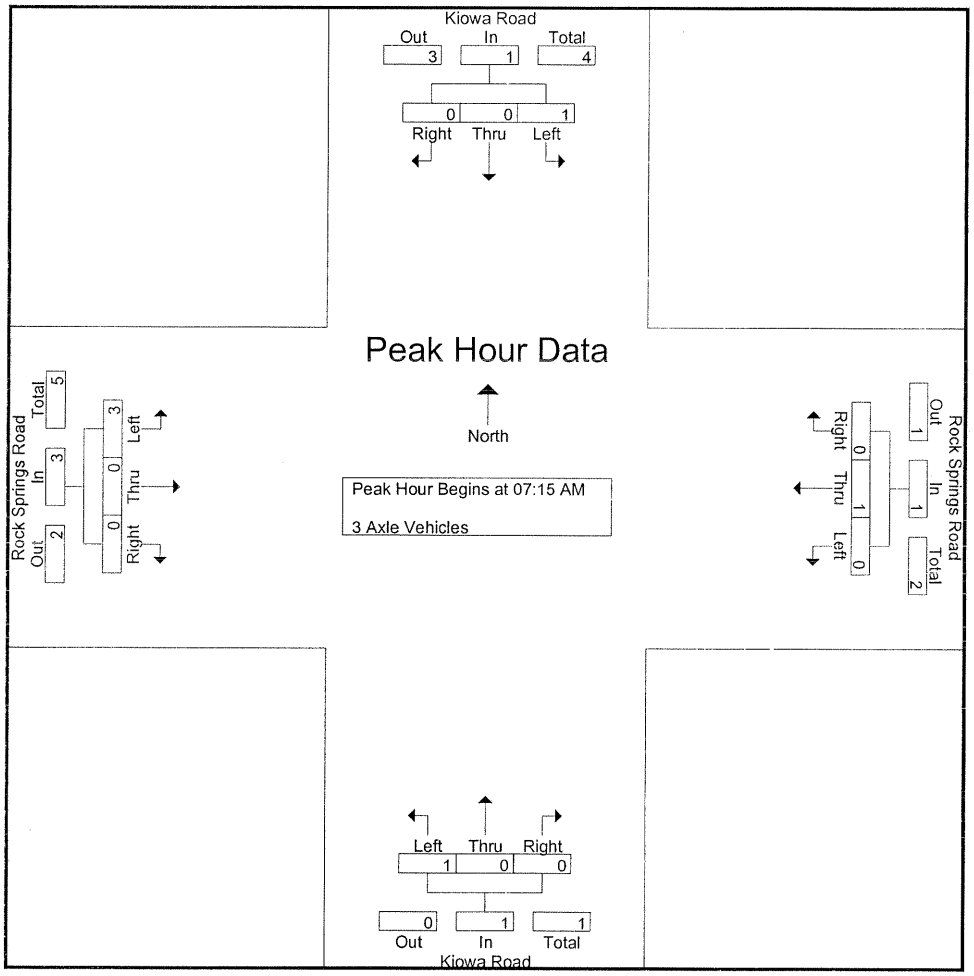

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	1	0	1	1	0	0	1	1	0	0	1
Total Volume	1	0	0	1	0	1	0	1	1	0	0	1	3	0	0	3
% App. Total	100	0	0		0	100	0		100	0	0		100	0	0	
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.250	.000	.000	.250	.750	.000	.000	.750

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Groups Printed- 4+ Axle Trucks

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	2	0	1	0	1	0	0	0	0	0	2	0	2	5
08:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	2	2	0	1	0	1	0	0	0	0	2	0	0	2	5
Grand Total	0	0	4	4	0	2	0	2	0	0	0	0	2	2	0	4	10
Apprch %	0	0	100		0	100	0		0	0	0		50	50	0		
Total %	0	0	40	40	0	20	0	20	0	0	0	0	20	20	0	40	

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	4	4	0	1	0	1	0	0	0	0	0	1	0	1	6
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.750

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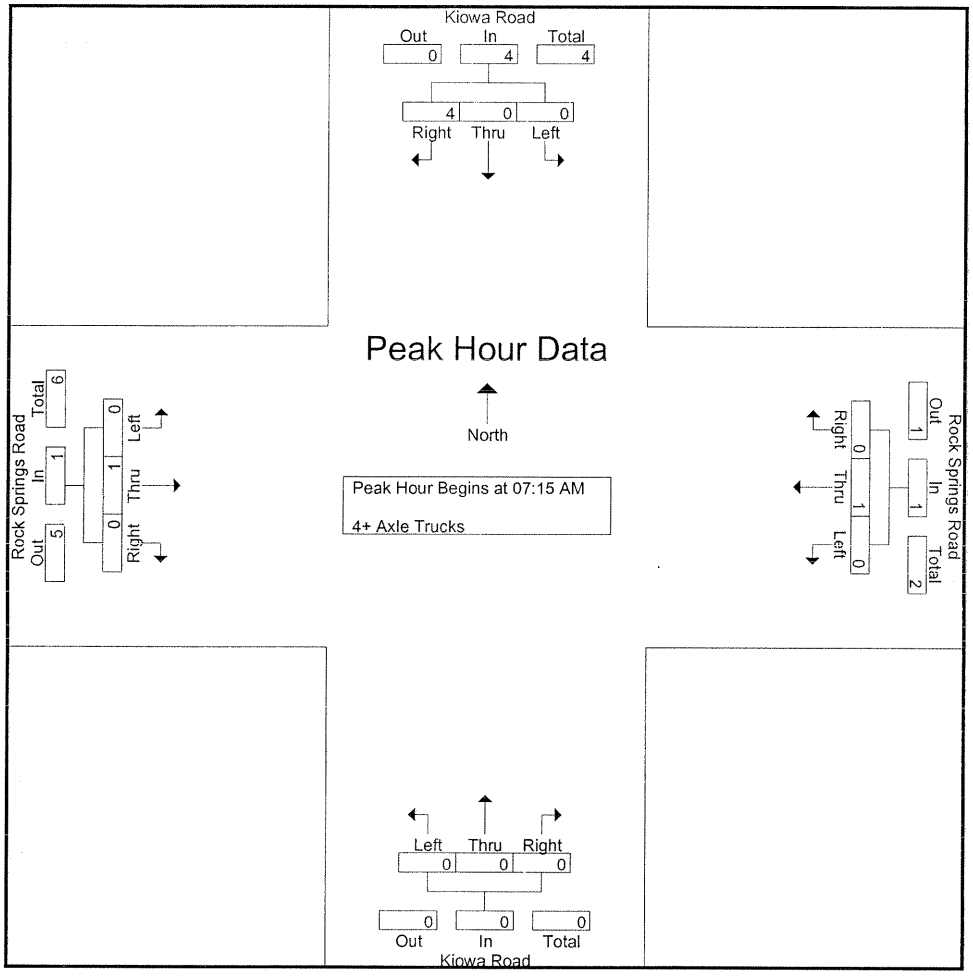

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	4	4	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	1	30	40	1	22	3	26	1	3	1	5	63	28	2	93	164
04:15 PM	10	2	38	50	1	18	11	30	5	4	0	9	62	39	9	110	199
04:30 PM	11	3	49	63	0	30	2	32	1	1	0	2	51	34	2	87	184
04:45 PM	6	2	57	65	0	25	2	27	2	3	0	5	61	26	3	90	187
Total	36	8	174	218	2	95	18	115	9	11	1	21	237	127	16	380	734
05:00 PM	7	0	50	57	0	23	6	29	2	2	1	5	75	29	0	104	195
05:15 PM	13	3	34	50	0	16	6	22	2	0	0	2	78	40	1	119	193
05:30 PM	3	2	50	55	0	23	3	26	3	1	0	4	65	33	6	104	189
05:45 PM	4	2	47	53	0	26	7	33	1	0	1	2	57	27	2	86	174
Total	27	7	181	215	0	88	22	110	8	3	2	13	275	129	9	413	751
Grand Total	63	15	355	433	2	183	40	225	17	14	3	34	512	256	25	793	1485
Apprch %	14.5	3.5	82		0.9	81.3	17.8		50	41.2	8.8		64.6	32.3	3.2		
Total %	4.2	1	23.9	29.2	0.1	12.3	2.7	15.2	1.1	0.9	0.2	2.3	34.5	17.2	1.7	53.4	
Passenger Vehicles	61	15	342	418	2	178	39	219	17	13	3	33	501	249	24	774	1444
% Passenger Vehicles	96.8	100	96.3	96.5	100	97.3	97.5	97.3	100	92.9	100	97.1	97.9	97.3	96	97.6	97.2
Large 2 Axle Vehicles	1	0	10	11	0	5	1	6	0	1	0	1	10	6	1	17	35
% Large 2 Axle Vehicles	1.6	0	2.8	2.5	0	2.7	2.5	2.7	0	7.1	0	2.9	2	2.3	4	2.1	2.4
3 Axle Vehicles	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
% 3 Axle Vehicles	1.6	0	0.3	0.5	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0.2
4+ Axle Trucks	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	3
% 4+ Axle Trucks	0	0	0.6	0.5	0	0	0	0	0	0	0	0	0	0.4	0	0.1	0.2

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	10	2	38	50	1	18	11	30	5	4	0	9	62	39	9	110	199
04:30 PM	11	3	49	63	0	30	2	32	1	1	0	2	51	34	2	87	184
04:45 PM	6	2	57	65	0	25	2	27	2	3	0	5	61	26	3	90	187
05:00 PM	7	0	50	57	0	23	6	29	2	2	1	5	75	29	0	104	195
Total Volume	34	7	194	235	1	96	21	118	10	10	1	21	249	128	14	391	765
% App. Total	14.5	3	82.6		0.8	81.4	17.8		47.6	47.6	4.8		63.7	32.7	3.6		
PHF	.773	.583	.851	.904	.250	.800	.477	.922	.500	.625	.250	.583	.830	.821	.389	.889	.961

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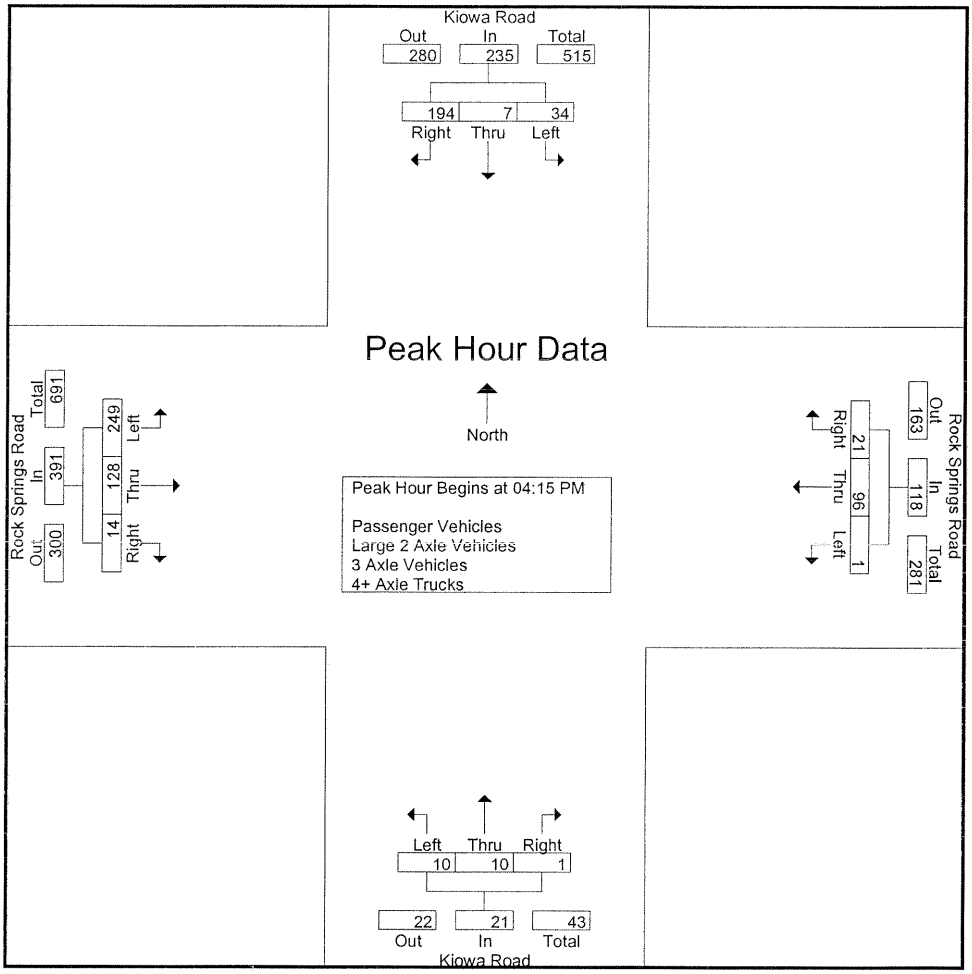

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:00 PM				04:45 PM			
+0 mins.	10	2	38	50	1	18	11	30	1	3	1	5	61	26	3	90
+15 mins.	11	3	49	63	0	30	2	32	5	4	0	9	75	29	0	104
+30 mins.	6	2	57	65	0	25	2	27	1	1	0	2	78	40	1	119
+45 mins.	7	0	50	57	0	23	6	29	2	3	0	5	65	33	6	104
Total Volume	34	7	194	235	1	96	21	118	9	11	1	21	279	128	10	417
% App. Total	14.5	3	82.6		0.8	81.4	17.8		42.9	52.4	4.8		66.9	30.7	2.4	
PHF	.773	.583	.851	.904	.250	.800	.477	.922	.450	.688	.250	.583	.894	.800	.417	.876

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Groups Printed- Passenger Vehicles

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	1	30	40	1	22	2	25	1	2	1	4	62	27	2	91	160
04:15 PM	10	2	35	47	1	17	11	29	5	4	0	9	58	38	8	104	189
04:30 PM	11	3	47	61	0	29	2	31	1	1	0	2	50	33	2	85	179
04:45 PM	6	2	53	61	0	23	2	25	2	3	0	5	61	25	3	89	180
Total	36	8	165	209	2	91	17	110	9	10	1	20	231	123	15	369	708
05:00 PM	7	0	49	56	0	23	6	29	2	2	1	5	74	27	0	101	191
05:15 PM	12	3	34	49	0	16	6	22	2	0	0	2	78	39	1	118	191
05:30 PM	3	2	49	54	0	23	3	26	3	1	0	4	64	33	6	103	187
05:45 PM	3	2	45	50	0	25	7	32	1	0	1	2	54	27	2	83	167
Total	25	7	177	209	0	87	22	109	8	3	2	13	270	126	9	405	736
Grand Total	61	15	342	418	2	178	39	219	17	13	3	33	501	249	24	774	1444
Apprch %	14.6	3.6	81.8		0.9	81.3	17.8		51.5	39.4	9.1		64.7	32.2	3.1		
Total %	4.2	1	23.7	28.9	0.1	12.3	2.7	15.2	1.2	0.9	0.2	2.3	34.7	17.2	1.7	53.6	

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	10	2	35	47	1	17	11	29	5	4	0	9	58	38	8	104	189
04:30 PM	11	3	47	61	0	29	2	31	1	1	0	2	50	33	2	85	179
04:45 PM	6	2	53	61	0	23	2	25	2	3	0	5	61	25	3	89	180
05:00 PM	7	0	49	56	0	23	6	29	2	2	1	5	74	27	0	101	191
Total Volume	34	7	184	225	1	92	21	114	10	10	1	21	243	123	13	379	739
% App. Total	15.1	3.1	81.8		0.9	80.7	18.4		47.6	47.6	4.8		64.1	32.5	3.4		
PHF	.773	.583	.868	.922	.250	.793	.477	.919	.500	.625	.250	.583	.821	.809	.406	.911	.967

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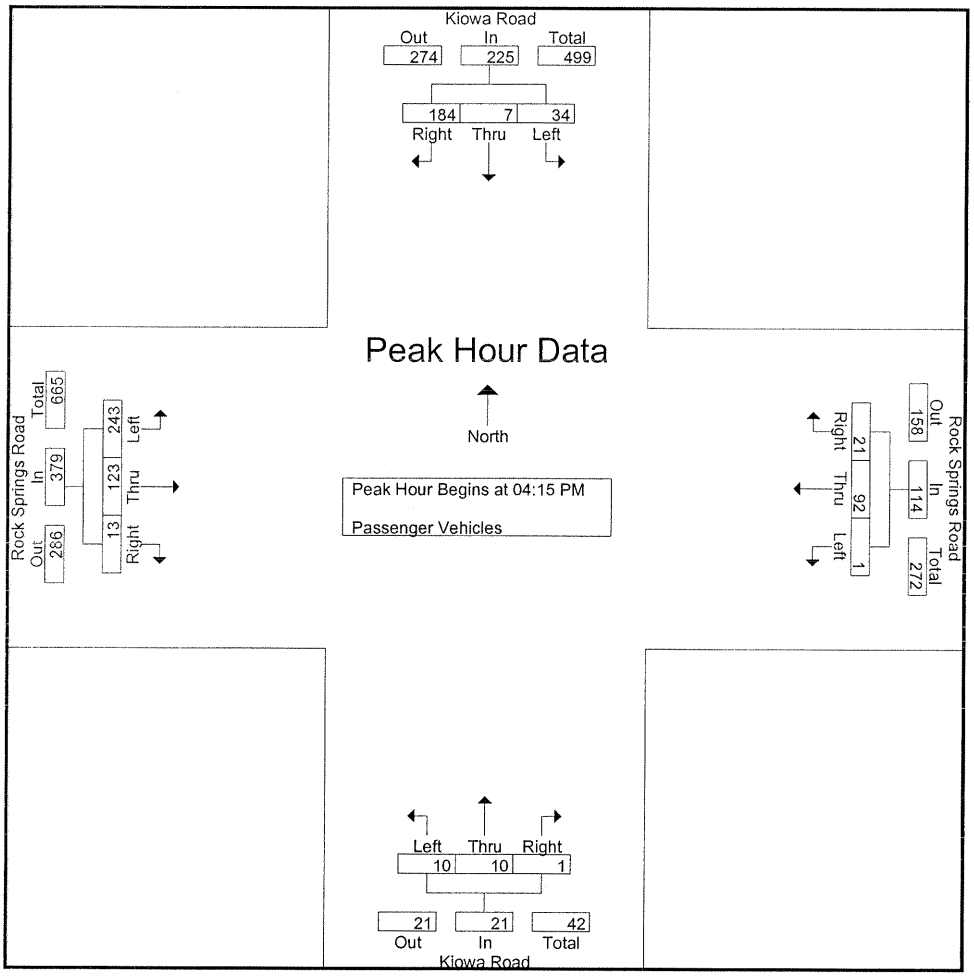

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	10	2	35	47	1	17	11	29	5	4	0	9	58	38	8	104
+15 mins.	11	3	47	61	0	29	2	31	1	1	0	2	50	33	2	85
+30 mins.	6	2	53	61	0	23	2	25	2	3	0	5	61	25	3	89
+45 mins.	7	0	49	56	0	23	6	29	2	2	1	5	74	27	0	101
Total Volume	34	7	184	225	1	92	21	114	10	10	1	21	243	123	13	379
% App. Total	15.1	3.1	81.8		0.9	80.7	18.4		47.6	47.6	4.8		64.1	32.5	3.4	
PHF	.773	.583	.868	.922	.250	.793	.477	.919	.500	.625	.250	.583	.821	.809	.406	.911

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

County of San Bernardino
N/S: Kiowa Road
E/W: Rock Springs Road
Weather: Sunny

File Name : SBCKIRSPM
Site Code : 05102281
Start Date : 1/18/2007
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	0	1	0	1	1	1	0	2	4
04:15 PM	0	0	2	2	0	1	0	1	0	0	0	0	4	1	1	6	9
04:30 PM	0	0	2	2	0	1	0	1	0	0	0	0	1	1	0	2	5
04:45 PM	0	0	3	3	0	2	0	2	0	0	0	0	0	1	0	1	6
Total	0	0	7	7	0	4	1	5	0	1	0	1	6	4	1	11	24
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	2	0	3	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	1	0	2	3	0	1	0	1	0	0	0	0	2	0	0	2	6
Total	1	0	3	4	0	1	0	1	0	0	0	0	4	2	0	6	11
Grand Total	1	0	10	11	0	5	1	6	0	1	0	1	10	6	1	17	35
Apprch %	9.1	0	90.9		0	83.3	16.7		0	100	0		58.8	35.3	5.9		
Total %	2.9	0	28.6	31.4	0	14.3	2.9	17.1	0	2.9	0	2.9	28.6	17.1	2.9	48.6	

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	2	2	0	1	0	1	0	0	0	0	4	1	1	6	9
04:30 PM	0	0	2	2	0	1	0	1	0	0	0	0	1	1	0	2	5
04:45 PM	0	0	3	3	0	2	0	2	0	0	0	0	0	1	0	1	6
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	2	0	3	4
Total Volume	0	0	8	8	0	4	0	4	0	0	0	0	6	5	1	12	24
% App. Total	0	0	100		0	100	0		0	0	0		50	41.7	8.3		
PHF	.000	.000	.667	.667	.000	.500	.000	.500	.000	.000	.000	.000	.375	.625	.250	.500	.667

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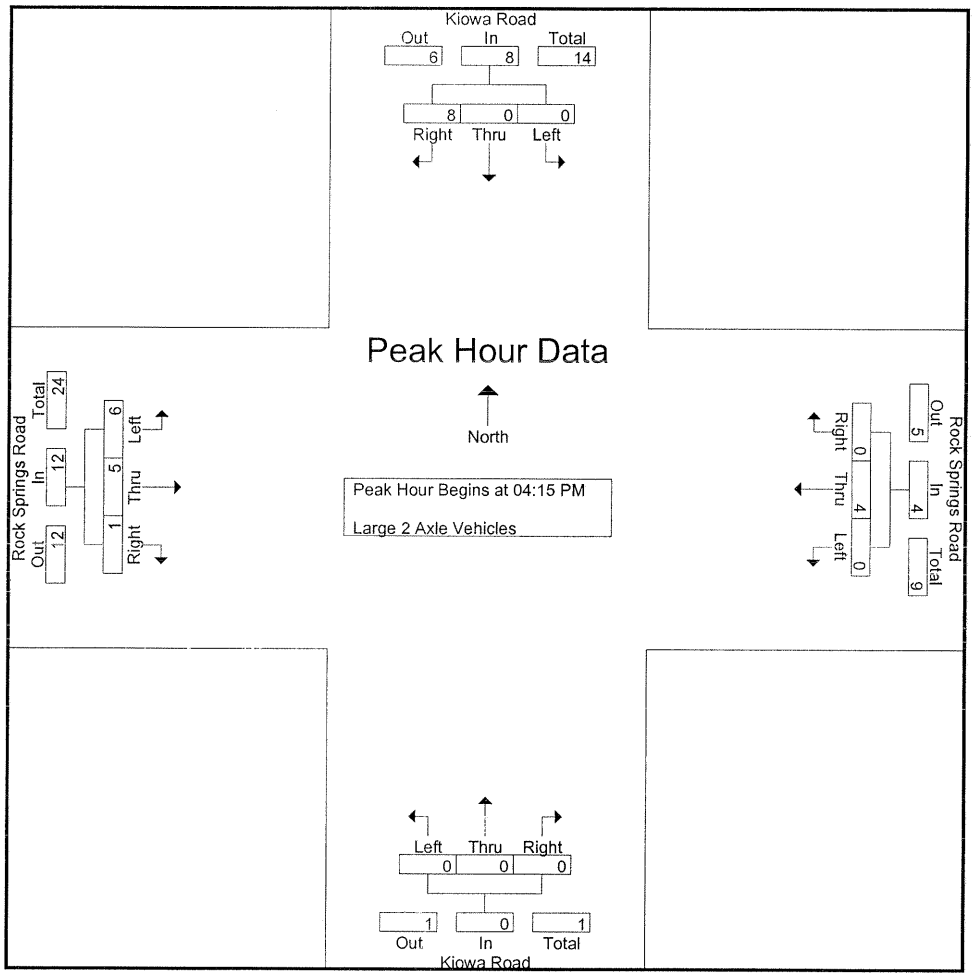

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	2	2	0	1	0	1	0	0	0	0	4	1	1	6
+15 mins.	0	0	2	2	0	1	0	1	0	0	0	0	1	1	0	2
+30 mins.	0	0	3	3	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	1	2	0	3
Total Volume	0	0	8	8	0	4	0	4	0	0	0	0	6	5	1	12
% App. Total	0	0	100		0	100	0		0	0	0		50	41.7	8.3	
PHF	.000	.000	.667	.667	.000	.500	.000	.500	.000	.000	.000	.000	.375	.625	.250	.500

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Site Code : 05102281
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Groups Printed- 3 Axle Vehicles

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Grand Total	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Apprch %	50	0	50		0	0	0		0	0	0		100	0	0		
Total %	33.3	0	33.3	66.7	0	0	0	0	0	0	0	0	33.3	0	0	33.3	

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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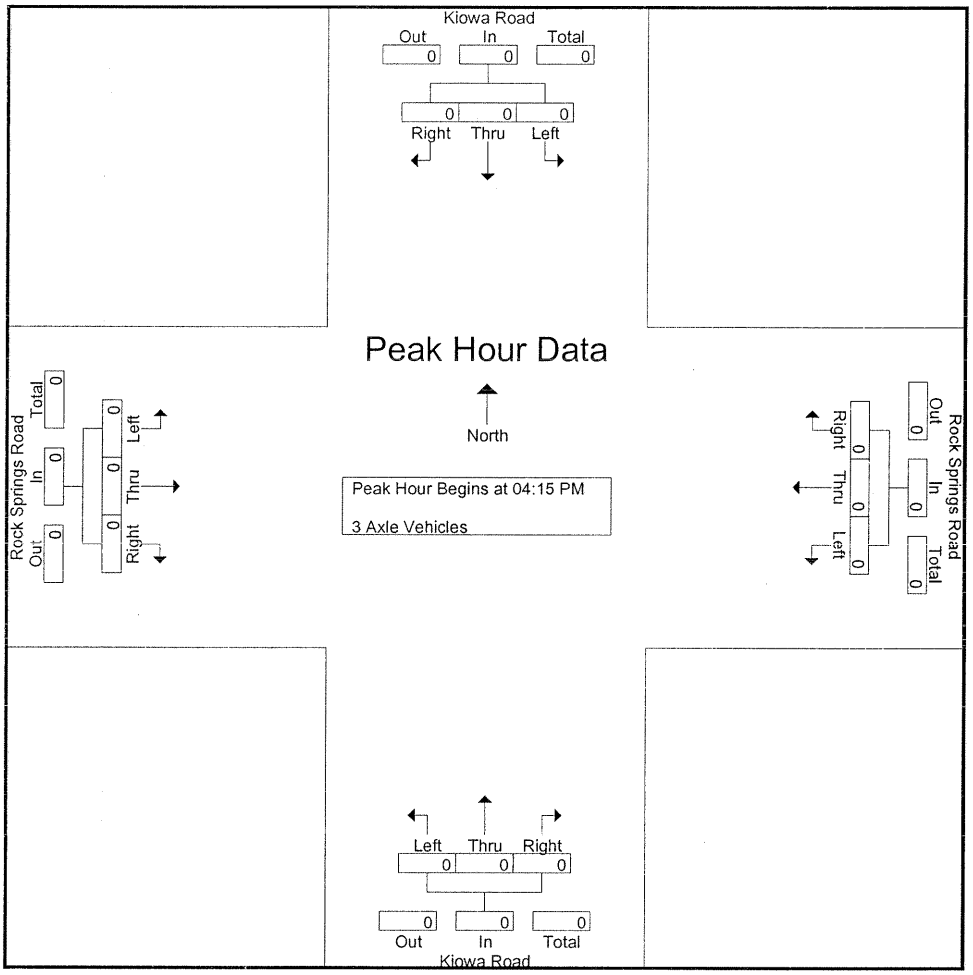

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Apprch %	0	0	100		0	0	0		0	0	0		0	100	0		
Total %	0	0	66.7	66.7	0	0	0	0	0	0	0	0	0	33.3	0	33.3	

	Kiowa Road Southbound				Rock Springs Road Westbound				Kiowa Road Northbound				Rock Springs Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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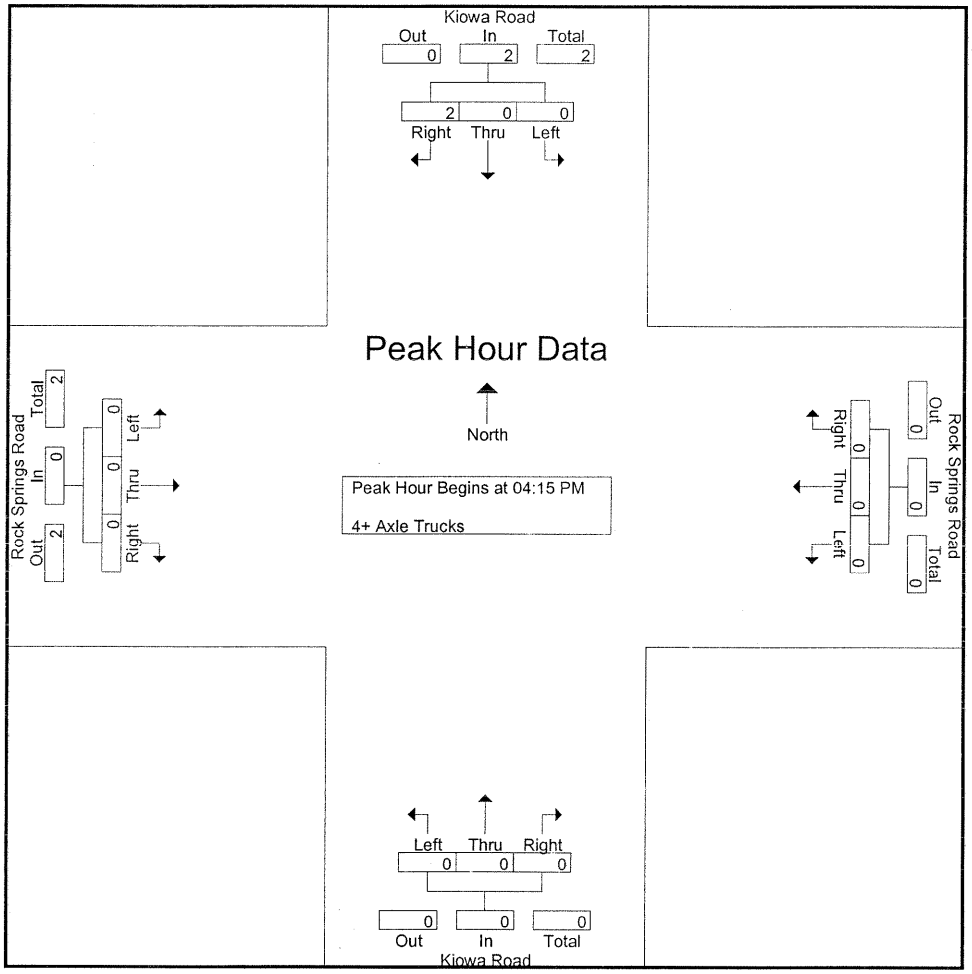

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

APPENDIX C

EXISTING CONDITIONS INTERSECTION ANALYSIS

DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
AM Peak Hour

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

Intersection #1 "I" Av. (NS) / Main St. (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	"I" Av. (NS)						Main St. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	30	30	10	32	32	10	32	32	10	32	32
Lanes:	2 0 2	0 1		1 0 2	0 1		2 0 2	0 1		2 0 1	1 0	
Volume Module:												
Base Vol:	252	237	34	48	141	243	199	399	167	61	601	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	237	34	48	141	243	199	399	167	61	601	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.91	0.91	0.91	0.91	0.91	0.91	0.78	0.78	0.78
PHF Volume:	297	279	40	53	155	267	219	439	184	79	774	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	279	40	53	155	267	219	439	184	79	774	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.05
FinalVolume:	306	293	40	53	163	267	225	461	184	81	813	57
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.87	0.13
Final Sat.:	3200	3600	1800	1700	3600	1800	3200	3600	1800	3200	3365	235
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.02	0.03	0.05	0.15	0.07	0.13	0.10	0.03	0.24	0.24
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.34	0.34	0.11	0.30	0.41	0.11	0.36	0.36	0.11	0.37	0.37
Volume/Cap:	0.66	0.24	0.07	0.28	0.15	0.36	0.66	0.35	0.28	0.22	0.66	0.66
Delay/Veh:	45.9	25.2	23.6	43.5	26.6	21.6	49.7	24.7	24.1	42.7	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	25.2	23.6	43.5	26.6	21.6	49.7	24.7	24.1	42.7	29.0	29.0
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	3	1	2	2	6	5	5	4	1	12	12

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
AM Peak Hour

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

Intersection #2 Peach Av. (NS) / Main St. (NS)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.304
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 65 Level Of Service: C

Street Name:	Peach Av. (NS)						Main St. (NS)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	19	19
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	50	94	19	18	58	75	43	300	24	12	563	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	94	19	18	58	75	43	300	24	12	563	56
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:	0.75	0.75	0.75	0.78	0.78	0.78	0.79	0.79	0.79	0.88	0.88	0.88
PHF Volume:	67	125	25	23	75	97	55	381	30	14	641	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	125	25	23	75	97	55	381	30	14	641	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	67	125	25	23	75	97	55	400	30	14	673	64
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.01	0.01	0.04	0.05	0.03	0.11	0.02	0.01	0.19	0.04
Crit Moves:		****					****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.10	0.47	0.47	0.24	0.60	0.60
Volume/Cap:	0.16	0.29	0.06	0.06	0.17	0.22	0.31	0.24	0.04	0.03	0.31	0.06
Delay/Veh:	36.1	37.5	35.1	35.0	36.2	36.7	50.8	18.9	17.0	35.3	11.6	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	37.5	35.1	35.0	36.2	36.7	50.8	18.9	17.0	35.3	11.6	9.8
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	A
HCM2kAvgQ:	2	4	1	1	2	3	2	4	1	0	6	1

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
AM Peak Hour

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

Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)

Average Delay (sec/veh): 12.6 Worst Case Level Of Service: C[24.3]

Street Name:	Main St. (NS)								Rock Springs Rd. (EW)							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	1 0	1		1 0	1 0	0		0 0	0 0	0		1 0	0 0	1	
Volume Module:																
Base Vol:	0	186	187		205	102	0		0	0	0		169	0	389	
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	186	187		205	102	0		0	0	0		169	0	389	
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:	0.87	0.87	0.87		0.82	0.82	0.82		1.00	1.00	1.00		0.82	0.82	0.82	
PHF Volume:	0	215	216		250	124	0		0	0	0		206	0	473	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	215	216		250	124	0		0	0	0		206	0	473	
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		431	xxxx	xxxxx		xxxx	xxxx	xxxxx		839	xxxx	215	
Potent Cap.:	xxxx	xxxx	xxxxx		1139	xxxx	xxxxx		xxxx	xxxx	xxxxx		339	xxxx	830	
Move Cap.:	xxxx	xxxx	xxxxx		1139	xxxx	xxxxx		xxxx	xxxx	xxxxx		282	xxxx	830	
Volume/Cap:	xxxx	xxxx	xxxx		0.22	xxxx	xxxx		xxxx	xxxx	xxxx		0.73	xxxx	0.57	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.8	xxxx	xxxxx		xxxx	xxxx	xxxxx		5.2	xxxx	3.7	
Control Del:	xxxxx	xxxx	xxxxx		9.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		45.9	xxxx	14.9	
LOS by Move:	*	*	*		A	*	*		*	*	*		E	*	B	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				24.3			
ApproachLOS:	*				*				*				C			

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
AM Peak Hour

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

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	10	36	36	10	36	36	10	29	29	10	33	33
Lanes:	2 0 2 0 1			2 0 1 0 2			2 0 2 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	132	157	42	90	84	1346	559	836	90	119	1324	131
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:	132	157	42	90	84	1346	559	836	90	119	1324	131
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:	0.93	0.93	0.93	0.84	0.84	0.84	0.91	0.91	0.91	0.92	0.92	0.92
PHF Volume:	143	170	45	108	100	1610	614	919	99	129	1441	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	170	45	108	100	1610	614	919	99	129	1441	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
FinalVolume:	147	178	45	111	100	1819	633	965	99	129	1585	143
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	3600	1800	3200	1800	3600	3200	3600	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.03	0.06	0.51	0.20	0.27	0.05	0.08	0.29	0.08
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.32	0.32	0.09	0.32	0.53	0.21	0.39	0.39	0.13	0.31	0.40
Volume/Cap:	0.53	0.15	0.08	0.39	0.17	0.95	0.95	0.68	0.14	0.60	0.95	0.20
Delay/Veh:	52.1	27.8	27.2	50.2	27.9	35.9	67.5	30.5	22.6	52.0	50.6	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	27.8	27.2	50.2	27.9	35.9	67.5	30.5	22.6	52.0	50.6	22.7
LOS by Move:	D	C	C	D	C	D	E	C	C	D	D	C
HCM2kAvgQ:	4	2	1	2	3	35	17	15	2	5	23	3

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
AM Peak Hour

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

Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)

Average Delay (sec/veh): 108.6 Worst Case Level Of Service: F[1393.6]

Street Name:	Deep Creek Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	109	0	92	0	0	0	0	907	146	80	1381	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:	109	0	92	0	0	0	0	907	146	80	1381	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:	0.79	0.79	0.79	1.00	1.00	1.00	0.86	0.86	0.86	0.81	0.81	0.81
PHF Volume:	139	0	117	0	0	0	0	1057	170	99	1716	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	139	0	117	0	0	0	0	1057	170	99	1716	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2114	2971	529	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1227	xxxx	xxxxx
Potent Cap.:	45	14	500	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	575	xxxx	xxxxx
Move Cap.:	39	12	500	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	575	xxxx	xxxxx
Volume/Cap:	3.58	0.00	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	67	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	27.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	1394	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	1393.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
AM Peak Hour

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

Intersection #6 Deep Creek Rd. (NS) / Tussing Ranch Rd. (EW)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.0]

Street Name:	Deep Creek Rd. (NS)								Tussing Ranch Rd. (EW)							
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	1! 0	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	0	212	4		3	204	0		2	0	1		10	0	13	
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	212	4		3	204	0		2	0	1		10	0	13	
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:	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 Volume:	0	212	4		3	204	0		2	0	1		10	0	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	212	4		3	204	0		2	0	1		10	0	13	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	6.5	6.2		7.1	6.5	6.2	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		216	xxxx	xxxxx		431	426	204		425	424	214	
Potent Cap.:	xxxx	xxxx	xxxxx		1366	xxxx	xxxxx		539	524	842		543	525	831	
Move Cap.:	xxxx	xxxx	xxxxx		1366	xxxx	xxxxx		529	522	842		542	524	831	
Volume/Cap:	xxxx	xxxx	xxxx		0.00	xxxx	xxxx		0.00	0.00	0.00		0.02	0.00	0.02	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		7.6	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	604	xxxxx		xxxx	675	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	0.0	xxxxx		xxxxx	0.1	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		7.6	xxxx	xxxxx		xxxxx	11.0	xxxxx		xxxxx	10.5	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	B	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx				11.0				10.5			
ApproachLOS:	*				*				B				B			

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
AM Peak Hour

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

Intersection #8 Deep Creek Rd. (NS) / Roundup Way (EW)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[10.6]

Street Name:	Deep Creek Rd. (NS)									Roundup Way (EW)								
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:	3	189		0		0	211		4		9		0		9		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:	3	189		0		0	211		4		9		0		9		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:	0.90	0.90		0.90		0.87	0.87		0.87		0.75		0.75		0.75		0.95		0.95	
PHF Volume:	3	210		0		0	243		5		12		0		12		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	3	210		0		0	243		5		12		0		12		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:	247	xxxx		xxxxx		xxxx	xxxx		xxxxx		462	xxxx		245		xxxx	xxxx		xxxxx	
Potent Cap.:	1330	xxxx		xxxxx		xxxx	xxxx		xxxxx		562	xxxx		799		xxxx	xxxx		xxxxx	
Move Cap.:	1330	xxxx		xxxxx		xxxx	xxxx		xxxxx		561	xxxx		799		xxxx	xxxx		xxxxx	
Volume/Cap:	0.00	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		0.1	xxxx		0.0		xxxx	xxxx		xxxxx	
Control Del:	7.7	xxxx		xxxxx		xxxxx	xxxx		xxxxx		11.6	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:	0.0	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					10.6					xxxxxx				
ApproachLOS:	*					*					B					*				

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
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AM Peak Hour

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

Intersection #9 Deep Creek Rd. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: 60 Level Of Service: C

Street Name:	Deep Creek Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	20	20	20	10	20	20	10	17	17
Lanes:	0 1 0	0 1		0 1 0	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	27	32	8	8	16	194	159	228	5	7	329	13
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:	27	32	8	8	16	194	159	228	5	7	329	13
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:	0.79	0.79	0.79	0.75	0.75	0.75	0.85	0.85	0.85	0.87	0.87	0.87
PHF Volume:	34	41	10	11	21	259	187	268	6	8	378	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	41	10	11	21	259	187	268	6	8	378	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	41	10	11	21	259	187	268	6	8	378	15
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.47	0.53	1.00	0.35	0.65	1.00	1.00	0.98	0.02	1.00	0.96	0.04
Final Sat.:	802	951	1800	588	1177	1800	1700	1761	39	1700	1732	68
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.02	0.02	0.14	0.11	0.15	0.15	0.00	0.22	0.22
Crit Moves:						****	****				****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.22	0.44	0.44	0.22	0.43	0.43
Volume/Cap:	0.15	0.15	0.02	0.06	0.06	0.50	0.50	0.35	0.35	0.02	0.50	0.50
Delay/Veh:	26.7	26.7	25.6	26.0	26.0	30.5	35.3	19.0	19.0	30.8	21.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	26.7	25.6	26.0	26.0	30.5	35.3	19.0	19.0	30.8	21.0	21.0
LOS by Move:	C	C	C	C	C	C	D	B	B	C	C	C
HCM2kAvgQ:	2	2	0	1	1	7	6	6	6	0	9	9

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
AM Peak Hour

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

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.6
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	31	31	10	29	29	10	25	25
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	256	174	90	48	156	182	95	674	120	86	701	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	174	90	48	156	182	95	674	120	86	701	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	174	90	48	156	182	95	674	120	86	701	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.81	0.81	0.81	0.87	0.87	0.87	0.80	0.80	0.80
PHF Volume:	322	219	113	60	194	226	110	777	138	108	878	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	219	113	60	194	226	110	777	138	108	878	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	322	230	113	60	203	226	110	816	138	108	922	56
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.19	0.06	0.06	0.04	0.06	0.13	0.06	0.23	0.08	0.06	0.26	0.03
Crit Moves:	****					****	****				****	
Green/Cycle:	0.24	0.38	0.38	0.14	0.28	0.28	0.09	0.30	0.30	0.11	0.32	0.32
Volume/Cap:	0.80	0.17	0.16	0.26	0.20	0.45	0.71	0.74	0.25	0.60	0.80	0.10
Delay/Veh:	50.8	22.6	22.6	43.1	30.2	33.1	62.7	37.2	29.0	52.7	38.5	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	22.6	22.6	43.1	30.2	33.1	62.7	37.2	29.0	52.7	38.5	26.4
LOS by Move:	D	C	C	D	C	C	E	D	C	D	D	C
HCM2kAvgQ:	13	3	2	2	3	6	5	14	4	5	16	1

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.246
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: 0 Level Of Service: A

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
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			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	12	6	3	18	8	216	149	98	3	1	113	24
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:	12	6	3	18	8	216	149	98	3	1	113	24
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.89	0.89	0.00	0.93	0.93	0.93	0.75	0.75	0.75
PHF Volume:	16	8	4	20	9	0	160	105	3	1	151	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	8	4	20	9	0	160	105	3	1	151	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	8	4	20	9	0	160	105	3	1	151	32
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.82	0.18
Final Sat.:	538	582	655	539	582	657	671	720	22	656	613	130
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.04	0.02	0.00	0.24	0.15	0.15	0.00	0.25	0.25
Crit Moves:	****			****			****					****
Delay/Veh:	9.1	8.5	7.8	9.2	8.5	0.0	9.6	8.3	8.3	8.1	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	8.5	7.8	9.2	8.5	0.0	9.6	8.3	8.3	8.1	9.0	9.0
LOS by Move:	A	A	A	A	A	*	A	A	A	A	A	A
ApproachDel:	8.8			9.0			9.1			9.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.8			9.0			9.1			9.0		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.2	0.0	0.3	0.3

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
PM Peak Hour

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

Intersection #1 "I" Av. (NS) / Main St. (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	"I" Av. (NS)						Main St. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	30	30	10	32	32	10	32	32	10	32	32
Lanes:	2 0 2	0 1		1 0 2	0 1		2 0 2	0 1		2 0 1	1 0	
Volume Module:												
Base Vol:	269	206	54	136	331	251	410	956	342	73	549	49
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:	269	206	54	136	331	251	410	956	342	73	549	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.93	0.93	0.93	0.90	0.90	0.90	0.91	0.91	0.91
PHF Volume:	316	242	63	146	354	269	456	1062	380	81	607	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	242	63	146	354	269	456	1062	380	81	607	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.05
FinalVolume:	326	254	63	146	372	269	469	1115	380	83	637	57
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.84	0.16
Final Sat.:	3200	3600	1800	1700	3600	1800	3200	3600	1800	3200	3305	295
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.04	0.09	0.10	0.15	0.15	0.31	0.21	0.03	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.33	0.33	0.11	0.30	0.49	0.19	0.38	0.38	0.12	0.30	0.30
Volume/Cap:	0.79	0.22	0.11	0.79	0.34	0.30	0.79	0.83	0.56	0.23	0.63	0.63
Delay/Veh:	54.3	25.8	24.9	65.9	28.5	16.2	47.9	34.0	27.1	42.5	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	25.8	24.9	65.9	28.5	16.2	47.9	34.0	27.1	42.5	32.6	32.6
LOS by Move:	D	C	C	E	C	B	D	C	C	D	C	C
HCM2kAvgQ:	8	3	1	7	5	5	10	19	10	2	10	10

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
PM Peak Hour

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

Intersection #2 Peach Av. (NS) / Main St. (NS)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.303
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.7
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Peach Av. (NS)						Main St. (NS)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	19	19
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	39	46	11	61	80	71	79	698	77	16	465	32
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:	39	46	11	61	80	71	79	698	77	16	465	32
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:	0.75	0.75	0.75	0.90	0.90	0.90	0.89	0.89	0.89	0.95	0.95	0.95
PHF Volume:	52	61	15	68	89	79	89	785	87	17	489	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	61	15	68	89	79	89	785	87	17	489	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	52	61	15	68	89	79	89	824	87	17	513	34
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.04	0.05	0.04	0.05	0.23	0.05	0.01	0.14	0.02
Crit Moves:					****			****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.63	0.63	0.08	0.46	0.46
Volume/Cap:	0.13	0.14	0.03	0.16	0.20	0.18	0.21	0.37	0.08	0.12	0.31	0.04
Delay/Veh:	35.7	35.9	34.8	36.1	36.5	36.3	36.4	11.0	8.9	51.3	20.2	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	35.9	34.8	36.1	36.5	36.3	36.4	11.0	8.9	51.3	20.2	17.6
LOS by Move:	D	D	C	D	D	D	D	B	A	D	C	B
HCM2kAvgQ:	2	2	0	2	3	2	3	7	1	1	6	1

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
PM Peak Hour

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

Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)

Average Delay (sec/veh): 20.0 Worst Case Level Of Service: F[54.8]

Street Name:	Main St. (NS)									Rock Springs Rd. (EW)								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	175		103		443	209		0		0		0		0	96		0		282
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	175		103		443	209		0		0		0		0	96		0		282
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:	0.94	0.94		0.94		0.90	0.90		0.90		1.00		1.00		1.00	0.83		0.83		0.83
PHF Volume:	0	186		110		494	233		0		0		0		0	115		0		338
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	186		110		494	233		0		0		0		0	115		0		338
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		296	xxxx		xxxxx		xxxx		xxxx		xxxxx	1408		xxxx		186
Potent Cap.:	xxxx	xxxx		xxxxx		1277	xxxx		xxxxx		xxxx		xxxx		xxxxx	154		xxxx		861
Move Cap.:	xxxx	xxxx		xxxxx		1277	xxxx		xxxxx		xxxx		xxxx		xxxxx	108		xxxx		861
Volume/Cap:	xxxx	xxxx		xxxx		0.39	xxxx		xxxx		xxxx		xxxx		xxxx	1.07		xxxx		0.39
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		1.9	xxxx		xxxxx		xxxx		xxxx		xxxxx	7.0		xxxx		1.9
Control Del:	xxxxx	xxxx		xxxxx		9.6	xxxx		xxxxx		xxxxx		xxxx		xxxxx	180.9		xxxx		11.9
LOS by Move:	*	*		*		A	*		*		*		*		*	F		*		B
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*	*		*		*	*		*		*		*		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					54.8				
ApproachLOS:	*					*					*					F				

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
PM Peak Hour

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

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	10	36	36	10	36	36	10	29	29	10	33	33
Lanes:	2 0 2 0 1			2 0 1 0 2			2 0 2 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	150	229	142	143	165	980	823	1180	110	169	894	91
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:	150	229	142	143	165	980	823	1180	110	169	894	91
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:	0.89	0.89	0.89	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	169	257	160	154	177	1054	885	1269	118	182	962	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	257	160	154	177	1054	885	1269	118	182	962	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
FinalVolume:	174	270	160	158	177	1191	911	1332	118	182	1059	98
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	3600	1800	3200	1800	3600	3200	3600	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.09	0.05	0.10	0.33	0.28	0.37	0.07	0.11	0.20	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.30	0.30	0.08	0.30	0.57	0.28	0.43	0.43	0.12	0.28	0.36
Volume/Cap:	0.65	0.25	0.30	0.59	0.33	0.58	1.04	0.87	0.15	0.87	0.71	0.15
Delay/Veh:	58.9	31.9	32.6	56.6	33.0	16.6	83.5	36.8	21.2	81.2	40.9	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	31.9	32.6	56.6	33.0	16.6	83.5	36.8	21.2	81.2	40.9	26.2
LOS by Move:	E	C	C	E	C	B	F	D	C	F	D	C
HCM2kAvgQ:	5	4	5	4	5	14	26	25	3	10	13	2

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
PM Peak Hour

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

Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)

Average Delay (sec/veh): 95.6 Worst Case Level Of Service: F[1632.3]

Street Name:	Deep Creek Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	72	0	70	0	0	0	0	1458	93	94	1080	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:	72	0	70	0	0	0	0	1458	93	94	1080	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:	0.77	0.77	0.77	1.00	1.00	1.00	0.96	0.96	0.96	0.86	0.86	0.86
PHF Volume:	94	0	91	0	0	0	0	1520	97	110	1262	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	94	0	91	0	0	0	0	1520	97	110	1262	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2371	3002	760	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1617	xxxx	xxxxx
Potent Cap.:	30	14	353	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	408	xxxx	xxxxx
Move Cap.:	24	10	353	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	408	xxxx	xxxxx
Volume/Cap:	3.95	0.00	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	44	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	20.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	1632	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	1632.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
PM Peak Hour

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

Intersection #6 Deep Creek Rd. (NS) / Tussing Ranch Rd. (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[10.1]

Street Name:	Deep Creek Rd. (NS)						Tussing Ranch Rd. (EW)					
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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	156	3	9	171	2	1	0	1	2	0	9
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	156	3	9	171	2	1	0	1	2	0	9
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:	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 Volume:	0	156	3	9	171	2	1	0	1	2	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	156	3	9	171	2	1	0	1	2	0	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	159	xxxx	xxxxx	352	349	172	348	349	158
Potent Cap.:	xxxx	xxxx	xxxxx	1433	xxxx	xxxxx	607	578	877	610	579	893
Move Cap.:	xxxx	xxxx	xxxxx	1433	xxxx	xxxxx	598	575	877	607	575	893
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	0.01
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	711	xxxxx	xxxx	823	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	9.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			10.1			9.4		
ApproachLOS:	*			*			B			A		

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
PM Peak Hour

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

Intersection #8 Deep Creek Rd. (NS) / Roundup Way (EW)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.3]

Street Name:	Deep Creek Rd. (NS)									Roundup Way (EW)								
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:	5	165		0		0	182		4		9		0		9		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:	5	165		0		0	182		4		9		0		9		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:	0.97	0.97		0.97		0.79	0.79		0.79		0.75		0.75		0.75		0.95		0.95	
PHF Volume:	5	171		0		0	231		5		12		0		12		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	5	171		0		0	231		5		12		0		12		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:	236	xxxx	xxxxx	xxxx	xxxx	xxxxx					414	xxxx		233	xxxx	xxxx	xxxxx			
Potent Cap.:	1343	xxxx	xxxxx	xxxx	xxxx	xxxxx					598	xxxx		811	xxxx	xxxx	xxxxx			
Move Cap.:	1343	xxxx	xxxxx	xxxx	xxxx	xxxxx					597	xxxx		811	xxxx	xxxx	xxxxx			
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx					0.02	xxxx		0.01	xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx					0.1	xxxx		0.0	xxxx	xxxx	xxxxx			
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx					11.2	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:	0.0	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							10.3			xxxxxx						
ApproachLOS:	*			*							B			*						

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
PM Peak Hour

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

Intersection #9 Deep Creek Rd. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.364
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.4
Optimal Cycle: 60 Level Of Service: B

Street Name:	Deep Creek Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	20	20	20	10	20	20	10	17	17
Lanes:	0 1 0	0 1		0 1 0	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	8	20	8	21	28	138	128	393	36	14	278	27
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:	8	20	8	21	28	138	128	393	36	14	278	27
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:	0.88	0.88	0.88	0.92	0.92	0.92	0.96	0.96	0.96	0.81	0.81	0.81
PHF Volume:	9	23	9	23	30	150	134	411	38	17	342	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	23	9	23	30	150	134	411	38	17	342	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	23	9	23	30	150	134	411	38	17	342	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.30	0.70	1.00	0.44	0.56	1.00	1.00	0.92	0.08	1.00	0.91	0.09
Final Sat.:	506	1264	1800	752	1003	1800	1700	1649	151	1700	1641	159
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.03	0.03	0.08	0.08	0.25	0.25	0.01	0.21	0.21
Crit Moves:						****		****		****		
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.24	0.63	0.63	0.10	0.49	0.49
Volume/Cap:	0.09	0.09	0.02	0.14	0.14	0.40	0.33	0.40	0.40	0.10	0.42	0.42
Delay/Veh:	31.8	31.8	31.3	32.3	32.3	34.7	32.1	9.4	9.4	41.2	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	31.8	31.3	32.3	32.3	34.7	32.1	9.4	9.4	41.2	16.6	16.6
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	1	1	0	1	1	4	4	7	7	1	7	7

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
PM Peak Hour

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

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.2
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	31	31	10	29	29	10	25	25
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	201	212	112	57	211	133	193	797	255	124	694	75
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:	201	212	112	57	211	133	193	797	255	124	694	75
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:	0.82	0.82	0.82	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92
PHF Volume:	244	257	136	62	231	146	211	872	279	134	753	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	257	136	62	231	146	211	872	279	134	753	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	244	270	136	62	243	146	211	916	279	134	790	81
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.04	0.07	0.08	0.12	0.25	0.15	0.08	0.22	0.05
Crit Moves:	****					****		****		****		
Green/Cycle:	0.18	0.36	0.36	0.13	0.31	0.31	0.14	0.33	0.33	0.10	0.28	0.28
Volume/Cap:	0.78	0.21	0.21	0.28	0.22	0.26	0.88	0.78	0.48	0.78	0.77	0.16
Delay/Veh:	51.0	22.0	22.1	40.0	25.6	26.2	70.5	34.0	27.6	64.2	36.4	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	22.0	22.1	40.0	25.6	26.2	70.5	34.0	27.6	64.2	36.4	26.9
LOS by Move:	D	C	C	D	C	C	E	C	C	E	D	C
HCM2kAvgQ:	10	3	3	2	3	3	10	15	7	6	13	2

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

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DEEP CREEK TRAFFIC IMPACT ANALYSIS (JN 4476)
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
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			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	10	10	1	34	7	202	252	131	15	1	98	21
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:	10	10	1	34	7	202	252	131	15	1	98	21
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.90	0.90	0.00	0.89	0.89	0.89	0.92	0.92	0.92
PHF Volume:	13	13	1	38	8	0	283	147	17	1	106	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	13	1	38	8	0	283	147	17	1	106	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	13	1	38	8	0	283	147	17	1	106	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.10	1.00	0.82	0.18
Final Sat.:	506	544	608	511	550	616	668	669	77	623	578	124
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.00	0.07	0.01	0.00	0.42	0.22	0.22	0.00	0.18	0.18
Crit Moves:	****			****			****				****	
Delay/Veh:	9.5	8.9	8.1	9.7	8.8	0.0	11.9	8.8	8.8	8.4	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	8.9	8.1	9.7	8.8	0.0	11.9	8.8	8.8	8.4	8.8	8.8
LOS by Move:	A	A	A	A	A	*	B	A	A	A	A	A
ApproachDel:	9.2			9.6			10.7			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.2			9.6			10.7			8.8		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.0	0.7	0.3	0.3	0.0	0.2	0.2

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

Traffix 7.8.0115 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

APPENDIX D

TRAFFIC SIGNAL WARRANTS

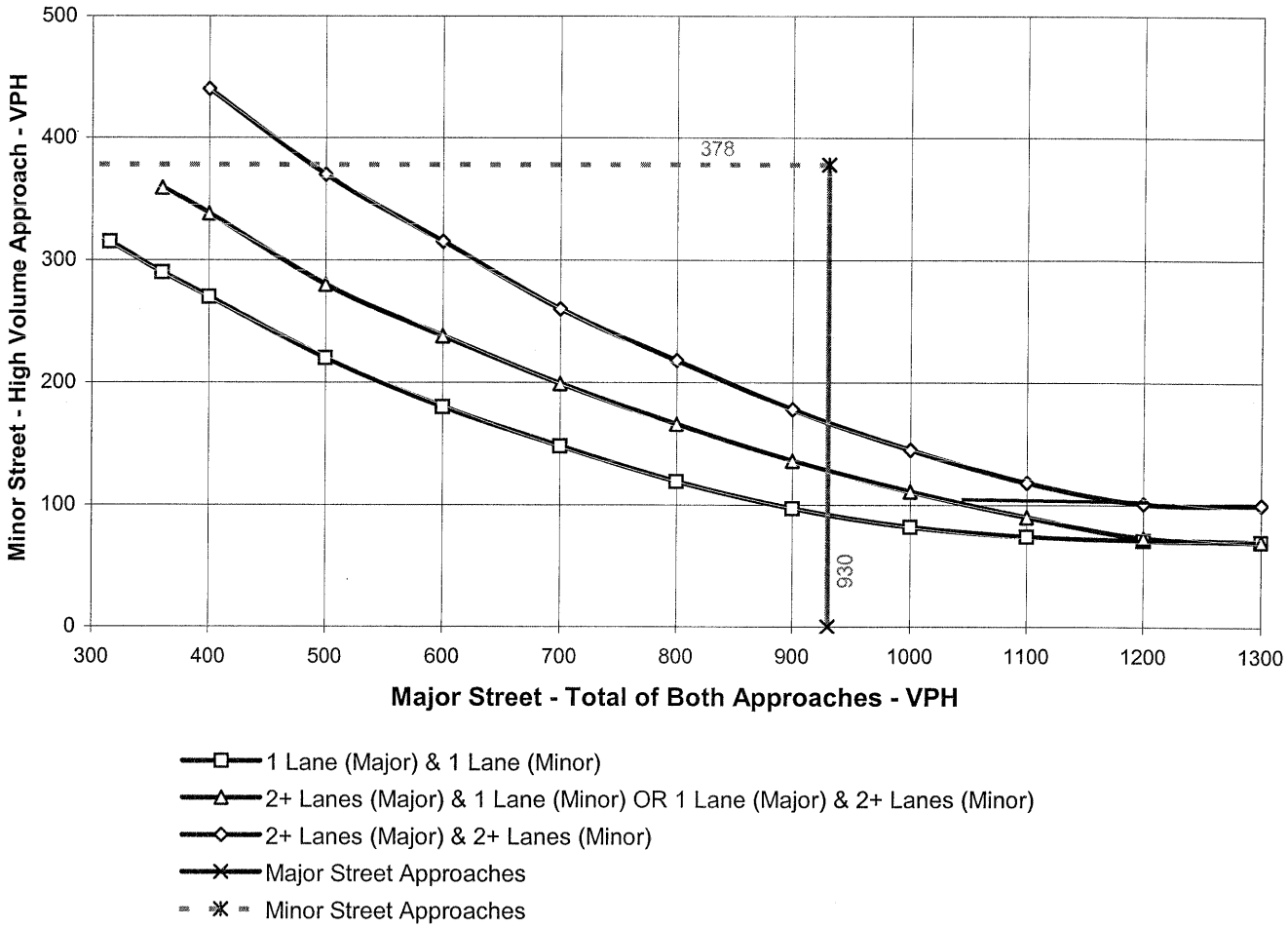
PEAK HOUR VOLUME WARRANT
(Rural Areas)

EXISTING CONDITIONS (PM Peak Hour)

Major Street Name = **Main St. (NS)** Total of Both Approaches (VPH) = **930**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Rock Springs Rd. (EW)** High Volume Approach (VPH) = **378**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Urban Crossroads 3 Main_Rock Springs_YES (RURAL AREA WARRANT) 4/18/2007

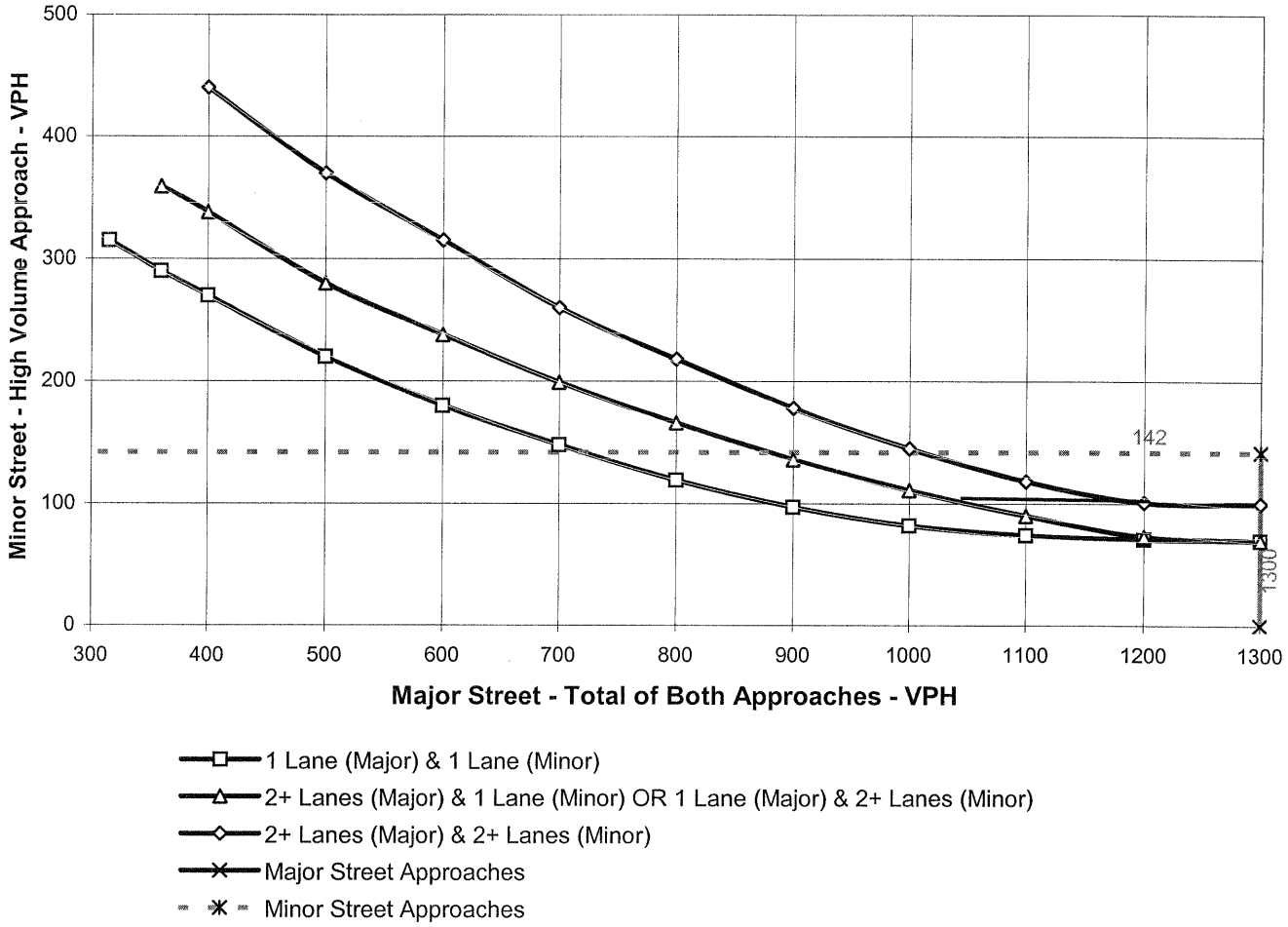
PEAK HOUR VOLUME WARRANT
(Rural Areas)

EXISTING CONDITIONS (PM Peak Hour)

Major Street Name = **Bear Valley Rd. (EW)** Total of Both Approaches (VPH) = **2725**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Deep Creek Rd. (NS)** High Volume Approach (VPH) = **142**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Urban Crossroads 5 Deep Creek_Bear Valley_YES (RURAL AREA WARRANT) 4/18/2007

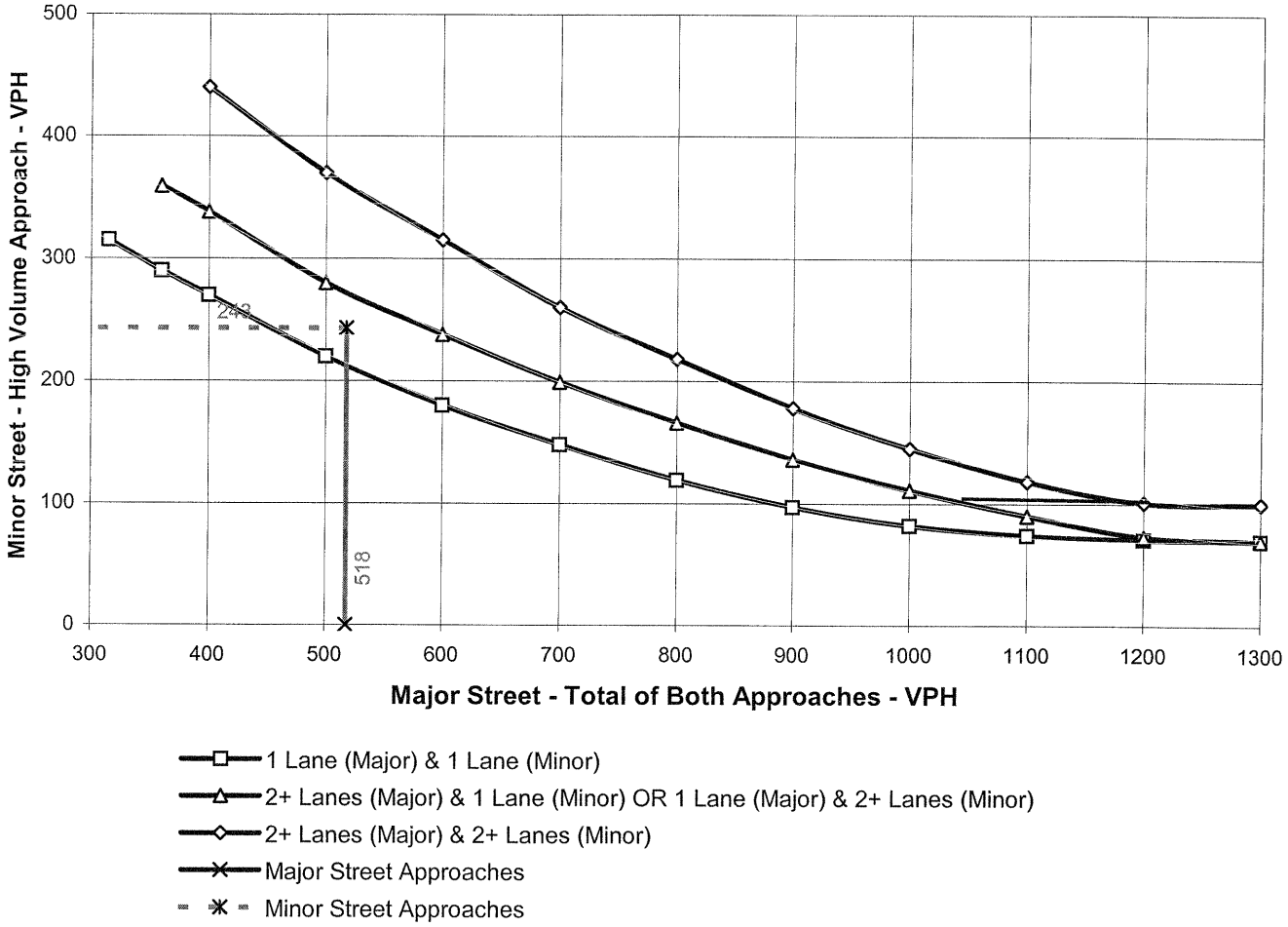
PEAK HOUR VOLUME WARRANT
(Rural Areas)

EXISTING CONDITIONS (PM Peak Hour)

Major Street Name = **Rock Springs Rd. (EW)** Total of Both Approaches (VPH) = **518**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Kiowa Rd. (NS)** High Volume Approach (VPH) = **243**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Urban Crossroads 11 Kiowa_Rock Springs_YES (RURAL AREA WARRANT) 4/18/2007

TRAFFIC SIGNAL WARRANTS

(Based on Estimated Average Daily Traffic-See Note 2)

Major St: deep creek rd. Minor St: tussing ranch rd. Year = 2030wop

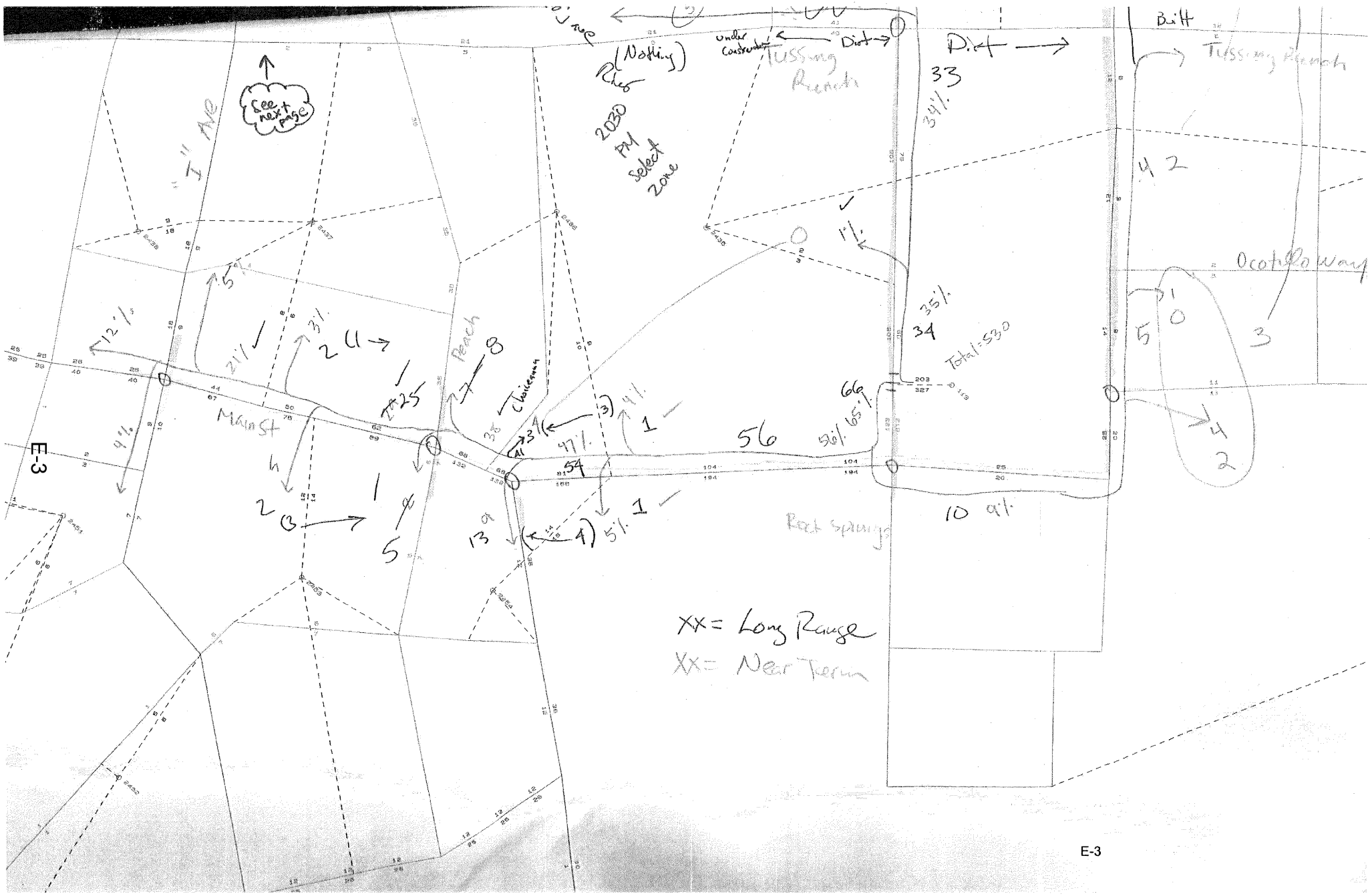
Volume = 9,136 Lanes= 1 Volume = 3,000 Lanes= 1 (one-way)

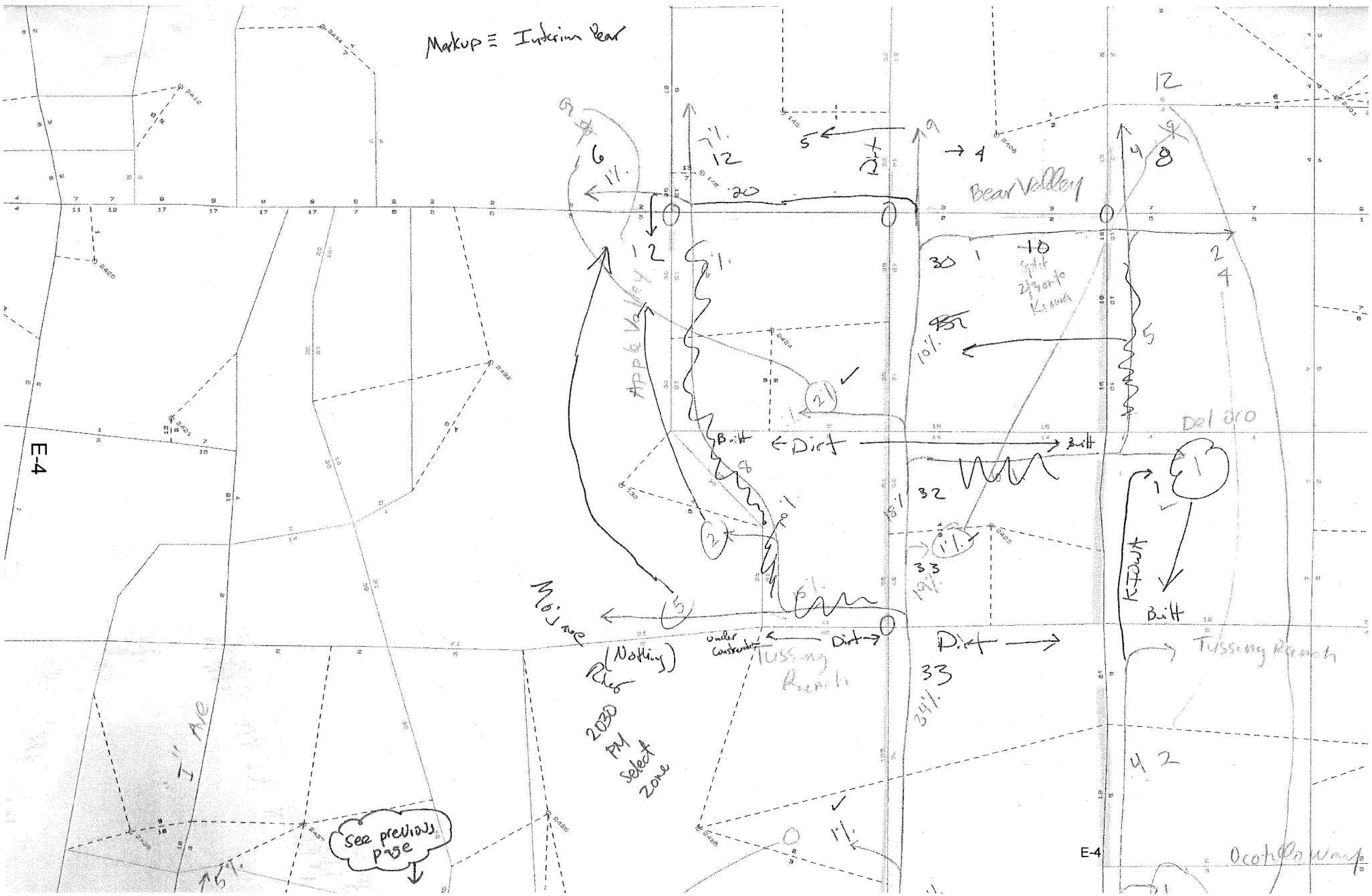
URBAN RURAL XX	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach.		
Major Street / Minor Street	Urban / Rural	Urban / Rural
1 9,136 / 1 3,000	8,000 / 5,600 *	2,400 / 1,680 *
2 + / 1	9,600 / 6,720	2,400 / 1,680
2 + / 2 +	9,600 / 6,720	3,200 / 2,240
1 / 2 +	8,000 / 5,600	3,200 / 2,240
2. Interruption of Continuous traffic Satisfied Not Satisfied XX	Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach.		
Major Street / Minor Street	Urban / Rural	Urban / Rural
1 9,136 / 1 3,000	12,000 / 8,400 *	1,200 / 850 *
2 + / 1	14,400 / 10,080	1,200 / 850
2 + / 2 +	14,000 / 10,080	1,600 / 1,120
1 / 2 +	12,000 / 8,400	1,600 / 1,120
3. Combination Satisfied Not Satisfied XX No one warrant satisfied but following warrants fulfilled 80% or more.. 100% 100% 1 2	2 Warrants	2 Warrants

NOTES: 1. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

APPENDIX E

CTP MODEL 2025 LONG RANGE
SELECT ZONE RUN PLOT


See next page
I Ave
Main St
Ranch
Chaiseway
(Nothing)
Rhes
2030
PM
Select
Zone
under Construction
Dirt
Tussing Ranch
Dirt
Built
Tussing Ranch
Ocotillo Way
Total = 530
Rock Springs
XX = Long Range
Xx = Near Term


Markup = Interim Year
Bear Valley
Apple Valley
Del Oro
Tussing Ranch
Mojave
I Ave
Ocotillo Way
Built
Dirt
Under Construction
(Nothing)
Rlos
2030
PM
Select
Zone
See previous page
E-4

APPENDIX F

2030 PEAK HOUR DIRECTIONAL GROWTH INCREMENT CALCULATIONS AND FUTURE PEAK HOUR INTERSECTION TURNING MOVEMENT CALCULATIONS

Comprehensive Transportation Plan (CTP) Data Input Sheet

Intersection 1 "I" Avenue / Main Street

AM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	523		369		432		478		765		1096		704		481	
2000 Traffic Model	889		487		738		846		744		2451		2070		657	
Factored 2000 Traffic Model (0.38)	338		185		280		321		283		931		787		250	
2000 Truck Model (PCE)		11		4		13		2		27		65		43		25
Factored 2000 Truck Model (0.333)		4		1		4		1		9		22		14		8
2020 Truck Model (PCE)		58		100		89		189		408		85		106		291
Factored 2020 Truck Model (0.333)		19		33		30		63		136		28		35		97
2025 Passenger Car Model	2056		2091		2219		2864		1521		2367		2641		1115	
Factored 2025 P. Car Model (0.38)	781		795		843		1088		578		899		1004		424	
20 Year Model Growth (Trucks)		15		32		26		62		127		6		21		89
25 Year Model Growth (Passenger)	443		610		563		767		295		-32		217		174	
2007 to 2030 Growth (23 Year Growth)	408	17	561	37	518	30	706	71	271	146	-29	7	200	24	160	102
2030 Forecast (Pass. Car)	931		930		950		1184		1036		1067		904		641	
Total 2030 Forecast	948		967		980		1255		1182		1074		928		743	

.38

PM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	529		746		718		665		1708		1069		671		1146	
2000 Traffic Model	1105		1495		1439		1522		3993		2009		1785		3296	
Factored 2000 Traffic Model (0.28)	309		419		403		426		1118		563		500		923	
2000 Truck Model (PCE)		13		6		10		4		72		87		66		65
Factored 2000 Truck Model (0.25)		3		2		3		1		18		22		17		16
2020 Truck Model (PCE)		228		71		126		295		292		197		179		260
Factored 2020 Truck Model (0.25)		57		18		32		74		73		49		45		65
2025 Passenger Car Model	3924		3200		4456		4122		3851		3431		2940		4418	
Factored 2025 P. Car Model (0.28)	1099		896		1248		1154		1078		961		823		1237	
20 Year Model Growth (Trucks)		54		16		29		73		55		27		28		49
25 Year Model Growth (Passenger)	790		477		845		728		-40		398		323		314	
2007 to 2030 Growth (23 Year Growth)	727	62	439	18	777	33	670	84	-37	63	366	31	297	32	289	56
2030 Forecast (Pass. Car)	1256		1185		1495		1335		1671		1435		968		1435	
Total 2030 Forecast	1318		1203		1528		1419		1734		1466		1000		1491	

.28

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"I" Avenue / Main Street

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

YEAR 2030 TRAFFIC CONDITIONS

AM PEAK HOUR INPUT DATA					PM PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	252	SOUTH LEG		NORTH	LEFT	269	SOUTH LEG	
BOUND	THRU	237	IN ...	948	BOUND	THRU	206	IN ...	1,318
	RIGHT	34	OUT ...	967		RIGHT	54	OUT ...	1,203
SOUTH	LEFT	48	NORTH LEG		SOUTH	LEFT	136	NORTH LEG	
BOUND	THRU	141	IN ...	980	BOUND	THRU	331	IN ...	1,528
	RIGHT	243	OUT ...	1,255		RIGHT	251	OUT ...	1,419
EAST	LEFT	199	WEST LEG		EAST	LEFT	410	WEST LEG	
BOUND	THRU	399	IN ...	1,182	BOUND	THRU	956	IN ...	1,734
	RIGHT	167	OUT ...	1,074		RIGHT	342	OUT ...	1,466
WEST	LEFT	61	EAST LEG		WEST	LEFT	73	EAST LEG	
BOUND	THRU	601	IN ...	928	BOUND	THRU	549	IN ...	1,000
	RIGHT	42	OUT ...	743		RIGHT	49	OUT ...	1,491

YEAR 2030 INDIVIDUAL TURN VOLUME GROWTH REVIEW

AM PEAK HOUR RESULTS						PM PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFF ERENCE	% CHANGE	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFF ERENCE	% CHANGE
NORTH	LEFT	252	294	42	17%	NORTH	LEFT	269	403	134	50%
BOUND	THRU	237	695	458	193%	BOUND	THRU	206	757	551	267%
	RIGHT	34	66	32	94%		RIGHT	54	163	109	202%
	NB TOTAL	523	1,055	532	102%		NB TOTAL	529	1,323	794	150%
SOUTH	LEFT	48	154	106	221%	SOUTH	LEFT	136	393	257	189%
BOUND	THRU	141	528	387	274%	BOUND	THRU	331	775	444	134%
	RIGHT	243	300	57	23%		RIGHT	251	366	115	46%
	SB TOTAL	432	982	550	127%		SB TOTAL	718	1,534	816	114%
EAST	LEFT	199	399	200	101%	EAST	LEFT	410	509	99	24%
BOUND	THRU	399	529	130	33%	BOUND	THRU	956	1,145	189	20%
	RIGHT	167	259	92	55%		RIGHT	342	399	57	17%
	EB TOTAL	765	1,187	422	55%		EB TOTAL	1,708	2,053	345	20%
WEST	LEFT	61	185	124	203%	WEST	LEFT	73	152	79	108%
BOUND	THRU	601	727	126	21%	BOUND	THRU	549	706	157	29%
	RIGHT	42	166	124	295%		RIGHT	49	156	107	218%
	WB TOTAL	704	1,078	374	53%		WB TOTAL	671	1,014	343	51%
TOTAL ENTERING VOLUME		2,424	4,302	1,878	77%	TOTAL ENTERING VOLUME		3,626	5,924	2,298	63%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	982	1,534			
North Leg	Outbound	1,260	1,422			
North Leg	**TOTAL**	**2,242**	**2,956**	**7%**	**9%**	**32,134**
South Leg	Inbound	1,055	1,323			
South Leg	Outbound	972	1,326			
South Leg	**TOTAL**	**2,027**	**2,649**	**8%**	**10%**	**25,504**
East Leg	Inbound	1,078	1,014			
East Leg	Outbound	749	1,701			
East Leg	**TOTAL**	**1,827**	**2,715**	**8%**	**11%**	**24,321**
West Leg	Inbound	1,187	2,053			
West Leg	Outbound	1,321	1,475			
West Leg	**TOTAL**	**2,508**	**3,528**	**8%**	**11%**	**32,101**
OVERALL TOTAL		***8,604***	***11,848***	**8%**	***10%***	***114,059***

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Modified by: COMSIS Corp. (M. Roskin) 4/8/86

Modified by: FHWA 12/21/87

Modified by: Urban Crossroads Inc. 04/15/04

Comprehensive Transportation Plan (CTP) Data Input Sheet

Intersection 2 Peach Avenue / Main Street

AM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	163		94		151		193		367		688		631		337	
2000 Traffic Model	78		67		231		362		544		1231		1311		504	
Factored 2000 Traffic Model (0.38)	30		25		88		138		207		468		498		192	
2000 Truck Model (PCE)		0		0		4		4		19		30		32		19
Factored 2000 Truck Model (0.333)		0		0		1		1		6		10		11		6
2020 Truck Model (PCE)		12		68		59		21		272		86		154		322
Factored 2020 Truck Model (0.333)		4		23		20		7		91		29		51		107
2025 Passenger Car Model	209		357		449		576		900		1570		1996		1052	
Factored 2025 P. Car Model (0.38)	79		136		171		219		342		597		758		400	
20 Year Model Growth (Trucks)		4		23		19		6		85		19		40		101
25 Year Model Growth (Passenger)	49		111		83		81		135		129		260		208	
2007 to 2030 Growth (23 Year Growth)	45	5	102	26	76	22	75	7	124	98	119	22	239	46	191	116
2030 Forecast (Pass. Car)	208		196		227		268		491		807		870		528	
Total 2030 Forecast	213		222		249		275		589		829		916		644	

PM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	96		173		212		157		854		575		513		770	
2000 Traffic Model	131		141		726		538		2171		1398		1320		2269	
Factored 2000 Traffic Model (0.28)	37		39		203		151		608		391		370		635	
2000 Truck Model (PCE)		0		0		6		2		61		48		44		61
Factored 2000 Truck Model (0.25)		0		0		2		1		15		12		11		15
2020 Truck Model (PCE)		455		20		73		115		226		140		178		659
Factored 2020 Truck Model (0.25)		114		5		18		29		57		35		45		165
2025 Passenger Car Model	682		1070		1425		984		2936		2309		2617		3298	
Factored 2025 P. Car Model (0.28)	191		300		399		276		822		647		733		923	
20 Year Model Growth (Trucks)		114		5		16		28		42		23		34		150
25 Year Model Growth (Passenger)	154		261		196		125		214		256		363		288	
2007 to 2030 Growth (23 Year Growth)	142	131	240	6	180	18	115	32	197	48	236	26	334	39	265	173
2030 Forecast (Pass. Car)	238		413		392		272		1051		811		847		1035	
Total 2030 Forecast	369		419		410		304		1099		837		886		1208	

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Peach Avenue / Main Street

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

YEAR 2030 TRAFFIC CONDITIONS

AM PEAK HOUR INPUT DATA					PM PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	50	SOUTH LEG		NORTH	LEFT	39	SOUTH LEG	
BOUND	THRU	94	IN ...	213	BOUND	THRU	46	IN ...	369
	RIGHT	19	OUT ...	222		RIGHT	11	OUT ...	419
SOUTH	LEFT	18	NORTH LEG		SOUTH	LEFT	61	NORTH LEG	
BOUND	THRU	58	IN ...	249	BOUND	THRU	80	IN ...	410
	RIGHT	75	OUT ...	275		RIGHT	71	OUT ...	304
EAST	LEFT	43	WEST LEG		EAST	LEFT	79	WEST LEG	
BOUND	THRU	300	IN ...	589	BOUND	THRU	698	IN ...	1,099
	RIGHT	24	OUT ...	829		RIGHT	77	OUT ...	837
WEST	LEFT	12	EAST LEG		WEST	LEFT	16	EAST LEG	
BOUND	THRU	563	IN ...	916	BOUND	THRU	465	IN ...	886
	RIGHT	56	OUT ...	644		RIGHT	32	OUT ...	1,208

YEAR 2030 INDIVIDUAL TURN VOLUME GROWTH REVIEW

AM PEAK HOUR RESULTS						PM PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFF ERENCE	% CHANGE	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFF ERENCE	% CHANGE
NORTH	LEFT	50	58	8	16%	NORTH	LEFT	39	93	54	138%
BOUND	THRU	94	121	27	29%	BOUND	THRU	46	178	132	287%
	RIGHT	19	56	37	195%		RIGHT	11	102	91	827%
	NB TOTAL	163	235	72	44%		NB TOTAL	96	373	277	289%
SOUTH	LEFT	18	55	37	206%	SOUTH	LEFT	61	161	100	164%
BOUND	THRU	58	139	81	140%	BOUND	THRU	80	213	133	166%
	RIGHT	75	88	13	17%		RIGHT	71	83	12	17%
	SB TOTAL	151	282	131	87%		SB TOTAL	212	457	245	116%
EAST	LEFT	43	51	8	19%	EAST	LEFT	79	92	13	16%
BOUND	THRU	300	546	246	82%	BOUND	THRU	698	988	290	42%
	RIGHT	24	36	12	50%		RIGHT	77	113	36	47%
	EB TOTAL	367	633	266	72%		EB TOTAL	854	1,193	339	40%
WEST	LEFT	12	52	40	333%	WEST	LEFT	16	96	80	500%
BOUND	THRU	563	755	192	34%	BOUND	THRU	465	711	246	53%
	RIGHT	56	128	72	129%		RIGHT	32	83	51	159%
	WB TOTAL	631	935	304	48%		WB TOTAL	513	890	377	73%
TOTAL ENTERING VOLUME		1,312	2,085	773	59%	TOTAL ENTERING VOLUME		1,675	2,913	1,238	74%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	282	457			
North Leg	Outbound	300	353			
North Leg	**TOTAL**	**582**	**810**	**9%**	**12%**	**6,631**
South Leg	Inbound	235	373			
South Leg	Outbound	227	422			
South Leg	**TOTAL**	**462**	**795**	**7%**	**12%**	**6,886**
East Leg	Inbound	935	890			
East Leg	Outbound	657	1,251			
East Leg	**TOTAL**	**1,592**	**2,141**	**7%**	**10%**	**21,394**
West Leg	Inbound	633	1,193			
West Leg	Outbound	901	887			
West Leg	**TOTAL**	**1,534**	**2,080**	**8%**	**11%**	**19,045**
OVERALL TOTAL		***4,170***	***5,826***	**8%**	***11%***	***53,955***

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Modified by: COMSIS Corp. (M. Roskin) 4/8/86

Modified by: FHWA 12/21/87

Modified by: Urban Crossroads Inc. 04/15/04

Comprehensive Transportation Plan (CTP) Data Input Sheet

3

Intersection Main Street / Rock Springs Road

AM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	373		271		307		575		0		0		558		392	
2000 Traffic Model	937		313		508		1315		0		0		537		352	
Factored 2000 Traffic Model (0.38)	356		119		193		500		0		0		204		134	
2000 Truck Model (PCE)		19		21		19		32		0		0		19		4
Factored 2000 Truck Model (0.333)		6		7		6		11		0		0		6		1
2020 Truck Model (PCE)		84		283		322		154		0		0		297		268
Factored 2020 Truck Model (0.333)		28		94		107		51		0		0		99		89
2025 Passenger Car Model	1665		1384		1113		2027		0		0		1779		1145	
Factored 2025 P. Car Model (0.38)	633		526		423		770		0		0		676		435	
20 Year Model Growth (Trucks)		22		87		101		40		0		0		93		88
25 Year Model Growth (Passenger)	277		407		230		270		0		0		472		301	
2007 to 2030 Growth (23 Year Growth)	255	25	374	100	212	116	248	46	0	0	0	0	434	107	277	101
2030 Forecast (Pass. Car)	628		645		519		823		0		0		992		669	
Total 2030 Forecast	653		745		635		869		0		0		1099		770	

PM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	278		305		652		457		0		0		378		546	
2000 Traffic Model	833		1506		2280		1333		0		0		829		1104	
Factored 2000 Traffic Model (0.28)	233		422		638		373		0		0		232		309	
2000 Truck Model (PCE)		34		42		61		44		0		0		19		28
Factored 2000 Truck Model (0.25)		9		11		15		11		0		0		5		7
2020 Truck Model (PCE)		930		195		659		178		0		0		131		1344
Factored 2020 Truck Model (0.25)		233		49		165		45		0		0		33		336
2025 Passenger Car Model	2439		2417		3383		2708		0		0		2544		3240	
Factored 2025 P. Car Model (0.28)	683		677		947		758		0		0		712		907	
20 Year Model Growth (Trucks)		224		38		150		34		0		0		28		329
25 Year Model Growth (Passenger)	450		255		309		385		0		0		480		598	
2007 to 2030 Growth (23 Year Growth)	414	258	235	44	284	173	354	39	0	0	0	0	442	32	550	378
2030 Forecast (Pass. Car)	692		540		936		811		0		0		820		1096	
Total 2030 Forecast	950		584		1109		850		0		0		852		1474	

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Main Street / Rock Springs Road

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

YEAR 2030 TRAFFIC CONDITIONS

AM PEAK HOUR INPUT DATA					PM PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	186	IN ...	653	BOUND	THRU	175	IN ...	950
	RIGHT	187	OUT ...	745		RIGHT	103	OUT ...	584
SOUTH	LEFT	205	NORTH LEG		SOUTH	LEFT	443	NORTH LEG	
BOUND	THRU	102	IN ...	635	BOUND	THRU	209	IN ...	1,109
	RIGHT	0	OUT ...	869		RIGHT	0	OUT ...	850
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	169	EAST LEG		WEST	LEFT	96	EAST LEG	
BOUND	THRU	0	IN ...	1,099	BOUND	THRU	0	IN ...	852
	RIGHT	389	OUT ...	770		RIGHT	282	OUT ...	1,474

YEAR 2030 INDIVIDUAL TURN VOLUME GROWTH REVIEW

AM PEAK HOUR RESULTS						PM PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFF ERENCE	% CHANGE	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFF ERENCE	% CHANGE
NORTH	LEFT	0	0	0	#DIV/0!	NORTH	LEFT	0	0	0	#DIV/0!
BOUND	THRU	186	266	80	43%	BOUND	THRU	175	335	160	91%
	RIGHT	187	390	203	109%		RIGHT	103	629	526	511%
	NB TOTAL	373	656	283	76%		NB TOTAL	278	964	686	247%
SOUTH	LEFT	205	398	193	94%	SOUTH	LEFT	443	908	465	105%
BOUND	THRU	102	250	148	145%	BOUND	THRU	209	249	40	19%
	RIGHT	0	0	0	#DIV/0!		RIGHT	0	0	0	#DIV/0!
	SB TOTAL	307	648	341	111%		SB TOTAL	652	1,157	505	77%
EAST	LEFT	0	0	0	#DIV/0!	EAST	LEFT	0	0	0	#DIV/0!
BOUND	THRU	0	0	0	#DIV/0!	BOUND	THRU	0	0	0	#DIV/0!
	RIGHT	0	0	0	#DIV/0!		RIGHT	0	0	0	#DIV/0!
	EB TOTAL	0	0	0	#DIV/0!		EB TOTAL	0	0	0	#DIV/0!
WEST	LEFT	169	508	339	201%	WEST	LEFT	96	344	248	258%
BOUND	THRU	0	0	0	#DIV/0!	BOUND	THRU	0	0	0	#DIV/0!
	RIGHT	389	644	255	66%		RIGHT	282	542	260	92%
	WB TOTAL	558	1,152	594	106%		WB TOTAL	378	886	508	134%
TOTAL ENTERING VOLUME		1,238	2,456	1,218	98%	TOTAL ENTERING VOLUME		1,308	3,007	1,699	130%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	648	1,157			
North Leg	Outbound	910	877			
North Leg	**TOTAL**	**1,558**	**2,034**	**8%**	**10%**	**20,616**
South Leg	Inbound	656	964			
South Leg	Outbound	758	593			
South Leg	**TOTAL**	**1,414**	**1,557**	**9%**	**10%**	**16,376**
East Leg	Inbound	1,152	886			
East Leg	Outbound	788	1,537			
East Leg	**TOTAL**	**1,940**	**2,423**	**7%**	**9%**	**26,318**
West Leg	Inbound	0	0			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
OVERALL TOTAL		***4,912***	***6,014***	***8%***	***9%***	***63,310***

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Modified by: COMSIS Corp. (M. Roskin) 4/8/86

Modified by: FHWA 12/21/87

Modified by: Urban Crossroads Inc. 04/15/04

Comprehensive Transportation Plan (CTP) Data Input Sheet

Intersection 4 Apple Valley Road / Bear Valley Road

AM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	331		293		1520		847		1485		2802		1574		968	
2000 Traffic Model	410		411		1304		717		2135		3995		2571		1296	
Factored 2000 Traffic Model (0.38)	156		156		496		272		811		1518		977		492	
2000 Truck Model (PCE)		15		6		8		5		126		147		129		117
Factored 2000 Truck Model (0.333)		5		2		3		2		42		49		43		39
2020 Truck Model (PCE)		66		63		132		189		1972		404		236		1752
Factored 2020 Truck Model (0.333)		22		21		44		63		657		135		79		583
2025 Passenger Car Model	1605		927		2448		**2239**		4953		5049		2934		**3725**	
Factored 2025 P. Car Model (0.38)	610		352		930		851		1882		1919		1115		1416	
20 Year Model Growth (Trucks)		17		19		41		61		615		86		36		544
25 Year Model Growth (Passenger)	454		196		434		579		1071		401		138		924	
2007 to 2030 Growth (23 Year Growth)	418	20	180	22	399	47	533	70	985	707	369	99	127	41	850	626
2030 Forecast (Pass. Car)	749		473		1919		1380		2470		3171		1701		1818	
Total 2030 Forecast	769		495		1966		1450		3177		3270		1742		2444	

PM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	521		444		1288		1143		2113		2024		1154		1465	
2000 Traffic Model	813		785		1544		2040		5992		4685		2888		3727	
Factored 2000 Traffic Model (0.28)	228		220		432		571		1678		1312		809		1044	
2000 Truck Model (PCE)		20		17		10		5		160		199		175		142
Factored 2000 Truck Model (0.25)		5		4		3		1		40		50		44		36
2020 Truck Model (PCE)		107		50		231		134		997		710		431		874
Factored 2020 Truck Model (0.25)		27		13		58		34		249		178		108		219
2025 Passenger Car Model	2162		2879		5724		**3296**		7800		7868		4116		**5759**	
Factored 2025 P. Car Model (0.28)	605		806		1603		923		2184		2203		1152		1613	
20 Year Model Growth (Trucks)		22		9		55		33		209		128		64		183
25 Year Model Growth (Passenger)	377		586		1171		352		506		891		343		569	
2007 to 2030 Growth (23 Year Growth)	347	25	539	10	1077	63	324	38	466	240	820	147	316	74	523	210
2030 Forecast (Pass. Car)	868		983		2365		1467		2579		2844		1470		1988	
Total 2030 Forecast	893		993		2428		1505		2819		2991		1544		2198	

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Apple Valley Road / Bear Valley Road

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

YEAR 2030 TRAFFIC CONDITIONS

AM PEAK HOUR INPUT DATA					PM PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	132	SOUTH LEG		NORTH	LEFT	150	SOUTH LEG	
BOUND	THRU	157	IN ...	769	BOUND	THRU	229	IN ...	893
	RIGHT	42	OUT ...	495		RIGHT	142	OUT ...	993
SOUTH	LEFT	90	NORTH LEG		SOUTH	LEFT	143	NORTH LEG	
BOUND	THRU	84	IN ...	1,966	BOUND	THRU	165	IN ...	2,428
	RIGHT	1,346	OUT ...	1,450		RIGHT	980	OUT ...	1,505
EAST	LEFT	559	WEST LEG		EAST	LEFT	823	WEST LEG	
BOUND	THRU	836	IN ...	3,177	BOUND	THRU	1,180	IN ...	2,819
	RIGHT	90	OUT ...	3,270		RIGHT	110	OUT ...	2,991
WEST	LEFT	119	EAST LEG		WEST	LEFT	169	EAST LEG	
BOUND	THRU	1,324	IN ...	1,742	BOUND	THRU	894	IN ...	1,544
	RIGHT	131	OUT ...	2,444		RIGHT	91	OUT ...	2,198

YEAR 2030 INDIVIDUAL TURN VOLUME GROWTH REVIEW

AM PEAK HOUR RESULTS						PM PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFF ERENCE	% CHANGE	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFF ERENCE	% CHANGE
NORTH	LEFT	132	259	127	96%	NORTH	LEFT	150	234	84	56%
BOUND	THRU	157	364	207	132%	BOUND	THRU	229	387	158	69%
	RIGHT	42	149	107	255%		RIGHT	142	276	134	94%
	NB TOTAL	331	772	441	133%		NB TOTAL	521	897	376	72%
SOUTH	LEFT	90	202	112	124%	SOUTH	LEFT	143	322	179	125%
BOUND	THRU	84	142	58	69%	BOUND	THRU	165	458	293	177%
	RIGHT	1,346	1,618	272	20%		RIGHT	980	1,669	689	70%
	SB TOTAL	1,520	1,962	442	29%		SB TOTAL	1,288	2,449	1,161	90%
EAST	LEFT	559	923	364	65%	EAST	LEFT	823	998	175	21%
BOUND	THRU	836	2,127	1,291	154%	BOUND	THRU	1,180	1,713	533	45%
	RIGHT	90	177	87	97%		RIGHT	110	200	90	82%
	EB TOTAL	1,485	3,227	1,742	117%		EB TOTAL	2,113	2,911	798	38%
WEST	LEFT	119	178	59	50%	WEST	LEFT	169	337	168	99%
BOUND	THRU	1,324	1,469	145	11%	BOUND	THRU	894	1,138	244	27%
	RIGHT	131	182	51	39%		RIGHT	91	133	42	46%
	WB TOTAL	1,574	1,829	255	16%		WB TOTAL	1,154	1,608	454	39%
TOTAL ENTERING VOLUME		4,910	7,790	2,880	59%	TOTAL ENTERING VOLUME		5,076	7,865	2,789	55%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,962	2,449			
North Leg	Outbound	1,469	1,518			
North Leg	**TOTAL**	**3,431**	**3,967**	**9%**	**10%**	**39,131**
South Leg	Inbound	772	897			
South Leg	Outbound	497	995			
South Leg	**TOTAL**	**1,269**	**1,892**	**7%**	**10%**	**19,234**
East Leg	Inbound	1,829	1,608			
East Leg	Outbound	2,478	2,311			
East Leg	**TOTAL**	**4,307**	**3,919**	**9%**	**8%**	**49,084**
West Leg	Inbound	3,227	2,911			
West Leg	Outbound	3,346	3,041			
West Leg	**TOTAL**	**6,573**	**5,952**	**8%**	**7%**	**80,402**
OVERALL TOTAL		***15,580***	***15,729***	**8%**	***8%***	***187,851***

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Modified by: COMSIS Corp. (M. Roskin) 4/8/86

Modified by: FHWA 12/21/87

Modified by: Urban Crossroads Inc. 04/15/04

Comprehensive Transportation Plan (CTP) Data Input Sheet

5

Intersection Deep Creek Road / Bear Valley Road

AM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	201		226		0		0		1053		1490		1461		999	
2000 Traffic Model	262		227		0		0		1296		2571		2600		1360	
Factored 2000 Traffic Model (0.38)	100		86		0		0		492		977		988		517	
2000 Truck Model (PCE)		0		8		0		0		117		129		127		109
Factored 2000 Truck Model (0.333)		0		3		0		0		39		43		42		36
2020 Truck Model (PCE)		14		10		0		0		1752		236		229		1749
Factored 2020 Truck Model (0.333)		5		3		0		0		583		79		76		582
2025 Passenger Car Model	724		517		285		598		2425		2934		3015		2400	
Factored 2025 P. Car Model (0.38)	275		196		108		227		922		1115		1146		912	
20 Year Model Growth (Trucks)		5		0		0		0		544		36		34		546
25 Year Model Growth (Passenger)	175		110		108		227		430		138		158		395	
2007 to 2030 Growth (23 Year Growth)	161	6	101	0	99	0	209	0	396	626	127	41	145	39	363	628
2030 Forecast (Pass. Car)	362		327		99		209		1449		1617		1606		1362	
Total 2030 Forecast	368		327		99		209		2075		1658		1645		1990	

PM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	142		187		0		0		1551		1152		1174		1528	
2000 Traffic Model	467		492		0		0		3727		2888		3033		3847	
Factored 2000 Traffic Model (0.28)	131		138		0		0		1044		809		849		1077	
2000 Truck Model (PCE)		2		0		0		0		142		175		173		142
Factored 2000 Truck Model (0.25)		1		0		0		0		36		44		43		36
2020 Truck Model (PCE)		386		20		0		0		874		431		421		1234
Factored 2020 Truck Model (0.25)		97		5		0		0		219		108		105		309
2025 Passenger Car Model	1252		1523		1233		1107		4359		4116		4150		4249	
Factored 2025 P. Car Model (0.28)	351		426		345		310		1221		1152		1162		1190	
20 Year Model Growth (Trucks)		96		5		0		0		183		64		62		273
25 Year Model Growth (Passenger)	220		288		345		310		177		343		313		113	
2007 to 2030 Growth (23 Year Growth)	202	110	265	6	317	0	285	0	163	210	316	74	288	71	104	314
2030 Forecast (Pass. Car)	344		452		317		285		1714		1468		1462		1632	
Total 2030 Forecast	454		458		317		285		1924		1542		1533		1946	

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Deep Creek Road / Bear Valley Road

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

YEAR 2030 TRAFFIC CONDITIONS

AM PEAK HOUR INPUT DATA					PM PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	1	SOUTH LEG		NORTH	LEFT	1	SOUTH LEG	
BOUND	THRU	3	IN ...	368	BOUND	THRU	3	IN ...	454
	RIGHT	1	OUT ...	327		RIGHT	1	OUT ...	458
SOUTH	LEFT	1	NORTH LEG		SOUTH	LEFT	1	NORTH LEG	
BOUND	THRU	3	IN ...	99	BOUND	THRU	3	IN ...	317
	RIGHT	1	OUT ...	209		RIGHT	1	OUT ...	285
EAST	LEFT	1	WEST LEG		EAST	LEFT	1	WEST LEG	
BOUND	THRU	3	IN ...	2,075	BOUND	THRU	3	IN ...	1,924
	RIGHT	1	OUT ...	1,658		RIGHT	1	OUT ...	1,542
WEST	LEFT	1	EAST LEG		WEST	LEFT	1	EAST LEG	
BOUND	THRU	3	IN ...	1,645	BOUND	THRU	3	IN ...	1,533
	RIGHT	1	OUT ...	1,990		RIGHT	1	OUT ...	1,946

YEAR 2030 INDIVIDUAL TURN VOLUME GROWTH REVIEW

AM PEAK HOUR RESULTS						PM PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFFERENCE	% CHANGE	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFFERENCE	% CHANGE
NORTH	LEFT	1	165	164	16400%	NORTH	LEFT	1	167	166	16600%
BOUND	THRU	3	62	59	1967%	BOUND	THRU	3	101	98	3267%
	RIGHT	1	149	148	14800%		RIGHT	1	197	196	19600%
	NB TOTAL	5	376	371	7420%		NB TOTAL	5	465	460	9200%
SOUTH	LEFT	1	33	32	3200%	SOUTH	LEFT	1	110	109	10900%
BOUND	THRU	3	29	26	867%	BOUND	THRU	3	111	108	3600%
	RIGHT	1	37	36	3600%		RIGHT	1	96	95	9500%
	SB TOTAL	5	99	94	1880%		SB TOTAL	5	317	312	6240%
EAST	LEFT	1	85	84	8400%	EAST	LEFT	1	98	97	9700%
BOUND	THRU	3	1,843	1,840	61333%	BOUND	THRU	3	1,757	1,754	58467%
	RIGHT	1	173	172	17200%		RIGHT	1	188	187	18700%
	EB TOTAL	5	2,101	2,096	41920%		EB TOTAL	5	2,043	2,038	40760%
WEST	LEFT	1	134	133	13300%	WEST	LEFT	1	168	167	16700%
BOUND	THRU	3	1,554	1,551	51700%	BOUND	THRU	3	1,341	1,338	44600%
	RIGHT	1	62	61	6100%		RIGHT	1	87	86	8600%
	WB TOTAL	5	1,750	1,745	34900%		WB TOTAL	5	1,596	1,591	31820%
TOTAL ENTERING VOLUME		20	4,326	4,306	21530%	TOTAL ENTERING VOLUME		20	4,421	4,401	22005%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	99	317			
North Leg	Outbound	209	286			
North Leg	**TOTAL**	**308**	**603**	**5%**	**10%**	**6,000**
South Leg	Inbound	376	465			
South Leg	Outbound	336	467			
South Leg	**TOTAL**	**712**	**932**	**8%**	**11%**	**8,741**
East Leg	Inbound	1,750	1,596			
East Leg	Outbound	2,025	2,064			
East Leg	**TOTAL**	**3,775**	**3,660**	**8%**	**7%**	**49,455**
West Leg	Inbound	2,101	2,043			
West Leg	Outbound	1,756	1,604			
West Leg	**TOTAL**	**3,857**	**3,647**	**6%**	**6%**	**60,712**
OVERALL TOTAL		***8,652***	***8,842***	***7%***	***7%***	***124,908***

U:\UcJobs_04100-04500_04400\04476\Excel\Post Process\Adjusted\[5.xls]2030 OUTPUT

Modified by: COMSIS Corp. (M. Roskin) 4/8/86

Modified by: FHWA 12/21/87

Modified by: Urban Crossroads Inc. 04/15/04

Intersection 6 Deep Creek Road / Tussing Ranch Road

AM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	216		215		207		227		3		0		23		7	
2000 Traffic Model	76		52		69		118		42		17		0		0	
Factored 2000 Traffic Model (0.38)	29		20		26		45		16		6		0		0	
2000 Truck Model (PCE)		0		4		4		0		0		0		0		0
Factored 2000 Truck Model (0.333)		0		1		1		0		0		0		0		0
2020 Truck Model (PCE)		8		40		40		9		2		0		0		0
Factored 2020 Truck Model (0.333)		3		13		13		3		1		0		0		0
2025 Passenger Car Model	422		274		462		657		429		526		198		54	
Factored 2025 P. Car Model (0.38)	160		104		176		250		163		200		75		21	
20 Year Model Growth (Trucks)		3		12		12		3		1		0		0		0
25 Year Model Growth (Passenger)	131		84		150		205		147		194		75		21	
2007 to 2030 Growth (23 Year Growth)	121	3	77	14	138	14	189	3	135	1	178	0	69	0	19	0
2030 Forecast (Pass. Car)	337		292		345		416		138		178		92		26	
Total 2030 Forecast	340		306		359		419		139		178		92		26	

PM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	159		174		182		166		2		2		11		12	
2000 Traffic Model	163		148		211		196		35		62		0		0	
Factored 2000 Traffic Model (0.28)	46		41		59		55		10		17		0		0	
2000 Truck Model (PCE)		3		2		2		3		0		0		0		0
Factored 2000 Truck Model (0.25)		1		1		1		1		0		0		0		0
2020 Truck Model (PCE)		405		32		33		398		2		2		0		5
Factored 2020 Truck Model (0.25)		101		8		8		100		1		1		0		1
2025 Passenger Car Model	692		919		1641		1336		1389		1171		195		488	
Factored 2025 P. Car Model (0.28)	194		257		459		374		389		328		55		137	
20 Year Model Growth (Trucks)		100		7		7		99		1		1		0		1
25 Year Model Growth (Passenger)	148		216		400		319		379		311		55		137	
2007 to 2030 Growth (23 Year Growth)	136	115	199	8	368	8	293	114	349	1	286	1	51	0	126	1
2030 Forecast (Pass. Car)	295		373		550		459		351		288		62		138	
Total 2030 Forecast	410		381		558		573		352		289		62		139	

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Deep Creek Road / Tussing Ranch Road

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

YEAR 2030 TRAFFIC CONDITIONS

AM PEAK HOUR INPUT DATA					PM PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	1	SOUTH LEG		NORTH	LEFT	1	SOUTH LEG	
BOUND	THRU	3	IN ...	340	BOUND	THRU	3	IN ...	410
	RIGHT	1	OUT ...	306		RIGHT	1	OUT ...	381
SOUTH	LEFT	1	NORTH LEG		SOUTH	LEFT	1	NORTH LEG	
BOUND	THRU	3	IN ...	359	BOUND	THRU	3	IN ...	558
	RIGHT	1	OUT ...	419		RIGHT	1	OUT ...	573
EAST	LEFT	1	WEST LEG		EAST	LEFT	1	WEST LEG	
BOUND	THRU	3	IN ...	139	BOUND	THRU	3	IN ...	352
	RIGHT	1	OUT ...	178		RIGHT	1	OUT ...	289
WEST	LEFT	1	EAST LEG		WEST	LEFT	1	EAST LEG	
BOUND	THRU	3	IN ...	92	BOUND	THRU	3	IN ...	62
	RIGHT	1	OUT ...	26		RIGHT	1	OUT ...	139

YEAR 2030 INDIVIDUAL TURN VOLUME GROWTH REVIEW

AM PEAK HOUR RESULTS						PM PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFFERENCE	% CHANGE	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFFERENCE	% CHANGE
NORTH	LEFT	1	43	42	4200%	NORTH	LEFT	1	60	59	5900%
BOUND	THRU	3	298	295	9833%	BOUND	THRU	3	347	344	11467%
	RIGHT	1	5	4	400%		RIGHT	1	18	17	1700%
	NB TOTAL	5	346	341	6820%		NB TOTAL	5	425	420	8400%
SOUTH	LEFT	1	10	9	900%	SOUTH	LEFT	1	50	49	4900%
BOUND	THRU	3	263	260	8667%	BOUND	THRU	3	319	316	10533%
	RIGHT	1	91	90	9000%		RIGHT	1	195	194	19400%
	SB TOTAL	5	364	359	7180%		SB TOTAL	5	564	559	11180%
EAST	LEFT	1	90	89	8900%	EAST	LEFT	1	213	212	21200%
BOUND	THRU	3	12	9	300%	BOUND	THRU	3	79	76	2533%
	RIGHT	1	37	36	3600%		RIGHT	1	61	60	6000%
	EB TOTAL	5	139	134	2680%		EB TOTAL	5	353	348	6960%
WEST	LEFT	1	18	17	1700%	WEST	LEFT	1	8	7	700%
BOUND	THRU	3	44	41	1367%	BOUND	THRU	3	34	31	1033%
	RIGHT	1	38	37	3700%		RIGHT	1	24	23	2300%
	WB TOTAL	5	100	95	1900%		WB TOTAL	5	66	61	1220%
TOTAL ENTERING VOLUME		20	949	929	4645%	TOTAL ENTERING VOLUME		20	1,408	1,388	6940%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	364	564			
North Leg	Outbound	426	584			
North Leg	**TOTAL**	**790**	**1,148**	**8%**	**12%**	**9,854**
South Leg	Inbound	346	425			
South Leg	Outbound	318	388			
South Leg	**TOTAL**	**664**	**813**	**8%**	**10%**	**8,418**
East Leg	Inbound	100	66			
East Leg	Outbound	27	147			
East Leg	**TOTAL**	**127**	**213**	**6%**	**10%**	**2,128**
West Leg	Inbound	139	353			
West Leg	Outbound	178	289			
West Leg	**TOTAL**	**317**	**642**	**5%**	**11%**	**6,000**
OVERALL TOTAL		***1,898***	***2,816***	***7%***	***11%***	***26,400***

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Modified by: COMSIS Corp. (M. Roskin) 4/8/86

Modified by: FHWA 12/21/87

Modified by: Urban Crossroads Inc. 04/15/04

Comprehensive Transportation Plan (CTP) Data Input Sheet

Intersection 7 Deep Creek Road / Ocotillo Way

AM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	207		215		215		207		0		0		0		0	
2000 Traffic Model	94		103		103		94		0		0		0		0	
Factored 2000 Traffic Model (0.38)	36		39		39		36		0		0		0		0	
2000 Truck Model (PCE)		0		4		4		0		0		0		0		0
Factored 2000 Truck Model (0.333)		0		1		1		0		0		0		0		0
2020 Truck Model (PCE)		44		41		41		44								
Factored 2020 Truck Model (0.333)		15		14		14		15		0		0		0		0
2025 Passenger Car Model	458		331		331		458		0		0		0		0	
Factored 2025 P. Car Model (0.38)	174		126		126		174		0		0		0		0	
20 Year Model Growth (Trucks)		15		13		13		15		0		0		0		0
25 Year Model Growth (Passenger)	138		87		87		138		0		0		0		0	
2007 to 2030 Growth (23 Year Growth)	127	17	80	15	80	15	127	17	0	0	0	0	0	0	0	0
2030 Forecast (Pass. Car)	334		295		295		334		0		0		0		0	
Total 2030 Forecast	351		310		310		351		0		0		0		0	

PM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	168		180		180		168		0		0		0		0	
2000 Traffic Model	255		208		208		255		0		0		0		0	
Factored 2000 Traffic Model (0.28)	71		58		58		71		0		0		0		0	
2000 Truck Model (PCE)		3		2		2		3		0		0		0		0
Factored 2000 Truck Model (0.25)		1		1		1		1		0		0		0		0
2020 Truck Model (PCE)		481		34		34		481		0		0		0		0
Factored 2020 Truck Model (0.25)		120		9		9		120		0		0		0		0
2025 Passenger Car Model	808		1009		1009		808		0		0		0		0	
Factored 2025 P. Car Model (0.28)	226		283		283		226		0		0		0		0	
20 Year Model Growth (Trucks)		119		8		8		119		0		0		0		0
25 Year Model Growth (Passenger)	155		225		225		155		0		0		0		0	
2007 to 2030 Growth (23 Year Growth)	143	137	207	9	207	9	143	137	0	0	0	0	0	0	0	0
2030 Forecast (Pass. Car)	311		387		387		311		0		0		0		0	
Total 2030 Forecast	448		396		396		448		0		0		0		0	

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Deep Creek Road / Ocotillo Way

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

YEAR 2030 TRAFFIC CONDITIONS

AM PEAK HOUR INPUT DATA					PM PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	207	IN ...	351	BOUND	THRU	168	IN ...	448
	RIGHT	0	OUT ...	310		RIGHT	0	OUT ...	396
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	215	IN ...	310	BOUND	THRU	180	IN ...	396
	RIGHT	0	OUT ...	351		RIGHT	0	OUT ...	448
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0

YEAR 2030 INDIVIDUAL TURN VOLUME GROWTH REVIEW

AM PEAK HOUR RESULTS						PM PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFFERENCE	% CHANGE	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFFERENCE	% CHANGE
NORTH	LEFT	0	0	0	#DIV/0!	NORTH	LEFT	0	0	0	#DIV/0!
BOUND	THRU	207	355	148	71%	BOUND	THRU	168	461	293	174%
	RIGHT	0	0	0	#DIV/0!		RIGHT	0	0	0	#DIV/0!
	NB TOTAL	207	355	148	71%		NB TOTAL	168	461	293	174%
SOUTH	LEFT	0	0	0	#DIV/0!	SOUTH	LEFT	0	0	0	#DIV/0!
BOUND	THRU	215	322	107	50%	BOUND	THRU	180	404	224	124%
	RIGHT	0	0	0	#DIV/0!		RIGHT	0	0	0	#DIV/0!
	SB TOTAL	215	322	107	50%		SB TOTAL	180	404	224	124%
EAST	LEFT	0	0	0	#DIV/0!	EAST	LEFT	0	0	0	#DIV/0!
BOUND	THRU	0	0	0	#DIV/0!	BOUND	THRU	0	0	0	#DIV/0!
	RIGHT	0	0	0	#DIV/0!		RIGHT	0	0	0	#DIV/0!
	EB TOTAL	0	0	0	#DIV/0!		EB TOTAL	0	0	0	#DIV/0!
WEST	LEFT	0	0	0	#DIV/0!	WEST	LEFT	0	0	0	#DIV/0!
BOUND	THRU	0	0	0	#DIV/0!	BOUND	THRU	0	0	0	#DIV/0!
	RIGHT	0	0	0	#DIV/0!		RIGHT	0	0	0	#DIV/0!
	WB TOTAL	0	0	0	#DIV/0!		WB TOTAL	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		422	677	255	60%	TOTAL ENTERING VOLUME		348	865	517	149%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	322	404			
North Leg	Outbound	355	461			
North Leg	**TOTAL**	**677**	**865**	**8%**	**11%**	**8,056**
South Leg	Inbound	355	461			
South Leg	Outbound	322	404			
South Leg	**TOTAL**	**677**	**865**	**8%**	**11%**	**8,056**
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
West Leg	Inbound	0	0			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
OVERALL TOTAL		***1,354***	***1,730***	**8%**	***11%***	***16,112***

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Modified by: COMSIS Corp. (M. Roskin) 4/8/86

Modified by: FHWA 12/21/87

Modified by: Urban Crossroads Inc. 04/15/04

Comprehensive Transportation Plan (CTP) Data Input Sheet

Intersection 8 Deep Creek Road / Roundup Way

AM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	192		220		215		198		18		7		0		0	
2000 Traffic Model	94		103		103		94		0		0		0		0	
Factored 2000 Traffic Model (0.38)	36		39		39		36		0		0		0		0	
2000 Truck Model (PCE)		0		4		4		0		0		0		0		0
Factored 2000 Truck Model (0.333)		0		1		1		0		0		0		0		0
2020 Truck Model (PCE)		44		41		41		44								
Factored 2020 Truck Model (0.333)		15		14		14		15		0		0		0		0
2025 Passenger Car Model	458		331		331		458		0		0		0		0	
Factored 2025 P. Car Model (0.38)	174		126		126		174		0		0		0		0	
20 Year Model Growth (Trucks)		15		13		13		15		0		0		0		0
25 Year Model Growth (Passenger)	138		87		87		138		0		0		0		0	
2007 to 2030 Growth (23 Year Growth)	127	17	80	15	80	15	127	17	0	0	0	0	0	0	0	0
2030 Forecast (Pass. Car)	319		300		295		325		18		7		0		0	
Total 2030 Forecast	336		315		310		342		18		7		0		0	

PM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	170		191		186		174		18		9		0		0	
2000 Traffic Model	255		208		208		255		0		0		0		0	
Factored 2000 Traffic Model (0.28)	71		58		58		71		0		0		0		0	
2000 Truck Model (PCE)		3		2		2		3		0		0		0		0
Factored 2000 Truck Model (0.25)		1		1		1		1		0		0		0		0
2020 Truck Model (PCE)		481		34		34		481		0		0		0		0
Factored 2020 Truck Model (0.25)		120		9		9		120		0		0		0		0
2025 Passenger Car Model	808		1009		1009		808		0		0		0		0	
Factored 2025 P. Car Model (0.28)	226		283		283		226		0		0		0		0	
20 Year Model Growth (Trucks)		119		8		8		119		0		0		0		0
25 Year Model Growth (Passenger)	155		225		225		155		0		0		0		0	
2007 to 2030 Growth (23 Year Growth)	143	137	207	9	207	9	143	137	0	0	0	0	0	0	0	0
2030 Forecast (Pass. Car)	313		398		393		317		18		9		0		0	
Total 2030 Forecast	450		407		402		454		18		9		0		0	

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Deep Creek Road / Roundup Way

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

YEAR 2030 TRAFFIC CONDITIONS

AM PEAK HOUR INPUT DATA					PM PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	3	SOUTH LEG		NORTH	LEFT	5	SOUTH LEG	
BOUND	THRU	189	IN ...	336	BOUND	THRU	165	IN ...	450
	RIGHT	0	OUT ...	315		RIGHT	0	OUT ...	407
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	211	IN ...	310	BOUND	THRU	182	IN ...	402
	RIGHT	4	OUT ...	342		RIGHT	4	OUT ...	454
EAST	LEFT	9	WEST LEG		EAST	LEFT	9	WEST LEG	
BOUND	THRU	0	IN ...	18	BOUND	THRU	0	IN ...	18
	RIGHT	9	OUT ...	7		RIGHT	9	OUT ...	9
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0

YEAR 2030 INDIVIDUAL TURN VOLUME GROWTH REVIEW

AM PEAK HOUR RESULTS						PM PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFFERENCE	% CHANGE	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFFERENCE	% CHANGE
NORTH	LEFT	3	3	0	0%	NORTH	LEFT	5	5	0	0%
BOUND	THRU	189	337	148	78%	BOUND	THRU	165	458	293	178%
	RIGHT	0	0	0	#DIV/0!		RIGHT	0	0	0	#DIV/0!
	NB TOTAL	192	340	148	77%		NB TOTAL	170	463	293	172%
SOUTH	LEFT	0	0	0	#DIV/0!	SOUTH	LEFT	0	0	0	#DIV/0!
BOUND	THRU	211	318	107	51%	BOUND	THRU	182	406	224	123%
	RIGHT	4	4	0	0%		RIGHT	4	4	0	0%
	SB TOTAL	215	322	107	50%		SB TOTAL	186	410	224	120%
EAST	LEFT	9	11	2	22%	EAST	LEFT	9	11	2	22%
BOUND	THRU	0	0	0	#DIV/0!	BOUND	THRU	0	0	0	#DIV/0!
	RIGHT	9	11	2	22%		RIGHT	9	11	2	22%
	EB TOTAL	18	22	4	22%		EB TOTAL	18	22	4	22%
WEST	LEFT	0	0	0	#DIV/0!	WEST	LEFT	0	0	0	#DIV/0!
BOUND	THRU	0	0	0	#DIV/0!	BOUND	THRU	0	0	0	#DIV/0!
	RIGHT	0	0	0	#DIV/0!		RIGHT	0	0	0	#DIV/0!
	WB TOTAL	0	0	0	#DIV/0!		WB TOTAL	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		425	684	259	61%	TOTAL ENTERING VOLUME		374	895	521	139%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	322	410			
North Leg	Outbound	348	469			
North Leg	**TOTAL**	**670**	**879**	**8%**	**11%**	**8,073**
South Leg	Inbound	340	463			
South Leg	Outbound	329	417			
South Leg	**TOTAL**	**669**	**880**	**8%**	**11%**	**8,073**
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
West Leg	Inbound	22	22			
West Leg	Outbound	7	9			
West Leg	**TOTAL**	**29**	**31**	**9%**	**9%**	**337**
OVERALL TOTAL		***1,368***	***1,790***	**8%**	***11%***	***16,483***

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Modified by: COMSIS Corp. (M. Roskin) 4/8/86

Modified by: FHWA 12/21/87

Modified by: Urban Crossroads Inc. 04/15/04

Comprehensive Transportation Plan (CTP) Data Input Sheet

9

Intersection Deep Creek Road / Rock Springs Road

AM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	67		28		218		204		392		550		349		244	
2000 Traffic Model	0		0		103		94		535		630		528		442	
Factored 2000 Traffic Model (0.38)	0		0		39		36		203		239		201		168	
2000 Truck Model (PCE)		2		4		4		0		6		19		13		2
Factored 2000 Truck Model (0.333)		1		1		1		0		2		6		4		1
2020 Truck Model (PCE)		5		0		41		44		276		302		258		233
Factored 2020 Truck Model (0.333)		2		0		14		15		92		101		86		78
2025 Passenger Car Model	0		0		331		458		1546		2039		1711		1091	
Factored 2025 P. Car Model (0.38)	0		0		126		174		587		775		650		415	
20 Year Model Growth (Trucks)		1		-1		13		15		90		95		82		77
25 Year Model Growth (Passenger)	0		0		87		138		384		536		449		247	
2007 to 2030 Growth (23 Year Growth)	0	1	0	-1	80	15	127	17	353	104	493	109	413	94	227	89
2030 Forecast (Pass. Car)	67		28		298		331		745		1043		762		471	
Total 2030 Forecast	68		27		313		348		849		1152		856		560	

PM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	36		78		187		175		557		424		319		422	
2000 Traffic Model	0		0		208		255		1353		1173		971		1104	
Factored 2000 Traffic Model (0.28)	0		0		58		71		379		328		272		309	
2000 Truck Model (PCE)		2		2		2		3		28		19		15		23
Factored 2000 Truck Model (0.25)		1		1		1		1		7		5		4		6
2020 Truck Model (PCE)		0		6		34		481		1354		140		109		872
Factored 2020 Truck Model (0.25)		0		2		9		120		339		35		27		218
2025 Passenger Car Model	0		0		1009		808		3806		3292		2292		3008	
Factored 2025 P. Car Model (0.28)	0		0		283		226		1066		922		642		842	
20 Year Model Growth (Trucks)		-1		1		8		119		332		30		23		212
25 Year Model Growth (Passenger)	0		0		225		155		687		594		370		533	
2007 to 2030 Growth (23 Year Growth)	0	-1	0	1	207	9	143	137	632	382	546	35	340	26	490	244
2030 Forecast (Pass. Car)	36		78		394		318		1189		970		659		912	
Total 2030 Forecast	35		79		403		455		1571		1005		685		1156	

= requires data

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Deep Creek Road / Rock Springs Road

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

YEAR 2030 TRAFFIC CONDITIONS

AM PEAK HOUR INPUT DATA					PM PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	27	SOUTH LEG		NORTH	LEFT	8	SOUTH LEG	
BOUND	THRU	32	IN ...	68	BOUND	THRU	20	IN ...	35
	RIGHT	8	OUT ...	27		RIGHT	8	OUT ...	79
SOUTH	LEFT	8	NORTH LEG		SOUTH	LEFT	21	NORTH LEG	
BOUND	THRU	16	IN ...	313	BOUND	THRU	28	IN ...	403
	RIGHT	194	OUT ...	348		RIGHT	138	OUT ...	455
EAST	LEFT	159	WEST LEG		EAST	LEFT	128	WEST LEG	
BOUND	THRU	228	IN ...	849	BOUND	THRU	393	IN ...	1,571
	RIGHT	5	OUT ...	1,152		RIGHT	36	OUT ...	1,005
WEST	LEFT	7	EAST LEG		WEST	LEFT	14	EAST LEG	
BOUND	THRU	329	IN ...	856	BOUND	THRU	278	IN ...	685
	RIGHT	13	OUT ...	560		RIGHT	27	OUT ...	1,156

YEAR 2030 INDIVIDUAL TURN VOLUME GROWTH REVIEW

AM PEAK HOUR RESULTS						PM PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFF ERENCE	% CHANGE	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFF ERENCE	% CHANGE
NORTH	LEFT	27	32	5	19%	NORTH	LEFT	8	10	2	25%
BOUND	THRU	32	37	5	16%	BOUND	THRU	20	23	3	15%
	RIGHT	8	9	1	13%		RIGHT	8	9	1	13%
	NB TOTAL	67	78	11	16%		NB TOTAL	36	42	6	17%
SOUTH	LEFT	8	11	3	38%	SOUTH	LEFT	21	35	14	67%
BOUND	THRU	16	19	3	19%	BOUND	THRU	28	33	5	18%
	RIGHT	194	304	110	57%		RIGHT	138	360	222	161%
	SB TOTAL	218	334	116	53%		SB TOTAL	187	428	241	129%
EAST	LEFT	159	300	141	89%	EAST	LEFT	128	406	278	217%
BOUND	THRU	228	555	327	143%	BOUND	THRU	393	1,165	772	196%
	RIGHT	5	6	1	20%		RIGHT	36	47	11	31%
	EB TOTAL	392	861	469	120%		EB TOTAL	557	1,618	1,061	190%
WEST	LEFT	7	9	2	29%	WEST	LEFT	14	17	3	21%
BOUND	THRU	329	873	544	165%	BOUND	THRU	278	672	394	142%
	RIGHT	13	24	11	85%		RIGHT	27	44	17	63%
	WB TOTAL	349	906	557	160%		WB TOTAL	319	733	414	130%
TOTAL ENTERING VOLUME		1,026	2,179	1,153	112%	TOTAL ENTERING VOLUME		1,099	2,821	1,722	157%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	334	428			
North Leg	Outbound	361	473			
North Leg	**TOTAL**	**695**	**901**	**9%**	**11%**	**8,134**
South Leg	Inbound	78	42			
South Leg	Outbound	34	97			
South Leg	**TOTAL**	**112**	**139**	**8%**	**10%**	**1,355**
East Leg	Inbound	906	733			
East Leg	Outbound	575	1,209			
East Leg	**TOTAL**	**1,481**	**1,942**	**8%**	**10%**	**18,727**
West Leg	Inbound	861	1,618			
West Leg	Outbound	1,209	1,042			
West Leg	**TOTAL**	**2,070**	**2,660**	**8%**	**10%**	**25,628**
OVERALL TOTAL		***4,358***	***5,642***	***8%***	***10%***	***53,844***

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Modified by: COMSIS Corp. (M. Roskin) 4/8/86

Modified by: FHWA 12/21/87

Modified by: Urban Crossroads Inc. 04/15/04

Deep Creek TIA (JN 4476)
2030 With Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.2
Optimal Cycle:	0	Level Of Service:	C

****

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
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			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	14	7	3	23	9	435	375	177	4	1	398	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	7	3	23	9	435	375	177	4	1	398	59
Added Vol:	0	0	0	2	0	21	28	6	0	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	7	3	25	9	456	403	183	4	1	400	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	15	7	3	26	9	0	424	193	4	1	421	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	7	3	26	9	0	424	193	4	1	421	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	7	3	26	9	0	424	193	4	1	421	63
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.02	1.00	0.87	0.13
Final Sat.:	410	435	475	413	438	478	635	676	15	596	590	88
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.01	0.06	0.02	0.00	0.67	0.28	0.28	0.00	0.71	0.71
Crit Moves:	****			****			****				****	
Delay/Veh:	10.8	10.2	9.4	11.0	10.2	0.0	18.8	9.8	9.8	8.6	19.8	19.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.2	9.4	11.0	10.2	0.0	18.8	9.8	9.8	8.6	19.8	19.8
LOS by Move:	B	B	A	B	B	*	C	A	A	A	C	C
ApproachDel:	10.5			10.8			15.9			19.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.5			10.8			15.9			19.7		
LOS by Appr:	B			B			C			C		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.0	1.8	0.4	0.4	0.0	2.2	2.2

****

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Kiowa Road / Bear Valley Road

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

YEAR 2030 TRAFFIC CONDITIONS

AM PEAK HOUR INPUT DATA					PM PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	FUTURE YEAR TOTAL
NORTH	LEFT	256	SOUTH LEG		NORTH	LEFT	201	SOUTH LEG	
BOUND	THRU	174	IN ...	738	BOUND	THRU	212	IN ...	795
	RIGHT	90	OUT ...	528		RIGHT	112	OUT ...	854
SOUTH	LEFT	48	NORTH LEG		SOUTH	LEFT	57	NORTH LEG	
BOUND	THRU	156	IN ...	449	BOUND	THRU	211	IN ...	511
	RIGHT	182	OUT ...	573		RIGHT	133	OUT ...	549
EAST	LEFT	95	WEST LEG		EAST	LEFT	193	WEST LEG	
BOUND	THRU	674	IN ...	1,880	BOUND	THRU	797	IN ...	1,663
	RIGHT	120	OUT ...	1,323		RIGHT	255	OUT ...	1,387
WEST	LEFT	86	EAST LEG		WEST	LEFT	124	EAST LEG	
BOUND	THRU	701	IN ...	1,074	BOUND	THRU	694	IN ...	1,340
	RIGHT	45	OUT ...	1,720		RIGHT	75	OUT ...	1,516

YEAR 2030 INDIVIDUAL TURN VOLUME GROWTH REVIEW

AM PEAK HOUR RESULTS						PM PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFFERENCE	% CHANGE	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	FUTURE YEAR FORECAST	DIFFERENCE	% CHANGE
NORTH	LEFT	256	320	64	25%	NORTH	LEFT	201	295	94	47%
BOUND	THRU	174	318	144	83%	BOUND	THRU	212	294	82	39%
	RIGHT	90	173	83	92%		RIGHT	112	255	143	128%
	NB TOTAL	520	811	291	56%		NB TOTAL	525	844	319	61%
SOUTH	LEFT	48	76	28	58%	SOUTH	LEFT	57	92	35	61%
BOUND	THRU	156	201	45	29%	BOUND	THRU	211	318	107	51%
	RIGHT	182	188	6	3%		RIGHT	133	154	21	16%
	SB TOTAL	386	465	79	20%		SB TOTAL	401	564	163	41%
EAST	LEFT	95	216	121	127%	EAST	LEFT	193	205	12	6%
BOUND	THRU	674	1,517	843	125%	BOUND	THRU	797	1,240	443	56%
	RIGHT	120	220	100	83%		RIGHT	255	360	105	41%
	EB TOTAL	889	1,953	1,064	120%		EB TOTAL	1,245	1,805	560	45%
WEST	LEFT	86	134	48	56%	WEST	LEFT	124	261	137	110%
BOUND	THRU	701	907	206	29%	BOUND	THRU	694	1,036	342	49%
	RIGHT	45	83	38	84%		RIGHT	75	104	29	39%
	WB TOTAL	832	1,124	292	35%		WB TOTAL	893	1,401	508	57%
TOTAL ENTERING VOLUME		2,627	4,353	1,726	66%	TOTAL ENTERING VOLUME		3,064	4,614	1,550	51%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	465	564			
North Leg	Outbound	617	603			
North Leg	**TOTAL**	**1,082**	**1,167**	**8%**	**8%**	**14,369**
South Leg	Inbound	811	844			
South Leg	Outbound	555	939			
South Leg	**TOTAL**	**1,366**	**1,783**	**8%**	**10%**	**17,463**
East Leg	Inbound	1,124	1,401			
East Leg	Outbound	1,766	1,587			
East Leg	**TOTAL**	**2,890**	**2,988**	**7%**	**8%**	**38,666**
West Leg	Inbound	1,953	1,805			
West Leg	Outbound	1,415	1,485			
West Leg	**TOTAL**	**3,368**	**3,290**	**7%**	**7%**	**44,921**
OVERALL TOTAL		***8,706***	***9,228***	***8%***	***8%***	***115,418***

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Modified by: COMSIS Corp. (M. Roskin) 4/8/86

Modified by: FHWA 12/21/87

Modified by: Urban Crossroads Inc. 04/15/04

Intersection 11 Kiowa Road / Rock Springs Road

AM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	21		12		242		179		250		341		138		119	
2000 Traffic Model	0		0		364		412		442		528		205		71	
Factored 2000 Traffic Model (0.38)	0		0		138		157		168		201		78		27	
2000 Truck Model (PCE)		0		0		13		2		2		13		0		0
Factored 2000 Truck Model (0.333)		0		0		4		1		1		4		0		0
2020 Truck Model (PCE)		0		0		195		188		233		258		67		46
Factored 2020 Truck Model (0.333)		0		0		65		63		78		86		22		15
2025 Passenger Car Model	0		0		773		953		1091		1711		1045		245	
Factored 2025 P. Car Model (0.38)	0		0		294		362		415		650		397		93	
20 Year Model Growth (Trucks)		0		0		61		62		77		82		22		15
25 Year Model Growth (Passenger)	0		0		156		205		247		449		319		66	
2007 to 2030 Growth (23 Year Growth)	0	0	0	0	144	70	189	71	227	89	413	94	293	25	61	17
2030 Forecast (Pass. Car)	21		12		386		368		477		754		431		180	
Total 2030 Forecast	21		12		456		439		566		848		456		197	

PM

	NB (S-Leg)				SB (N-Leg)				EB (W-Leg)				WB (E-Leg)			
	Approach		Departure		Approach		Departure		Approach		Departure		Approach		Departure	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
Existing Count (Vehicles)	21		23		243		283		398		310		120		166	
2000 Traffic Model	0		0		858		835		1104		971		193		349	
Factored 2000 Traffic Model (0.28)	0		0		240		234		309		272		54		98	
2000 Truck Model (PCE)		0		0		23		15		15		15		0		8
Factored 2000 Truck Model (0.25)		0		0		6		4		4		4		0		2
2020 Truck Model (PCE)		0		0		93		637		872		109		19		233
Factored 2020 Truck Model (0.25)		0		0		23		159		218		27		5		58
2025 Passenger Car Model	0		0		1497		1213		3008		2292		969		1969	
Factored 2025 P. Car Model (0.28)	0		0		419		340		842		642		271		551	
20 Year Model Growth (Trucks)		0		0		17		155		214		23		5		56
25 Year Model Growth (Passenger)	0		0		179		106		533		370		217		453	
2007 to 2030 Growth (23 Year Growth)	0	0	0	0	165	20	98	178	490	246	340	26	200	6	417	64
2030 Forecast (Pass. Car)	21		23		408		381		888		650		320		583	
Total 2030 Forecast	21		23		428		559		1134		676		326		647	

= requires data

U:\UcJobs_04100-04500_04400\04476\Excel\Post Process\[PostProcess.xls]11

Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour

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

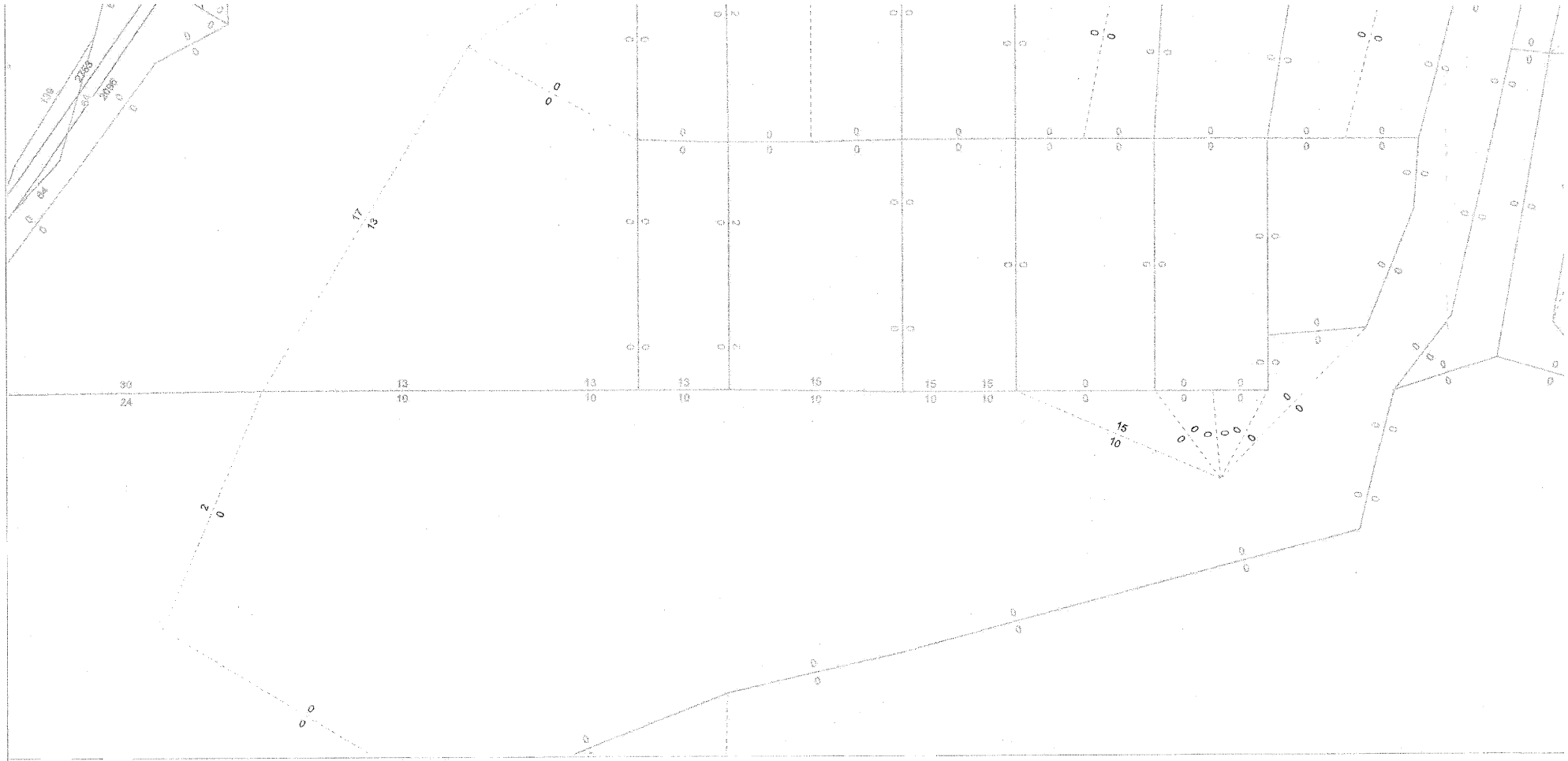
Intersection #2 Peach Av. (NS) / Main St. (NS)

Cycle (sec):	85	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.1
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Peach Av. (NS)						Main St. (NS)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	19	19
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	93	178	96	152	213	83	92	960	113	93	695	78
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:	93	178	96	152	213	83	92	960	113	93	695	78
Added Vol:	0	0	12	20	0	0	0	60	0	7	34	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	178	108	172	213	83	92	1020	113	100	729	89
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:	98	187	114	181	224	87	97	1074	119	105	767	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	187	114	181	224	87	97	1074	119	105	767	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	98	187	114	181	224	87	97	1127	119	105	806	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.06	0.10	0.12	0.05	0.05	0.30	0.06	0.06	0.21	0.05
Crit Moves:					****			****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.20	0.47	0.47	0.12	0.39	0.39
Volume/Cap:	0.16	0.29	0.18	0.29	0.35	0.13	0.27	0.63	0.13	0.50	0.55	0.13
Delay/Veh:	19.1	20.6	19.3	20.7	21.4	18.8	30.3	15.4	10.6	43.3	20.0	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	20.6	19.3	20.7	21.4	18.8	30.3	15.4	10.6	43.3	20.0	15.7
LOS by Move:	B	C	B	C	C	B	C	B	B	D	C	B
HCM2kAvgQ:	2	3	2	3	4	1	2	10	1	3	8	1

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

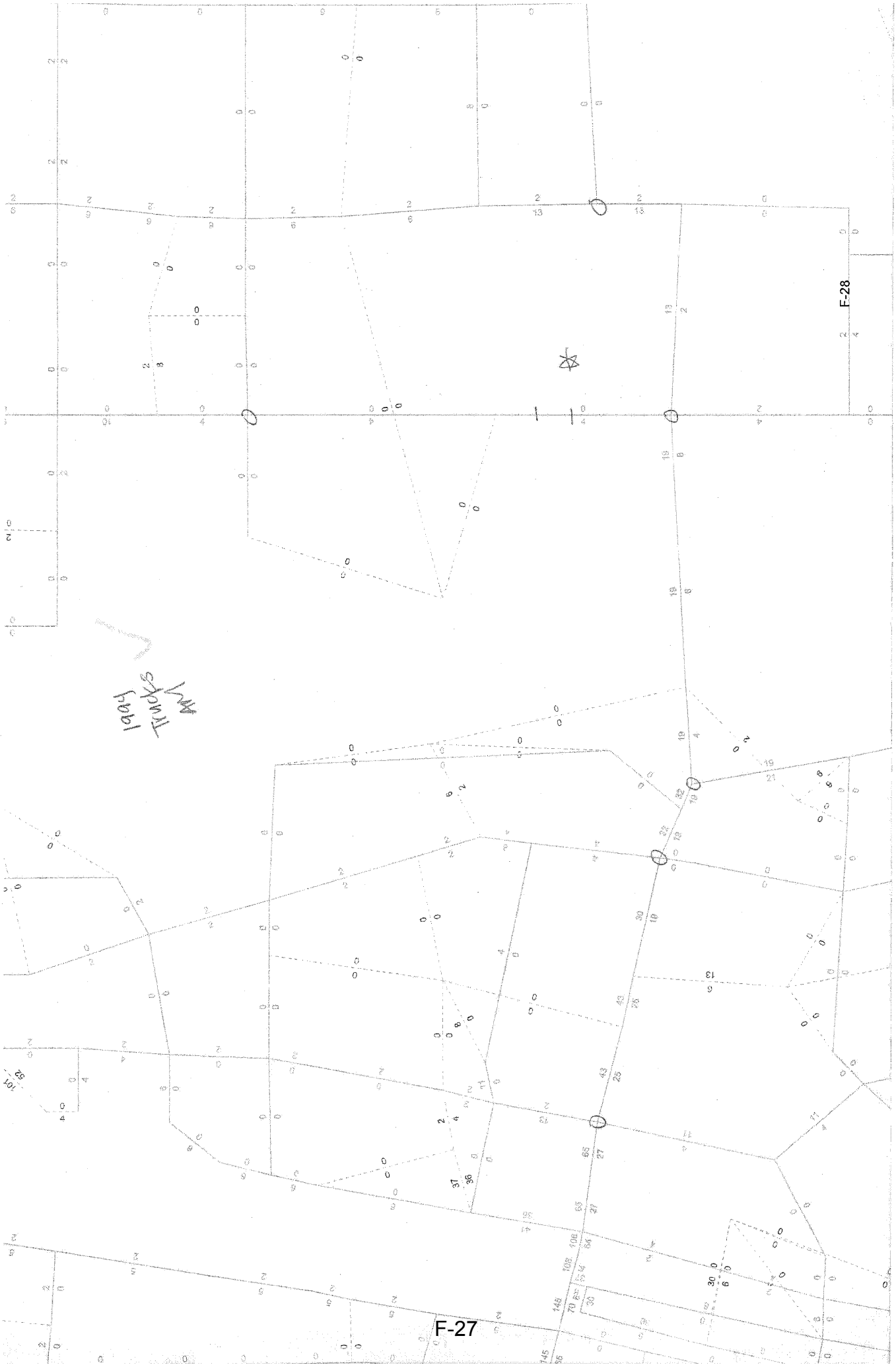
Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

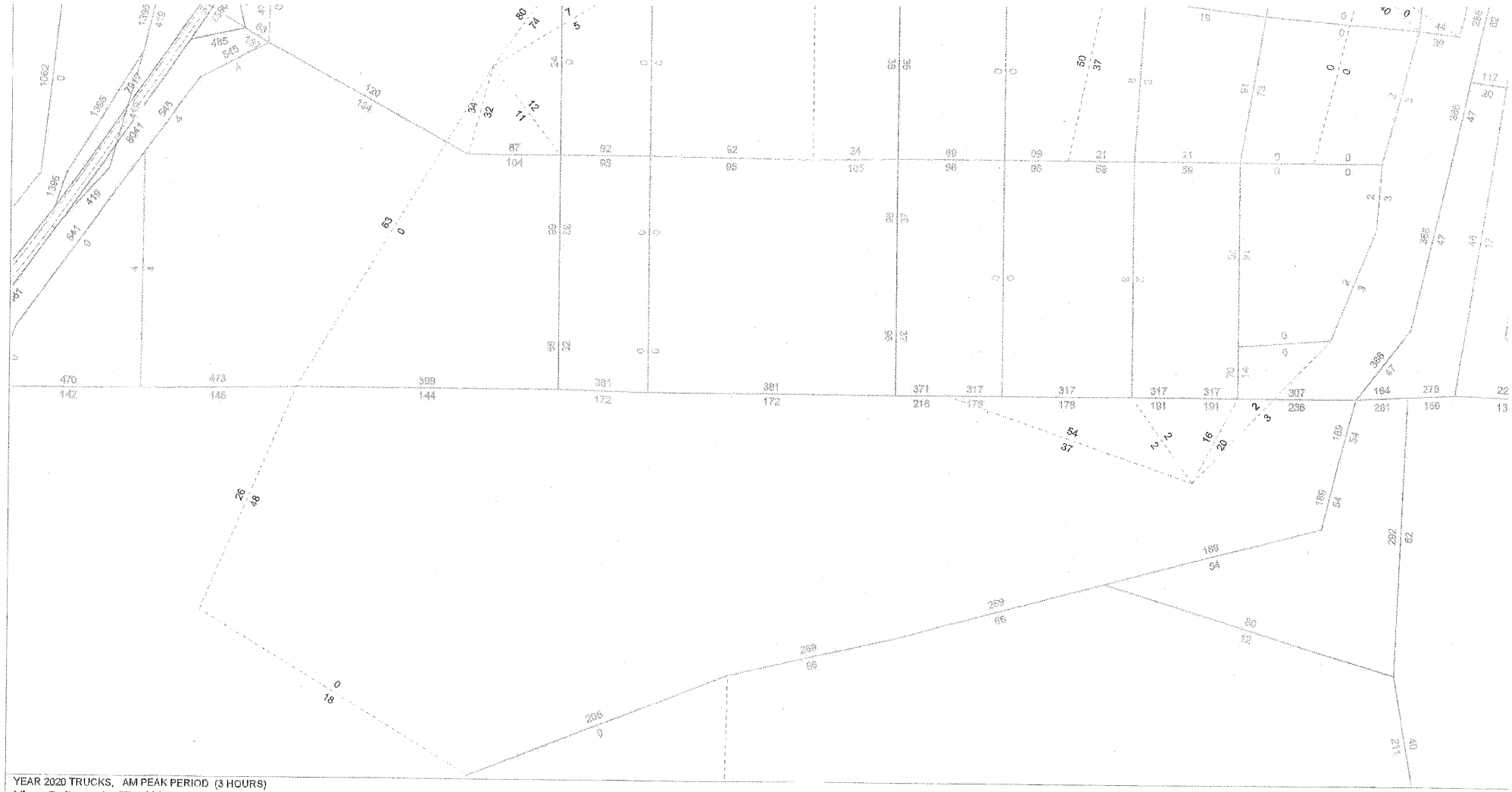


YEAR 1994 TRUCKS, AM PEAK PERIOD (3 HOURS)
TRUCKS IN PCES
Viper Software by The Urban Analysis Group

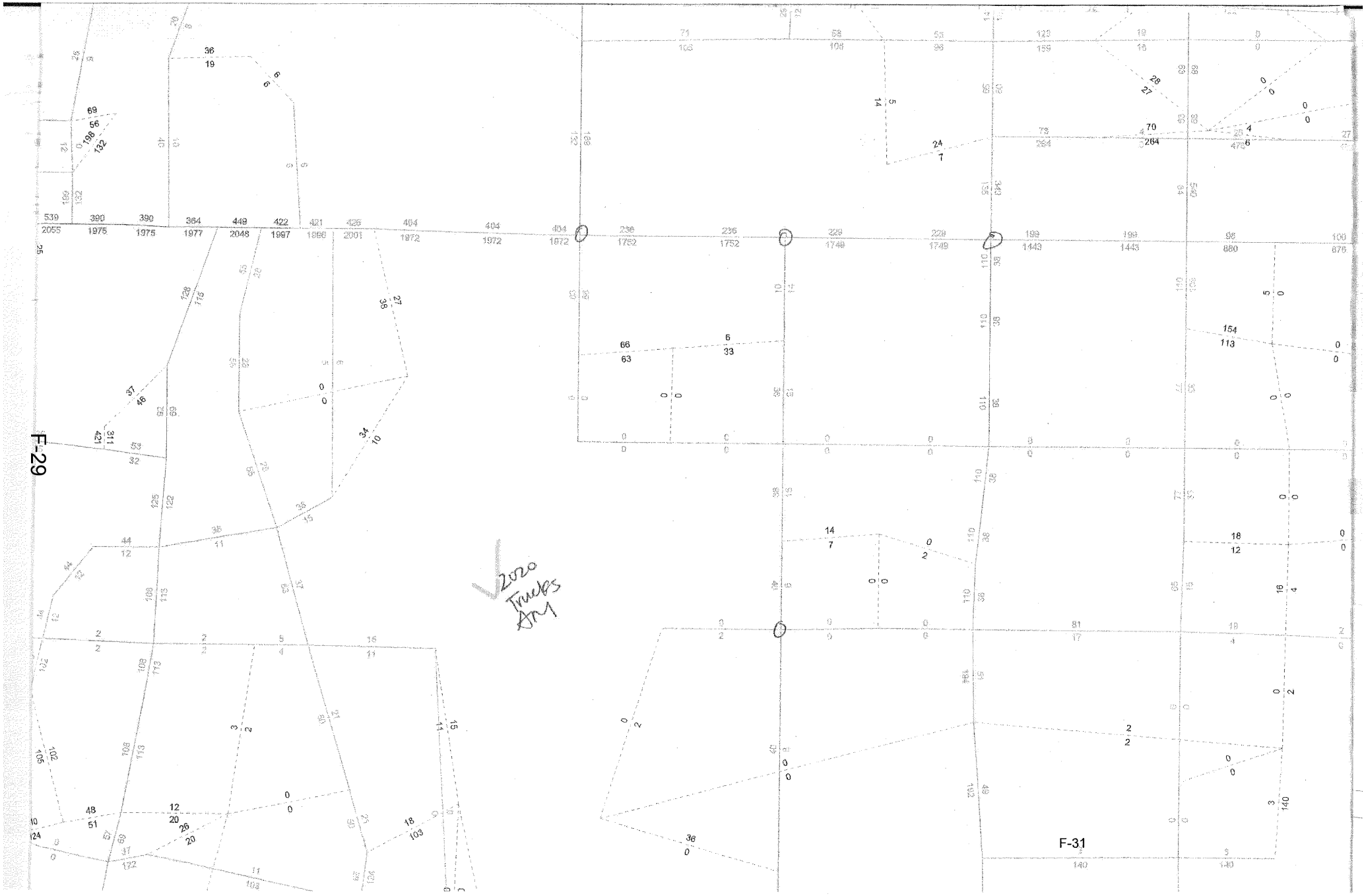
F-25

Loaded Trucks AM

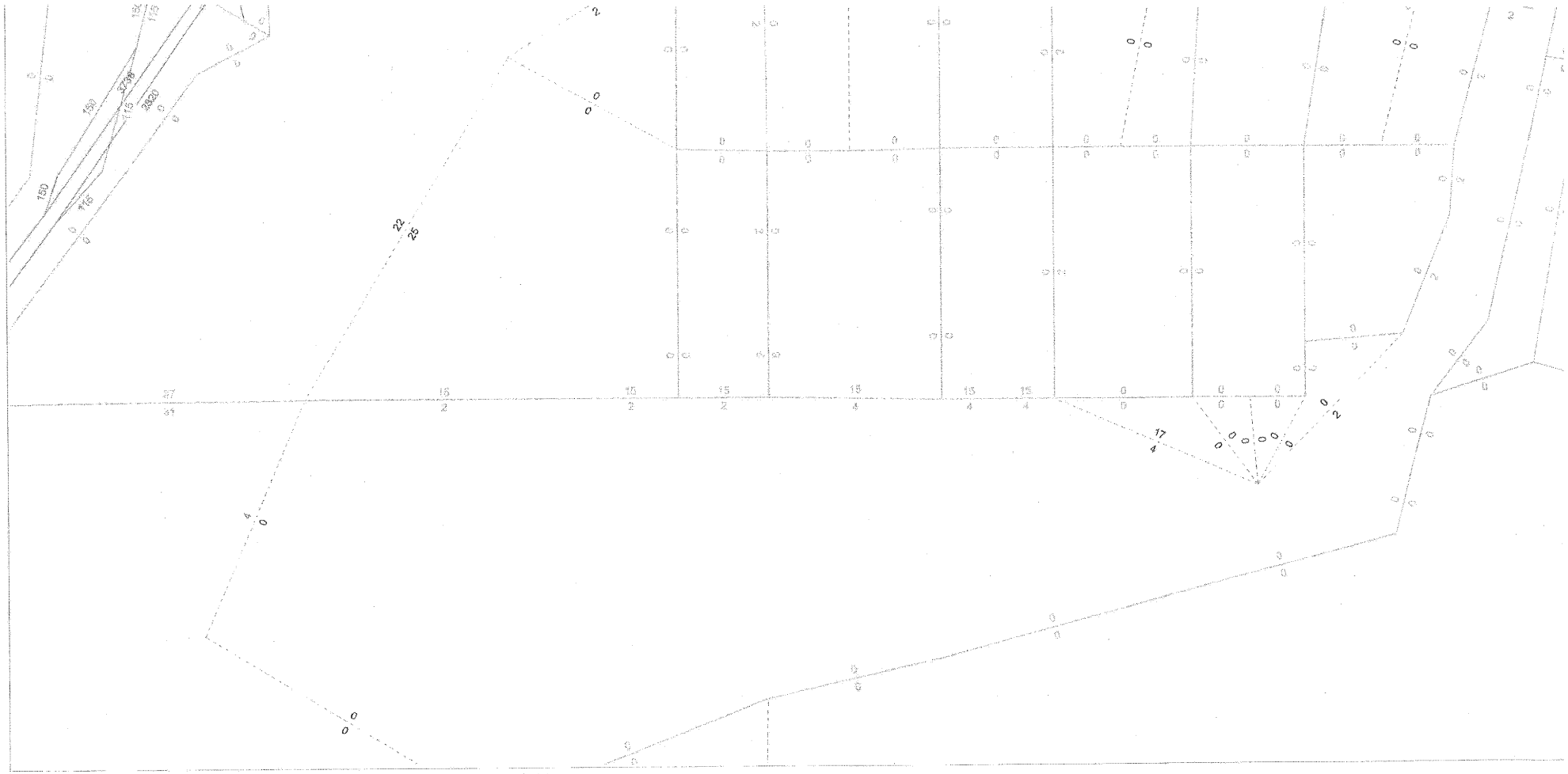

F-28
Tunnel
Wall
Level



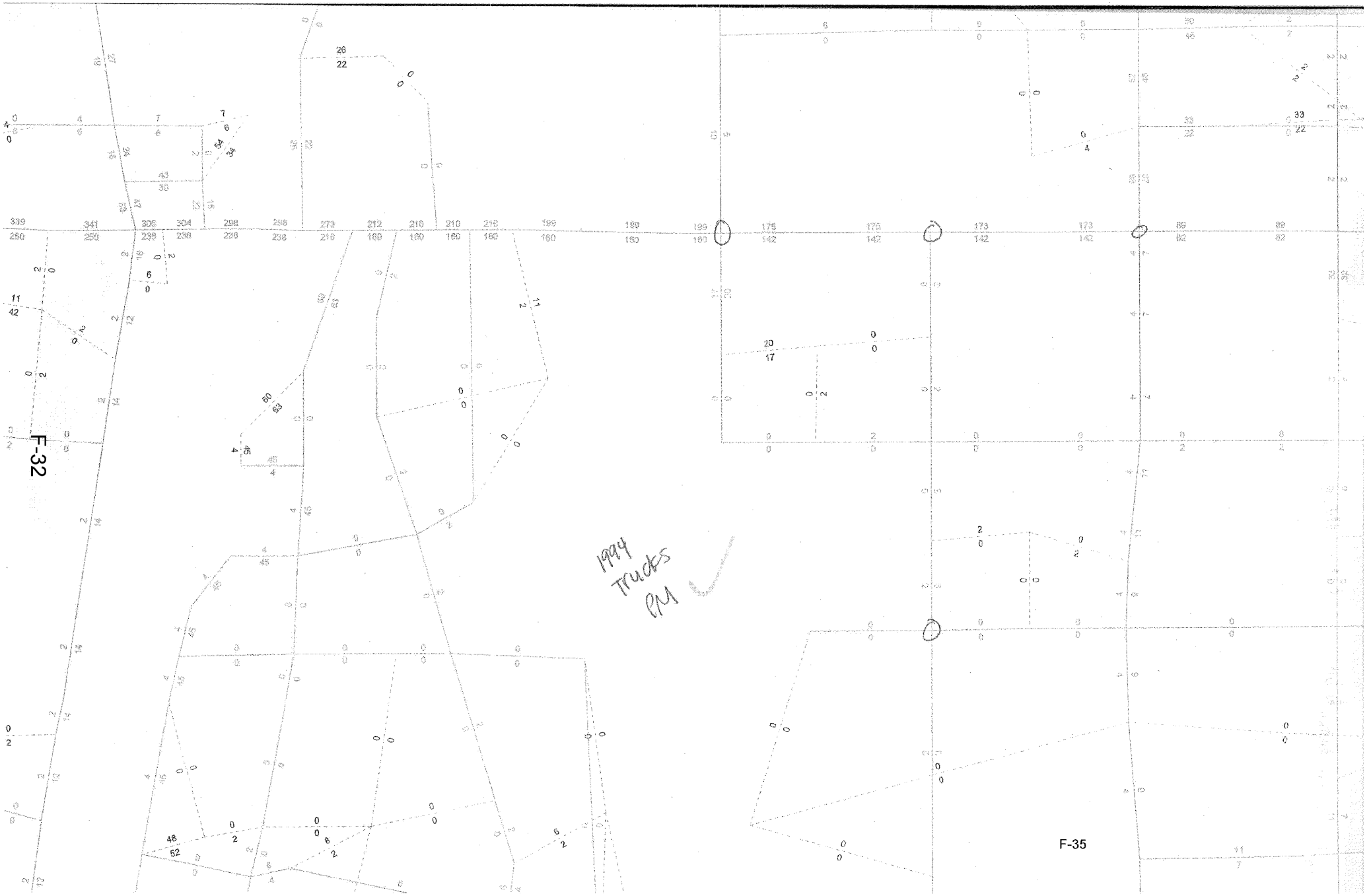
YEAR 2020 TRUCKS, AM PEAK PERIOD (3 HOURS)
Viper Software by The Urban Analysis Group

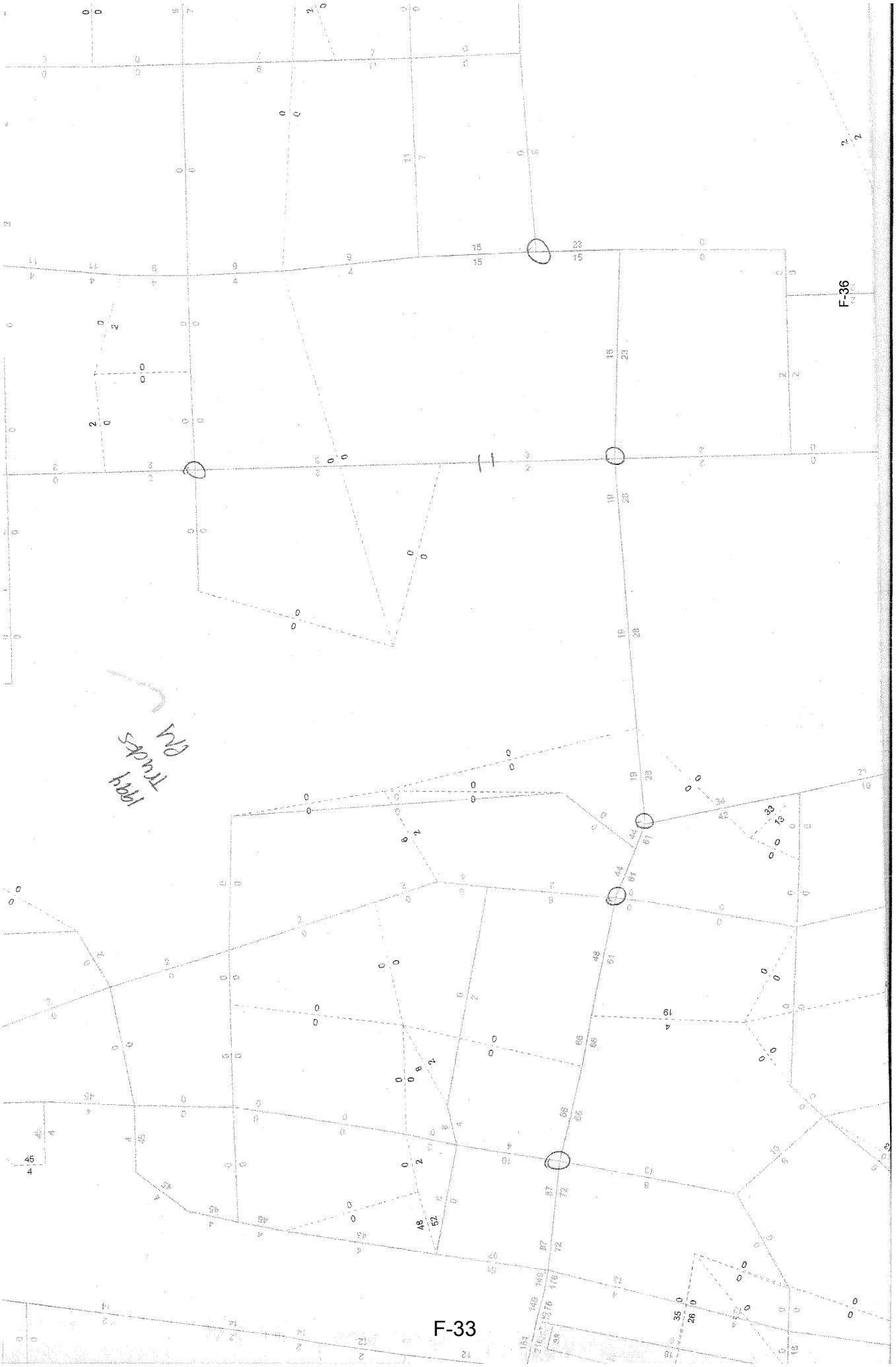

F-29
F-31
2020
Trucks
AM

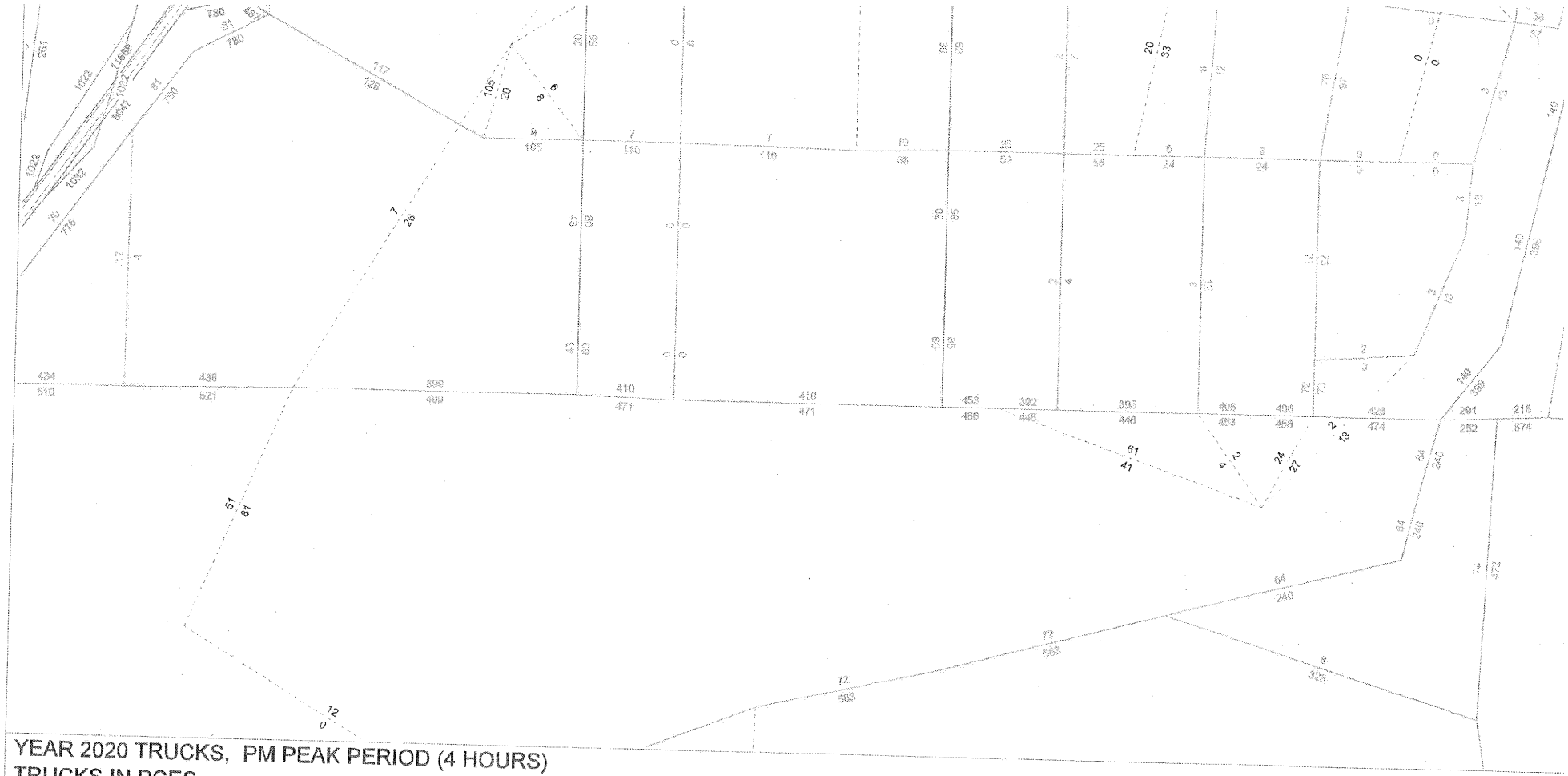
F-32
F-30



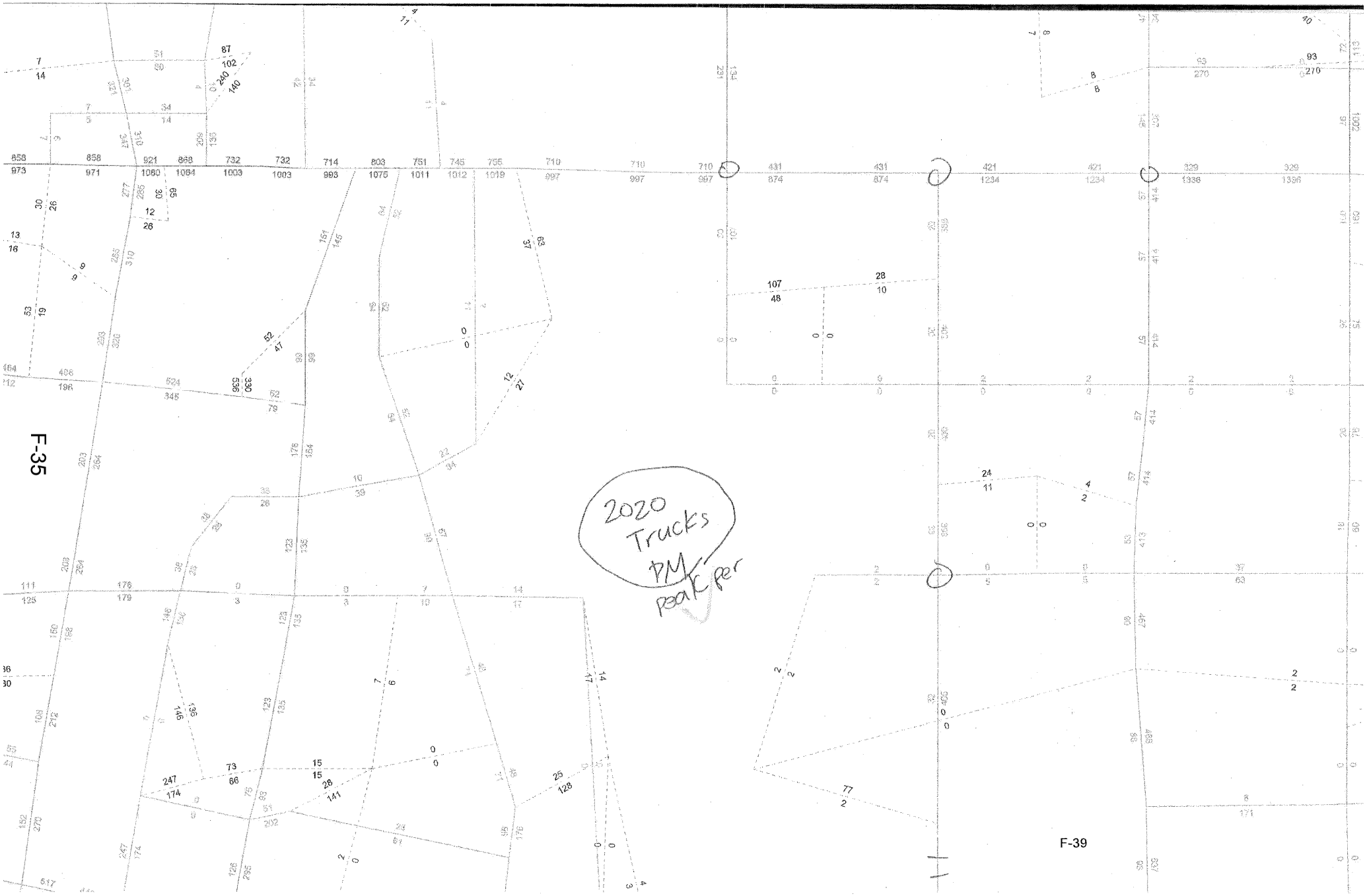
YEAR 1994 TRUCKS, PM PEAK PERIOD (4 HOURS)
TRUCKS IN PCES
Viper Software by The Urban Analysis Group

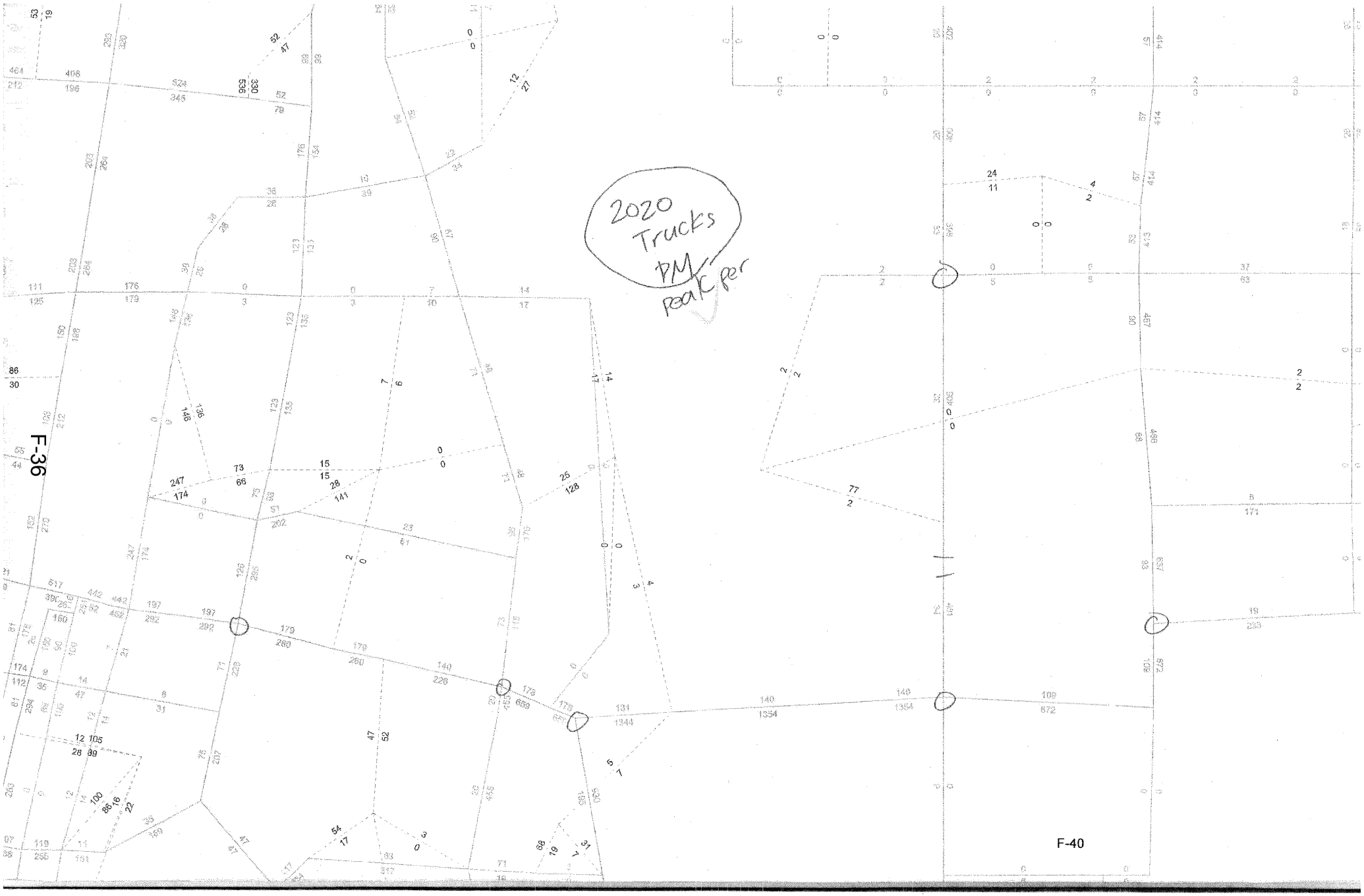

1994
Trucks
PM
F-32
F-35


F-36
1994
Trucks
PM



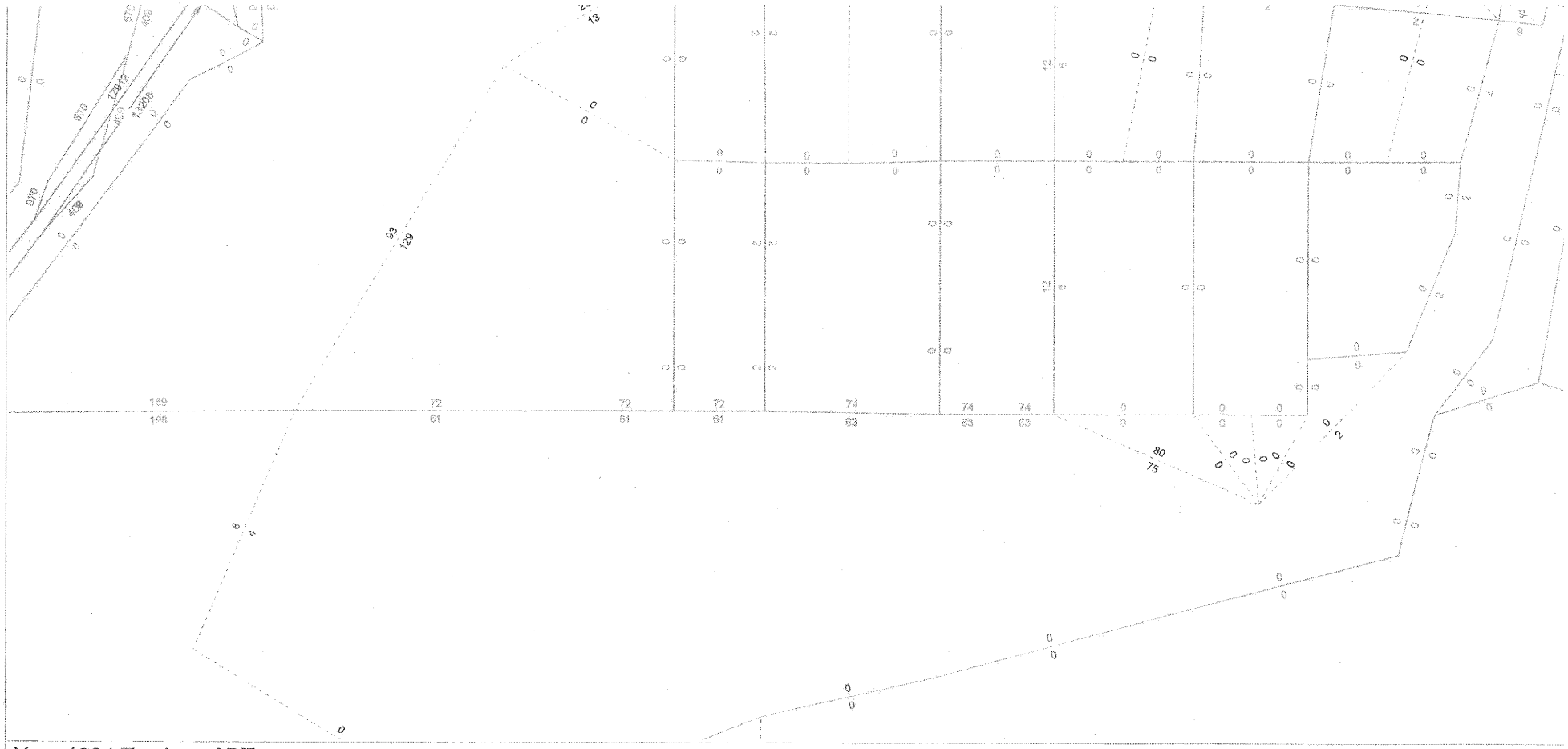
YEAR 2020 TRUCKS, PM PEAK PERIOD (4 HOURS)
TRUCKS IN PCES
Viper Software by The Urban Analysis Group


2020
Trucks
PM
peak per

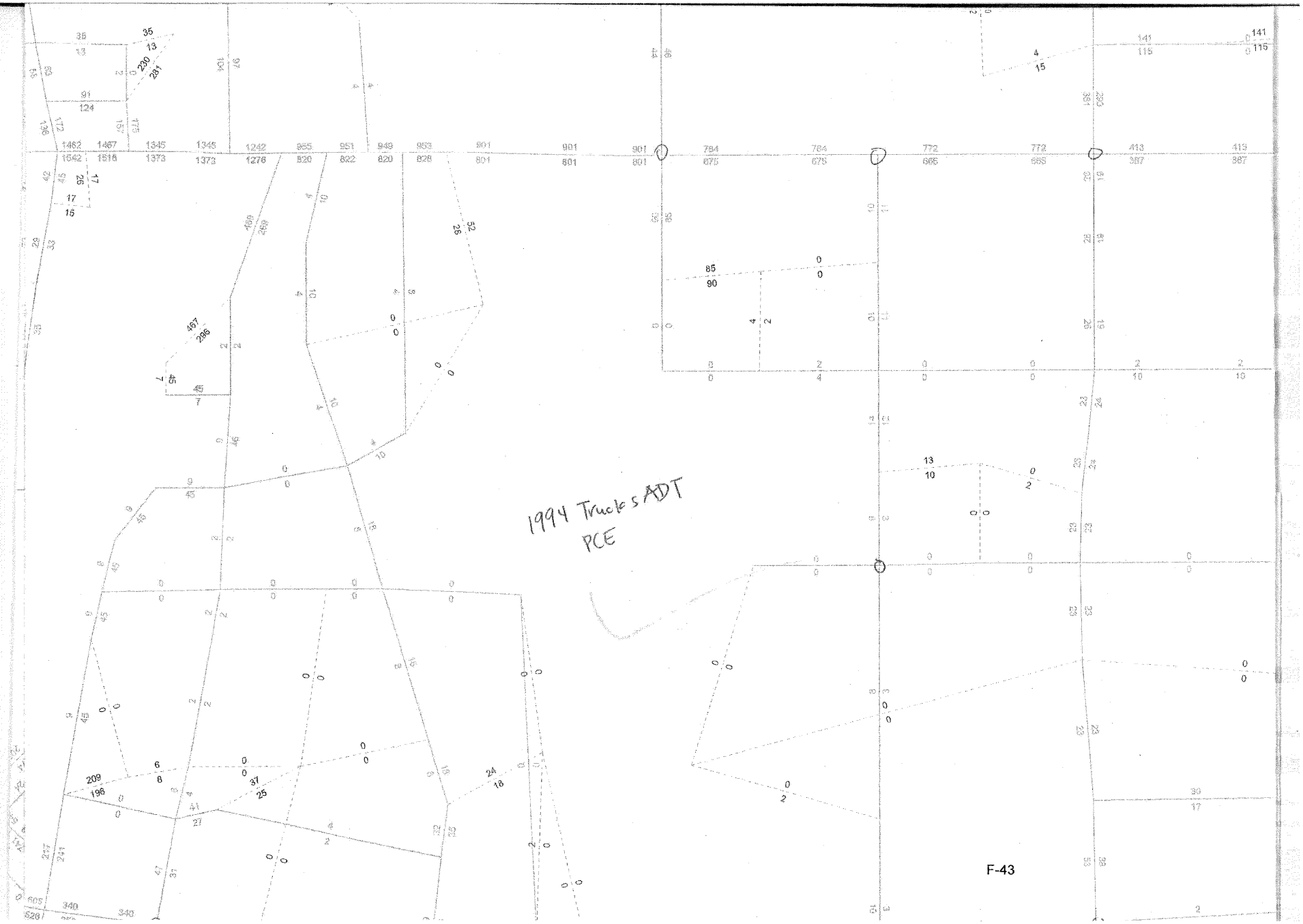


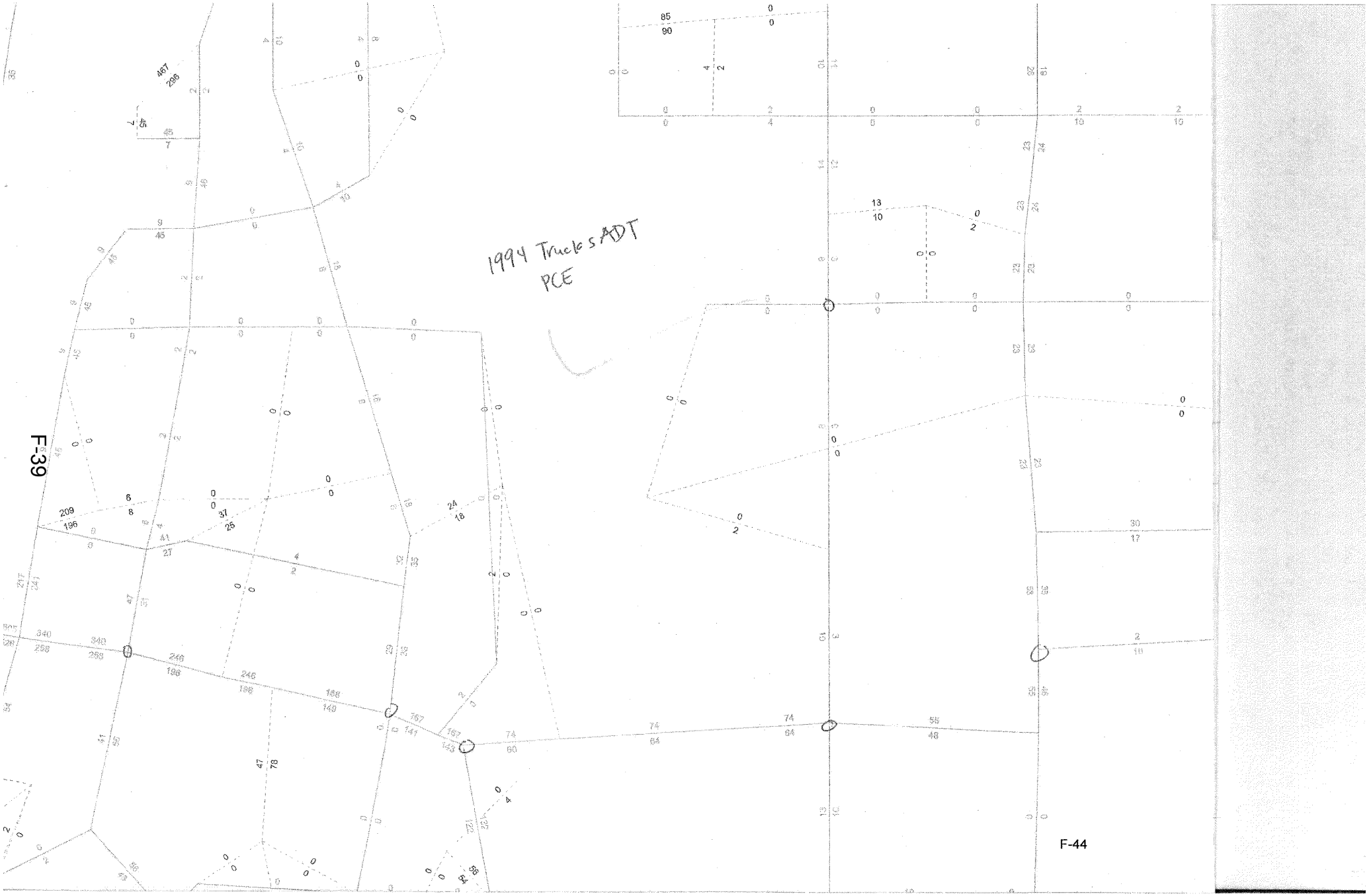
F-36

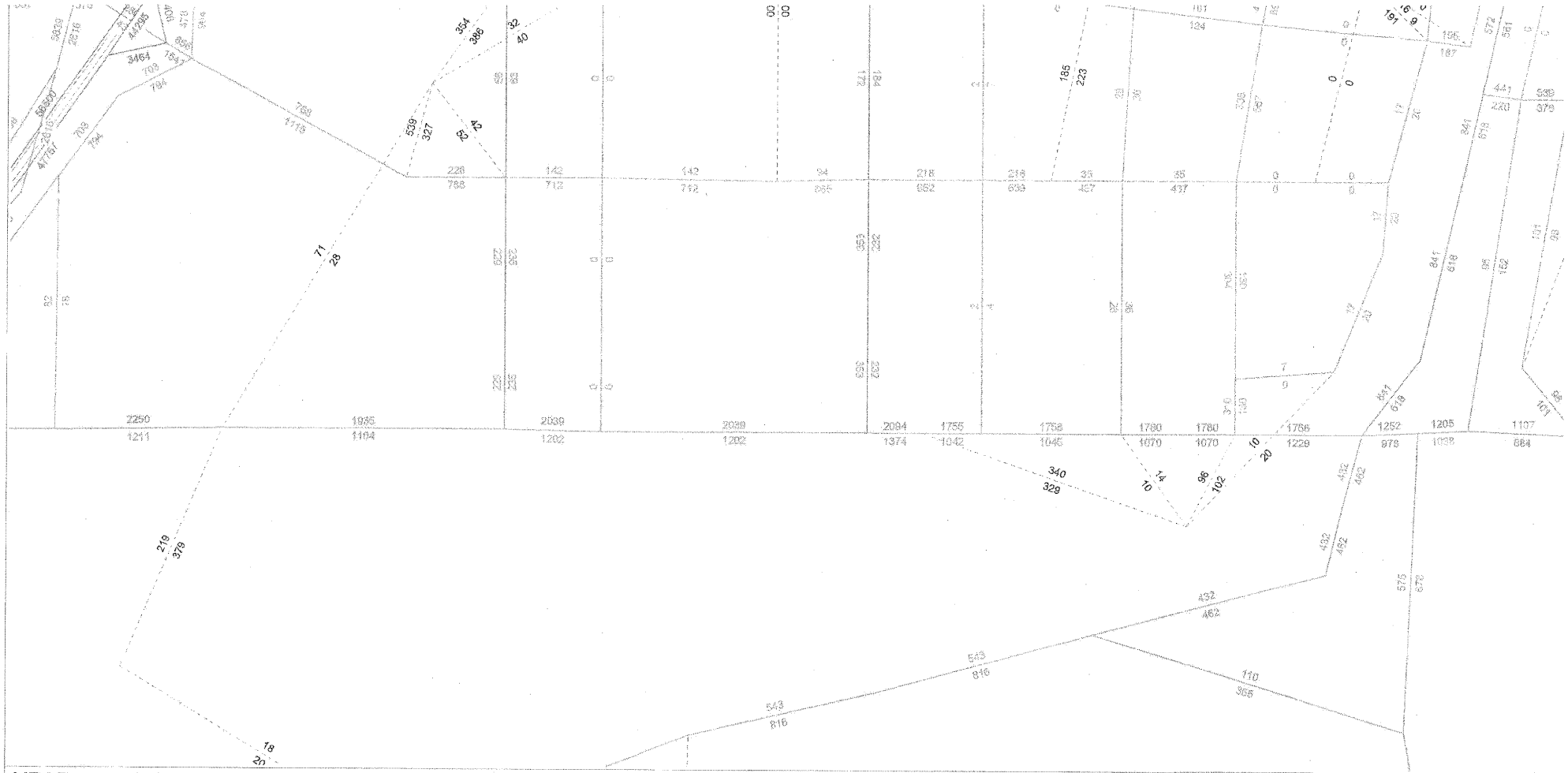
F-40



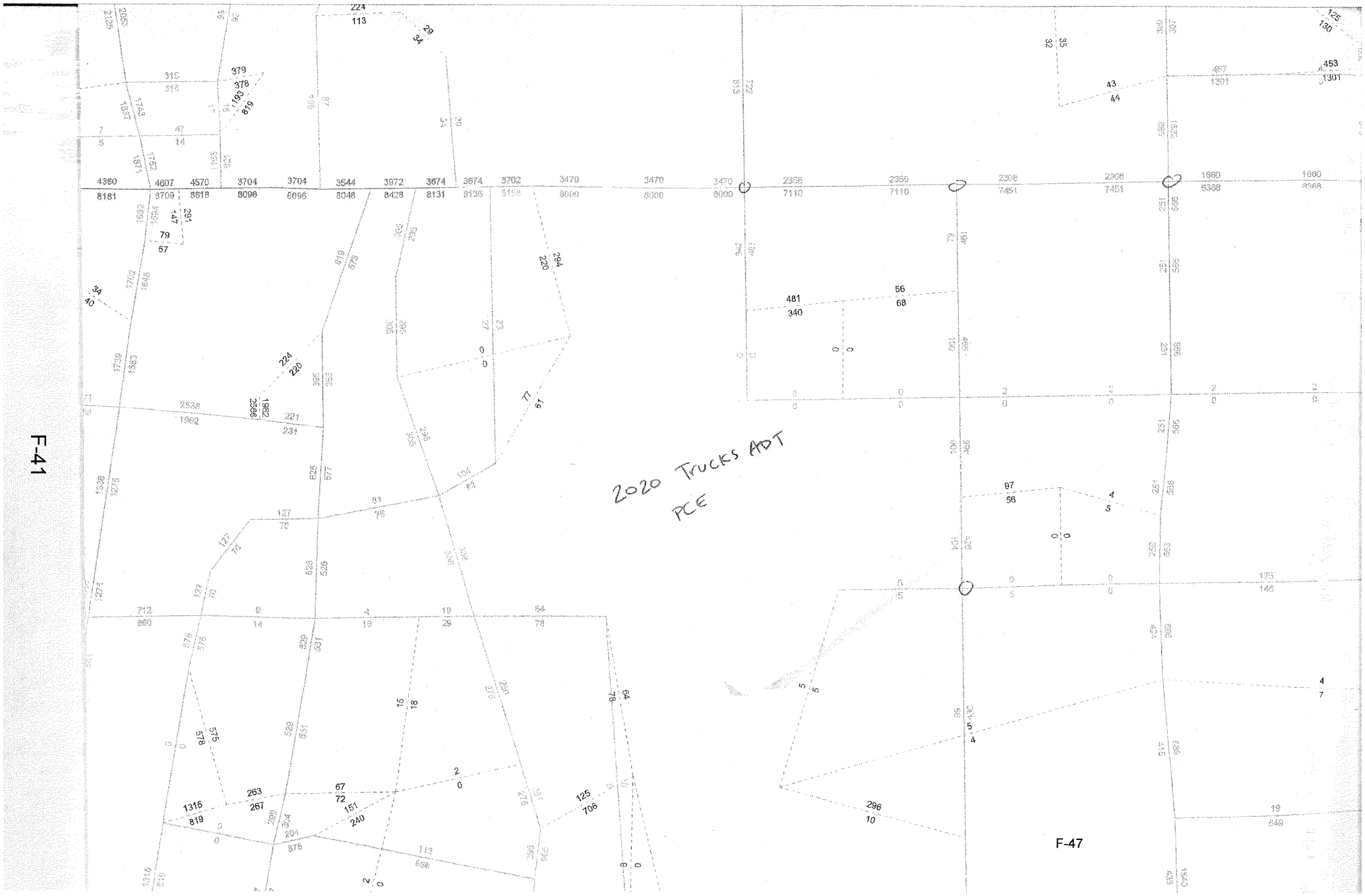
Year 1994 Trucks, ADT
TRUCKS IN PCES
Viper Software by The Urban Analysis Group

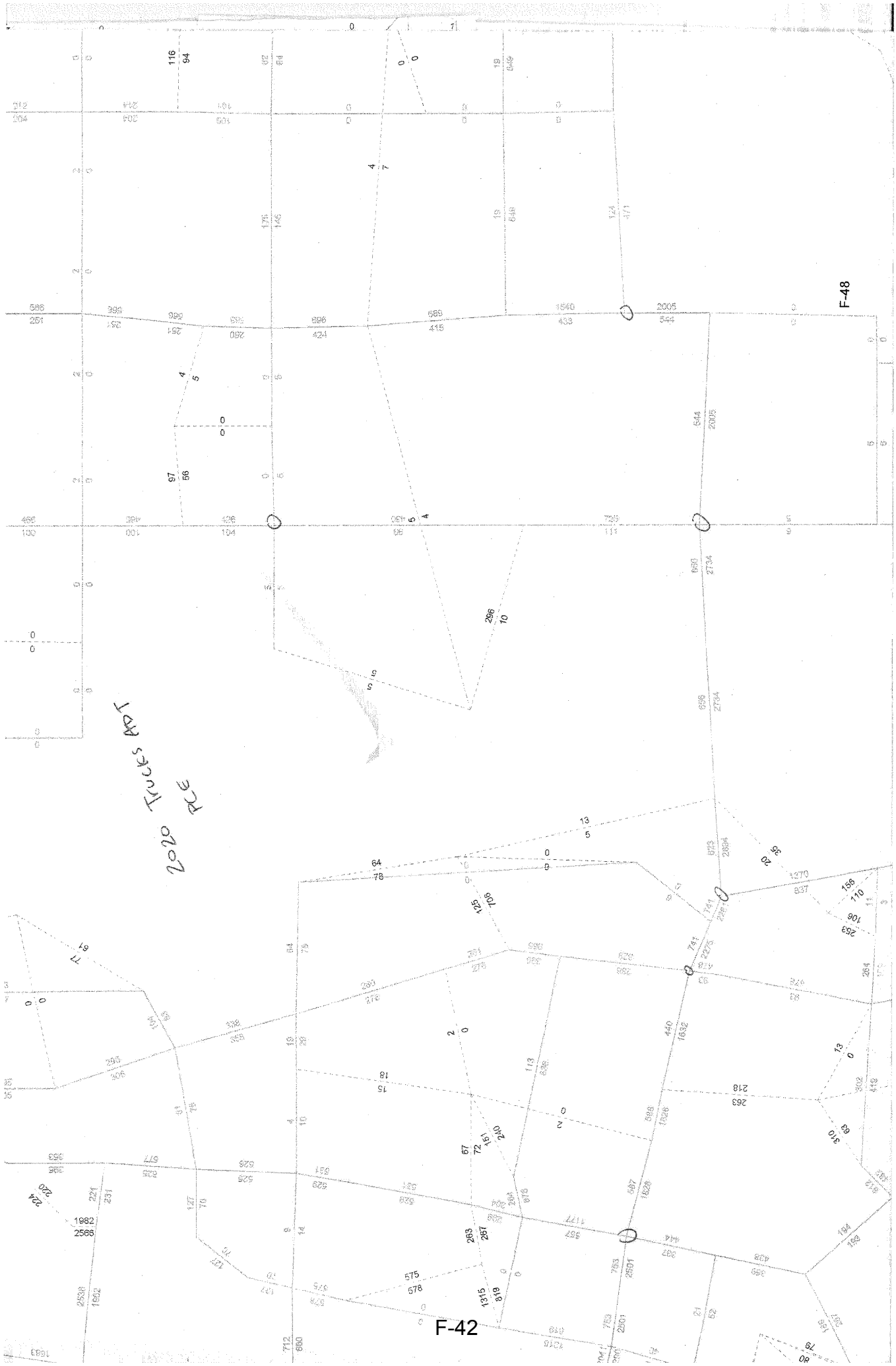

1994 Trucks ADT
PCE

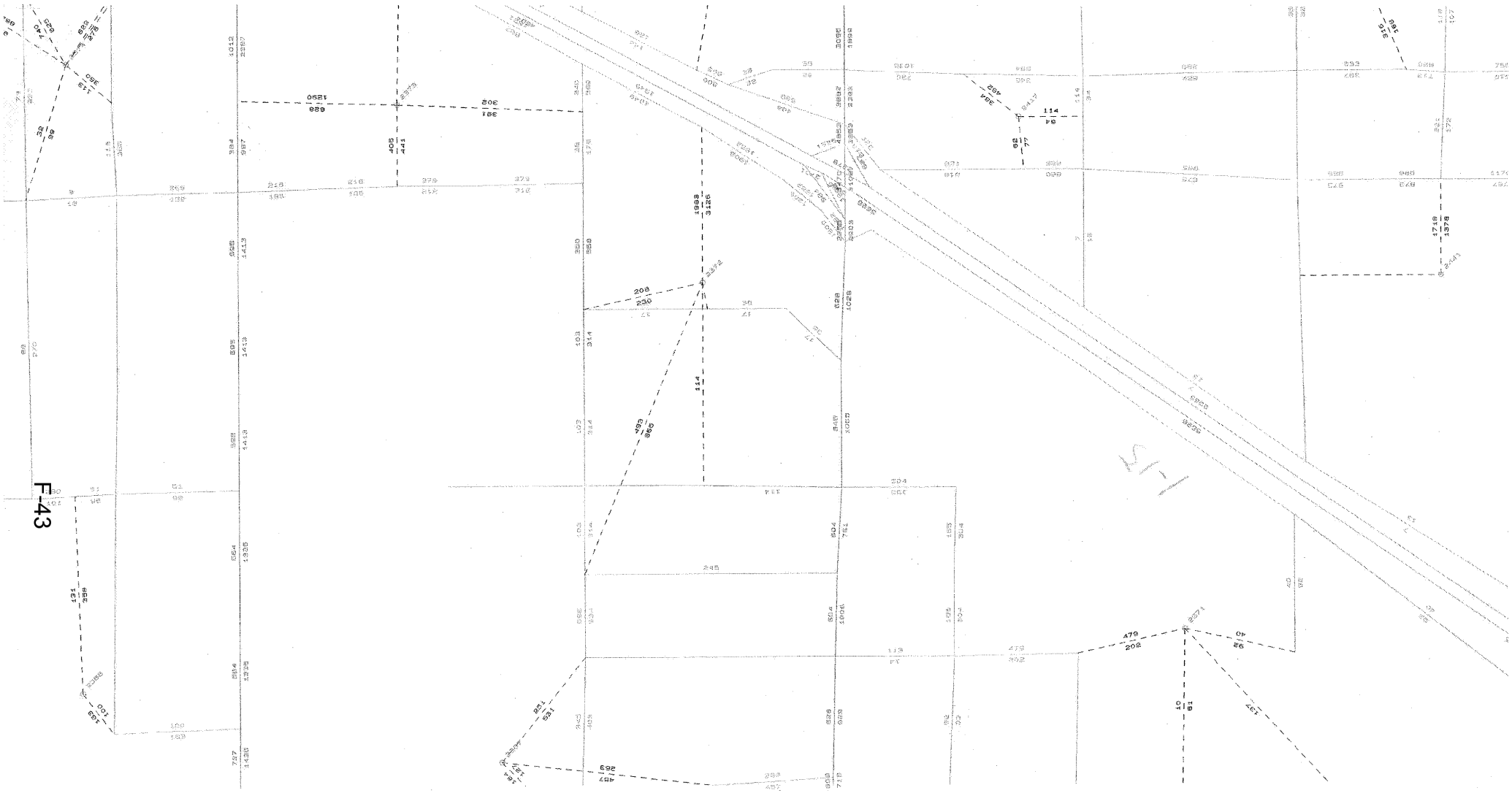

1994 Trucks ADT
PCE



YEAR 2020 TRUCKS, ADT
TRUCKS IN PCES
Viper Software by The Urban Analysis Group


2020 TRUCKS ADT
PCE


F-48
2020 Trucks ADT
PLE



DEEP CREEK (TT 16569). URBAN CROSSROADS. YEAR 2000. AM PK PERIOD
YEAR 2000 BASE MODEL. W/O PROJECT. AM PEAK PERIOD (3 HOURS). REQ =SB200620
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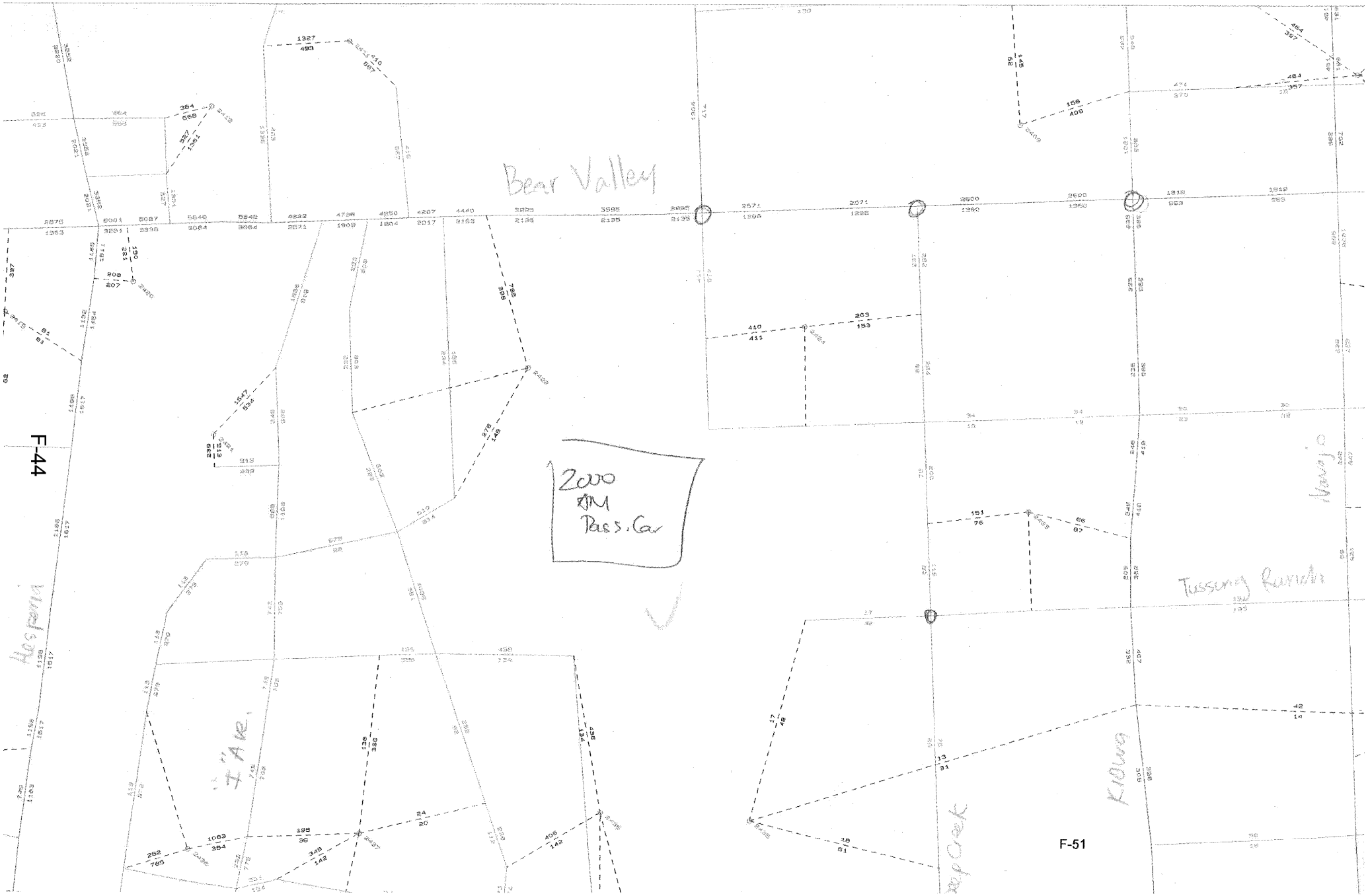
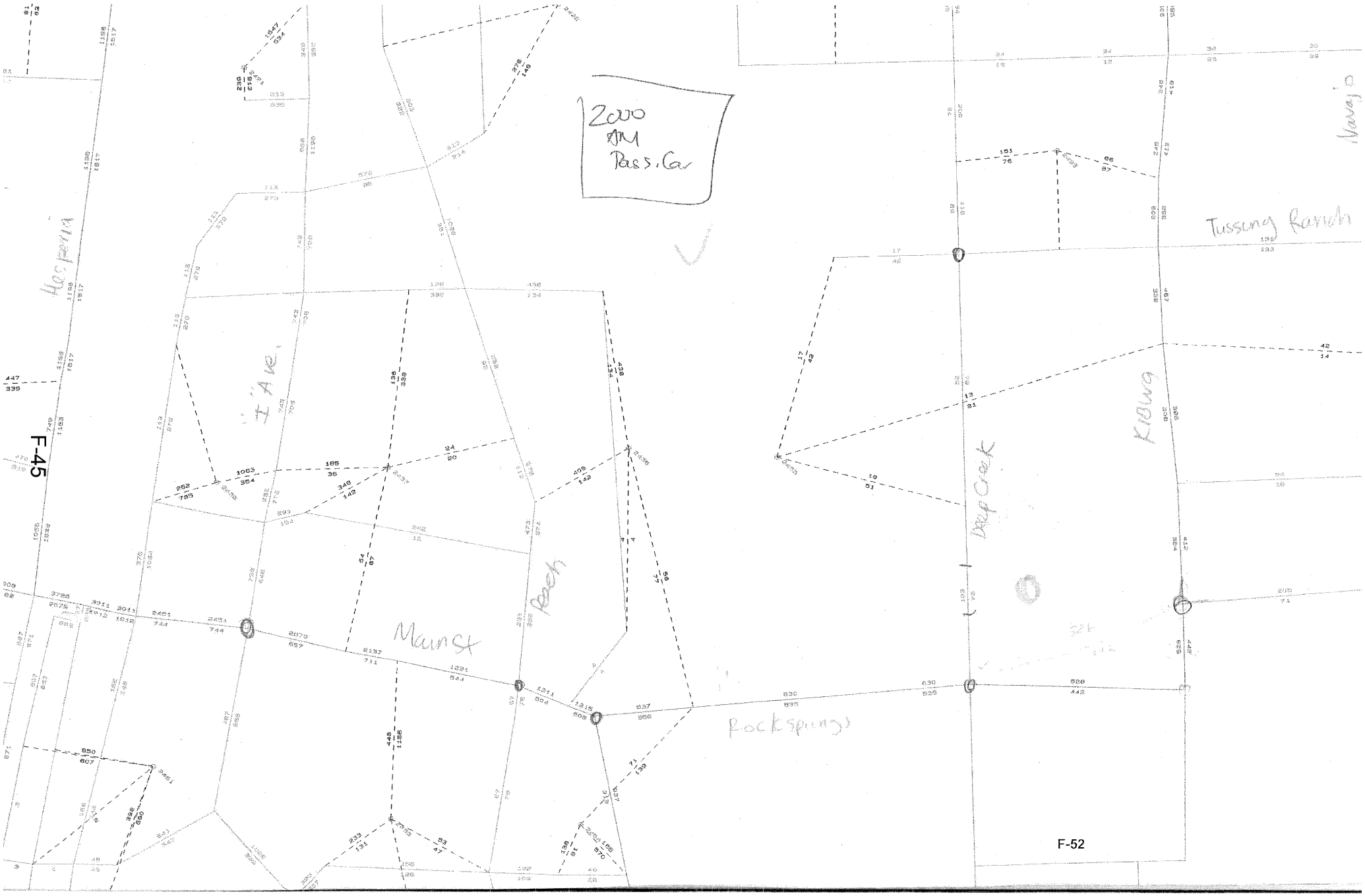
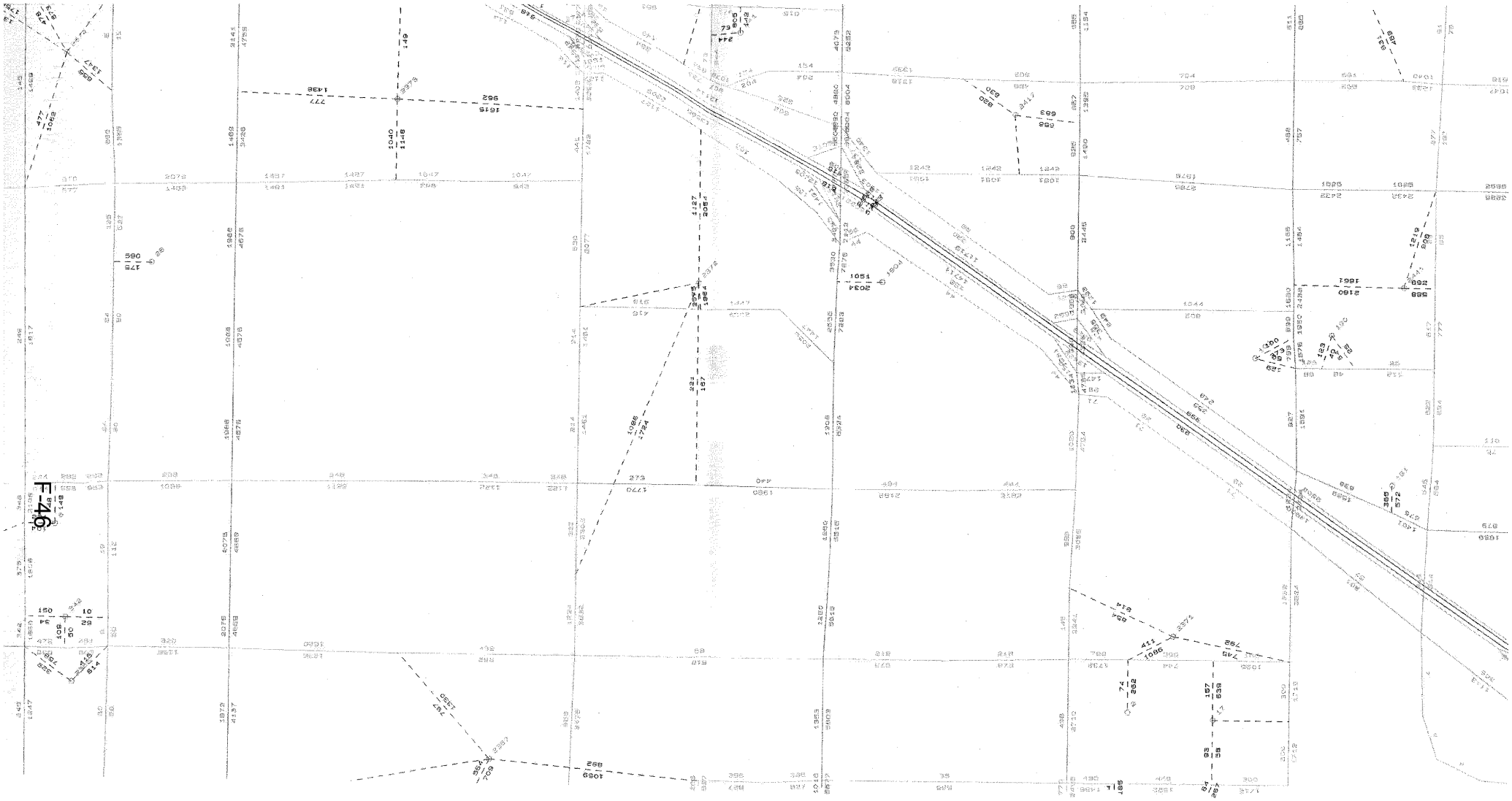

Bear Valley
2000
AM
Pass. Car
Tussing Ranch
Kibing
Hospital
"I" Ave
Rip Creek


2000
AM
Pass. Car
Harperina
Munst
Beach
Deep Creek
Rocksprings
Tussing Ranch
Kibing
Navajo

F-45

F-52



DEEP CREEK (TT 16569), URBAN CROSSROADS, YEAR 2025, AM PK PERIOD
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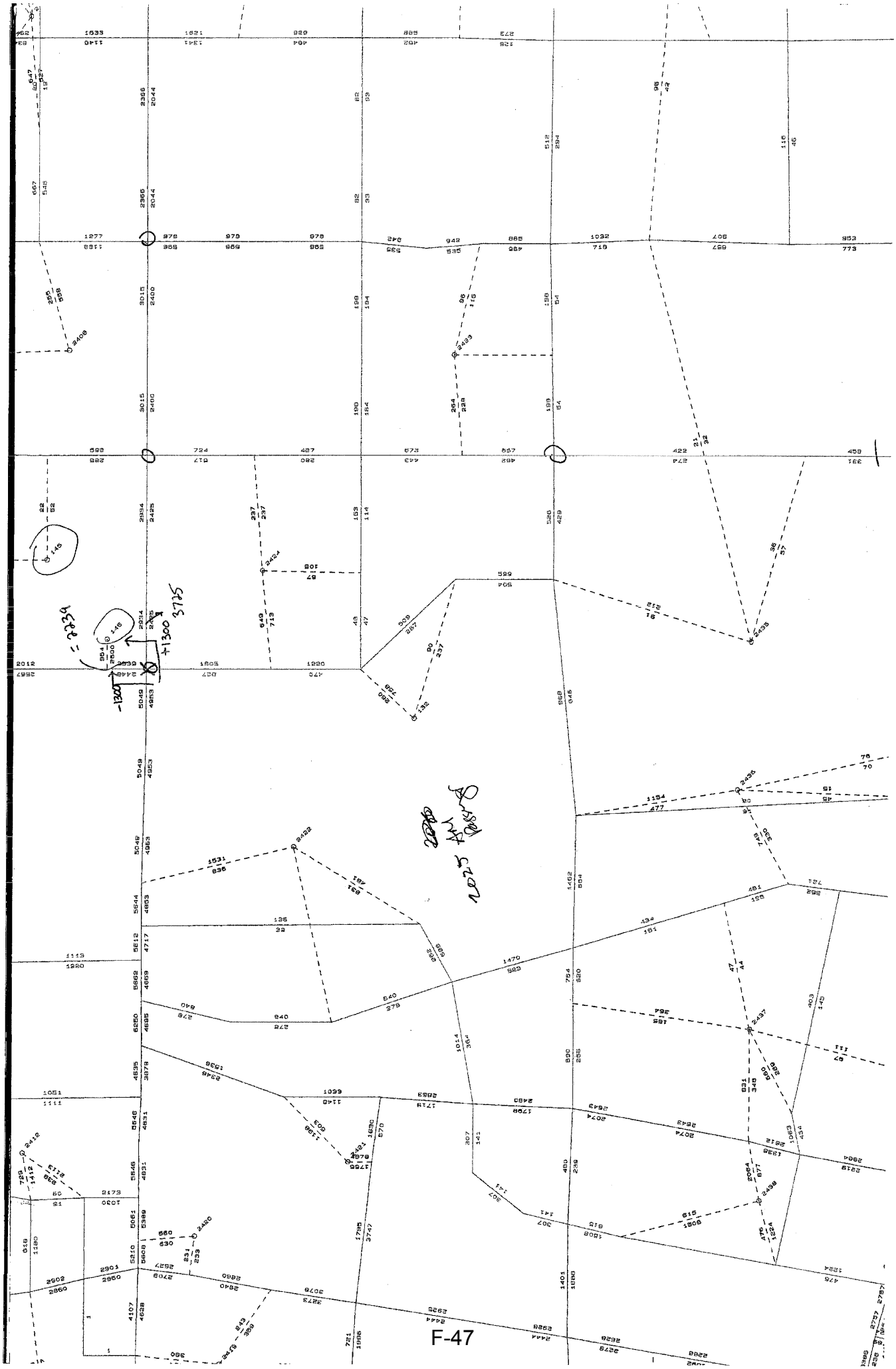
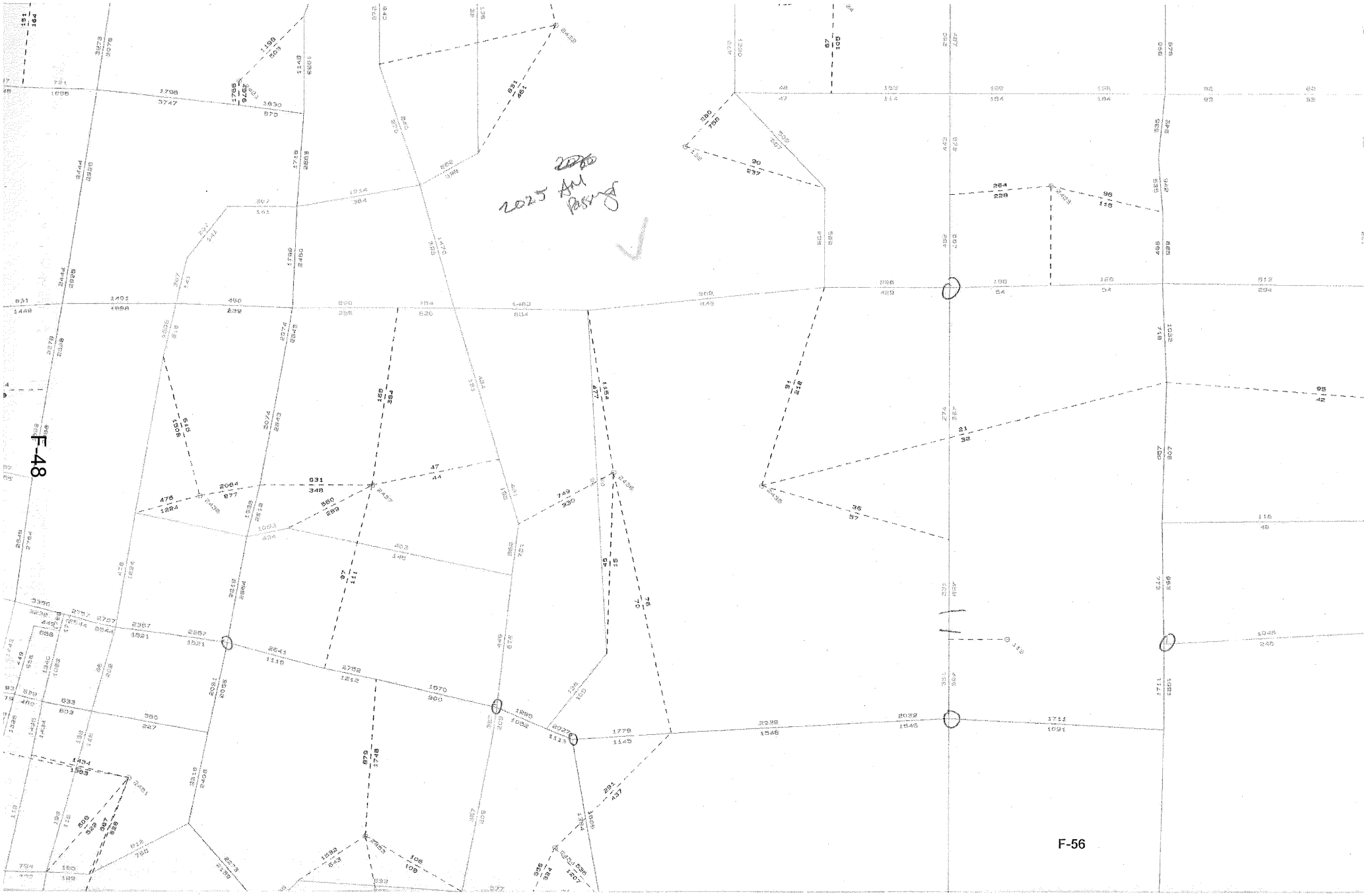
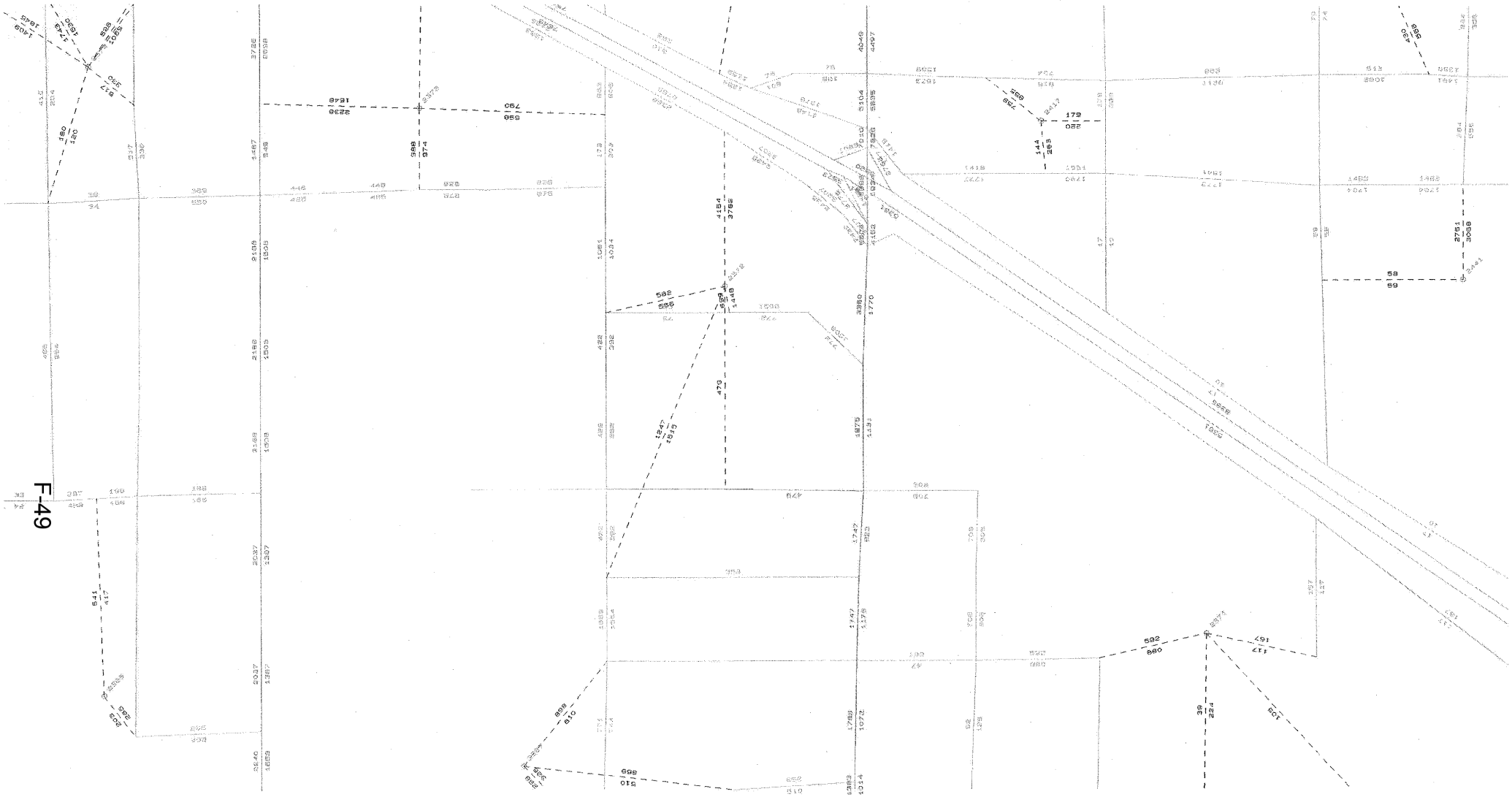




F-48

F-56



DEEP CREEK (TT 16569), URBAN CROSSROADS, YEAR 2000, PM PK PERIOD
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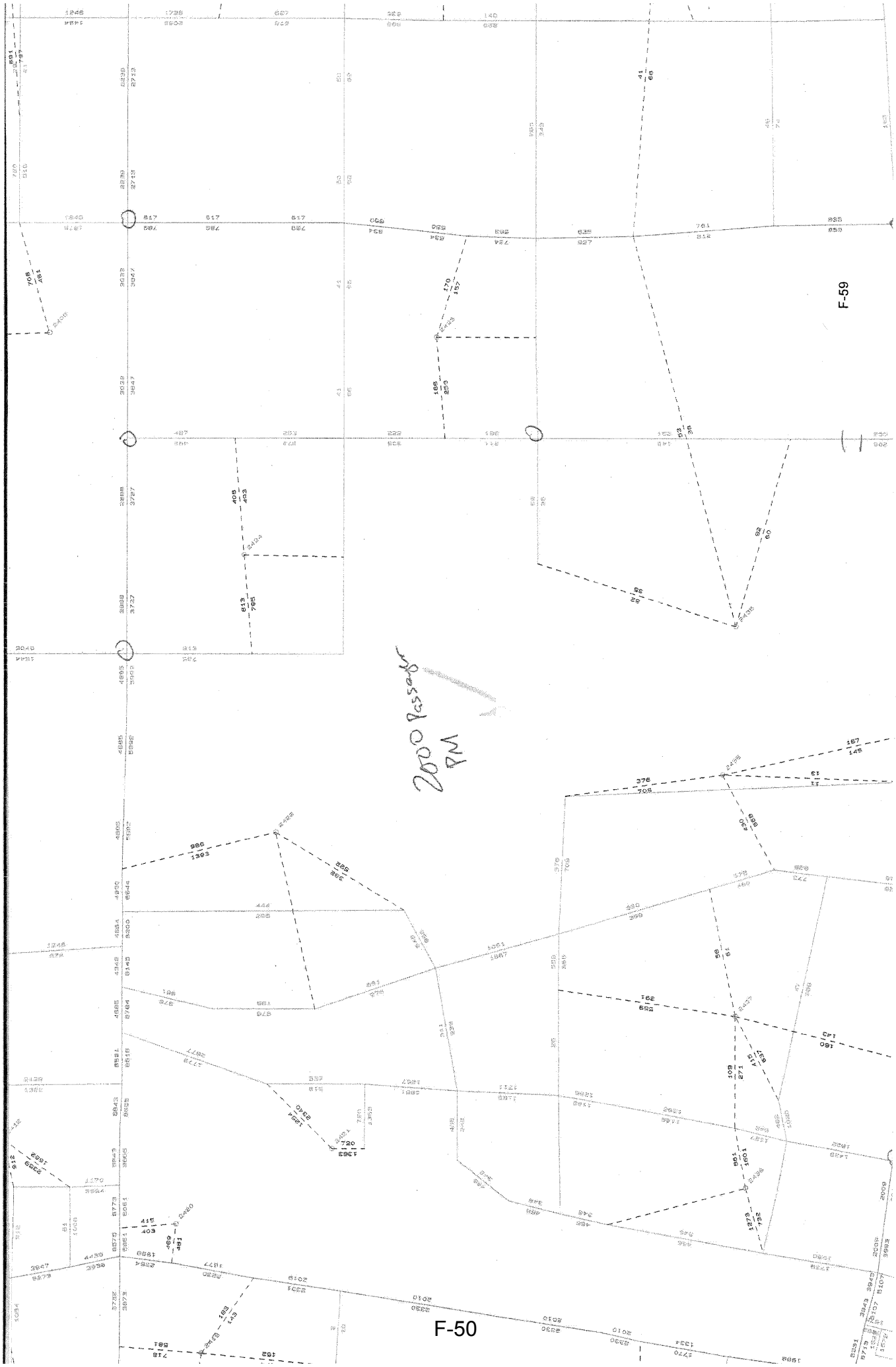
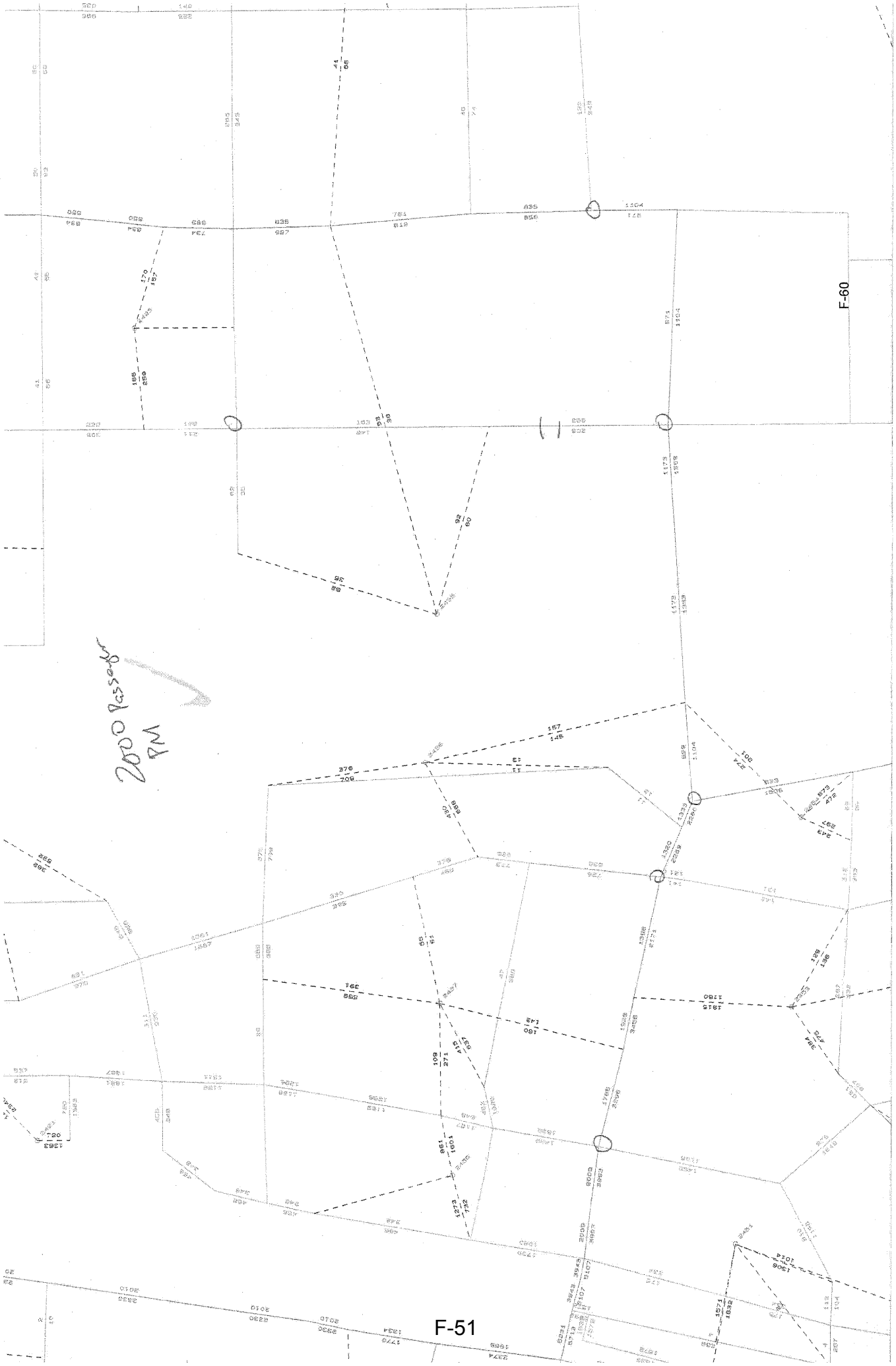
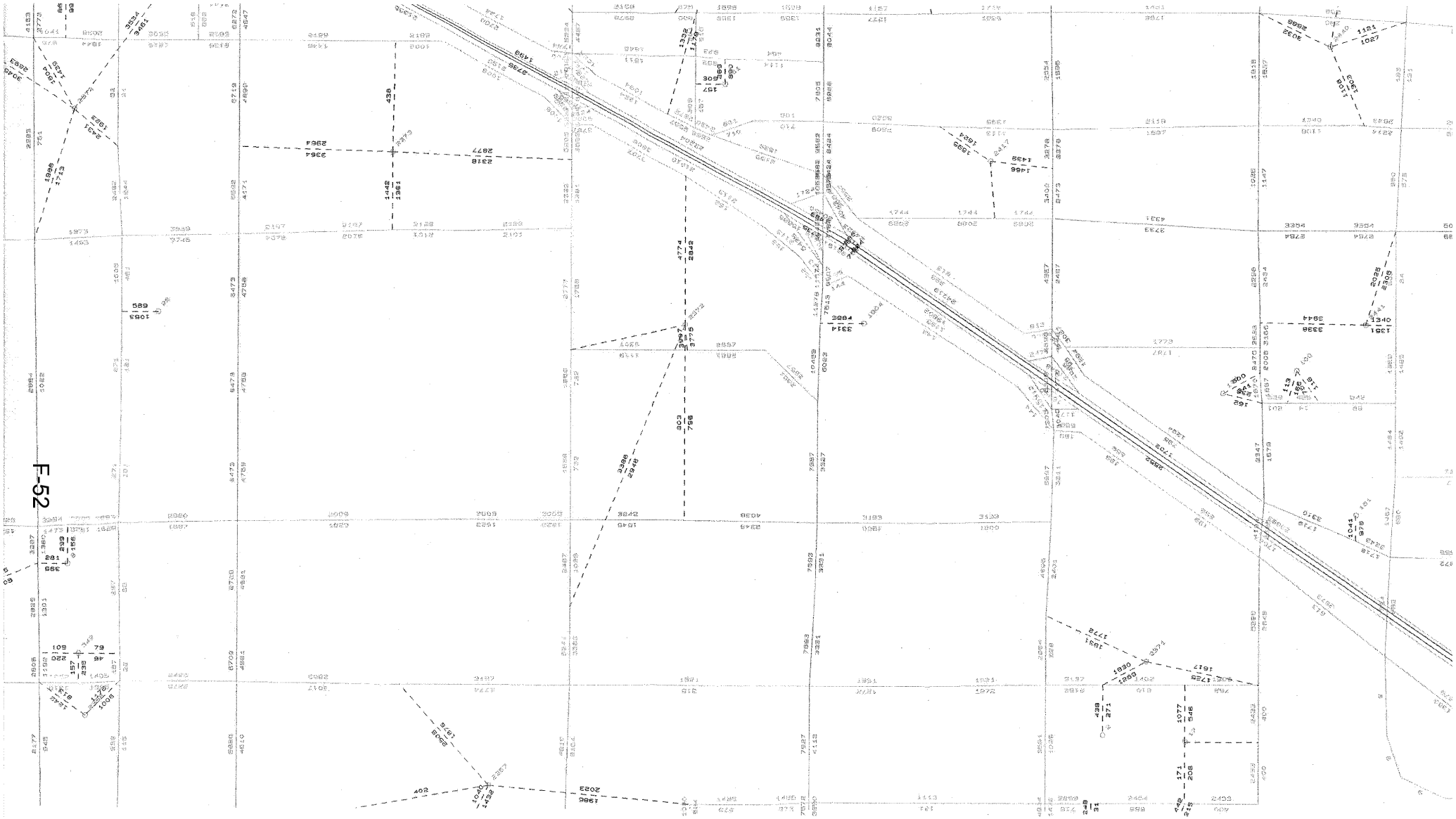

F-59
2000 Passage
PM


F-60
2000 Passaic
PM



DEEP CREEK (TT 16569), URBAN CROSSROADS, YEAR 2025, PM PK PERIOD
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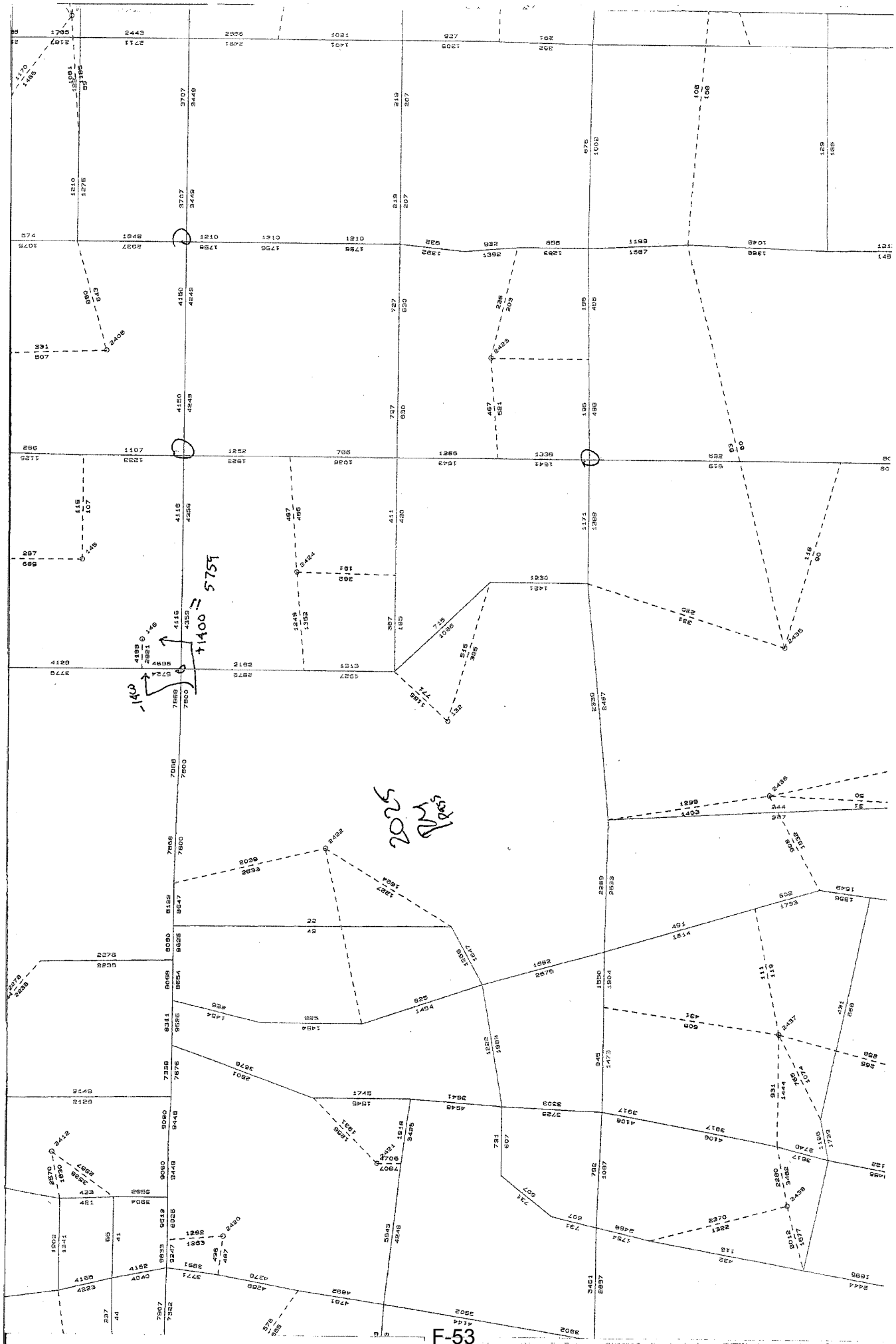
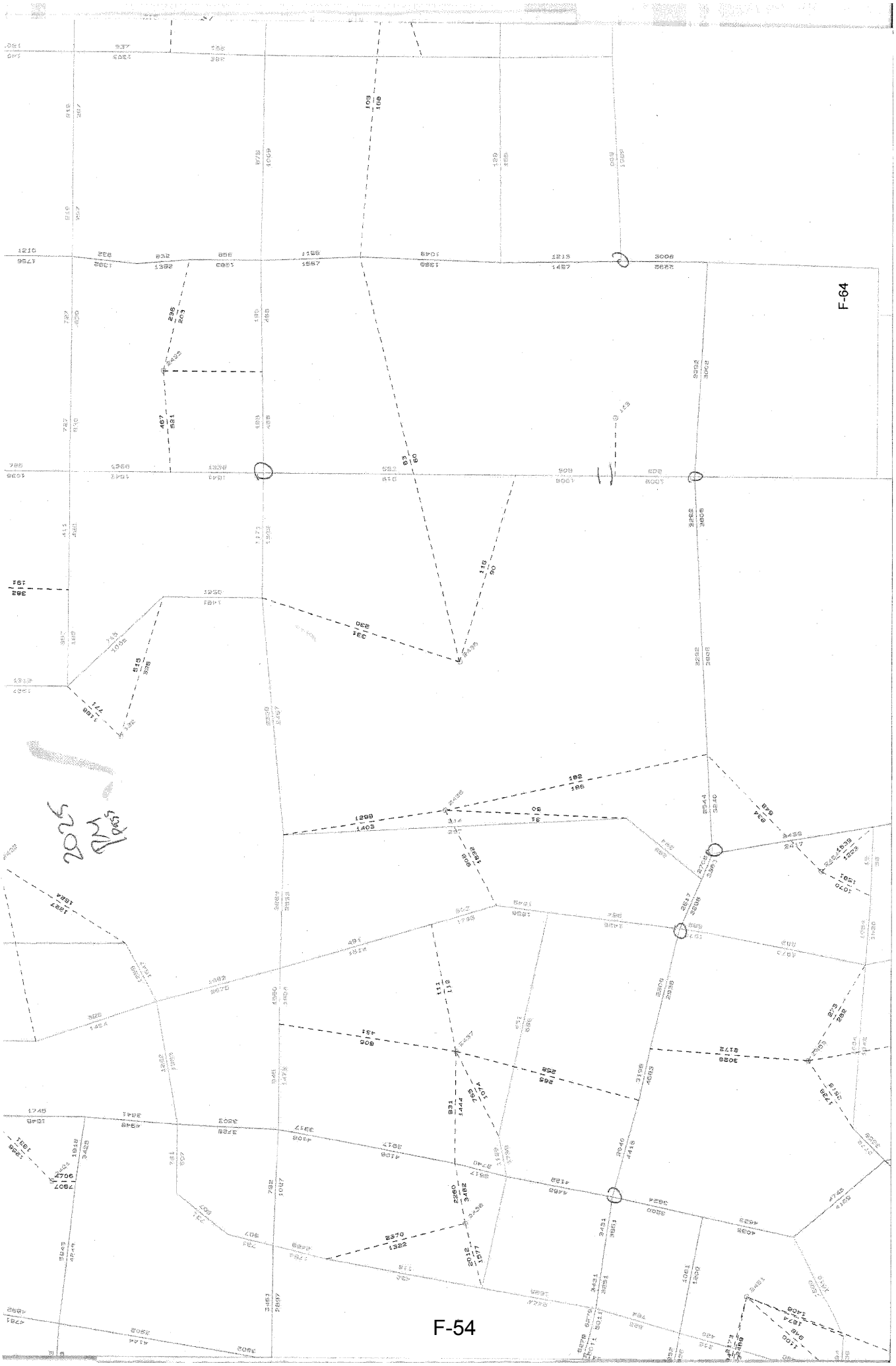
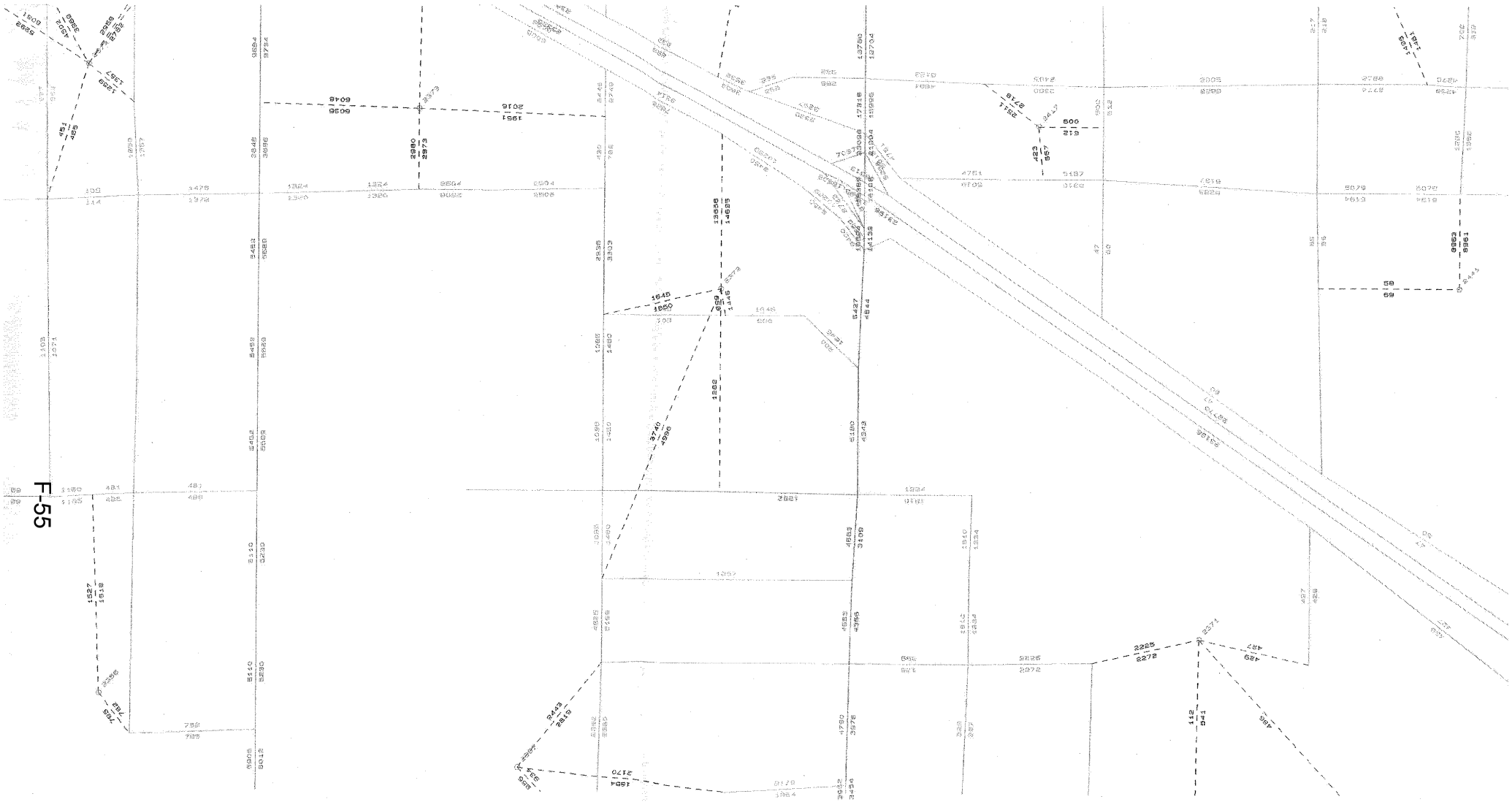

+1400 = 5759
-143
2025 Pass


F-64
2025
F-54



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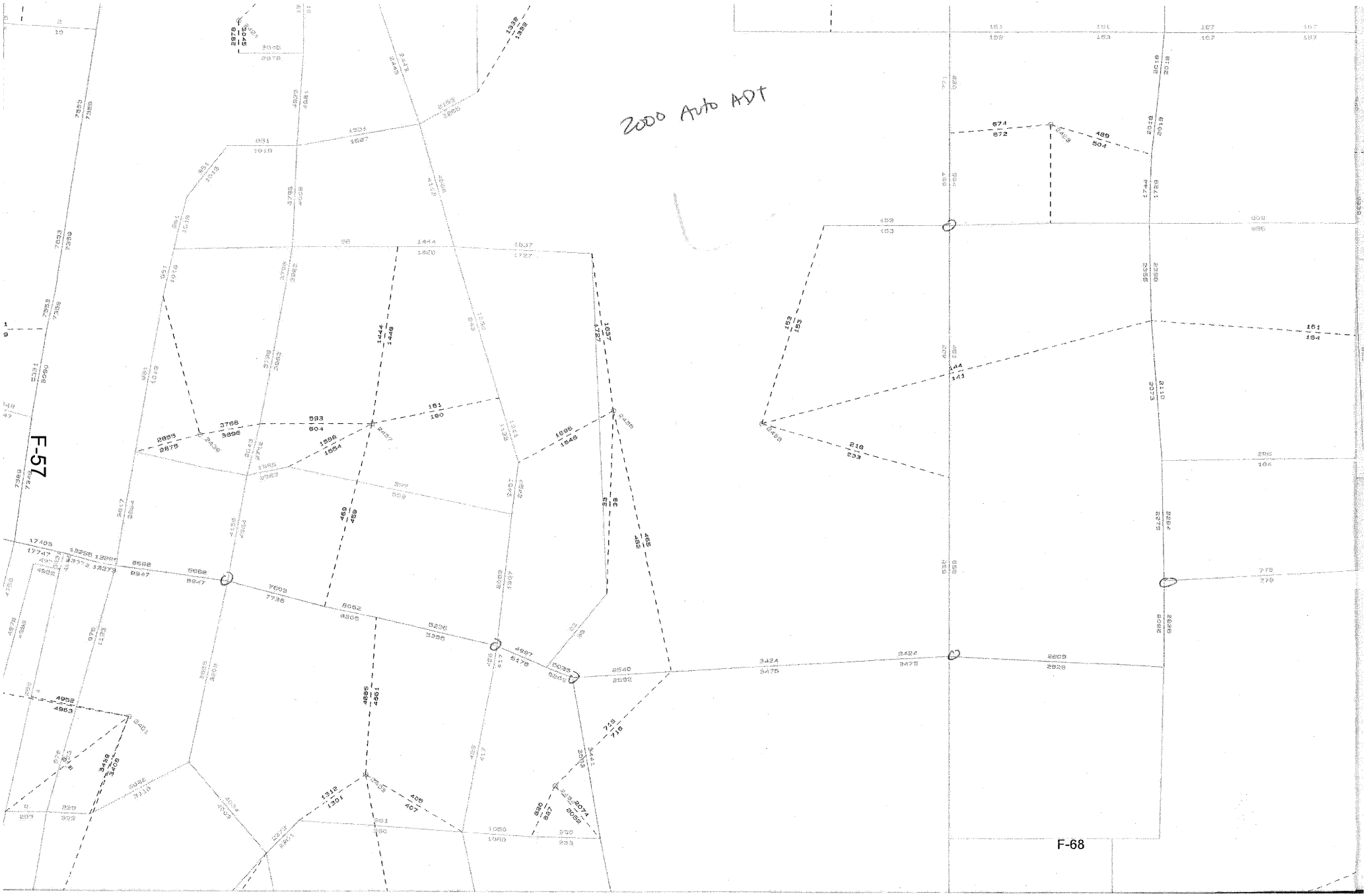
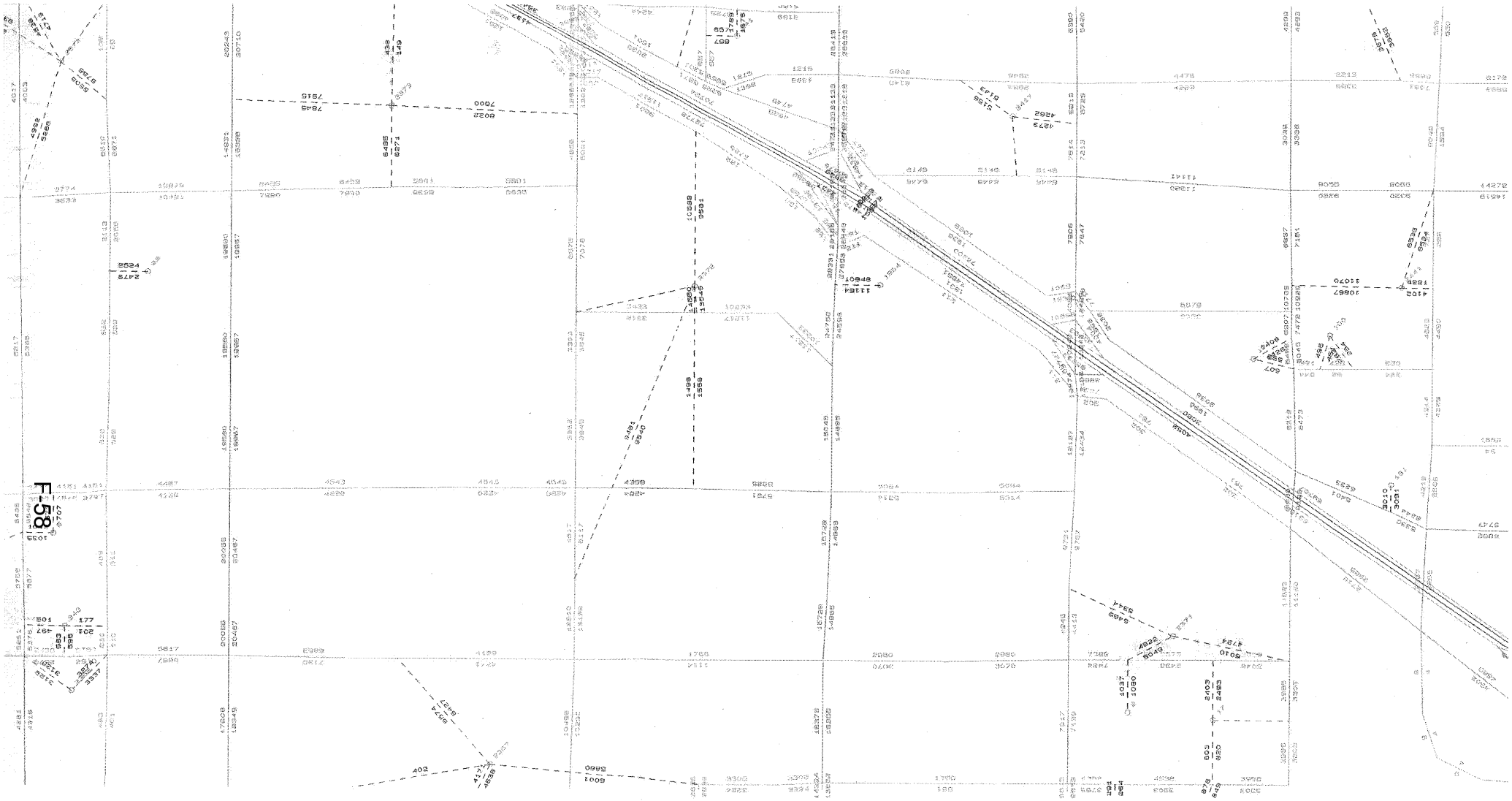
F-67
Hope Valley
200 Ave Apt


2000 Auto ADT
F-57
F-68



DEEP CREEK (TT 16569), URBAN CROSSROADS, YEAR 2025, ADT
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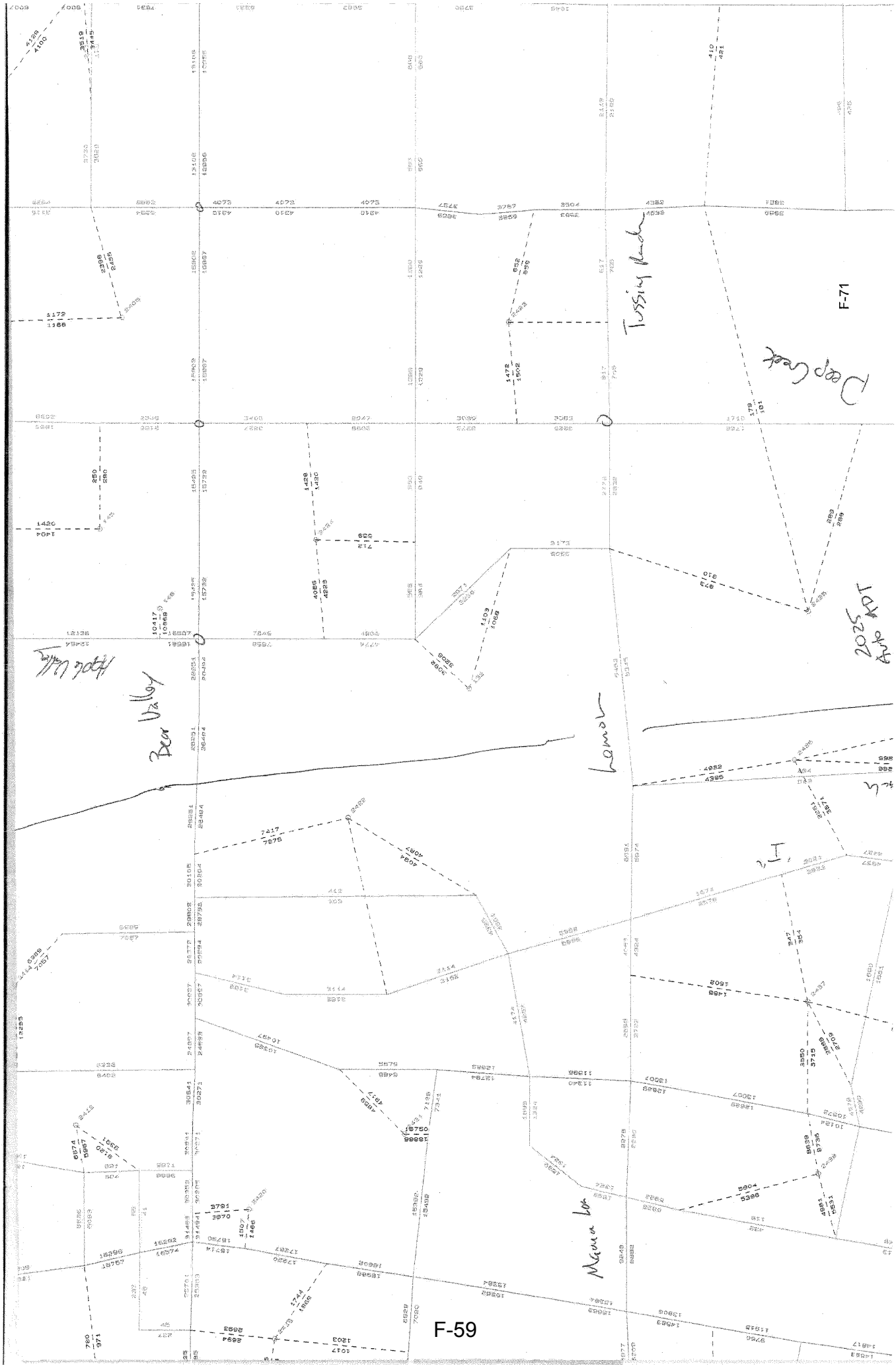
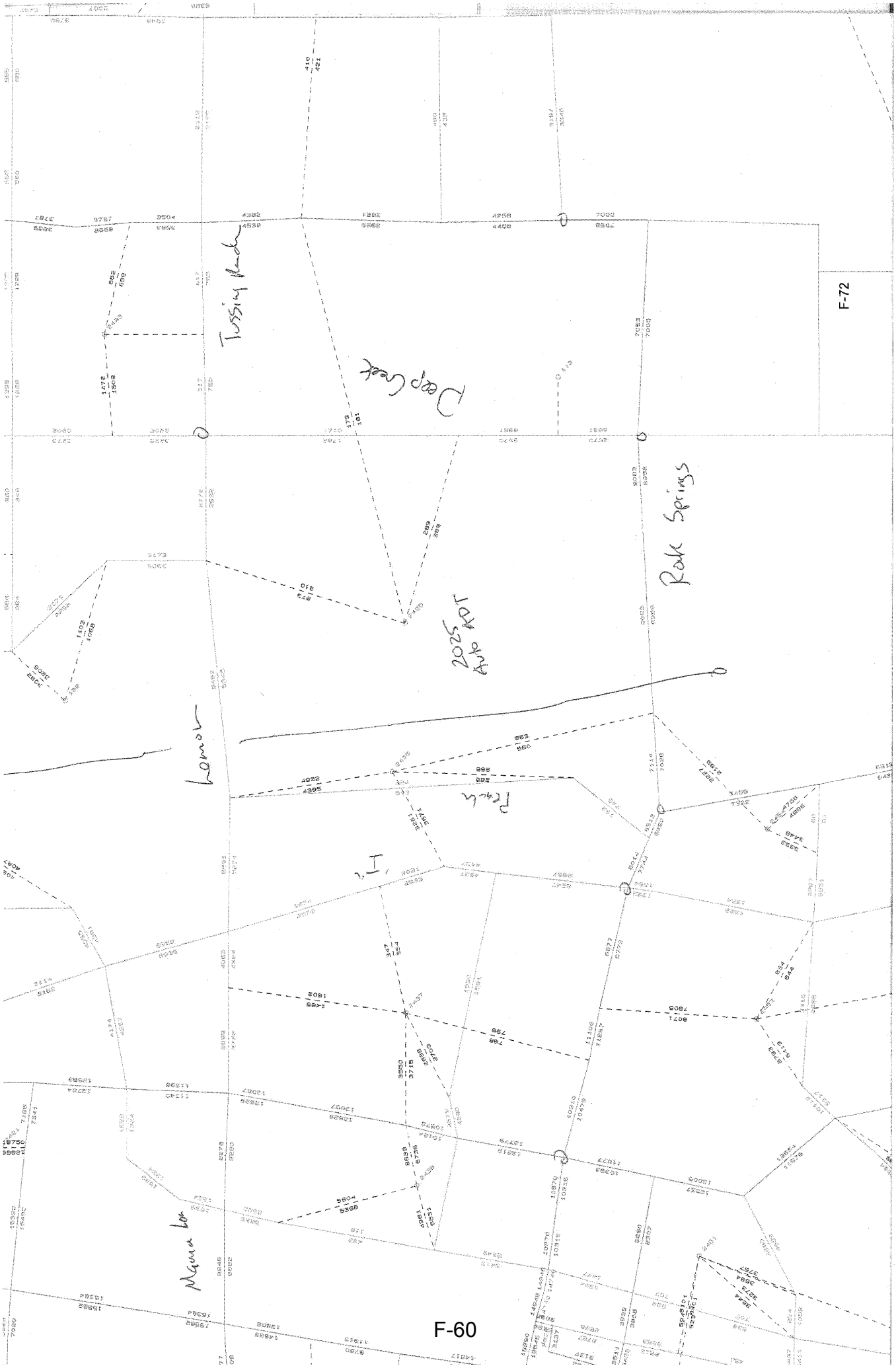

F-71
Deer Creek
Tussing Meadow
Bear Valley
Lemon
Mauna Loa
Apple Valley
2025 Apr


Tussing Road
Deer Creek
Rock Springs
2025 Apt Ave
Lomax
Park
Mauer Ln

F-72

APPENDIX G

2015 PEAK HOUR DIRECTIONAL GROWTH INCREMENT CALCULATIONS

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Based on the Urban Crossroads Inc. letter report dated July 24, 2009, the traffic volume growth trends in the study area are generally negative from 2007 to 2009. County of San Bernardino staff reviewed this letter report and concurred they are aware of these traffic volume trends. Therefore, the 2007 data presented in this traffic study is considered to be representative of / conservative with respect to 2009 traffic volumes.

In order to generate 2015 Without Project peak hour volumes, the following calculation steps were taken:

- Step 1: Illustrate Existing (2007 = 2009) Volumes.
- Step 2: Illustrate RAW 2030 Without Project Volumes
- Step 3: Determine the Delta between 2030 Without Project and Existing (2009) Volumes
- Step 4: Divide Step 3 by 21 to determine average rate of growth per year for 21 years (2009 to 2030).
- Step 5: Multiply Step 4 by 6 to determine 6 year growth using interpolation method
- Step 6 (Interpolated 2015 Without Project Volumes): Add Step 5 volumes to Existing (2009) volumes.
- Step 7: Determine 2015 Without Project Volumes by using typical Ambient Growth (3% per year) + Cumulative projects method.
- Step 8: Compare Interpolated volumes (from Step 6) to AG+C volumes (from Step 7) and select largest quantity for each turning movement.
- Step 9: Check for reasonableness of flow.

Step1 Exist (2009) Vols
AM PEAK HOUR VOLUME CALCS

Int Num	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	252	237	34	48	141	243	199	399	167	61	601	42
2	50	94	19	18	58	75	43	300	24	12	563	56
3	0	186	187	205	102	0	0	0	0	169	0	389
4	132	157	42	90	84	1346	559	836	90	119	1324	131
5	109	0	92	0	0	0	0	907	146	80	1381	0
6	0	212	4	3	204	0	2	0	1	10	0	13
7	0	207	0	0	215	0	0	0	0	0	0	0
8	3	189	0	0	211	4	9	0	9	0	0	0
9	27	32	8	8	16	194	159	228	5	7	329	13
10	256	174	90	48	156	182	95	674	120	86	701	45
11	12	6	3	18	8	216	149	98	3	1	113	24

U:\UcJobs_04100-04500_04400\04476\Excel\Interim Year Volume Calcs 4476-14\[IY WOP AM.xls]Step1 Exist (2009) Vols

Step2 RAW 2030 Vols
AM PEAK HOUR VOLUME CALCS

Int Num	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	252	695	65	152	528	300	399	525	259	181	601	161
2	50	121	54	52	139	75	43	538	36	47	731	120
3	0	266	386	384	250	0	0	0	0	495	0	603
4	259	364	148	195	142	1618	923	2101	177	176	1393	163
5	161	62	146	33	29	37	85	1811	172	126	1460	62
6	43	295	4	9	255	91	90	12	37	14	44	34
7	0	351	0	0	310	0	0	0	0	0	0	0
8	3	333	0	0	306	4	9	0	9	0	0	0
9	32	32	9	11	16	292	296	540	6	9	829	24
10	286	292	160	76	192	182	198	1484	206	130	857	83
11	14	6	3	18	8	435	375	177	4	1	398	59

U:\UcJobs_04100-04500_04400\04476\Excel\Interim Year Volume Calcs 4476-14\[IY WOP AM.xls]Step2 RAW 2030 Vols

Step 3 (Delta)
AM PEAK HOUR VOLUME CALCS

Int Num	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	0	458	31	104	387	57	200	126	92	120	0	119
2	0	27	35	34	81	0	0	238	12	35	168	64
3	0	80	199	179	148	0	0	0	0	326	0	214
4	127	207	106	105	58	272	364	1265	87	57	69	32
5	52	62	54	33	29	37	85	904	26	46	79	62
6	43	83	0	6	51	91	88	12	36	4	44	21
7	0	144	0	0	95	0	0	0	0	0	0	0
8	0	144	0	0	95	0	0	0	0	0	0	0
9	5	0	1	3	0	98	137	312	1	2	500	11
10	30	118	70	28	36	0	103	810	86	44	156	38
11	2	0	0	0	0	219	226	79	1	0	285	35

im Year Volume Calcs 4476-14\[IY WOP AM.xls]Step 3 (Delta)

Step 4 (Delta) div 21
AM PEAK HOUR VOLUME CALCS

Int Num	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	0	22	1	5	18	3	10	6	4	6	0	6
2	0	1	2	2	4	0	0	11	1	2	8	3
3	0	4	9	9	7	0	0	0	0	16	0	10
4	6	10	5	5	3	13	17	60	4	3	3	2
5	2	3	3	2	1	2	4	43	1	2	4	3
6	2	4	0	0	2	4	4	1	2	0	2	1
7	0	7	0	0	5	0	0	0	0	0	0	0
8	0	7	0	0	5	0	0	0	0	0	0	0
9	0	0	0	0	0	5	7	15	0	0	24	1
10	1	6	3	1	2	0	5	39	4	2	7	2
11	0	0	0	0	0	10	11	4	0	0	14	2

Year Volume Calcs 4476-14\[IY WOP AM.xls]Step 4 (Delta) div 21

Step 5 (Step 4 X 6)
AM PEAK HOUR VOLUME CALCS

Int Num	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	0	132	6	30	108	18	60	36	24	36	0	36
2	0	6	12	12	24	0	0	66	6	12	48	18
3	0	24	54	54	42	0	0	0	0	96	0	60
4	36	60	30	30	18	78	102	360	24	18	18	12
5	12	18	18	12	6	12	24	258	6	12	24	18
6	12	24	0	0	12	24	24	6	12	0	12	6
7	0	42	0	0	30	0	0	0	0	0	0	0
8	0	42	0	0	30	0	0	0	0	0	0	0
9	0	0	0	0	0	30	42	90	0	0	144	6
10	6	36	18	6	12	0	30	234	24	12	42	12
11	0	0	0	0	0	60	66	24	0	0	84	12

Year Volume Calcs 4476-14\[IY WOP AM.xls]Step 5 (Step 4 X 6)

Step 6 Interpolated Vols
AM PEAK HOUR VOLUME CALCS

Int Num	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	252	369	40	78	249	261	259	435	191	97	601	78
2	50	100	31	30	82	75	43	366	30	24	611	74
3	0	210	241	259	144	0	0	0	0	265	0	449
4	168	217	72	120	102	1424	661	1196	114	137	1342	143
5	121	18	110	12	6	12	24	1165	152	92	1405	18
6	12	236	4	3	216	24	26	6	13	10	12	19
7	0	249	0	0	245	0	0	0	0	0	0	0
8	3	231	0	0	241	4	9	0	9	0	0	0
9	27	32	8	8	16	224	201	318	5	7	473	19
10	262	210	108	54	168	182	125	908	144	98	743	57
11	12	6	3	18	8	276	215	122	3	1	197	36

:ar Volume Calcs 4476-14\[IY WOP AM.xls]Step 6 Interpolated Vols

Step7 2015 by AG+C
AM PEAK HOUR VOLUME CALCS

Int Num	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	301	283	42	59	168	290	238	480	199	77	730	55
2	60	112	25	24	69	90	51	366	29	19	696	75
3	0	222	227	259	122	0	0	0	0	215	0	505
4	158	187	51	114	100	1607	667	1309	107	144	2362	175
5	134	0	113	0	0	0	0	1400	175	104	2449	0
6	0	256	6	5	252	0	2	0	1	16	0	20
7	0	251	0	0	269	0	0	0	0	0	0	0
8	4	230	0	0	264	5	11	0	11	0	0	0
9	32	38	10	10	19	244	194	287	6	8	437	16
10	349	234	120	57	195	254	158	1088	166	107	1553	54
11	14	7	4	23	10	279	205	118	4	1	135	30

/ear Volume Calcs 4476-14\[IY WOP AM.xls]Step7 2015 by AG+C

Step8 Final 2015 Vols (without Flow conservation Adjustments)
AM PEAK HOUR VOLUME CALCS

Int Num	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	301	369	42	78	249	290	259	480	199	97	730	78
2	60	112	31	30	82	90	51	366	30	24	696	75
3	0	222	241	259	144	0	0	0	0	265	0	505
4	168	217	72	120	102	1607	667	1309	114	144	2362	175
5	134	18	113	12	6	12	24	1400	175	104	2449	18
6	12	256	6	5	252	24	26	6	13	16	12	20
7	0	251	0	0	269	0	0	0	0	0	0	0
8	4	231	0	0	264	5	11	0	11	0	0	0
9	32	38	10	10	19	244	201	318	6	8	473	19
10	349	234	120	57	195	254	158	1088	166	107	1553	57
11	14	7	4	23	10	279	215	122	4	1	197	36

'ear Volume Calcs 4476-14\[IY WOP AM.xls]Step8 Final 2015 Vols

Step1 Exist (2009) Vols
PM PEAK HOUR VOLUME CALCS

Int Num	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	269	206	54	136	331	251	410	956	342	73	549	49
2	39	46	11	61	80	71	79	698	77	16	465	32
3	0	175	103	443	209	0	0	0	0	96	0	282
4	150	229	142	143	165	980	823	1180	110	169	894	91
5	72	0	70	0	0	0	0	1458	93	94	1080	0
6	0	156	3	9	171	2	1	0	1	2	0	9
7	0	168	0	0	180	0	0	0	0	0	0	0
8	5	165	0	0	182	4	9	0	9	0	0	0
9	8	20	8	21	28	138	128	393	36	14	278	27
10	201	212	112	57	211	133	193	797	255	124	694	75
11	10	10	1	34	7	202	252	131	15	1	98	21

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Step2 RAW 2030 Vols
PM PEAK HOUR VOLUME CALCS

Int Num	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	403	757	158	387	775	366	509	956	342	149	698	153
2	93	178	96	152	213	71	79	960	113	93	695	78
3	0	335	614	860	249	0	0	0	0	335	0	515
4	234	387	273	300	458	1669	998	1625	200	335	1088	120
5	165	101	188	110	111	96	98	1648	184	163	1280	87
6	60	338	14	46	314	195	213	79	61	6	34	22
7	0	448	0	0	396	0	0	0	0	0	0	0
8	5	445	0	0	398	4	9	0	9	0	0	0
9	10	20	8	35	28	352	393	1114	47	14	643	44
10	270	277	247	92	288	133	193	1177	320	246	987	104
11	13	10	1	64	7	365	522	582	18	1	298	31

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Step 3 (Delta)
PM PEAK HOUR VOLUME CALCS

Int Num	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	134	551	104	251	444	115	99	0	0	76	149	104
2	54	132	85	91	133	0	0	262	36	77	230	46
3	0	160	511	417	40	0	0	0	0	239	0	233
4	84	158	131	157	293	689	175	445	90	166	194	29
5	93	101	118	110	111	96	98	190	91	69	200	87
6	60	182	11	37	143	193	212	79	60	4	34	13
7	0	280	0	0	216	0	0	0	0	0	0	0
8	0	280	0	0	216	0	0	0	0	0	0	0
9	2	0	0	14	0	214	265	721	11	0	365	17
10	69	65	135	35	77	0	0	380	65	122	293	29
11	3	0	0	30	0	163	270	451	3	0	200	10

im Year Volume Calcs 4476-14\[IY WOP PM.xls]Step 3 (Delta)

Step 4 (Delta) div 21
PM PEAK HOUR VOLUME CALCS

Int Num	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	6	26	5	12	21	5	5	0	0	4	7	5
2	3	6	4	4	6	0	0	12	2	4	11	2
3	0	8	24	20	2	0	0	0	0	11	0	11
4	4	8	6	7	14	33	8	21	4	8	9	1
5	4	5	6	5	5	5	5	9	4	3	10	4
6	3	9	1	2	7	9	10	4	3	0	2	1
7	0	13	0	0	10	0	0	0	0	0	0	0
8	0	13	0	0	10	0	0	0	0	0	0	0
9	0	0	0	1	0	10	13	34	1	0	17	1
10	3	3	6	2	4	0	0	18	3	6	14	1
11	0	0	0	1	0	8	13	21	0	0	10	0

Year Volume Calcs 4476-14\[IY WOP PM.xls]Step 4 (Delta) div 21

Step 5 (Step 4 X 6)
PM PEAK HOUR VOLUME CALCS

Int Num	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	36	156	30	72	126	30	30	0	0	24	42	30
2	18	36	24	24	36	0	0	72	12	24	66	12
3	0	48	144	120	12	0	0	0	0	66	0	66
4	24	48	36	42	84	198	48	126	24	48	54	6
5	24	30	36	30	30	30	30	54	24	18	60	24
6	18	54	6	12	42	54	60	24	18	0	12	6
7	0	78	0	0	60	0	0	0	0	0	0	0
8	0	78	0	0	60	0	0	0	0	0	0	0
9	0	0	0	6	0	60	78	204	6	0	102	6
10	18	18	36	12	24	0	0	108	18	36	84	6
11	0	0	0	6	0	48	78	126	0	0	60	0

Year Volume Calcs 4476-14\[IY WOP PM.xls]Step 5 (Step 4 X 6)

Step 6 Interpolated Vols
PM PEAK HOUR VOLUME CALCS

Int Num	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	305	362	84	208	457	281	440	956	342	97	591	79
2	57	82	35	85	116	71	79	770	89	40	531	44
3	0	223	247	563	221	0	0	0	0	162	0	348
4	174	277	178	185	249	1178	871	1306	134	217	948	97
5	96	30	106	30	30	30	30	1512	117	112	1140	24
6	18	210	9	21	213	56	61	24	19	2	12	15
7	0	246	0	0	240	0	0	0	0	0	0	0
8	5	243	0	0	242	4	9	0	9	0	0	0
9	8	20	8	27	28	198	206	597	42	14	380	33
10	219	230	148	69	235	133	193	905	273	160	778	81
11	10	10	1	40	7	250	330	257	15	1	158	21

ear Volume Calcs 4476-14\[IY WOP PM.xls]Step 6 Interpolated Vols

Step7 2015 by AG+C
PM PEAK HOUR VOLUME CALCS

Int Num	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	321	246	69	168	395	300	490	1155	408	90	664	62
2	47	55	19	82	96	85	94	861	92	22	571	43
3	0	209	138	577	250	0	0	0	0	124	0	364
4	179	273	173	193	197	1170	983	2389	131	204	1655	122
5	88	0	93	0	0	0	0	2742	115	117	1890	0
6	0	195	8	15	209	2	1	0	1	4	0	13
7	0	214	0	0	223	0	0	0	0	0	0	0
8	6	210	0	0	225	5	11	0	11	0	0	0
9	10	24	10	25	33	173	166	520	43	17	361	32
10	280	270	142	68	282	229	296	1837	361	163	1353	90
11	12	12	1	42	8	276	331	157	18	1	118	27

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Step8 Final 2015 Vols
PM PEAK HOUR VOLUME CALCS

(Without Flow conservation Adjustments)

Int Num	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
1	321	362	84	208	457	300	490	1155	408	97	664	79
2	57	82	35	85	116	85	94	861	92	40	571	44
3	0	223	247	577	250	0	0	0	0	162	0	364
4	179	277	178	193	249	1178	983	2389	134	217	1655	122
5	96	30	106	30	30	30	30	2742	117	117	1890	24
6	18	210	9	21	213	56	61	24	19	4	12	15
7	0	246	0	0	240	0	0	0	0	0	0	0
8	6	243	0	0	242	5	11	0	11	0	0	0
9	10	24	10	27	33	198	206	597	43	17	380	33
10	280	270	148	69	282	229	296	1837	361	163	1353	90
11	12	12	1	42	8	276	331	257	18	1	158	27

'ear Volume Calcs 4476-14\[IY WOP PM.xls]Step8 Final 2015 Vols

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APPENDIX H

2015 INTERIM YEAR WITHOUT PROJECT CONDITIONS
INTERSECTION ANALYSIS
(WITHOUT AND WITH IMPROVEMENTS)

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
AM Peak Hour

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

Intersection #1 "I" Av. (NS) / Main St. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	"I" Av. (NS)						Main St. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	30	30	10	32	32	10	32	32	10	32	32
Lanes:	2 0 2 0 1			1 0 2 0 1			2 0 2 0 1			2 0 1 1 0		
Volume Module:												
Base Vol:	301	369	42	78	249	290	259	480	199	97	730	78
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:	301	369	42	78	249	290	259	480	199	97	730	78
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:	0.85	0.85	0.85	0.91	0.91	0.91	0.91	0.91	0.91	0.78	0.78	0.78
PHF Volume:	355	435	50	86	273	318	285	528	219	125	941	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	435	50	86	273	318	285	528	219	125	941	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.05
FinalVolume:	366	457	50	86	287	318	293	554	219	129	988	106
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.81	0.19
Final Sat.:	3200	3600	1800	1700	3600	1800	3200	3600	1800	3200	3252	348
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.03	0.05	0.08	0.18	0.09	0.15	0.12	0.04	0.30	0.30
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.34	0.34	0.11	0.32	0.43	0.11	0.35	0.35	0.11	0.36	0.36
Volume/Cap:	0.85	0.37	0.08	0.44	0.25	0.41	0.85	0.43	0.34	0.36	0.85	0.85
Delay/Veh:	57.0	25.1	22.4	43.0	25.2	20.2	61.5	24.9	24.0	41.8	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	25.1	22.4	43.0	25.2	20.2	61.5	24.9	24.0	41.8	35.2	35.2
LOS by Move:	E	C	C	D	C	C	E	C	C	D	D	D
HCM2kAvgQ:	9	5	1	3	3	7	8	7	5	2	18	18

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
AM Peak Hour

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

Intersection #2 Peach Av. (NS) / Main St. (NS)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Peach Av. (NS)						Main St. (NS)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	19	19
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	60	112	31	30	82	90	51	366	30	24	696	75
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:	60	112	31	30	82	90	51	366	30	24	696	75
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:	0.75	0.75	0.75	0.78	0.78	0.78	0.79	0.79	0.79	0.88	0.88	0.88
PHF Volume:	80	149	41	39	106	116	65	465	38	27	792	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	149	41	39	106	116	65	465	38	27	792	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	80	149	41	39	106	116	65	488	38	27	831	85
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.02	0.02	0.06	0.06	0.04	0.14	0.02	0.02	0.23	0.05
Crit Moves:		****					****				****	
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.11	0.41	0.41	0.20	0.50	0.50
Volume/Cap:	0.15	0.26	0.07	0.07	0.18	0.20	0.34	0.33	0.05	0.08	0.46	0.09
Delay/Veh:	21.8	22.8	21.2	21.2	22.1	22.3	38.1	18.4	16.2	29.1	14.8	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	22.8	21.2	21.2	22.1	22.3	38.1	18.4	16.2	29.1	14.8	11.9
LOS by Move:	C	C	C	C	C	C	D	B	B	C	B	B
HCM2kAvgQ:	2	3	1	1	2	2	2	5	1	1	8	1

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
AM Peak Hour

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

Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)

Average Delay (sec/veh): 75.3 Worst Case Level Of Service: F[156.3]

Street Name:	Main St. (NS)									Rock Springs Rd. (EW)								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	242		241		259	144		0		0		0		0	265		0		505
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	242		241		259	144		0		0		0		0	265		0		505
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:	0.87	0.87		0.87		0.82	0.82		0.82		1.00	1.00		1.00		0.82	0.82		0.82	
PHF Volume:	0	280		279		315	175		0		0		0		0	322		0		614
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	280		279		315	175		0		0		0		0	322		0		614
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		558	xxxx		xxxxx		xxxx	xxxx		xxxxx		1086	xxxx		280	
Potent Cap.:	xxxx	xxxx		xxxxx		1023	xxxx		xxxxx		xxxx	xxxx		xxxxx		242	xxxx		764	
Move Cap.:	xxxx	xxxx		xxxxx		1023	xxxx		xxxxx		xxxx	xxxx		xxxxx		184	xxxx		764	
Volume/Cap:	xxxx	xxxx		xxxx		0.31	xxxx		xxxx		xxxx	xxxx		xxxx		1.75	xxxx		0.80	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		1.3	xxxx		xxxxx		xxxx	xxxx		xxxxx		22.7	xxxx		8.5	
Control Del:	xxxxx	xxxx		xxxxx		10.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		404.4	xxxx		26.0	
LOS by Move:	*	*		*		B	*		*		*	*		*		F	*		D	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					156.3				
ApproachLOS:	*					*					*					F				

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
AM Peak Hour With Improvements

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

Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Main St. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	25	25	10	35	0	0	0	0	20	20	20
Lanes:	0 0 1	0	1	1 0 1	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	242	241	259	144	0	0	0	0	265	0	505
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	242	241	259	144	0	0	0	0	265	0	505
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:	0.87	0.87	0.87	0.82	0.82	0.82	1.00	1.00	1.00	0.82	0.82	0.82
PHF Volume:	0	280	279	315	175	0	0	0	0	322	0	614
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	279	315	175	0	0	0	0	322	0	614
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	280	279	315	175	0	0	0	0	322	0	614
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1800	1800	1700	1800	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.15	0.19	0.10	0.00	0.00	0.00	0.00	0.19	0.00	0.34
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.29	0.29	0.22	0.52	0.00	0.00	0.00	0.00	0.41	0.00	0.41
Volume/Cap:	0.00	0.53	0.53	0.83	0.19	0.00	0.00	0.00	0.00	0.46	0.00	0.83
Delay/Veh:	0.0	26.1	26.0	45.6	11.0	0.0	0.0	0.0	0.0	18.6	0.0	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.1	26.0	45.6	11.0	0.0	0.0	0.0	0.0	18.6	0.0	30.1
LOS by Move:	A	C	C	D	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	7	7	11	2	0	0	0	0	7	0	17

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
AM Peak Hour

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

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 1.304
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 126.0
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	10	36	36	10	36	36	10	29	29	10	33	33
Lanes:	2 0 2	0 1		2 0 1	0 2		2 0 2	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	168	217	72	120	102	1607	667	1309	114	144	2362	175
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:	168	217	72	120	102	1607	667	1309	114	144	2362	175
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:	0.93	0.93	0.93	0.84	0.84	0.84	0.91	0.91	0.91	0.92	0.92	0.92
PHF Volume:	181	234	78	144	122	1922	733	1438	125	157	2570	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	234	78	144	122	1922	733	1438	125	157	2570	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.00	1.15	1.03	1.05	1.00	1.00	1.10	1.00
FinalVolume:	187	246	78	148	122	2211	755	1510	125	157	2827	190
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	3600	1800	3200	1800	3600	3200	3600	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.04	0.05	0.07	0.61	0.24	0.42	0.07	0.09	0.52	0.11
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.29	0.29	0.08	0.37	0.54	0.17	0.44	0.44	0.11	0.37	0.46
Volume/Cap:	0.57	0.23	0.15	0.57	0.18	1.14	1.40	0.96	0.16	0.86	1.40	0.23
Delay/Veh:	43.7	26.2	25.5	45.9	20.7	90.9	229.9	41.1	16.6	73.9	212	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	26.2	25.5	45.9	20.7	90.9	229.9	41.1	16.6	73.9	212	16.2
LOS by Move:	D	C	C	D	C	F	F	D	B	E	F	B
HCM2kAvgQ:	4	3	2	3	2	53	29	28	2	8	62	3

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
AM Peak Hour With Improvements

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

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	10	10	10	10	10	10	23	23	10	23	23
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	168	217	72	120	102	1607	667	1309	114	144	2362	175
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:	168	217	72	120	102	1607	667	1309	114	144	2362	175
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:	168	217	72	120	102	1607	667	1309	114	144	2362	175
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.84	0.84	0.00	0.91	0.91	0.91	0.92	0.92	0.92
PHF Volume:	181	233	77	143	121	0	733	1438	125	157	2567	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	233	77	143	121	0	733	1438	125	157	2567	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	0.00	1.03	1.10	1.10	1.00	1.10	1.10
FinalVolume:	186	245	77	147	128	0	755	1582	138	157	2824	209
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.68	0.32	1.00	3.72	0.28
Final Sat.:	3200	3600	1800	3200	3600	1800	3200	6623	577	1700	6703	497
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.04	0.05	0.04	0.00	0.24	0.24	0.24	0.09	0.42	0.42
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.00	0.26	0.51	0.51	0.21	0.46	0.46
Volume/Cap:	0.58	0.68	0.43	0.46	0.35	0.00	0.91	0.47	0.47	0.43	0.91	0.91
Delay/Veh:	45.7	48.7	44.0	43.5	42.6	0.0	50.3	16.0	16.0	35.0	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	48.7	44.0	43.5	42.6	0.0	50.3	16.0	16.0	35.0	29.4	29.4
LOS by Move:	D	D	D	D	D	A	D	B	B	C	C	C
HCM2kAvgQ:	4	5	3	3	2	0	17	9	9	5	26	26

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
AM Peak Hour

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

****
Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)
****
Average Delay (sec/veh): 1195.5 Worst Case Level Of Service: F[20210.5]
****

Street Name:	Deep Creek Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	134	0	113	0	0	0	0	1400	175	104	2449	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:	134	0	113	0	0	0	0	1400	175	104	2449	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:	0.79	0.79	0.79	1.00	1.00	1.00	0.86	0.86	0.86	0.81	0.81	0.81
PHF Volume:	171	0	144	0	0	0	0	1632	204	129	3042	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	171	0	144	0	0	0	0	1632	204	129	3042	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	3411	4932	816	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1836	xxxx	xxxxx
Potent Cap.:	6	1	324	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	337	xxxx	xxxxx
Move Cap.:	4	0	324	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	337	xxxx	xxxxx
Volume/Cap:	43.24	0.00	0.44	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.38	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	7	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	41.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		F			*			*			*	

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
AM Peak Hour With Improvements

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

Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Deep Creek Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	0	22	22	10	22	0
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 3 0 1			1 0 3 0 0		
Volume Module:												
Base Vol:	134	0	113	0	0	0	0	1400	175	104	2449	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:	134	0	113	0	0	0	0	1400	175	104	2449	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:	134	0	113	0	0	0	0	1400	175	104	2449	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:	0.79	0.79	0.79	1.00	1.00	1.00	0.86	0.86	0.86	0.81	0.81	0.81
PHF Volume:	171	0	144	0	0	0	0	1632	204	129	3042	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	0	144	0	0	0	0	1632	204	129	3042	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00
FinalVolume:	171	0	144	0	0	0	0	1795	204	129	3346	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.56	0.00	0.44	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	946	0	798	0	0	0	0	5400	1800	1700	5400	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.33	0.11	0.08	0.62	0.00
Crit Moves:	****										****	
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.37	0.37	0.37	0.73	0.00
Volume/Cap:	1.08	0.00	1.08	0.00	0.00	0.00	0.00	0.91	0.31	0.21	0.85	0.00
Delay/Veh:	101.5	0.0	101.5	0.0	0.0	0.0	0.0	24.5	13.8	13.2	7.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.5	0.0	101.5	0.0	0.0	0.0	0.0	24.5	13.8	13.2	7.4	0.0
LOS by Move:	F	A	F	A	A	A	A	C	B	B	A	A
HCM2kAvgQ:	14	0	14	0	0	0	0	15	3	2	18	0

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
AM Peak Hour

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

****
Intersection #6 Deep Creek Road (NS) / Tussing Ranch Road (EW)
****
Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[13.3]
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	256	6	5	252	24	26	6	13	16	12	20
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:	12	256	6	5	252	24	26	6	13	16	12	20
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:	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 Volume:	12	256	6	5	252	24	26	6	13	16	12	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	256	6	5	252	24	26	6	13	16	12	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	276	xxxx	xxxxx	262	xxxx	xxxxx	573	560	264	567	569	259
Potent Cap.:	1299	xxxx	xxxxx	1314	xxxx	xxxxx	433	440	780	438	435	785
Move Cap.:	1299	xxxx	xxxxx	1314	xxxx	xxxxx	409	434	780	422	429	785
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.06	0.01	0.02	0.04	0.03	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	478	xxxxx	xxxx	525	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.3	xxxxx	xxxxx	12.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.3			12.5		
ApproachLOS:	*			*			B			B		

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
AM Peak Hour

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

Intersection #8 Deep Creek Road (NS) / Roundup Way (EW)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[11.4]

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	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	4	240		0		0	264		5		11		0		11		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:	4	240		0		0	264		5		11		0		11		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:	0.90	0.90		0.90		0.87	0.87		0.87		0.75		0.75		0.75		0.95		0.95	
PHF Volume:	4	266		0		0	304		6		15		0		15		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	4	266		0		0	304		6		15		0		15		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:	310	xxxx	xxxxx	xxxx	xxxx	xxxxx					582	xxxx			307	xxxx	xxxx	xxxxx		
Potent Cap.:	1262	xxxx	xxxxx	xxxx	xxxx	xxxxx					479	xxxx			738	xxxx	xxxx	xxxxx		
Move Cap.:	1262	xxxx	xxxxx	xxxx	xxxx	xxxxx					477	xxxx			738	xxxx	xxxx	xxxxx		
Volume/Cap:	0.00	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					0.1	xxxx			0.1	xxxx	xxxx	xxxxx		
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx					12.8	xxxx			10.0	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:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	A	*		*		*					*	*			*		*	*		
ApproachDel:	xxxxxx			xxxxxx							11.4					xxxxxx				
ApproachLOS:	*			*							B					*				

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
AM Peak Hour

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

****
Intersection #9 Deep Creek Rd. (NS) / Rock Springs Rd. (EW)
****

Cycle (sec):	65	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

****

Street Name:	Deep Creek Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	20	20	20	10	20	20	10	17	17
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	32	38	10	10	19	244	201	318	6	8	473	19
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:	32	38	10	10	19	244	201	318	6	8	473	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.75	0.75	0.75	0.85	0.85	0.85	0.87	0.87	0.87
PHF Volume:	41	48	13	13	25	325	236	374	7	9	543	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	48	13	13	25	325	236	374	7	9	543	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	48	13	13	25	325	236	374	7	9	543	22
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.47	0.53	1.00	0.36	0.64	1.00	1.00	0.98	0.02	1.00	0.96	0.04
Final Sat.:	801	952	1800	608	1156	1800	1700	1767	33	1700	1730	70
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.02	0.02	0.18	0.14	0.21	0.21	0.01	0.31	0.31
Crit Moves:						****	****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.18	0.40	0.40	0.20	0.42	0.42
Volume/Cap:	0.17	0.17	0.02	0.07	0.07	0.59	0.75	0.53	0.53	0.03	0.75	0.75
Delay/Veh:	16.6	16.6	15.7	16.0	16.0	20.7	35.1	15.6	15.6	20.9	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.6	15.7	16.0	16.0	20.7	35.1	15.6	15.6	20.9	20.5	20.5
LOS by Move:	B	B	B	B	B	C	D	B	B	C	C	C
HCM2kAvgQ:	1	1	0	1	1	6	7	6	6	0	11	11

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
AM Peak Hour

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

****

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 1.218
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 140.8
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	31	31	10	29	29	10	25	25
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	349	234	120	57	195	254	158	1113	166	107	1633	57
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:	349	234	120	57	195	254	158	1113	166	107	1633	57
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:	0.80	0.80	0.80	0.81	0.81	0.81	0.87	0.87	0.87	0.80	0.80	0.80
PHF Volume:	438	294	151	71	242	315	182	1284	191	134	2046	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	294	151	71	242	315	182	1284	191	134	2046	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	438	309	151	71	254	315	182	1348	191	134	2149	71
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.26	0.09	0.08	0.04	0.07	0.18	0.11	0.37	0.11	0.08	0.60	0.04
Crit Moves:	****					****	****				****	
Green/Cycle:	0.18	0.32	0.32	0.11	0.26	0.26	0.08	0.41	0.41	0.09	0.41	0.41
Volume/Cap:	1.44	0.27	0.26	0.36	0.27	0.68	1.29	0.92	0.26	0.87	1.44	0.10
Delay/Veh:	267.1	30.3	30.4	50.2	35.7	44.0	226.7	43.8	23.9	92.2	239	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	267.1	30.3	30.4	50.2	35.7	44.0	226.7	43.8	23.9	92.2	239	21.6
LOS by Move:	F	C	C	D	D	D	F	D	C	F	F	C
HCM2kAvgQ:	36	4	4	3	4	11	15	28	5	8	80	2

****

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
AM Peak Hour With Improvements

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

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	29	29	10	26	26
Lanes:	2 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	349	234	120	57	195	254	158	1113	166	107	1633	57
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:	349	234	120	57	195	254	158	1113	166	107	1633	57
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:	0.80	0.80	0.80	0.81	0.81	0.81	0.87	0.87	0.87	0.80	0.80	0.80
PHF Volume:	438	294	151	71	242	315	182	1284	191	134	2046	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	294	151	71	242	315	182	1284	191	134	2046	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.00	1.10	1.00	1.00	1.10	1.10
FinalVolume:	452	309	151	71	254	315	182	1412	191	134	2251	79
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.90	0.10
Final Sat.:	3200	3600	1800	1700	3600	1800	1700	5400	1800	1700	5218	182
Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.08	0.04	0.07	0.18	0.11	0.26	0.11	0.08	0.43	0.43
Crit Moves:	****					****	****				****	
Green/Cycle:	0.15	0.16	0.16	0.16	0.18	0.18	0.13	0.43	0.43	0.15	0.45	0.45
Volume/Cap:	0.96	0.52	0.51	0.25	0.39	0.96	0.86	0.61	0.25	0.54	0.96	0.96
Delay/Veh:	66.5	31.4	32.0	29.7	29.2	72.7	61.9	18.4	14.9	33.9	32.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	31.4	32.0	29.7	29.2	72.7	61.9	18.4	14.9	33.9	32.7	32.7
LOS by Move:	E	C	C	C	C	E	E	B	B	C	C	C
HCM2kAvgQ:	11	4	4	2	3	13	8	10	3	4	25	25

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
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			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	14	7	4	23	10	279	215	122	4	1	197	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	7	4	23	10	279	215	122	4	1	197	36
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.89	0.89	0.00	0.93	0.93	0.93	0.75	0.75	0.75
PHF Volume:	19	9	5	26	11	0	231	131	4	1	263	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	9	5	26	11	0	231	131	4	1	263	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	9	5	26	11	0	231	131	4	1	263	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.85	0.15
Final Sat.:	481	515	572	482	516	574	649	693	23	634	605	111
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.01	0.05	0.02	0.00	0.36	0.19	0.19	0.00	0.43	0.43
Crit Moves:	****			****			****				****	
Delay/Veh:	9.8	9.2	8.4	9.9	9.2	0.0	11.1	8.8	8.8	8.3	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.2	8.4	9.9	9.2	0.0	11.1	8.8	8.8	8.3	11.3	11.3
LOS by Move:	A	A	A	A	A	*	B	A	A	A	B	B
ApproachDel:	9.4			9.7			10.3			11.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.4			9.7			10.3			11.3		
LOS by Appr:	A			A			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.0	0.7	0.7

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
AM Peak Hour With Improvements

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

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	14	14	10	14	14	10	17	17	10	17	17
Lanes:	1 0 1 0 1			1 0 1 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	14	7	4	23	10	279	215	122	4	1	197	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	7	4	23	10	279	215	122	4	1	197	36
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.89	0.89	0.00	0.93	0.93	0.93	0.75	0.75	0.75
PHF Volume:	19	9	5	26	11	0	231	131	4	1	263	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	9	5	26	11	0	231	131	4	1	263	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	9	5	26	11	0	231	131	4	1	263	48
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.85	0.15
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	1743	57	1700	1522	278
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.02	0.01	0.00	0.14	0.08	0.08	0.00	0.17	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.20	0.20	0.14	0.20	0.00	0.24	0.34	0.34	0.20	0.30	0.30
Volume/Cap:	0.08	0.03	0.01	0.11	0.03	0.00	0.57	0.22	0.22	0.00	0.57	0.57
Delay/Veh:	26.6	22.6	22.5	27.0	22.7	0.0	29.1	17.2	17.2	22.4	24.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	22.6	22.5	27.0	22.7	0.0	29.1	17.2	17.2	22.4	24.8	24.8
LOS by Move:	C	C	C	C	C	A	C	B	B	C	C	C
HCM2kAvgQ:	0	0	0	1	0	0	5	2	2	0	6	6

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
PM Peak Hour

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

****
Intersection #1 "I" Av. (NS) / Main St. (EW)
****

Cycle (sec):	115	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.0
Optimal Cycle: OPTIMIZED		Level Of Service:	D

****

Street Name:	"I" Av. (NS)						Main St. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	30	30	10	32	32	10	32	32	10	32	32
Lanes:	2 0 2	0 1		1 0 2	0 1		2 0 2	0 1		2 0 1	1 0	
Volume Module:												
Base Vol:	321	362	84	208	457	300	490	1155	408	97	664	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	362	84	208	457	300	490	1155	408	97	664	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.93	0.93	0.93	0.90	0.90	0.90	0.91	0.91	0.91
PHF Volume:	377	425	99	223	489	321	544	1283	453	107	734	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	425	99	223	489	321	544	1283	453	107	734	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.05
FinalVolume:	389	447	99	223	514	321	561	1348	453	110	770	92
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.79	0.21
Final Sat.:	3200	3600	1800	1700	3600	1800	3200	3600	1800	3200	3217	383
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.05	0.13	0.14	0.18	0.18	0.37	0.25	0.03	0.24	0.24
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.28	0.28	0.14	0.28	0.49	0.21	0.41	0.41	0.10	0.29	0.29
Volume/Cap:	0.82	0.44	0.19	0.92	0.51	0.36	0.82	0.91	0.62	0.36	0.82	0.82
Delay/Veh:	58.6	34.0	31.4	85.5	35.4	18.4	51.1	41.2	28.4	49.5	43.3	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	34.0	31.4	85.5	35.4	18.4	51.1	41.2	28.4	49.5	43.3	43.3
LOS by Move:	E	C	C	F	D	B	D	D	C	D	D	D
HCM2kAvgQ:	10	7	3	12	8	7	13	26	13	2	16	16

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
PM Peak Hour

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

Intersection #2 Peach Av. (NS) / Main St. (NS)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Peach Av. (NS)						Main St. (NS)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	19	19
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	57	82	35	85	116	85	94	891	92	40	571	44
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:	57	82	35	85	116	85	94	891	92	40	571	44
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:	0.75	0.75	0.75	0.90	0.90	0.90	0.89	0.89	0.89	0.95	0.95	0.95
PHF Volume:	76	109	47	94	129	94	106	1002	103	42	600	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	109	47	94	129	94	106	1002	103	42	600	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	76	109	47	94	129	94	106	1052	103	42	630	46
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.03	0.06	0.07	0.05	0.06	0.29	0.06	0.02	0.18	0.03
Crit Moves:					****			****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.20	0.47	0.47	0.12	0.39	0.39
Volume/Cap:	0.13	0.18	0.08	0.16	0.21	0.15	0.31	0.62	0.12	0.21	0.45	0.07
Delay/Veh:	19.4	19.8	19.0	19.7	20.0	19.6	29.3	17.6	12.7	34.5	19.7	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	19.8	19.0	19.7	20.0	19.6	29.3	17.6	12.7	34.5	19.7	16.5
LOS by Move:	B	B	B	B	C	B	C	B	B	C	B	B
HCM2kAvgQ:	1	2	1	2	2	2	3	11	2	1	6	1

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
PM Peak Hour

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

Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)

Average Delay (sec/veh): 183.3 Worst Case Level Of Service: F[608.6]

Street Name:	Main St. (NS)									Rock Springs Rd. (EW)								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	243	247			577	310			0	0		0		0	162		0		364
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	243	247			577	310			0	0		0		0	162		0		364
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:	0.94	0.94	0.94			0.90	0.90			0.90	1.00		1.00		1.00	0.83		0.83		0.83
PHF Volume:	0	259	263			644	346			0	0		0		0	194		0		436
Reduct Vol:	0	0	0			0	0			0	0		0		0	0		0		0
FinalVolume:	0	259	263			644	346			0	0		0		0	194		0		436
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx			6.4	xxxx			6.2
FollowUpTim:	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx			3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			521	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx			1892	xxxx			259
Potent Cap.:	xxxx	xxxx	xxxxx			1055	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx			78	xxxx			785
Move Cap.:	xxxx	xxxx	xxxxx			1055	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx			40	xxxx			785
Volume/Cap:	xxxx	xxxx	xxxx			0.61	xxxx	xxxx		xxxx	xxxx	xxxx	xxxx			4.87	xxxx			0.56
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			4.3	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx			22.5	xxxx			3.5
Control Del:	xxxxx	xxxx	xxxxx			13.6	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx			1942	xxxx			15.2
LOS by Move:	*	*	*			B	*	*		*	*	*	*			F	*			C
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					608.6				
ApproachLOS:	*					*					*					F				

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
PM Peak Hour With Improvements

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

Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.816
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 36.0
Optimal Cycle: 62 Level Of Service: D

Street Name:	Main St. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	25	25	10	35	0	0	0	0	20	20	20
Lanes:	0 0 1	0	1	1 0 1	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	243	247	577	310	0	0	0	0	162	0	364
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	243	247	577	310	0	0	0	0	162	0	364
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:	0.94	0.94	0.94	0.90	0.90	0.90	1.00	1.00	1.00	0.83	0.83	0.83
PHF Volume:	0	259	263	644	346	0	0	0	0	194	0	436
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	259	263	644	346	0	0	0	0	194	0	436
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	259	263	644	346	0	0	0	0	194	0	436
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1800	1800	1700	1800	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.15	0.38	0.19	0.00	0.00	0.00	0.00	0.11	0.00	0.24
Crit Moves:			****	****								****
Green/Cycle:	0.00	0.25	0.25	0.42	0.67	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.00	0.57	0.58	0.90	0.29	0.00	0.00	0.00	0.00	0.42	0.00	0.90
Delay/Veh:	0.0	34.7	34.9	41.5	6.8	0.0	0.0	0.0	0.0	30.8	0.0	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.7	34.9	41.5	6.8	0.0	0.0	0.0	0.0	30.8	0.0	54.9
LOS by Move:	A	C	C	D	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	8	8	23	4	0	0	0	0	5	0	17

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
PM Peak Hour

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

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 1.179
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 173.6
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	10	36	36	10	36	36	10	29	29	10	33	33
Lanes:	2 0 2	0 1		2 0 1	0 2		2 0 2	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	179	277	178	193	249	1178	983	2389	134	217	1655	122
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:	179	277	178	193	249	1178	983	2389	134	217	1655	122
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:	0.89	0.89	0.89	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	201	311	200	208	268	1267	1057	2569	144	234	1781	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	311	200	208	268	1267	1057	2569	144	234	1781	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
FinalVolume:	207	327	200	214	268	1431	1089	2697	144	234	1960	131
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	3600	1800	3200	1800	3600	3200	3600	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.11	0.07	0.15	0.40	0.34	0.75	0.08	0.14	0.36	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.30	0.30	0.08	0.30	0.57	0.27	0.46	0.46	0.09	0.28	0.37
Volume/Cap:	0.78	0.30	0.37	0.80	0.50	0.70	1.28	1.61	0.17	1.61	1.28	0.20
Delay/Veh:	67.3	32.5	33.5	69.8	35.3	19.9	178.4	310	18.8	359.9	173	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	32.5	33.5	69.8	35.3	19.9	178.4	310	18.8	359.9	173	26.1
LOS by Move:	E	C	C	E	D	B	F	F	B	F	F	C
HCM2kAvgQ:	6	5	6	6	8	19	41	111	3	22	43	3

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
PM Peak Hour With Improvements

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

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.3
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	10	10	10	10	10	10	23	23	10	23	23
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	179	277	178	193	249	1178	983	2389	134	217	1655	122
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:	179	277	178	193	249	1178	983	2389	134	217	1655	122
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:	179	277	178	193	249	1178	983	2389	134	217	1655	122
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	201	311	200	208	268	0	1057	2569	144	234	1781	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	311	200	208	268	0	1057	2569	144	234	1781	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	0.00	1.03	1.10	1.10	1.00	1.10	1.10
FinalVolume:	207	327	200	214	281	0	1089	2826	158	234	1960	144
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.79	0.21	1.00	3.73	0.27
Final Sat.:	3200	3600	1800	3200	3600	1800	3200	6818	382	1700	6706	494
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.11	0.07	0.08	0.00	0.34	0.41	0.41	0.14	0.29	0.29
Crit Moves:			****	****			****				****	
Green/Cycle:	0.11	0.12	0.12	0.10	0.11	0.00	0.38	0.52	0.52	0.17	0.32	0.32
Volume/Cap:	0.58	0.74	0.91	0.67	0.70	0.00	0.91	0.79	0.79	0.79	0.91	0.91
Delay/Veh:	44.7	48.9	79.5	48.7	48.4	0.0	39.6	20.6	20.6	53.1	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	48.9	79.5	48.7	48.4	0.0	39.6	20.6	20.6	53.1	38.1	38.1
LOS by Move:	D	D	E	D	D	A	D	C	C	D	D	D
HCM2kAvgQ:	4	7	9	5	6	0	22	20	20	9	19	19

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
PM Peak Hour

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

****
Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)
****
Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]
****

Street Name:	Deep Creek Rd. (NS)									Bear Valley Rd. (EW)								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	96	0	106	0	0	0	0	2742	117	117	1890	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:	96	0	106	0	0	0	0	2742	117	117	1890	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:	0.77	0.77	0.77	1.00	1.00	1.00	0.96	0.96	0.96	0.86	0.86	0.86
PHF Volume:	125	0	138	0	0	0	0	2859	122	137	2208	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	125	0	138	0	0	0	0	2859	122	137	2208	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	4237	5341	1430	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2981	xxxx	xxxxx
Potent Cap.:	1	0	126	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	119	xxxx	xxxxx
Move Cap.:	0	0	126	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	119	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	1.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.15	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	197.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	F	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
PM Peak Hour With Improvements

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

****

Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Deep Creek Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	0	22	22	10	22	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	3 0	1	1 0	3 0	0
Volume Module:												
Base Vol:	96	0	106	0	0	0	0	2742	117	117	1890	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:	96	0	106	0	0	0	0	2742	117	117	1890	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:	96	0	106	0	0	0	0	2742	117	117	1890	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:	0.77	0.77	0.77	1.00	1.00	1.00	0.96	0.96	0.96	0.86	0.86	0.86
PHF Volume:	125	0	138	0	0	0	0	2859	122	137	2208	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	0	138	0	0	0	0	2859	122	137	2208	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00
FinalVolume:	125	0	138	0	0	0	0	3145	122	137	2429	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.49	0.00	0.51	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	832	0	919	0	0	0	0	5400	1800	1700	5400	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.58	0.07	0.08	0.45	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.65	0.65	0.12	0.76	0.00
Volume/Cap:	0.90	0.00	0.90	0.00	0.00	0.00	0.00	0.90	0.11	0.68	0.59	0.00
Delay/Veh:	63.8	0.0	63.8	0.0	0.0	0.0	0.0	16.5	5.8	45.3	4.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	0.0	63.8	0.0	0.0	0.0	0.0	16.5	5.8	45.3	4.6	0.0
LOS by Move:	E	A	E	A	A	A	A	B	A	D	A	A
HCM2kAvgQ:	11	0	11	0	0	0	0	27	1	5	10	0

****

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
PM Peak Hour

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

****
Intersection #6 Deep Creek Road (NS) / Tussing Ranch Road (EW)
****
Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[14.9]
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	18	210	9	21	213	56	61	24	19	4	12	15
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	210	9	21	213	56	61	24	19	4	12	15
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:	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 Volume:	18	210	9	21	213	56	61	24	19	4	12	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	210	9	21	213	56	61	24	19	4	12	15
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	269	xxxx	xxxxx	219	xxxx	xxxxx	547	538	241	555	562	215
Potent Cap.:	1306	xxxx	xxxxx	1362	xxxx	xxxxx	451	453	803	445	439	831
Move Cap.:	1306	xxxx	xxxxx	1362	xxxx	xxxxx	424	439	803	407	426	831
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.14	0.05	0.02	0.01	0.03	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	468	xxxxx	xxxx	553	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.9	xxxxx	xxxxx	11.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			14.9			11.9		
ApproachLOS:	*			*			B			B		

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

Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
PM Peak Hour

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

****

Intersection #8 Deep Creek Road (NS) / Roundup Way (EW)

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[11.3]

****

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	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	6	243	0	0	242	5	11	0	11	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:	6	243	0	0	242	5	11	0	11	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:	0.97	0.97	0.97	0.79	0.79	0.79	0.75	0.75	0.75	0.95	0.95	0.95
PHF Volume:	6	251	0	0	307	6	15	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	251	0	0	307	6	15	0	15	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:	313	xxxx	xxxxx	xxxx	xxxx	xxxxx	574	xxxx	310	xxxx	xxxx	xxxxx
Potent Cap.:	1259	xxxx	xxxxx	xxxx	xxxx	xxxxx	484	xxxx	735	xxxx	xxxx	xxxxx
Move Cap.:	1259	xxxx	xxxxx	xxxx	xxxx	xxxxx	482	xxxx	735	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	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	0.1	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.7	xxxx	10.0	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:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.3			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
PM Peak Hour

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

****

Intersection #9 Deep Creek Rd. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Deep Creek Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	20	20	20	10	20	20	10	17	17
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	10	24	10	27	33	198	206	597	43	17	380	33
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:	10	24	10	27	33	198	206	597	43	17	380	33
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:	0.88	0.88	0.88	0.92	0.92	0.92	0.96	0.96	0.96	0.81	0.81	0.81
PHF Volume:	11	27	11	29	36	215	215	624	45	21	467	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	27	11	29	36	215	215	624	45	21	467	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	27	11	29	36	215	215	624	45	21	467	41
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.31	0.69	1.00	0.46	0.54	1.00	1.00	0.93	0.07	1.00	0.92	0.08
Final Sat.:	520	1249	1800	789	964	1800	1700	1679	121	1700	1656	144
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.04	0.04	0.12	0.13	0.37	0.37	0.01	0.28	0.28
Crit Moves:						****		****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.21	0.55	0.55	0.13	0.47	0.47
Volume/Cap:	0.09	0.09	0.03	0.15	0.15	0.48	0.61	0.68	0.68	0.10	0.61	0.61
Delay/Veh:	23.1	23.1	22.7	23.5	23.5	26.4	31.6	14.8	14.8	31.2	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	23.1	22.7	23.5	23.5	26.4	31.6	14.8	14.8	31.2	17.2	17.2
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	1	1	0	1	1	5	6	13	13	1	10	10

****

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

****

Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
PM Peak Hour

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

****

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 143.7
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	31	31	10	29	29	10	25	25
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	280	270	148	69	282	229	296	1937	361	163	1403	90
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:	280	270	148	69	282	229	296	1937	361	163	1403	90
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:	0.82	0.82	0.82	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92
PHF Volume:	340	328	180	76	309	251	324	2119	395	177	1522	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	328	180	76	309	251	324	2119	395	177	1522	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	340	344	180	76	324	251	324	2225	395	177	1598	98
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.20	0.10	0.10	0.04	0.09	0.14	0.19	0.62	0.22	0.10	0.44	0.05
Crit Moves:	****					****		****		****		
Green/Cycle:	0.14	0.30	0.30	0.11	0.26	0.26	0.16	0.45	0.45	0.08	0.37	0.37
Volume/Cap:	1.38	0.32	0.34	0.42	0.35	0.54	1.20	1.38	0.49	1.25	1.20	0.15
Delay/Veh:	246.8	33.0	33.3	51.8	36.5	39.6	168.8	209	24.0	212.0	133	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	246.8	33.0	33.3	51.8	36.5	39.6	168.8	209	24.0	212.0	133	25.2
LOS by Move:	F	C	C	D	D	D	F	F	C	F	F	C
HCM2kAvgQ:	27	5	5	3	5	8	22	79	10	14	48	2

****

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

****

Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
PM Peak Hour With Improvements

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

****

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	29	29	10	26	26
Lanes:	2 0 2	0 1		1 0 2	0 1		1 0 3	0 1		1 0 2	1 0	
Volume Module:												
Base Vol:	280	270	148	69	282	229	296	1937	361	163	1403	90
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:	280	270	148	69	282	229	296	1937	361	163	1403	90
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:	0.82	0.82	0.82	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92
PHF Volume:	340	328	180	76	309	251	324	2119	395	177	1522	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	328	180	76	309	251	324	2119	395	177	1522	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.00	1.10	1.00	1.00	1.10	1.10
FinalVolume:	350	344	180	76	324	251	324	2331	395	177	1674	107
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3200	3600	1800	1700	3600	1800	1700	5400	1800	1700	5074	326
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.04	0.09	0.14	0.19	0.43	0.22	0.10	0.33	0.33
Crit Moves:	****					****		****		****		
Green/Cycle:	0.13	0.14	0.14	0.14	0.15	0.15	0.22	0.47	0.47	0.13	0.39	0.39
Volume/Cap:	0.82	0.67	0.70	0.31	0.59	0.91	0.88	0.91	0.46	0.78	0.84	0.84
Delay/Veh:	43.6	33.8	38.7	29.5	31.3	63.3	50.2	23.7	13.7	47.3	23.9	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	33.8	38.7	29.5	31.3	63.3	50.2	23.7	13.7	47.3	23.9	23.9
LOS by Move:	D	C	D	C	C	E	D	C	B	D	C	C
HCM2kAvgQ:	7	5	5	2	4	9	11	21	6	6	15	15

****

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

****

Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
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			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	12	12	1	42	8	276	331	257	18	1	158	27
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:	12	12	1	42	8	276	331	257	18	1	158	27
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.90	0.90	0.00	0.89	0.89	0.89	0.92	0.92	0.92
PHF Volume:	16	16	1	46	9	0	372	289	20	1	171	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	16	1	46	9	0	372	289	20	1	171	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	16	1	46	9	0	372	289	20	1	171	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.07	1.00	0.85	0.15
Final Sat.:	451	481	531	457	488	539	651	672	47	580	555	95
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.00	0.10	0.02	0.00	0.57	0.43	0.43	0.00	0.31	0.31
Crit Moves:	****			****			****					****
Delay/Veh:	10.3	9.7	8.8	10.7	9.6	0.0	15.2	11.3	11.3	8.7	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	9.7	8.8	10.7	9.6	0.0	15.2	11.3	11.3	8.7	10.4	10.4
LOS by Move:	B	A	A	B	A	*	C	B	B	A	B	B
ApproachDel:	10.0			10.5			13.4			10.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.0			10.5			13.4			10.4		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.0	1.3	0.7	0.7	0.0	0.4	0.4

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

Deep Creek TIA (JN 4476)
Interim Year (2015) Without Project Conditions
PM Peak Hour With Improvements

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

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	14	14	10	14	14	10	17	17	10	17	17
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	12	12	1	42	8	276	331	257	18	1	158	27
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:	12	12	1	42	8	276	331	257	18	1	158	27
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.90	0.90	0.00	0.89	0.89	0.89	0.92	0.92	0.92
PHF Volume:	16	16	1	46	9	0	372	289	20	1	171	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	16	1	46	9	0	372	289	20	1	171	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	16	1	46	9	0	372	289	20	1	171	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.07	1.00	0.85	0.15
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	1682	118	1700	1537	263
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.03	0.00	0.00	0.22	0.17	0.17	0.00	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.17	0.17	0.13	0.17	0.00	0.39	0.38	0.38	0.22	0.21	0.21
Volume/Cap:	0.08	0.05	0.00	0.22	0.03	0.00	0.57	0.45	0.45	0.00	0.52	0.52
Delay/Veh:	31.6	27.8	27.3	33.8	27.5	0.0	22.7	20.9	20.9	24.2	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	27.8	27.3	33.8	27.5	0.0	22.7	20.9	20.9	24.2	33.0	33.0
LOS by Move:	C	C	C	C	C	A	C	C	C	C	C	C
HCM2kAvgQ:	0	0	0	1	0	0	8	6	6	0	5	5

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

APPENDIX I

2015 INTERIM YEAR WITH PROJECT CONDITIONS
INTERSECTION ANALYSIS
(WITHOUT AND WITH IMPROVEMENTS)

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour

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

Intersection #1 "I" Av. (NS) / Main St. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	"I" Av. (NS)						Main St. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	30	30	10	32	32	10	32	32	10	32	32
Lanes:	2 0 2 0 1			1 0 2 0 1			2 0 2 0 1			2 0 1 1 0		
Volume Module:												
Base Vol:	301	369	42	78	249	290	259	480	199	97	730	78
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:	301	369	42	78	249	290	259	480	199	97	730	78
Added Vol:	0	0	2	2	0	0	0	5	0	5	14	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	369	44	80	249	290	259	485	199	102	744	84
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:	0.85	0.85	0.85	0.91	0.91	0.91	0.91	0.91	0.91	0.78	0.78	0.78
PHF Volume:	355	435	52	88	273	318	285	534	219	131	959	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	435	52	88	273	318	285	534	219	131	959	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.05
FinalVolume:	366	457	52	88	287	318	293	560	219	135	1007	114
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.80	0.20
Final Sat.:	3200	3600	1800	1700	3600	1800	3200	3600	1800	3200	3235	365
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.03	0.05	0.08	0.18	0.09	0.16	0.12	0.04	0.31	0.31
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.34	0.34	0.11	0.32	0.43	0.11	0.36	0.36	0.11	0.36	0.36
Volume/Cap:	0.86	0.37	0.08	0.46	0.25	0.41	0.86	0.44	0.34	0.38	0.86	0.86
Delay/Veh:	58.8	25.2	22.5	43.2	25.2	20.4	63.5	24.8	23.9	41.9	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	25.2	22.5	43.2	25.2	20.4	63.5	24.8	23.9	41.9	35.8	35.8
LOS by Move:	E	C	C	D	C	C	E	C	C	D	D	D
HCM2kAvgQ:	9	5	1	3	3	7	8	7	5	3	19	19

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour

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

****

Intersection #2 Peach Av. (NS) / Main St. (NS)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.389
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Peach Av. (NS)						Main St. (NS)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	19	19
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	60	112	31	30	82	90	51	366	30	24	696	75
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:	60	112	31	30	82	90	51	366	30	24	696	75
Added Vol:	0	0	2	3	0	0	0	9	0	6	28	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	112	33	33	82	90	51	375	30	30	724	84
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:	0.75	0.75	0.75	0.78	0.78	0.78	0.79	0.79	0.79	0.88	0.88	0.88
PHF Volume:	80	149	44	42	106	116	65	476	38	34	824	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	149	44	42	106	116	65	476	38	34	824	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	80	149	44	42	106	116	65	500	38	34	865	96
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.02	0.02	0.06	0.06	0.04	0.14	0.02	0.02	0.24	0.05
Crit Moves:		****					****				****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.12	0.39	0.39	0.20	0.47	0.47
Volume/Cap:	0.14	0.24	0.07	0.07	0.17	0.19	0.32	0.35	0.05	0.10	0.51	0.11
Delay/Veh:	19.5	20.3	19.0	19.0	19.7	19.9	35.3	18.4	16.1	28.2	15.9	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	20.3	19.0	19.0	19.7	19.9	35.3	18.4	16.1	28.2	15.9	12.6
LOS by Move:	B	C	B	B	B	B	D	B	B	C	B	B
HCM2kAvgQ:	2	3	1	1	2	2	2	5	1	1	8	1

****

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour

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

Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)

Average Delay (sec/veh): 96.4 Worst Case Level Of Service: F[195.3]

Street Name:	Main St. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 0 1			1 0 1 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	242	241	259	144	0	0	0	0	265	0	505
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	242	241	259	144	0	0	0	0	265	0	505
Added Vol:	0	0	5	16	0	0	0	0	0	15	0	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	242	246	275	144	0	0	0	0	280	0	552
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:	0.87	0.87	0.87	0.82	0.82	0.82	1.00	1.00	1.00	0.82	0.82	0.82
PHF Volume:	0	280	284	335	175	0	0	0	0	341	0	672
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	280	284	335	175	0	0	0	0	341	0	672
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	564	xxxx	xxxxx	xxxx	xxxx	xxxxx	1125	xxxx	280
Potent Cap.:	xxxx	xxxx	xxxxx	1018	xxxx	xxxxx	xxxx	xxxx	xxxxx	229	xxxx	764
Move Cap.:	xxxx	xxxx	xxxxx	1018	xxxx	xxxxx	xxxx	xxxx	xxxxx	170	xxxx	764
Volume/Cap:	xxxx	xxxx	xxxx	0.33	xxxx	xxxx	xxxx	xxxx	xxxx	2.00	xxxx	0.88
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	26.2	xxxx	11.1
Control Del:	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	514.2	xxxx	33.5
LOS by Move:	*	*	*	B	*	*	*	*	*	F	*	D
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			195.3		
ApproachLOS:	*			*			*			F		

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour With Improvements

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

Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 31.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Main St. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	25	25	10	35	0	0	0	0	20	20	20
Lanes:	0 0 1	0 1		1 0 1	0 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	0	242	241	259	144	0	0	0	0	265	0	505
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	242	241	259	144	0	0	0	0	265	0	505
Added Vol:	0	0	5	16	0	0	0	0	0	15	0	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	242	246	275	144	0	0	0	0	280	0	552
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:	0.87	0.87	0.87	0.82	0.82	0.82	1.00	1.00	1.00	0.82	0.82	0.82
PHF Volume:	0	280	284	335	175	0	0	0	0	341	0	672
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	284	335	175	0	0	0	0	341	0	672
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	280	284	335	175	0	0	0	0	341	0	672
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1800	1800	1700	1800	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.20	0.10	0.00	0.00	0.00	0.00	0.20	0.00	0.37
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.28	0.28	0.23	0.50	0.00	0.00	0.00	0.00	0.43	0.00	0.43
Volume/Cap:	0.00	0.56	0.57	0.87	0.19	0.00	0.00	0.00	0.00	0.47	0.00	0.87
Delay/Veh:	0.0	29.2	29.4	52.2	12.4	0.0	0.0	0.0	0.0	18.8	0.0	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.2	29.4	52.2	12.4	0.0	0.0	0.0	0.0	18.8	0.0	33.9
LOS by Move:	A	C	C	D	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	7	7	13	3	0	0	0	0	7	0	20

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour

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

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	1.294
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	121.3
Optimal Cycle: OPTIMIZED		Level Of Service:	F

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	10	36	36	10	36	36	10	29	29	10	33	33
Lanes:	2 0 2 0 1			2 0 1 0 2			2 0 2 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	168	217	72	120	102	1607	667	1309	114	144	2362	175
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:	168	217	72	120	102	1607	667	1309	114	144	2362	175
Added Vol:	0	0	1	5	0	0	0	3	0	2	9	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	217	73	125	102	1607	667	1312	114	146	2371	189
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:	0.93	0.93	0.93	0.84	0.84	0.84	0.91	0.91	0.91	0.92	0.92	0.92
PHF Volume:	181	234	79	150	122	1922	733	1442	125	159	2580	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	234	79	150	122	1922	733	1442	125	159	2580	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
FinalVolume:	187	246	79	154	122	2172	755	1514	125	159	2838	206
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	3600	1800	3200	1800	3600	3200	3600	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.04	0.05	0.07	0.60	0.24	0.42	0.07	0.09	0.53	0.11
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.29	0.29	0.08	0.37	0.54	0.17	0.44	0.44	0.11	0.38	0.46
Volume/Cap:	0.57	0.24	0.15	0.60	0.18	1.11	1.39	0.95	0.16	0.86	1.39	0.25
Delay/Veh:	43.7	26.5	25.8	47.1	20.7	81.6	225.2	39.3	16.4	74.5	207	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	26.5	25.8	47.1	20.7	81.6	225.2	39.3	16.4	74.5	207	16.2
LOS by Move:	D	C	C	D	C	F	F	D	B	E	F	B
HCM2kAvgQ:	4	3	2	4	2	50	29	27	2	8	62	4

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour With Improvements

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

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	10	10	10	10	10	10	23	23	10	23	23
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	168	217	72	120	102	1607	667	1309	114	144	2362	175
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:	168	217	72	120	102	1607	667	1309	114	144	2362	175
Added Vol:	0	0	1	5	0	0	0	3	0	2	9	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	217	73	125	102	1607	667	1312	114	146	2371	189
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.84	0.84	0.00	0.91	0.91	0.91	0.92	0.92	0.92
PHF Volume:	181	233	78	149	121	0	733	1442	125	159	2577	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	233	78	149	121	0	733	1442	125	159	2577	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	0.00	1.03	1.10	1.10	1.00	1.10	1.10
FinalVolume:	186	245	78	153	128	0	755	1586	138	159	2835	226
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.68	0.32	1.00	3.70	0.30
Final Sat.:	3200	3600	1800	3200	3600	1800	3200	6624	576	1700	6668	532
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.04	0.05	0.04	0.00	0.24	0.24	0.24	0.09	0.43	0.43
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.00	0.26	0.51	0.51	0.21	0.46	0.46
Volume/Cap:	0.58	0.68	0.44	0.48	0.35	0.00	0.92	0.47	0.47	0.44	0.92	0.92
Delay/Veh:	45.7	48.7	44.0	43.7	42.6	0.0	51.3	16.0	16.0	35.1	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	48.7	44.0	43.7	42.6	0.0	51.3	16.0	16.0	35.1	29.7	29.7
LOS by Move:	D	D	D	D	D	A	D	B	B	D	C	C
HCM2kAvgQ:	4	5	3	3	2	0	17	9	9	5	26	26

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour

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

****
Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)
****
Average Delay (sec/veh): 1692.4 Worst Case Level Of Service: F[25014.4]
****

Street Name:	Deep Creek Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	134	0	113	0	0	0	0	1400	175	104	2449	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:	134	0	113	0	0	0	0	1400	175	104	2449	0
Added Vol:	25	0	14	0	0	0	0	0	8	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	0	127	0	0	0	0	1400	183	109	2449	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:	0.79	0.79	0.79	1.00	1.00	1.00	0.86	0.86	0.86	0.81	0.81	0.81
PHF Volume:	203	0	162	0	0	0	0	1632	213	135	3042	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	203	0	162	0	0	0	0	1632	213	135	3042	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	3424	4945	816	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1845	xxxx	xxxxx
Potent Cap.:	6	1	324	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	334	xxxx	xxxxx
Move Cap.:	4	0	324	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	334	xxxx	xxxxx
Volume/Cap:	53.70	0.00	0.50	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.41	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.9	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	7	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	47.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour With Improvements

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

Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Deep Creek Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	0	22	22	10	22	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	3 0	1	1 0	3 0	0
Volume Module:												
Base Vol:	134	0	113	0	0	0	0	1400	175	104	2449	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:	134	0	113	0	0	0	0	1400	175	104	2449	0
Added Vol:	25	0	14	0	0	0	0	0	8	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	0	127	0	0	0	0	1400	183	109	2449	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:	0.79	0.79	0.79	1.00	1.00	1.00	0.86	0.86	0.86	0.81	0.81	0.81
PHF Volume:	203	0	162	0	0	0	0	1632	213	135	3042	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	0	162	0	0	0	0	1632	213	135	3042	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00
FinalVolume:	203	0	162	0	0	0	0	1795	213	135	3346	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.57	0.00	0.43	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	969	0	774	0	0	0	0	5400	1800	1700	5400	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.33	0.12	0.08	0.62	0.00
Crit Moves:	****										****	
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.37	0.37	0.37	0.73	0.00
Volume/Cap:	1.25	0.00	1.25	0.00	0.00	0.00	0.00	0.91	0.32	0.22	0.85	0.00
Delay/Veh:	164.4	0.0	164.4	0.0	0.0	0.0	0.0	24.5	13.9	13.3	7.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	164.4	0.0	164.4	0.0	0.0	0.0	0.0	24.5	13.9	13.3	7.4	0.0
LOS by Move:	F	A	F	A	A	A	A	C	B	B	A	A
HCM2kAvgQ:	19	0	19	0	0	0	0	15	3	2	18	0

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour

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

****

Intersection #6 Deep Creek Road (NS) / Tussing Ranch Road (EW)

****

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[14.0]

****

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	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	256	6	5	252	24	26	6	13	16	12	20
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:	12	256	6	5	252	24	26	6	13	16	12	20
Added Vol:	0	38	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	294	6	5	265	24	26	6	13	16	12	20
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:	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 Volume:	12	294	6	5	265	24	26	6	13	16	12	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	294	6	5	265	24	26	6	13	16	12	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	289	xxxx	xxxxx	300	xxxx	xxxxx	624	611	277	618	620	297
Potent Cap.:	1284	xxxx	xxxxx	1273	xxxx	xxxxx	401	411	767	405	407	747
Move Cap.:	1284	xxxx	xxxxx	1273	xxxx	xxxxx	377	406	767	389	401	747
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.07	0.01	0.02	0.04	0.03	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	447	xxxxx	xxxx	491	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.0	xxxxx	xxxxx	13.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			14.0			13.1		
ApproachLOS:	*			*			B			B		

****

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

****

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour

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

****

Intersection #7 Deep Creek Rd. (NS) / Ocotillo Wy. (EW)

****

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[11.7]

****

Street Name:	Deep Creek Rd. (NS)						Ocotillo Wy. (EW)					
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	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	251	0	0	269	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	251	0	0	269	0	0	0	0	0	0	0
Added Vol:	0	14	8	8	5	0	0	0	0	24	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	265	8	8	274	0	0	0	0	24	0	25
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	279	8	8	288	0	0	0	0	25	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	279	8	8	288	0	0	0	0	25	0	26
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	287	xxxx	xxxxx	xxxx	xxxx	xxxxx	588	588	283
Potent Cap.:	xxxx	xxxx	xxxxx	1286	xxxx	xxxxx	xxxx	xxxx	xxxxx	475	424	761
Move Cap.:	xxxx	xxxx	xxxxx	1286	xxxx	xxxxx	xxxx	xxxx	xxxxx	472	421	761
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	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	585	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

****

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

****

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour

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

Intersection #13 Deep Creek Rd (NS) / "H" Street Project Access (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.0]

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			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	251	0	0	269	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	251	0	0	269	0	0	0	0	0	0	0
Added Vol:	0	14	5	3	26	0	0	0	0	15	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	265	5	3	295	0	0	0	0	15	0	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	279	5	3	311	0	0	0	0	16	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	279	5	3	311	0	0	0	0	16	0	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	284	xxxx	xxxxx	xxxx	xxxx	xxxxx	598	598	282
Potent Cap.:	xxxx	xxxx	xxxxx	1290	xxxx	xxxxx	xxxx	xxxx	xxxxx	468	418	762
Move Cap.:	xxxx	xxxx	xxxxx	1290	xxxx	xxxxx	xxxx	xxxx	xxxxx	467	417	762
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	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	540	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.0		
ApproachLOS:	*			*			*			B		

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour

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

Intersection #12 Deep Creek Road (NS) / Project South Driveway (EW)

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[13.1]

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 0	1	0	1 0	1	0	0 0	0	0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	251	0	0	269	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	251	0	0	269	0	0	0	0	0	0	0
Added Vol:	0	13	12	2	38	0	0	0	0	36	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	264	12	2	307	0	0	0	0	36	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	278	13	2	323	0	0	0	0	38	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	278	13	2	323	0	0	0	0	38	0	6
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	291	xxxx	xxxxx	xxxx	xxxx	xxxxx	612	612	284
Potent Cap.:	xxxx	xxxx	xxxxx	1283	xxxx	xxxxx	xxxx	xxxx	xxxxx	460	411	760
Move Cap.:	xxxx	xxxx	xxxxx	1283	xxxx	xxxxx	xxxx	xxxx	xxxxx	459	410	760
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	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	487	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.1		
ApproachLOS:	*			*			*			B		

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour

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

****
Intersection #8 Deep Creek Road (NS) / Roundup Way (EW)
****
Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.3]
****

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	1	0	1	0	0	1	0	0	0
Volume Module:																
Base Vol:	4	240	0	0	264	5			11	0	11		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:	4	240	0	0	264	5			11	0	11		0	0	0	
Added Vol:	0	25	0	0	75	0			0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0			0	0	0		0	0	0	
Initial Fut:	4	265	0	0	339	5			11	0	11		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:	0.90	0.90	0.90	0.87	0.87	0.87			0.75	0.75	0.75		0.95	0.95	0.95	
PHF Volume:	4	294	0	0	390	6			15	0	15		0	0	0	
Reduct Vol:	0	0	0	0	0	0			0	0	0		0	0	0	
FinalVolume:	4	294	0	0	390	6			15	0	15		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:	396	xxxx	xxxxx	xxxx	xxxx	xxxxx			696	xxxx	393		xxxx	xxxx	xxxxx	
Potent Cap.:	1174	xxxx	xxxxx	xxxx	xxxx	xxxxx			411	xxxx	660		xxxx	xxxx	xxxxx	
Move Cap.:	1174	xxxx	xxxxx	xxxx	xxxx	xxxxx			410	xxxx	660		xxxx	xxxx	xxxxx	
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx			0.04	xxxx	0.02		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.1	xxxx	0.1		xxxx	xxxx	xxxxx	
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			14.1	xxxx	10.6		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*			B	*	B		*	*	*	
Movement:	LT	- LTR	- RT	LT	- LTR	- RT			LT	- LTR	- RT		LT	- LTR	- RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*	*	*	*			*	*	*		*	*	*	
ApproachDel:	xxxxxx			xxxxxx					12.3				xxxxxx			
ApproachLOS:	*			*					B				*			

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour

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

Intersection #9 Deep Creek Rd. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Deep Creek Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	20	20	20	10	20	20	10	17	17
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	32	38	10	10	19	244	201	318	6	8	473	19
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:	32	38	10	10	19	244	201	318	6	8	473	19
Added Vol:	0	0	0	10	0	64	22	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	38	10	20	19	308	223	318	6	8	473	22
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:	0.79	0.79	0.79	0.75	0.75	0.75	0.85	0.85	0.85	0.87	0.87	0.87
PHF Volume:	41	48	13	27	25	411	262	374	7	9	543	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	48	13	27	25	411	262	374	7	9	543	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	48	13	27	25	411	262	374	7	9	543	25
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.47	0.53	1.00	0.53	0.47	1.00	1.00	0.98	0.02	1.00	0.96	0.04
Final Sat.:	801	952	1800	896	851	1800	1700	1767	33	1700	1720	80
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.03	0.03	0.23	0.15	0.21	0.21	0.01	0.32	0.32
Crit Moves:						****	****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.20	0.40	0.40	0.20	0.40	0.40
Volume/Cap:	0.17	0.17	0.02	0.10	0.10	0.74	0.78	0.53	0.53	0.03	0.78	0.78
Delay/Veh:	16.6	16.6	15.7	16.1	16.1	25.5	36.2	15.6	15.6	20.9	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.6	15.7	16.1	16.1	25.5	36.2	15.6	15.6	20.9	22.5	22.5
LOS by Move:	B	B	B	B	B	C	D	B	B	C	C	C
HCM2kAvgQ:	1	1	0	1	1	9	8	6	6	0	12	12

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour

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

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 1.230
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 142.2
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	31	31	10	29	29	10	25	25
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	349	234	120	57	195	254	158	1113	166	107	1633	57
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:	349	234	120	57	195	254	158	1113	166	107	1633	57
Added Vol:	0	2	2	0	1	4	11	2	0	1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	349	236	122	57	196	258	169	1115	166	108	1634	57
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:	0.80	0.80	0.80	0.81	0.81	0.81	0.87	0.87	0.87	0.80	0.80	0.80
PHF Volume:	438	296	153	71	243	320	195	1286	191	135	2048	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	296	153	71	243	320	195	1286	191	135	2048	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	438	311	153	71	255	320	195	1350	191	135	2150	71
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.26	0.09	0.09	0.04	0.07	0.18	0.11	0.38	0.11	0.08	0.60	0.04
Crit Moves:	****					****	****				****	
Green/Cycle:	0.18	0.32	0.32	0.11	0.26	0.26	0.08	0.41	0.41	0.09	0.41	0.41
Volume/Cap:	1.45	0.27	0.26	0.36	0.27	0.69	1.38	0.92	0.26	0.88	1.45	0.10
Delay/Veh:	267.4	30.3	30.4	50.2	35.7	44.5	262.2	43.9	23.9	94.3	239	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	267.4	30.3	30.4	50.2	35.7	44.5	262.2	43.9	23.9	94.3	239	21.6
LOS by Move:	F	C	C	D	D	D	F	D	C	F	F	C
HCM2kAvgQ:	36	4	4	3	4	12	17	28	5	8	80	2

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour With Improvements

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

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	10	10	10	10	10	10	29	29	10	26	26
Lanes:	2 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	349	234	120	57	195	254	158	1113	166	107	1633	57
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:	349	234	120	57	195	254	158	1113	166	107	1633	57
Added Vol:	0	2	2	0	1	4	11	2	0	1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	349	236	122	57	196	258	169	1115	166	108	1634	57
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:	0.80	0.80	0.80	0.81	0.81	0.81	0.87	0.87	0.87	0.80	0.80	0.80
PHF Volume:	438	296	153	71	243	320	195	1286	191	135	2048	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	296	153	71	243	320	195	1286	191	135	2048	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.00	1.10	1.00	1.00	1.10	1.10
FinalVolume:	452	311	153	71	255	320	195	1415	191	135	2252	79
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.90	0.10
Final Sat.:	3200	3600	1800	1700	3600	1800	1700	5400	1800	1700	5218	182
Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.09	0.04	0.07	0.18	0.11	0.26	0.11	0.08	0.43	0.43
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.14	0.14	0.14	0.13	0.27	0.13	0.45	0.45	0.16	0.47	0.47
Volume/Cap:	0.91	0.60	0.59	0.29	0.53	0.67	0.86	0.58	0.24	0.51	0.91	0.91
Delay/Veh:	52.7	32.1	33.7	29.3	31.5	28.1	58.4	15.7	12.8	30.8	24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	32.1	33.7	29.3	31.5	28.1	58.4	15.7	12.8	30.8	24.0	24.0
LOS by Move:	D	C	C	C	C	C	E	B	B	C	C	C
HCM2kAvgQ:	10	4	4	2	4	8	8	9	3	4	21	21

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
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			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	14	7	4	23	10	279	215	122	4	1	197	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	7	4	23	10	279	215	122	4	1	197	36
Added Vol:	0	0	0	0	0	3	8	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	7	4	23	10	282	223	124	4	1	198	36
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.89	0.89	0.00	0.93	0.93	0.93	0.75	0.75	0.75
PHF Volume:	19	9	5	26	11	0	240	133	4	1	264	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	9	5	26	11	0	240	133	4	1	264	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	9	5	26	11	0	240	133	4	1	264	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.85	0.15
Final Sat.:	478	512	569	479	513	570	649	692	22	632	604	110
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.01	0.05	0.02	0.00	0.37	0.19	0.19	0.00	0.44	0.44
Crit Moves:	****			****			****				****	
Delay/Veh:	9.8	9.2	8.4	9.9	9.2	0.0	11.3	8.8	8.8	8.3	11.4	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.2	8.4	9.9	9.2	0.0	11.3	8.8	8.8	8.3	11.4	11.4
LOS by Move:	A	A	A	A	A	*	B	A	A	A	B	B
ApproachDel:		9.4			9.7			10.4			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			9.7			10.4			11.4	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.2	0.2	0.0	0.7	0.7

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
AM Peak Hour With Improvements

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

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	14	14	10	14	14	10	17	17	10	17	17
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	14	7	4	23	10	279	215	122	4	1	197	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	7	4	23	10	279	215	122	4	1	197	36
Added Vol:	0	0	0	0	0	3	8	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	7	4	23	10	282	223	124	4	1	198	36
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.89	0.89	0.00	0.93	0.93	0.93	0.75	0.75	0.75
PHF Volume:	19	9	5	26	11	0	240	133	4	1	264	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	9	5	26	11	0	240	133	4	1	264	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	9	5	26	11	0	240	133	4	1	264	48
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.85	0.15
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	1744	56	1700	1523	277
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.02	0.01	0.00	0.14	0.08	0.08	0.00	0.17	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.20	0.20	0.14	0.20	0.00	0.24	0.34	0.34	0.20	0.30	0.30
Volume/Cap:	0.08	0.03	0.01	0.11	0.03	0.00	0.58	0.22	0.22	0.00	0.58	0.58
Delay/Veh:	26.6	22.6	22.5	27.0	22.7	0.0	29.1	17.3	17.3	22.4	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	22.6	22.5	27.0	22.7	0.0	29.1	17.3	17.3	22.4	25.3	25.3
LOS by Move:	C	C	C	C	C	A	C	B	B	C	C	C
HCM2kAvgQ:	0	0	0	1	0	0	6	2	2	0	6	6

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour

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

****

Intersection #1 "I" Av. (NS) / Main St. (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.9
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	"I" Av. (NS)						Main St. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	30	30	10	32	32	10	32	32	10	32	32
Lanes:	2 0 2 0 1			1 0 2 0 1			2 0 2 0 1			2 0 1 1 0		
Volume Module:												
Base Vol:	321	362	84	208	457	300	490	1155	408	97	664	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	362	84	208	457	300	490	1155	408	97	664	79
Added Vol:	0	0	5	6	0	0	0	15	0	3	9	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	362	89	214	457	300	490	1170	408	100	673	83
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:	0.85	0.85	0.85	0.93	0.93	0.93	0.90	0.90	0.90	0.91	0.91	0.91
PHF Volume:	377	425	105	229	489	321	544	1300	453	110	744	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	425	105	229	489	321	544	1300	453	110	744	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.05
FinalVolume:	389	447	105	229	514	321	561	1365	453	114	781	96
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.78	0.22
Final Sat.:	3200	3600	1800	1700	3600	1800	3200	3600	1800	3200	3205	395
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.06	0.13	0.14	0.18	0.18	0.38	0.25	0.04	0.24	0.24
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.27	0.27	0.14	0.27	0.47	0.21	0.44	0.44	0.08	0.32	0.32
Volume/Cap:	0.86	0.47	0.22	0.94	0.54	0.38	0.84	0.86	0.57	0.43	0.77	0.77
Delay/Veh:	65.4	37.4	34.6	93.0	38.2	20.4	55.0	35.0	26.0	53.4	40.3	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.4	37.4	34.6	93.0	38.2	20.4	55.0	35.0	26.0	53.4	40.3	40.3
LOS by Move:	E	D	C	F	D	C	E	D	C	D	D	D
HCM2kAvgQ:	11	7	3	13	8	7	14	25	13	3	16	16

****

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour

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

Intersection #2 Peach Av. (NS) / Main St. (NS)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Peach Av. (NS)						Main St. (NS)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	19	19
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	57	82	35	85	116	85	94	891	92	40	571	44
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:	57	82	35	85	116	85	94	891	92	40	571	44
Added Vol:	0	0	6	10	0	0	0	32	0	4	19	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	82	41	95	116	85	94	923	92	44	590	50
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:	0.75	0.75	0.75	0.90	0.90	0.90	0.89	0.89	0.89	0.95	0.95	0.95
PHF Volume:	76	109	55	105	129	94	106	1038	103	46	620	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	109	55	105	129	94	106	1038	103	46	620	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	76	109	55	105	129	94	106	1090	103	46	651	53
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.03	0.06	0.07	0.05	0.06	0.30	0.06	0.03	0.18	0.03
Crit Moves:					****			****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.20	0.47	0.47	0.12	0.39	0.39
Volume/Cap:	0.13	0.18	0.09	0.18	0.21	0.15	0.31	0.64	0.12	0.23	0.47	0.08
Delay/Veh:	19.4	19.8	19.1	19.8	20.0	19.6	29.3	17.9	12.7	34.6	19.9	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	19.8	19.1	19.8	20.0	19.6	29.3	17.9	12.7	34.6	19.9	16.6
LOS by Move:	B	B	B	B	C	B	C	B	B	C	B	B
HCM2kAvgQ:	1	2	1	2	2	2	3	11	2	1	7	1

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour

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

Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)

Average Delay (sec/veh): 275.3 Worst Case Level Of Service: F[902.1]

Street Name:	Main St. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 0 1			1 0 1 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	243	247	577	310	0	0	0	0	162	0	364
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	243	247	577	310	0	0	0	0	162	0	364
Added Vol:	0	0	17	54	0	0	0	0	0	10	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	243	264	631	310	0	0	0	0	172	0	396
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:	0.94	0.94	0.94	0.90	0.90	0.90	1.00	1.00	1.00	0.83	0.83	0.83
PHF Volume:	0	259	281	704	346	0	0	0	0	206	0	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	259	281	704	346	0	0	0	0	206	0	475
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	539	xxxx	xxxxx	xxxx	xxxx	xxxxx	2013	xxxx	259
Potent Cap.:	xxxx	xxxx	xxxxx	1039	xxxx	xxxxx	xxxx	xxxx	xxxxx	65	xxxx	785
Move Cap.:	xxxx	xxxx	xxxxx	1039	xxxx	xxxxx	xxxx	xxxx	xxxxx	30	xxxx	785
Volume/Cap:	xxxx	xxxx	xxxx	0.68	xxxx	xxxx	xxxx	xxxx	xxxx	6.96	xxxx	0.60
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	5.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	25.1	xxxx	4.1
Control Del:	xxxxx	xxxx	xxxxx	15.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2941	xxxx	16.3
LOS by Move:	*	*	*	C	*	*	*	*	*	F	*	C
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			902.1		
ApproachLOS:	*			*			*			F		

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

Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour With Improvements

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

Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 43.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Main St. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	25	25	10	35	0	0	0	0	20	20	20
Lanes:	0 0 1	0	1	1 0 1	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	243	247	577	310	0	0	0	0	162	0	364
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	243	247	577	310	0	0	0	0	162	0	364
Added Vol:	0	0	17	54	0	0	0	0	0	10	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	243	264	631	310	0	0	0	0	172	0	396
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:	0.94	0.94	0.94	0.90	0.90	0.90	1.00	1.00	1.00	0.83	0.83	0.83
PHF Volume:	0	259	281	704	346	0	0	0	0	206	0	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	259	281	704	346	0	0	0	0	206	0	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	259	281	704	346	0	0	0	0	206	0	475
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1800	1800	1700	1800	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.16	0.41	0.19	0.00	0.00	0.00	0.00	0.12	0.00	0.26
Crit Moves:			****	****								****
Green/Cycle:	0.00	0.22	0.22	0.45	0.66	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.66	0.72	0.93	0.29	0.00	0.00	0.00	0.00	0.43	0.00	0.93
Delay/Veh:	0.0	45.3	48.0	47.7	8.2	0.0	0.0	0.0	0.0	34.1	0.0	63.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	45.3	48.0	47.7	8.2	0.0	0.0	0.0	0.0	34.1	0.0	63.4
LOS by Move:	A	D	D	D	A	A	A	A	A	C	A	E
HCM2kAvgQ:	0	9	11	29	5	0	0	0	0	6	0	20

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour

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

****

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 1.183
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 175.2
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	10	36	36	10	36	36	10	29	29	10	33	33
Lanes:	2 0 2 0 1			2 0 1 0 2			2 0 2 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	179	277	178	193	249	1178	983	2389	134	217	1655	122
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:	179	277	178	193	249	1178	983	2389	134	217	1655	122
Added Vol:	0	0	3	15	0	0	0	10	0	2	6	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	277	181	208	249	1178	983	2399	134	219	1661	131
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:	0.89	0.89	0.89	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	201	311	203	224	268	1267	1057	2580	144	236	1788	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	311	203	224	268	1267	1057	2580	144	236	1788	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
FinalVolume:	207	327	203	230	268	1431	1089	2709	144	236	1967	141
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	3600	1800	3200	1800	3600	3200	3600	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.11	0.07	0.15	0.40	0.34	0.75	0.08	0.14	0.36	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.30	0.30	0.08	0.30	0.57	0.27	0.46	0.46	0.09	0.28	0.37
Volume/Cap:	0.78	0.30	0.38	0.86	0.50	0.70	1.28	1.62	0.17	1.62	1.28	0.21
Delay/Veh:	67.3	32.5	33.6	78.4	35.3	19.9	179.4	314	18.8	363.2	174	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	32.5	33.6	78.4	35.3	19.9	179.4	314	18.8	363.2	174	26.2
LOS by Move:	E	C	C	E	D	B	F	F	B	F	F	C
HCM2kAvgQ:	6	5	6	7	8	19	41	112	3	22	44	3

****

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

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Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour With Improvements

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

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.8
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	10	10	10	10	10	10	23	23	10	23	23
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	3 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	179	277	178	193	249	1178	983	2389	134	217	1655	122
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:	179	277	178	193	249	1178	983	2389	134	217	1655	122
Added Vol:	0	0	3	15	0	0	0	10	0	2	6	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	277	181	208	249	1178	983	2399	134	219	1661	131
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	201	311	203	224	268	0	1057	2580	144	236	1788	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	311	203	224	268	0	1057	2580	144	236	1788	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	0.00	1.03	1.10	1.10	1.00	1.10	1.10
FinalVolume:	207	327	203	230	281	0	1089	2838	158	236	1967	155
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.79	0.21	1.00	3.71	0.29
Final Sat.:	3200	3600	1800	3200	3600	1800	3200	6819	381	1700	6674	526
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.11	0.07	0.08	0.00	0.34	0.42	0.42	0.14	0.29	0.29
Crit Moves:			****	****			****				****	
Green/Cycle:	0.11	0.12	0.12	0.10	0.11	0.00	0.37	0.52	0.52	0.17	0.32	0.32
Volume/Cap:	0.58	0.73	0.91	0.72	0.70	0.00	0.91	0.80	0.80	0.80	0.91	0.91
Delay/Veh:	44.5	48.4	80.4	51.4	48.1	0.0	40.4	20.8	20.8	53.6	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	48.4	80.4	51.4	48.1	0.0	40.4	20.8	20.8	53.6	38.5	38.5
LOS by Move:	D	D	F	D	D	A	D	C	C	D	D	D
HCM2kAvgQ:	4	7	10	5	6	0	22	20	20	10	20	20

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

Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour

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

Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)

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

Street Name:	Deep Creek Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	96	0	106	0	0	0	0	2742	117	117	1890	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:	96	0	106	0	0	0	0	2742	117	117	1890	0
Added Vol:	17	0	9	0	0	0	0	0	28	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	0	115	0	0	0	0	2742	145	132	1890	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:	0.77	0.77	0.77	1.00	1.00	1.00	0.96	0.96	0.96	0.86	0.86	0.86
PHF Volume:	147	0	150	0	0	0	0	2859	151	154	2208	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	147	0	150	0	0	0	0	2859	151	154	2208	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	4272	5376	1430	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3010	xxxx	xxxxx
Potent Cap.:	1	0	126	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	116	xxxx	xxxxx
Move Cap.:	0	0	126	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	116	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	1.18	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.33	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	10.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	264.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	F	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour With Improvements

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

****

Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Deep Creek Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	0	10	0	0	0	0	22	22	10	22	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	3 0	1	1 0	3 0	0
Volume Module:												
Base Vol:	96	0	106	0	0	0	0	2742	117	117	1890	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:	96	0	106	0	0	0	0	2742	117	117	1890	0
Added Vol:	17	0	9	0	0	0	0	0	28	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	0	115	0	0	0	0	2742	145	132	1890	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:	0.77	0.77	0.77	1.00	1.00	1.00	0.96	0.96	0.96	0.86	0.86	0.86
PHF Volume:	147	0	150	0	0	0	0	2859	151	154	2208	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	0	150	0	0	0	0	2859	151	154	2208	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00
FinalVolume:	147	0	150	0	0	0	0	3145	151	154	2429	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.51	0.00	0.49	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	867	0	882	0	0	0	0	5400	1800	1700	5400	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.58	0.08	0.09	0.45	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.64	0.64	0.11	0.75	0.00
Volume/Cap:	0.91	0.00	0.91	0.00	0.00	0.00	0.00	0.91	0.13	0.82	0.60	0.00
Delay/Veh:	65.1	0.0	65.1	0.0	0.0	0.0	0.0	18.6	6.5	62.4	5.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	0.0	65.1	0.0	0.0	0.0	0.0	18.6	6.5	62.4	5.5	0.0
LOS by Move:	E	A	E	A	A	A	A	B	A	E	A	A
HCM2kAvgQ:	12	0	12	0	0	0	0	30	2	7	11	0

****

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour

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

****

Intersection #6 Deep Creek Road (NS) / Tussing Ranch Road (EW)

****

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: C[16.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	18	210	9	21	213	56	61	24	19	4	12	15
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	210	9	21	213	56	61	24	19	4	12	15
Added Vol:	0	25	0	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	235	9	21	257	56	61	24	19	4	12	15
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:	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 Volume:	18	235	9	21	257	56	61	24	19	4	12	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	235	9	21	257	56	61	24	19	4	12	15
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	313	xxxx	xxxxx	244	xxxx	xxxxx	616	607	285	624	631	240
Potent Cap.:	1259	xxxx	xxxxx	1334	xxxx	xxxxx	406	414	759	401	401	804
Move Cap.:	1259	xxxx	xxxxx	1334	xxxx	xxxxx	380	401	759	364	389	804
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.16	0.06	0.03	0.01	0.03	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	424	xxxxx	xxxx	513	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.2	xxxxx	xxxxx	12.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			16.2			12.5		
ApproachLOS:	*			*			C			B		

****

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

****

Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour

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

****

Intersection #7 Deep Creek Rd. (NS) / Ocotillo Wy. (EW)

****

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[11.8]

****

Street Name:	Deep Creek Rd. (NS)									Ocotillo Wy. (EW)								
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	1	0	1	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	254		0		0	247		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	254		0		0	247		0		0		0		0	0		0		0
Added Vol:	0	9		27		28	15		0		0		0		0	16		0		17
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	263		27		28	262		0		0		0		0	16		0		17
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	277		28		29	276		0		0		0		0	17		0		18
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	277		28		29	276		0		0		0		0	17		0		18
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		305	xxxx		xxxxx		xxxx		xxxx		xxxxx	626		626		291
Potent Cap.:	xxxx	xxxx		xxxxx		1267	xxxx		xxxxx		xxxx		xxxx		xxxxx	451		403		753
Move Cap.:	xxxx	xxxx		xxxxx		1267	xxxx		xxxxx		xxxx		xxxx		xxxxx	443		394		753
Volume/Cap:	xxxx	xxxx		xxxx		0.02	xxxx		xxxx		xxxx		xxxx		xxxx	0.04		0.00		0.02
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.1	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		7.9	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		562		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		0.2		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		11.8		xxxxx
Shared LOS:	*	*		*		*	*		*		*		*		*	*		B		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					11.8				
ApproachLOS:	*					*					*					B				

****

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

****

Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour

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

****

Intersection #13 Deep Creek Rd (NS) / "H" Street Project Access (EW)

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[12.1]

****

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 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	254	0	0	247	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	254	0	0	247	0	0	0	0	0	0	0
Added Vol:	0	31	17	9	22	0	0	0	0	10	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	285	17	9	269	0	0	0	0	10	0	5
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	300	18	9	283	0	0	0	0	11	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	300	18	9	283	0	0	0	0	11	0	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	318	xxxx	xxxxx	xxxx	xxxx	xxxxx	611	611	309
Potent Cap.:	xxxx	xxxx	xxxxx	1254	xxxx	xxxxx	xxxx	xxxx	xxxxx	460	411	736
Move Cap.:	xxxx	xxxx	xxxxx	1254	xxxx	xxxxx	xxxx	xxxx	xxxxx	458	408	736
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	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	524	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.1		
ApproachLOS:	*			*			*			B		

****

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

****

Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour

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

Intersection #12 Deep Creek Road (NS) / Project South Driveway (EW)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[13.2]

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	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	254	0	0	247	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	254	0	0	247	0	0	0	0	0	0	0
Added Vol:	0	44	41	6	25	0	0	0	0	24	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	298	41	6	272	0	0	0	0	24	0	4
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	314	43	6	286	0	0	0	0	25	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	314	43	6	286	0	0	0	0	25	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	357	xxxx	xxxxx	xxxx	xxxx	xxxxx	634	634	335
Potent Cap.:	xxxx	xxxx	xxxxx	1213	xxxx	xxxxx	xxxx	xxxx	xxxxx	446	399	711
Move Cap.:	xxxx	xxxx	xxxxx	1213	xxxx	xxxxx	xxxx	xxxx	xxxxx	445	397	711
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	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	470	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.2		
ApproachLOS:	*			*			*			B		

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

Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour

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

Intersection #8 Deep Creek Road (NS) / Roundup Way (EW)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[12.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	6	243	0	0	242	5	11	0	11	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:	6	243	0	0	242	5	11	0	11	0	0	0
Added Vol:	0	85	0	0	49	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	328	0	0	291	5	11	0	11	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:	0.97	0.97	0.97	0.79	0.79	0.79	0.75	0.75	0.75	0.95	0.95	0.95
PHF Volume:	6	339	0	0	369	6	15	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	339	0	0	369	6	15	0	15	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:	375	xxxx	xxxxx	xxxx	xxxx	xxxxx	724	xxxx	372	xxxx	xxxx	xxxxx
Potent Cap.:	1194	xxxx	xxxxx	xxxx	xxxx	xxxxx	396	xxxx	678	xxxx	xxxx	xxxxx
Move Cap.:	1194	xxxx	xxxxx	xxxx	xxxx	xxxxx	394	xxxx	678	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.5	xxxx	10.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.5			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour

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

****

Intersection #9 Deep Creek Rd. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Deep Creek Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	20	20	20	10	20	20	10	17	17
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	10	24	10	27	33	198	206	597	43	17	380	33
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:	10	24	10	27	33	198	206	597	43	17	380	33
Added Vol:	0	0	0	7	0	43	74	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	24	10	34	33	241	280	597	43	17	380	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.92	0.92	0.92	0.96	0.96	0.96	0.81	0.81	0.81
PHF Volume:	11	27	11	37	36	262	293	624	45	21	467	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	27	11	37	36	262	293	624	45	21	467	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	27	11	37	36	262	293	624	45	21	467	55
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.31	0.69	1.00	0.52	0.48	1.00	1.00	0.93	0.07	1.00	0.89	0.11
Final Sat.:	520	1249	1800	887	861	1800	1700	1679	121	1700	1609	191
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.04	0.04	0.15	0.17	0.37	0.37	0.01	0.29	0.29
Crit Moves:						****		****		****		
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.24	0.52	0.52	0.13	0.41	0.41
Volume/Cap:	0.08	0.08	0.02	0.16	0.16	0.55	0.71	0.71	0.71	0.09	0.71	0.71
Delay/Veh:	20.7	20.7	20.3	21.2	21.2	24.9	31.5	16.4	16.4	28.7	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.7	20.7	20.3	21.2	21.2	24.9	31.5	16.4	16.4	28.7	21.6	21.6
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C	C
HCM2kAvgQ:	1	1	0	1	1	6	8	13	13	1	11	11

****

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

Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour

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

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 1.148
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 145.2
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	31	31	10	29	29	10	25	25
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	280	270	148	69	282	229	296	1937	361	163	1403	90
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:	280	270	148	69	282	229	296	1937	361	163	1403	90
Added Vol:	0	1	2	0	3	13	7	2	0	3	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	271	150	69	285	242	303	1939	361	166	1406	90
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:	0.82	0.82	0.82	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92
PHF Volume:	340	329	182	76	312	265	332	2121	395	180	1525	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	329	182	76	312	265	332	2121	395	180	1525	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	340	345	182	76	328	265	332	2228	395	180	1601	98
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.20	0.10	0.10	0.04	0.09	0.15	0.20	0.62	0.22	0.11	0.44	0.05
Crit Moves:	****					****		****		****		
Green/Cycle:	0.14	0.30	0.30	0.11	0.26	0.26	0.16	0.45	0.45	0.08	0.37	0.37
Volume/Cap:	1.38	0.32	0.34	0.42	0.35	0.57	1.21	1.38	0.49	1.27	1.21	0.15
Delay/Veh:	247.3	33.0	33.4	51.8	36.5	40.4	172.1	210	24.0	220.7	138	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	247.3	33.0	33.4	51.8	36.5	40.4	172.1	210	24.0	220.7	138	25.4
LOS by Move:	F	C	C	D	D	D	F	F	C	F	F	C
HCM2kAvgQ:	27	5	5	3	5	9	23	79	10	14	48	2

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

Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour With Improvements

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

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	10	10	10	10	10	10	29	29	10	26	26
Lanes:	2 0 2 0 1			1 0 2 0 1			1 0 3 0 1			1 0 2 1 0		
Volume Module:												
Base Vol:	280	270	148	69	282	229	296	1937	361	163	1403	90
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:	280	270	148	69	282	229	296	1937	361	163	1403	90
Added Vol:	0	1	2	0	3	13	7	2	0	3	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	271	150	69	285	242	303	1939	361	166	1406	90
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:	0.82	0.82	0.82	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92
PHF Volume:	340	329	182	76	312	265	332	2121	395	180	1525	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	329	182	76	312	265	332	2121	395	180	1525	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.00	1.10	1.00	1.00	1.10	1.10
FinalVolume:	350	345	182	76	328	265	332	2334	395	180	1677	107
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3200	3600	1800	1700	3600	1800	1700	5400	1800	1700	5075	325
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.04	0.09	0.15	0.20	0.43	0.22	0.11	0.33	0.33
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.36	0.23	0.49	0.49	0.13	0.40	0.40
Volume/Cap:	0.82	0.72	0.76	0.33	0.68	0.41	0.86	0.88	0.44	0.79	0.82	0.82
Delay/Veh:	43.6	36.4	44.4	30.3	35.0	18.5	46.0	20.5	12.7	48.9	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	36.4	44.4	30.3	35.0	18.5	46.0	20.5	12.7	48.9	22.8	22.8
LOS by Move:	D	D	D	C	D	B	D	C	B	D	C	C
HCM2kAvgQ:	7	6	6	2	5	5	11	20	6	7	15	15

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

Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 0 Level Of Service: B

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
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			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1 0 1			1 0 1 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	12	12	1	42	8	276	331	257	18	1	158	27
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:	12	12	1	42	8	276	331	257	18	1	158	27
Added Vol:	0	0	0	0	0	9	5	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	12	1	42	8	285	336	259	18	1	161	27
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.90	0.90	0.00	0.89	0.89	0.89	0.92	0.92	0.92
PHF Volume:	16	16	1	46	9	0	378	291	20	1	175	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	16	1	46	9	0	378	291	20	1	175	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	16	1	46	9	0	378	291	20	1	175	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.06	1.00	0.86	0.14
Final Sat.:	449	479	528	456	486	536	650	672	47	579	555	93
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.00	0.10	0.02	0.00	0.58	0.43	0.43	0.00	0.31	0.31
Crit Moves:	****			****			****				****	
Delay/Veh:	10.3	9.8	8.9	10.7	9.6	0.0	15.4	11.3	11.3	8.7	10.5	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	9.8	8.9	10.7	9.6	0.0	15.4	11.3	11.3	8.7	10.5	10.5
LOS by Move:	B	A	A	B	A	*	C	B	B	A	B	B
ApproachDel:	10.0			10.6			13.6			10.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.0			10.6			13.6			10.5		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.0	1.3	0.7	0.7	0.0	0.4	0.4

Deep Creek TIA (JN 4476)
Interim Year (2015) With Project Conditions
PM Peak Hour With Improvements

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

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	14	14	10	14	14	10	17	17	10	17	17
Lanes:	1 0 1 0 1			1 0 1 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	12	12	1	42	8	276	331	257	18	1	158	27
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:	12	12	1	42	8	276	331	257	18	1	158	27
Added Vol:	0	0	0	0	0	9	5	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	12	1	42	8	285	336	259	18	1	161	27
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.90	0.90	0.00	0.89	0.89	0.89	0.92	0.92	0.92
PHF Volume:	16	16	1	46	9	0	378	291	20	1	175	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	16	1	46	9	0	378	291	20	1	175	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	16	1	46	9	0	378	291	20	1	175	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.06	1.00	0.86	0.14
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	1683	117	1700	1541	259
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.03	0.00	0.00	0.22	0.17	0.17	0.00	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.17	0.17	0.13	0.17	0.00	0.39	0.38	0.38	0.22	0.21	0.21
Volume/Cap:	0.08	0.05	0.00	0.22	0.03	0.00	0.57	0.46	0.46	0.00	0.53	0.53
Delay/Veh:	31.6	27.8	27.3	33.8	27.5	0.0	22.9	20.9	20.9	24.2	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	27.8	27.3	33.8	27.5	0.0	22.9	20.9	20.9	24.2	33.2	33.2
LOS by Move:	C	C	C	C	C	A	C	C	C	C	C	C
HCM2kAvgQ:	0	0	0	1	0	0	8	6	6	0	5	5

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

APPENDIX J

2030 WITHOUT PROJECT CONDITIONS
INTERSECTION ANALYSIS
(WITHOUT AND WITH IMPROVEMENTS)

Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour

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

Intersection #1 "I" Av. (NS) / Main St. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	"I" Av. (NS)						Main St. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	30	30	10	32	32	10	32	32	10	32	32
Lanes:	2 0 2 0 1			1 0 2 0 1			2 0 2 0 1			2 0 1 1 0		
Volume Module:												
Base Vol:	294	695	65	152	528	300	399	525	259	181	715	161
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:	294	695	65	152	528	300	399	525	259	181	715	161
Added Vol:	0	0	1	2	0	0	0	4	0	4	12	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	695	66	154	528	300	399	529	259	185	727	166
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:	309	732	69	162	556	316	420	557	273	195	765	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	732	69	162	556	316	420	557	273	195	765	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.05
FinalVolume:	319	768	69	162	584	316	433	585	273	201	804	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.63	0.37
Final Sat.:	3400	3800	1900	1800	3800	1900	3400	3800	1900	3400	3094	706
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.04	0.09	0.15	0.17	0.13	0.15	0.14	0.06	0.26	0.26
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.33	0.33	0.11	0.32	0.48	0.16	0.37	0.37	0.11	0.32	0.32
Volume/Cap:	0.80	0.62	0.11	0.82	0.48	0.35	0.80	0.42	0.39	0.51	0.80	0.80
Delay/Veh:	58.6	29.6	22.9	74.5	27.8	14.0	52.4	22.8	23.2	46.4	35.4	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	29.6	22.9	74.5	27.8	14.0	52.4	22.8	23.2	46.4	35.4	35.4
LOS by Move:	E	C	C	E	C	B	D	C	C	D	D	D
HCM2kAvgQ:	7	10	1	7	7	5	9	6	5	4	15	15

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour

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

****

Intersection #2 Peach Av. (NS) / Main St. (NS)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.288
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Peach Av. (NS)						Main St. (NS)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	19	19
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	58	121	54	52	139	88	51	538	36	47	731	120
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:	58	121	54	52	139	88	51	538	36	47	731	120
Added Vol:	0	0	2	3	0	0	0	8	0	5	24	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	121	56	55	139	88	51	546	36	52	755	128
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:	61	127	59	58	146	93	54	575	38	55	795	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	127	59	58	146	93	54	575	38	55	795	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	61	127	59	58	146	93	54	603	38	55	834	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.03	0.03	0.08	0.05	0.03	0.16	0.02	0.03	0.22	0.07
Crit Moves:					****			****		****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.19	0.44	0.44	0.13	0.37	0.37
Volume/Cap:	0.09	0.18	0.09	0.09	0.21	0.13	0.15	0.36	0.05	0.24	0.60	0.19
Delay/Veh:	16.0	16.8	15.9	15.9	17.1	16.3	27.7	13.4	11.1	34.1	20.8	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.0	16.8	15.9	15.9	17.1	16.3	27.7	13.4	11.1	34.1	20.8	16.5
LOS by Move:	B	B	B	B	B	B	C	B	B	C	C	B
HCM2kAvgQ:	1	2	1	1	2	1	1	4	0	1	8	2

****

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour

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

****

Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)

****

Average Delay (sec/veh): 419.3 Worst Case Level Of Service: F[889.7]

****

Street Name:	Main St. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 0 1			1 0 1 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	266	386	384	250	0	0	0	0	495	0	603
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	266	386	384	250	0	0	0	0	495	0	603
Added Vol:	0	0	4	14	0	0	0	0	0	13	0	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	266	390	398	250	0	0	0	0	508	0	644
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	280	411	419	263	0	0	0	0	535	0	678
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	280	411	419	263	0	0	0	0	535	0	678
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	691	xxxx	xxxxx	xxxx	xxxx	xxxxx	1381	xxxx	280
Potent Cap.:	xxxx	xxxx	xxxxx	914	xxxx	xxxxx	xxxx	xxxx	xxxxx	160	xxxx	764
Move Cap.:	xxxx	xxxx	xxxxx	914	xxxx	xxxxx	xxxx	xxxx	xxxxx	103	xxxx	764
Volume/Cap:	xxxx	xxxx	xxxx	0.46	xxxx	xxxx	xxxx	xxxx	xxxx	5.20	xxxx	0.89
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	57.5	xxxx	11.5
Control Del:	xxxxx	xxxx	xxxxx	12.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1974	xxxx	34.7
LOS by Move:	*	*	*	B	*	*	*	*	*	F	*	D
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			889.7		
ApproachLOS:	*			*			*			F		

****

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

****

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour WIMP

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

****

Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Main St. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	35	35	10	35	0	0	0	0	20	0	20
Lanes:	0 0	1 0	1	2 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	266	386	384	250	0	0	0	0	495	0	603
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	266	386	384	250	0	0	0	0	495	0	603
Added Vol:	0	0	4	14	0	0	0	0	0	13	0	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	266	390	398	250	0	0	0	0	508	0	644
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	280	411	419	263	0	0	0	0	535	0	678
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	411	419	263	0	0	0	0	535	0	678
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	280	411	432	263	0	0	0	0	535	0	678
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1900	3400	1900	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.22	0.13	0.14	0.00	0.00	0.00	0.00	0.30	0.00	0.36
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.33	0.76	0.18	0.52	0.00	0.00	0.00	0.00	0.43	0.00	0.61
Volume/Cap:	0.00	0.44	0.28	0.70	0.27	0.00	0.00	0.00	0.00	0.70	0.00	0.59
Delay/Veh:	0.0	28.5	0.5	46.5	11.3	0.0	0.0	0.0	0.0	26.3	0.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.5	0.5	46.5	11.3	0.0	0.0	0.0	0.0	26.3	0.0	9.0
LOS by Move:	A	C	A	D	B	A	A	A	A	C	A	A
HCM2kAvgQ:	0	6	0	8	3	0	0	0	0	14	0	8

****

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour

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

****

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 94.6
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	10	36	36	10	36	36	10	29	29	10	33	33
Lanes:	2 0 2	0 1		2 0 1	0 2		2 0 2	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	259	364	148	195	142	1618	923	2101	177	176	1393	163
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:	259	364	148	195	142	1618	923	2101	177	176	1393	163
Added Vol:	0	0	1	7	0	0	0	26	0	2	76	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	364	149	202	142	1618	923	2127	177	178	1469	182
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:	273	383	157	213	149	1703	972	2239	186	187	1546	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	383	157	213	149	1703	972	2239	186	187	1546	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
FinalVolume:	281	402	157	219	149	1925	1001	2351	186	187	1701	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	0.95	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3400	3800	1900	3400	1900	3600	3400	3800	1900	1800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.08	0.06	0.08	0.53	0.29	0.62	0.10	0.10	0.30	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.30	0.30	0.08	0.30	0.57	0.27	0.47	0.47	0.08	0.28	0.36
Volume/Cap:	0.99	0.35	0.28	0.77	0.26	0.93	1.08	1.33	0.21	1.25	1.08	0.28
Delay/Veh:	106.2	33.3	32.8	72.2	32.6	24.2	96.4	177	16.0	210.5	90.2	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.2	33.3	32.8	72.2	32.6	24.2	96.4	177	16.0	210.5	90.2	26.5
LOS by Move:	F	C	C	E	C	C	F	F	B	F	F	C
HCM2kAvgQ:	10	5	4	6	4	35	30	79	3	15	30	4

****

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour WIMP

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

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Lanes:	2 0 2	0 1		2 0 2	0 1		2 0 3	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	259	364	148	195	142	1618	923	2101	177	176	1393	163
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:	259	364	148	195	142	1618	923	2101	177	176	1393	163
Added Vol:	0	0	1	7	0	0	0	26	0	2	76	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	364	149	202	142	1618	923	2127	177	178	1469	182
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	383	157	213	149	0	972	2239	186	187	1546	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	383	157	213	149	0	972	2239	186	187	1546	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	0.00	1.03	1.10	1.00	1.03	1.10	1.00
FinalVolume:	281	402	157	219	157	0	1001	2463	186	193	1701	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	3800	1900	3400	3800	1900	3400	5700	1900	3400	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.08	0.06	0.04	0.00	0.29	0.43	0.10	0.06	0.30	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.13	0.13	0.09	0.13	0.00	0.33	0.51	0.51	0.16	0.34	0.43
Volume/Cap:	0.88	0.79	0.62	0.69	0.31	0.00	0.89	0.85	0.19	0.36	0.89	0.24
Delay/Veh:	61.8	43.6	41.6	44.6	31.0	0.0	33.4	15.2	8.0	30.1	29.2	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	43.6	41.6	44.6	31.0	0.0	33.4	15.2	8.0	30.1	29.2	12.4
LOS by Move:	E	D	D	D	C	A	C	B	A	C	C	B
HCM2kAvgQ:	7	7	4	4	2	0	16	17	2	2	16	2

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour

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

****

Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)

****

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

****

Street Name:	Deep Creek Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 2 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	161	62	146	33	29	37	85	1811	172	126	1460	62
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:	161	62	146	33	29	37	85	1811	172	126	1460	62
Added Vol:	4	0	3	0	0	0	0	32	1	8	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	62	149	33	29	37	85	1843	173	134	1554	62
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:	174	65	157	35	31	39	89	1940	182	141	1636	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	174	65	157	35	31	39	89	1940	182	141	1636	65
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	3234	4102	970	3132	4252	851	1701	xxxx	xxxxx	2122	xxxx	xxxxx
Potent Cap.:	4	3	257	5	2	308	379	xxxx	xxxxx	261	xxxx	xxxxx
Move Cap.:	0	1	257	0	1	308	379	xxxx	xxxxx	261	xxxx	xxxxx
Volume/Cap:	xxxx	73.99	0.61	xxxx	43.81	0.13	0.24	xxxx	xxxx	0.54	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	3.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.4	xxxx	xxxxx	34.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	D	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

****

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

****

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour WIMP

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

****

Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Deep Creek Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	161	62	146	33	29	37	85	1811	172	126	1460	62
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:	161	62	146	33	29	37	85	1811	172	126	1460	62
Added Vol:	4	0	3	0	0	0	0	32	1	8	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	62	149	33	29	37	85	1843	173	134	1554	62
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:	174	65	157	35	31	39	89	1940	182	141	1636	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	65	157	35	31	39	89	1940	182	141	1636	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
FinalVolume:	174	65	157	35	31	39	89	2037	182	141	1718	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	3800	1900	1800	3654	146
Capacity Analysis Module:												
Vol/Sat:	0.10	0.03	0.08	0.02	0.02	0.02	0.05	0.54	0.10	0.08	0.47	0.47
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.10	0.10	0.10	0.09	0.09	0.11	0.64	0.64	0.09	0.62	0.62
Volume/Cap:	0.84	0.34	0.82	0.19	0.18	0.24	0.44	0.84	0.15	0.84	0.76	0.76
Delay/Veh:	82.1	52.9	81.6	49.8	51.2	52.3	54.2	11.7	4.3	89.0	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.1	52.9	81.6	49.8	51.2	52.3	54.2	11.7	4.3	89.0	11.1	11.1
LOS by Move:	F	D	F	D	D	D	D	B	A	F	B	B
HCM2kAvgQ:	9	2	8	1	1	1	3	22	1	8	17	17

****

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour

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

****
Intersection #6 Deep Creek Road (NS) / Tussing Ranch Road (EW)
****
Average Delay (sec/veh): 6.3 Worst Case Level Of Service: D[26.8]
****

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 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	43	295	4	9	255	91	90	12	37	14	44	34
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:	43	295	4	9	255	91	90	12	37	14	44	34
Added Vol:	0	3	1	1	8	0	0	0	0	4	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	298	5	10	263	91	90	12	37	18	44	38
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:	45	314	5	11	277	96	95	13	39	19	46	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	45	314	5	11	277	96	95	13	39	19	46	40
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	373	xxxx	xxxxx	319	xxxx	xxxxx	796	755	325	778	801	316
Potent Cap.:	1197	xxxx	xxxxx	1252	xxxx	xxxxx	308	340	721	316	320	729
Move Cap.:	1197	xxxx	xxxxx	1252	xxxx	xxxxx	248	324	721	280	305	729
Volume/Cap:	0.04	xxxx	xxxx	0.01	xxxx	xxxx	0.38	0.04	0.05	0.07	0.15	0.05
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	308	xxxxx	xxxx	384	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.4	xxxxx	xxxxx	1.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.8	xxxxx	xxxxx	17.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			26.8			17.9		
ApproachLOS:	*			*			D			C		

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour WIMP

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

Intersection #6 Deep Creek Road (NS) / Tussing Ranch Road (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	10	14	14	10	14	14
Lanes:	1 0 0 1 0			1 0 0 1 0			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	43	295	4	9	255	91	90	12	37	14	44	34
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:	43	295	4	9	255	91	90	12	37	14	44	34
Added Vol:	0	3	1	1	8	0	0	0	0	4	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	298	5	10	263	91	90	12	37	18	44	38
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:	45	314	5	11	277	96	95	13	39	19	46	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	314	5	11	277	96	95	13	39	19	46	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	314	5	11	277	96	95	13	39	19	46	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.98	0.02	1.00	0.74	0.26	1.00	0.24	0.76	1.00	0.54	0.46
Final Sat.:	1800	1869	31	1800	1412	488	1800	465	1435	1800	1020	880
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.01	0.20	0.20	0.05	0.03	0.03	0.01	0.05	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.33	0.33	0.24	0.44	0.44	0.13	0.19	0.19	0.13	0.19	0.19
Volume/Cap:	0.19	0.50	0.50	0.02	0.45	0.45	0.39	0.15	0.15	0.08	0.24	0.24
Delay/Veh:	30.6	21.9	21.9	22.0	14.1	14.1	34.5	26.4	26.4	29.1	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	21.9	21.9	22.0	14.1	14.1	34.5	26.4	26.4	29.1	27.6	27.6
LOS by Move:	C	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	6	6	0	5	5	2	1	1	0	2	2

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour

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

****

Intersection #8 Deep Creek Road (NS) / Roundup Way (EW)

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[12.1]

****

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	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	3	333	0	0	306	4	11	0	11	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:	3	333	0	0	306	4	11	0	11	0	0	0								
Added Vol:	0	4	0	0	12	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	3	337	0	0	318	4	11	0	11	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:	3	355	0	0	335	4	12	0	12	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	3	355	0	0	335	4	12	0	12	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:	339	xxxx	xxxxx	xxxx	xxxx	xxxxx	698	xxxx	337	xxxx	xxxx	xxxxx								
Potent Cap.:	1232	xxxx	xxxxx	xxxx	xxxx	xxxxx	410	xxxx	710	xxxx	xxxx	xxxxx								
Move Cap.:	1232	xxxx	xxxxx	xxxx	xxxx	xxxxx	409	xxxx	710	xxxx	xxxx	xxxxx								
Volume/Cap:	0.00	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	0.1	xxxx	0.0	xxxx	xxxx	xxxxx								
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.1	xxxx	10.2	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	B	*	B	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			12.1			xxxxxx										
ApproachLOS:	*			*			B			*										

****

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

****

Traffix 7.8.0115 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour

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

****

Intersection #9 Deep Creek Rd. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 35.6
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Deep Creek Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	20	20	20	10	20	20	10	17	17
Lanes:	0 1 0	0 1		0 1 0	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	32	37	9	11	19	292	296	540	6	9	829	24
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:	32	37	9	11	19	292	296	540	6	9	829	24
Added Vol:	0	0	0	0	0	12	4	15	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	37	9	11	19	304	300	555	6	9	873	24
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:	34	39	9	12	20	320	316	584	6	9	919	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	39	9	12	20	320	316	584	6	9	919	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	39	9	12	20	320	316	584	6	9	919	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.48	0.52	1.00	0.38	0.62	1.00	1.00	0.99	0.01	1.00	0.97	0.03
Final Sat.:	859	993	1900	683	1179	1900	1800	1880	20	1800	1849	51
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.02	0.02	0.17	0.18	0.31	0.31	0.01	0.50	0.50
Crit Moves:						****	****				****	
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.20	0.60	0.60	0.16	0.56	0.56
Volume/Cap:	0.21	0.21	0.03	0.09	0.09	0.89	0.89	0.52	0.52	0.03	0.89	0.89
Delay/Veh:	42.3	42.3	39.7	40.5	40.5	72.9	72.7	9.8	9.8	42.7	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	42.3	39.7	40.5	40.5	72.9	72.7	9.8	9.8	42.7	25.9	25.9
LOS by Move:	D	D	D	D	D	E	E	A	A	D	C	C
HCM2kAvgQ:	2	2	0	1	1	15	15	8	8	0	29	29

****

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

Traffix 7.8.0115 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour WIMP

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

****

Intersection #9 Deep Creek Rd. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Deep Creek Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted Include			Permitted Include			Protected Include			Protected Include		
Rights:												
Min. Green:	20	20	20	20	20	20	10	20	20	10	17	17
Lanes:	0 1	0 0 1		0 1	0 0 1		1 0	1 1 0		1 0	1 1 0	
Volume Module:												
Base Vol:	32	37	9	11	19	292	296	540	6	9	829	24
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:	32	37	9	11	19	292	296	540	6	9	829	24
Added Vol:	0	0	0	0	0	12	4	15	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	37	9	11	19	304	300	555	6	9	873	24
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:	34	39	9	12	20	320	316	584	6	9	919	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	39	9	12	20	320	316	584	6	9	919	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
FinalVolume:	34	39	9	12	20	320	316	613	7	9	965	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.48	0.52	1.00	0.38	0.62	1.00	1.00	1.98	0.02	1.00	1.95	0.05
Final Sat.:	859	993	1900	683	1179	1900	1800	3759	41	1800	3698	102
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.02	0.02	0.17	0.18	0.16	0.16	0.01	0.26	0.26
Crit Moves:						****	****				****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.25	0.42	0.42	0.21	0.38	0.38
Volume/Cap:	0.14	0.14	0.02	0.06	0.06	0.59	0.69	0.39	0.39	0.03	0.69	0.69
Delay/Veh:	19.1	19.1	17.9	18.3	18.3	26.0	32.2	13.0	13.0	22.1	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	19.1	17.9	18.3	18.3	26.0	32.2	13.0	13.0	22.1	19.8	19.8
LOS by Move:	B	B	B	B	B	C	C	B	B	C	B	B
HCM2kAvgQ:	1	1	0	0	0	6	8	4	4	0	9	9

****

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

Traffix 7.8.0115 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour

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

****

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 57.9
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	31	31	10	29	29	10	25	25
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	286	292	160	76	192	182	198	1484	206	130	857	83
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:	286	292	160	76	192	182	198	1484	206	130	857	83
Added Vol:	34	26	13	0	9	6	18	33	14	4	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	318	173	76	201	188	216	1517	220	134	907	83
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:	337	335	182	80	212	198	227	1597	232	141	955	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	335	182	80	212	198	227	1597	232	141	955	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	337	351	182	80	222	198	227	1677	232	141	1002	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.19	0.09	0.10	0.04	0.06	0.10	0.13	0.44	0.12	0.08	0.26	0.05
Crit Moves:	****					****		****		****		
Green/Cycle:	0.18	0.32	0.32	0.11	0.26	0.26	0.16	0.42	0.42	0.08	0.34	0.34
Volume/Cap:	1.06	0.29	0.30	0.39	0.23	0.40	0.78	1.06	0.29	0.94	0.78	0.14
Delay/Veh:	117.3	30.2	31.0	54.7	35.6	39.3	67.0	71.9	21.4	113.8	39.0	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.3	30.2	31.0	54.7	35.6	39.3	67.0	71.9	21.4	113.8	39.0	26.8
LOS by Move:	F	C	C	D	D	D	E	E	C	F	D	C
HCM2kAvgQ:	20	4	4	3	3	6	10	42	5	9	17	2

****

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

Traffix 7.8.0115 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour WIMP

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

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	29	29	10	25	25
Lanes:	2 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	286	292	160	76	192	182	198	1484	206	130	857	83
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:	286	292	160	76	192	182	198	1484	206	130	857	83
Added Vol:	34	26	13	0	9	6	18	33	14	4	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	318	173	76	201	188	216	1517	220	134	907	83
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:	337	335	182	80	212	198	227	1597	232	141	955	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	335	182	80	212	198	227	1597	232	141	955	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.10	1.10
FinalVolume:	347	351	182	80	222	198	227	1677	232	141	1050	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.75	0.25
Final Sat.:	3400	3800	1900	1800	3800	1900	1800	3800	1900	1800	5222	478
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.10	0.04	0.06	0.10	0.13	0.44	0.12	0.08	0.20	0.20
Crit Moves:	****					****		****		****		
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.18	0.49	0.49	0.13	0.45	0.45
Volume/Cap:	0.77	0.69	0.72	0.33	0.44	0.78	0.71	0.89	0.25	0.59	0.45	0.45
Delay/Veh:	43.0	38.7	47.3	33.2	32.7	52.4	41.2	20.5	9.1	40.7	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	38.7	47.3	33.2	32.7	52.4	41.2	20.5	9.1	40.7	12.6	12.6
LOS by Move:	D	D	D	C	C	D	D	C	A	D	B	B
HCM2kAvgQ:	6	5	6	2	3	7	7	20	2	4	5	5

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.1
Optimal Cycle:	0	Level Of Service:	C

****

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
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			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	14	7	3	23	9	435	375	177	4	1	398	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	7	3	23	9	435	375	177	4	1	398	59
Added Vol:	0	0	0	2	0	21	27	1	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	7	3	25	9	456	402	178	4	1	398	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	15	7	3	26	9	0	423	187	4	1	419	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	7	3	26	9	0	423	187	4	1	419	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	7	3	26	9	0	423	187	4	1	419	63
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.02	1.00	0.87	0.13
Final Sat.:	410	435	475	413	438	479	635	676	15	597	590	89
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.01	0.06	0.02	0.00	0.67	0.28	0.28	0.00	0.71	0.71
Crit Moves:	****			****			****				****	
Delay/Veh:	10.8	10.2	9.4	11.0	10.2	0.0	18.7	9.7	9.7	8.6	19.5	19.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.2	9.4	11.0	10.2	0.0	18.7	9.7	9.7	8.6	19.5	19.5
LOS by Move:	B	B	A	B	B	*	C	A	A	A	C	C
ApproachDel:	10.4			10.8			15.9			19.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.4			10.8			15.9			19.5		
LOS by Appr:	B			B			C			C		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.0	1.8	0.4	0.4	0.0	2.2	2.2

****

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour WIMP

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

****

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	14	14	10	14	14	10	17	17	10	17	17
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	14	7	3	23	9	435	375	177	4	1	398	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	7	3	23	9	435	375	177	4	1	398	59
Added Vol:	0	0	0	2	0	21	27	1	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	7	3	25	9	456	402	178	4	1	398	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	15	7	3	26	9	0	423	187	4	1	419	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	7	3	26	9	0	423	187	4	1	419	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	7	3	26	9	0	423	187	4	1	419	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.02	1.00	0.87	0.13
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	1858	42	1800	1651	249
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.01	0.00	0.00	0.24	0.10	0.10	0.00	0.25	0.25
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.14	0.14	0.10	0.14	0.00	0.33	0.43	0.43	0.25	0.35	0.35
Volume/Cap:	0.08	0.03	0.01	0.15	0.04	0.00	0.72	0.24	0.24	0.00	0.72	0.72
Delay/Veh:	41.7	37.3	37.1	42.8	37.4	0.0	35.9	16.4	16.4	28.0	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	37.3	37.1	42.8	37.4	0.0	35.9	16.4	16.4	28.0	32.9	32.9
LOS by Move:	D	D	D	D	D	A	D	B	B	C	C	C
HCM2kAvgQ:	0	0	0	1	0	0	13	3	3	0	13	13

****

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

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Deep Creek TIA (JN 4476)
2030 Without Project
PM Peak Hour

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

Intersection #1 "I" Av. (NS) / Main St. (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.928
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 51.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	"I" Av. (NS)						Main St. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	30	30	10	32	32	10	32	32	10	32	32
Lanes:	2 0 2	0 1		1 0 2	0 1		2 0 2	0 1		2 0 1	1 0	
Volume Module:												
Base Vol:	403	757	158	387	775	366	509	1131	399	149	698	153
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:	403	757	158	387	775	366	509	1131	399	149	698	153
Added Vol:	0	0	5	6	0	0	0	14	0	3	8	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	757	163	393	775	366	509	1145	399	152	706	156
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:	424	797	172	414	816	385	536	1205	420	160	743	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	797	172	414	816	385	536	1205	420	160	743	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.05
FinalVolume:	437	837	172	414	857	385	552	1266	420	165	780	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.64	0.36
Final Sat.:	3400	3800	1900	1800	3800	1900	3400	3800	1900	3400	3112	688
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.09	0.23	0.23	0.20	0.16	0.33	0.22	0.05	0.25	0.25
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.26	0.26	0.23	0.34	0.50	0.16	0.35	0.35	0.09	0.28	0.28
Volume/Cap:	0.83	0.84	0.35	1.00	0.67	0.41	1.00	0.95	0.63	0.53	0.90	0.90
Delay/Veh:	61.2	49.0	36.4	89.1	34.2	15.4	87.1	50.4	34.1	56.3	52.1	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	49.0	36.4	89.1	34.2	15.4	87.1	50.4	34.1	56.3	52.1	52.1
LOS by Move:	E	D	D	F	C	B	F	D	C	E	D	D
HCM2kAvgQ:	11	16	5	21	13	6	16	27	12	4	19	19

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
PM Peak Hour

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

****

Intersection #2 Peach Av. (NS) / Main St. (NS)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Peach Av. (NS)						Main St. (NS)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	19	19
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	93	178	96	152	213	83	92	960	113	93	695	78
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:	93	178	96	152	213	83	92	960	113	93	695	78
Added Vol:	0	0	6	9	0	0	0	28	0	3	16	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	178	102	161	213	83	92	988	113	96	711	83
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:	98	187	107	169	224	87	97	1040	119	101	748	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	187	107	169	224	87	97	1040	119	101	748	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	98	187	107	169	224	87	97	1092	119	101	786	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.06	0.09	0.12	0.05	0.05	0.29	0.06	0.06	0.21	0.05
Crit Moves:					****			****		****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.19	0.44	0.44	0.13	0.37	0.37
Volume/Cap:	0.15	0.27	0.16	0.26	0.33	0.13	0.28	0.66	0.14	0.45	0.56	0.12
Delay/Veh:	16.5	17.8	16.5	17.7	18.4	16.3	29.4	17.2	11.9	38.8	20.3	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.5	17.8	16.5	17.7	18.4	16.3	29.4	17.2	11.9	38.8	20.3	15.9
LOS by Move:	B	B	B	B	B	B	C	B	B	D	C	B
HCM2kAvgQ:	1	3	2	3	4	1	2	10	1	3	7	1

****

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
PM Peak Hour

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

****
Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)
****
Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]
****

Street Name:	Main St. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	335	614	860	249	0	0	0	0	335	0	515
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	335	614	860	249	0	0	0	0	335	0	515
Added Vol:	0	0	15	48	0	0	0	0	0	9	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	335	629	908	249	0	0	0	0	344	0	542
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	353	662	956	262	0	0	0	0	362	0	571
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	353	662	956	262	0	0	0	0	362	0	571
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	1015	xxxx	xxxxx	xxxx	xxxx	xxxxx	2526	xxxx	353
Potent Cap.:	xxxx	xxxx	xxxxx	691	xxxx	xxxxx	xxxx	xxxx	xxxxx	31	xxxx	696
Move Cap.:	xxxx	xxxx	xxxxx	691	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	696
Volume/Cap:	xxxx	xxxx	xxxx	1.38	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.82
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	41.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	8.8
Control Del:	xxxxx	xxxx	xxxxx	199.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	29.3
LOS by Move:	*	*	*	F	*	*	*	*	*	*	*	D
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			F		

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
PM Peak Hour WIMP

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

****

Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Main St. (NS)									Rock Springs Rd. (EW)								
Approach:	North Bound						South Bound						East Bound						West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R
Control:	Protected						Protected						Protected						Protected				
Rights:			Ovl						Include						Include						Ovl		
Min. Green:	0		35		35		10		35		0		0		0		0		20		0		20
Lanes:	0	0	1	0	1		2	0	1	0	0		0	0	0	0	0		1	0	0	0	1
Volume Module:																							
Base Vol:	0		335		614		860		249		0		0		0		0		335		0		515
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		335		614		860		249		0		0		0		0		335		0		515
Added Vol:	0		0		15		48		0		0		0		0		0		9		0		27
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0
Initial Fut:	0		335		629		908		249		0		0		0		0		344		0		542
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		353		662		956		262		0		0		0		0		362		0		571
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0
Reduced Vol:	0		353		662		956		262		0		0		0		0		362		0		571
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00		1.03		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
FinalVolume:	0		353		662		984		262		0		0		0		0		362		0		571
Saturation Flow Module:																							
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900
Adjustment:	0.95		1.00		1.00		0.89		1.00		1.00		0.95		1.00		1.00		0.95		1.00		1.00
Lanes:	0.00		1.00		1.00		2.00		1.00		0.00		0.00		0.00		0.00		1.00		0.00		1.00
Final Sat.:	0		1900		1900		3400		1900		0		0		0		0		1800		0		1900
Capacity Analysis Module:																							
Vol/Sat:	0.00		0.19		0.35		0.29		0.14		0.00		0.00		0.00		0.00		0.20		0.00		0.30
Crit Moves:			****				****												****				
Green/Cycle:	0.00		0.33		0.58		0.36		0.69		0.00		0.00		0.00		0.00		0.25		0.00		0.61
Volume/Cap:	0.00		0.56		0.60		0.81		0.20		0.00		0.00		0.00		0.00		0.81		0.00		0.49
Delay/Veh:	0.0		31.0		11.0		34.0		2.0		0.0		0.0		0.0		0.0		51.2		0.0		7.8
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
AdjDel/Veh:	0.0		31.0		11.0		34.0		2.0		0.0		0.0		0.0		0.0		51.2		0.0		7.8
LOS by Move:	A		C		B		C		A		A		A		A		A		D		A		A
HCM2kAvgQ:	0		9		9		17		1		0		0		0		0		13		0		6

****

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

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Deep Creek TIA (JN 4476)
2030 Without Project
PM Peak Hour

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

****

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 87.2
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	10	36	36	10	36	36	10	29	29	10	33	33
Lanes:	2 0	2 0	1	2 0	1 0	2	2 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	234	387	273	300	458	1669	998	1625	200	335	1088	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	387	273	300	458	1669	998	1625	200	335	1088	120
Added Vol:	0	0	3	22	0	0	0	88	0	2	50	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	387	276	322	458	1669	998	1713	200	337	1138	133
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:	246	407	291	339	482	1757	1051	1803	211	355	1198	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	407	291	339	482	1757	1051	1803	211	355	1198	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
FinalVolume:	254	428	291	349	482	1985	1082	1893	211	355	1318	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	0.95	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3400	3800	1900	3400	1900	3600	3400	3800	1900	1800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.15	0.10	0.25	0.55	0.32	0.50	0.11	0.20	0.23	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.30	0.30	0.08	0.30	0.57	0.27	0.39	0.39	0.16	0.28	0.36
Volume/Cap:	0.90	0.38	0.51	1.23	0.85	0.96	1.16	1.26	0.28	1.26	0.84	0.21
Delay/Veh:	86.8	33.6	37.4	186.3	53.2	27.5	126.4	157	23.2	194.8	46.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.8	33.6	37.4	186.3	53.2	27.5	126.4	157	23.2	194.8	46.6	25.6
LOS by Move:	F	C	D	F	D	C	F	F	C	F	D	C
HCM2kAvgQ:	8	6	8	14	19	40	35	60	4	26	17	3

****

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
PM Peak Hour WIMP

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

****

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Lanes:	2 0 2	0 1		2 0 2	0 1		2 0 3	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	234	387	273	300	458	1669	998	1625	200	335	1088	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	387	273	300	458	1669	998	1625	200	335	1088	120
Added Vol:	0	0	3	22	0	0	0	88	0	2	50	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	387	276	322	458	1669	998	1713	200	337	1138	133
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	246	407	291	339	482	0	1051	1803	211	355	1198	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	407	291	339	482	0	1051	1803	211	355	1198	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	0.00	1.03	1.10	1.00	1.03	1.10	1.00
FinalVolume:	254	428	291	349	506	0	1082	1983	211	365	1318	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	3800	1900	3400	3800	1900	3400	5700	1900	3400	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.15	0.10	0.13	0.00	0.32	0.35	0.11	0.11	0.23	0.07
Crit Moves:			****	****			****				****	
Green/Cycle:	0.11	0.17	0.17	0.11	0.16	0.00	0.35	0.42	0.42	0.18	0.25	0.36
Volume/Cap:	0.65	0.68	0.92	0.92	0.81	0.00	0.92	0.84	0.27	0.59	0.92	0.20
Delay/Veh:	35.7	31.1	60.1	58.0	37.3	0.0	32.0	18.7	11.8	28.3	34.5	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	31.1	60.1	58.0	37.3	0.0	32.0	18.7	11.8	28.3	34.5	13.9
LOS by Move:	D	C	E	E	D	A	C	B	B	C	C	B
HCM2kAvgQ:	4	5	10	7	7	0	16	14	2	5	13	2

****

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
PM Peak Hour

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

Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)

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

Street Name:	Deep Creek Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 2 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	165	101	188	110	111	96	98	1648	184	163	1280	87
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:	165	101	188	110	111	96	98	1648	184	163	1280	87
Added Vol:	2	0	9	0	0	0	0	109	4	5	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	101	197	110	111	96	98	1757	188	168	1341	87
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:	176	106	207	116	117	101	103	1849	198	177	1412	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	176	106	207	116	117	101	103	1849	198	177	1412	92
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	3174	3913	925	2995	4065	752	1503	xxxx	xxxxx	2047	xxxx	xxxxx
Potent Cap.:	4	3	275	6	3	357	452	xxxx	xxxxx	279	xxxx	xxxxx
Move Cap.:	0	1	275	0	1	357	452	xxxx	xxxxx	279	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.75	xxxx	xxxx	0.28	0.23	xxxx	xxxx	0.63	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	4.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.3	xxxx	xxxxx	37.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	E	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Deep Creek TIA (JN 4476)
2030 Without Project Conditions
PM Peak Hour WIMP

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

Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Deep Creek Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	165	101	188	110	111	96	98	1648	184	163	1280	87
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:	165	101	188	110	111	96	98	1648	184	163	1280	87
Added Vol:	2	0	9	0	0	0	0	109	4	5	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	101	197	110	111	96	98	1757	188	168	1341	87
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:	176	106	207	116	117	101	103	1849	198	177	1412	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	106	207	116	117	101	103	1849	198	177	1412	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
FinalVolume:	176	106	207	116	117	101	103	1942	198	177	1482	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	3800	1900	1800	3568	232
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.11	0.06	0.06	0.05	0.06	0.51	0.10	0.10	0.42	0.42
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.12	0.12	0.11	0.11	0.11	0.14	0.58	0.58	0.11	0.55	0.55
Volume/Cap:	0.86	0.45	0.89	0.61	0.54	0.47	0.41	0.89	0.18	0.89	0.76	0.76
Delay/Veh:	75.3	44.9	76.4	54.5	49.0	46.4	42.3	16.7	6.3	81.3	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.3	44.9	76.4	54.5	49.0	46.4	42.3	16.7	6.3	81.3	14.0	14.0
LOS by Move:	E	D	E	D	D	D	D	B	A	F	B	B
HCM2kAvgQ:	8	3	9	4	4	3	3	24	2	8	15	15

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

Traffix 7.8.0115 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Deep Creek TIA (JN 4476)
2030 Without Project Conditions
PM Peak Hour

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

****

Intersection #6 Deep Creek Road (NS) / Tussing Ranch Road (EW)

****

Average Delay (sec/veh): 131.4 Worst Case Level Of Service: F[516.1]

****

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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	60	338	14	46	314	195	213	79	61	6	34	22
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:	60	338	14	46	314	195	213	79	61	6	34	22
Added Vol:	0	9	4	4	5	0	0	0	0	2	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	347	18	50	319	195	213	79	61	8	34	24
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:	63	365	19	53	336	205	224	83	64	8	36	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	63	365	19	53	336	205	224	83	64	8	36	25
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	541	xxxx	xxxxx	384	xxxx	xxxxx	1075	1054	438	1118	1147	375
Potent Cap.:	1038	xxxx	xxxxx	1185	xxxx	xxxxx	199	228	623	186	201	676
Move Cap.:	1038	xxxx	xxxxx	1185	xxxx	xxxxx	149	204	623	105	179	676
Volume/Cap:	0.06	xxxx	xxxx	0.04	xxxx	xxxx	1.50	0.41	0.10	0.08	0.20	0.04
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	185	xxxxx	xxxx	219	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	28.3	xxxxx	xxxxx	1.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	516	xxxxx	xxxxx	28.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			516.1			28.9		
ApproachLOS:	*			*			F			D		

****

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

****

Deep Creek TIA (JN 4476)
2030 Without Project Conditions
PM Peak Hour WIMP

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

Intersection #6 Deep Creek Road (NS) / Tussing Ranch Road (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	10	14	14	10	14	14
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	60	338	14	46	314	195	213	79	61	6	34	22
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:	60	338	14	46	314	195	213	79	61	6	34	22
Added Vol:	0	9	4	4	5	0	0	0	0	2	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	347	18	50	319	195	213	79	61	8	34	24
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:	63	365	19	53	336	205	224	83	64	8	36	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	365	19	53	336	205	224	83	64	8	36	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	365	19	53	336	205	224	83	64	8	36	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.95	0.05	1.00	0.62	0.38	1.00	0.56	0.44	1.00	0.59	0.41
Final Sat.:	1800	1806	94	1800	1179	721	1800	1072	828	1800	1114	786
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.03	0.28	0.28	0.12	0.08	0.08	0.00	0.03	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.34	0.34	0.21	0.42	0.42	0.18	0.21	0.21	0.15	0.17	0.17
Volume/Cap:	0.28	0.60	0.60	0.14	0.68	0.68	0.68	0.37	0.37	0.03	0.18	0.18
Delay/Veh:	34.8	25.4	25.4	26.7	21.3	21.3	41.5	29.8	29.8	29.3	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	25.4	25.4	26.7	21.3	21.3	41.5	29.8	29.8	29.3	29.3	29.3
LOS by Move:	C	C	C	C	C	C	D	C	C	C	C	C
HCM2kAvgQ:	2	8	8	1	11	11	7	3	3	0	1	1

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
PM Peak Hour

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

****
Intersection #8 Deep Creek Road (NS) / Roundup Way (EW)
****
Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[14.1]
****

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		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	5	445		0		0	398		4			11		0		11		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:	5	445		0		0	398		4			11		0		11		0		0		0		
Added Vol:	0	13		0		0	8		0			0		0		0		0		0		0		
PasserByVol:	0	0		0		0	0		0			0		0		0		0		0		0		
Initial Fut:	5	458		0		0	406		4			11		0		11		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:	5	482		0		0	427		4			12		0		12		0		0		0		
Reduct Vol:	0	0		0		0	0		0			0		0		0		0		0		0		
FinalVolume:	5	482		0		0	427		4			12		0		12		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:	432	xxxx		xxxxx		xxxx	xxxx		xxxxx			922		xxxx		429		xxxx		xxxx		xxxxx		
Potent Cap.:	1139	xxxx		xxxxx		xxxx	xxxx		xxxxx			302		xxxx		630		xxxx		xxxx		xxxxx		
Move Cap.:	1139	xxxx		xxxxx		xxxx	xxxx		xxxxx			301		xxxx		630		xxxx		xxxx		xxxxx		
Volume/Cap:	0.00	xxxx		xxxx		xxxx	xxxx		xxxx			0.04		xxxx		0.02		xxxx		xxxx		xxxx		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx		xxxxx		xxxx	xxxx		xxxxx			0.1		xxxx		0.1		xxxx		xxxx		xxxxx		
Control Del:	8.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx			17.4		xxxx		10.8		xxxxx		xxxx		xxxxx		
LOS by Move:	A	*		*		*	*		*			C		*		B		*		*		*		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx			xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		
SharedQueue:	0.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx			xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		
Shrd ConDel:	8.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx			xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		
Shared LOS:	A	*		*		*	*		*			*		*		*		*		*		*		
ApproachDel:	xxxxxx						xxxxxx						14.1						xxxxxx					
ApproachLOS:	*						*						B						*					

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

Deep Creek TIA (JN 4476)
2030 Without Project Conditions
PM Peak Hour

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

****

Intersection #9 Deep Creek Rd. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 45.0
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Deep Creek Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	20	20	20	10	20	20	10	17	17
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	10	23	9	35	33	352	393	1114	47	17	643	44
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:	10	23	9	35	33	352	393	1114	47	17	643	44
Added Vol:	0	0	0	0	0	8	13	51	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	23	9	35	33	360	406	1165	47	17	672	44
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:	11	24	9	37	35	379	427	1226	49	18	707	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	24	9	37	35	379	427	1226	49	18	707	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	24	9	37	35	379	427	1226	49	18	707	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.31	0.69	1.00	0.53	0.47	1.00	1.00	0.96	0.04	1.00	0.94	0.06
Final Sat.:	566	1302	1900	951	896	1900	1800	1826	74	1800	1783	117
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.04	0.04	0.20	0.24	0.67	0.67	0.01	0.40	0.40
Crit Moves:						****		****		****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.28	0.67	0.67	0.08	0.47	0.47
Volume/Cap:	0.09	0.09	0.03	0.20	0.20	1.00	0.84	1.00	1.00	0.12	0.84	0.84
Delay/Veh:	39.8	39.8	38.9	41.3	41.3	95.7	56.3	34.0	34.0	52.5	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	39.8	38.9	41.3	41.3	95.7	56.3	34.0	34.0	52.5	32.2	32.2
LOS by Move:	D	D	D	D	D	F	E	C	C	D	C	C
HCM2kAvgQ:	1	1	0	2	2	20	18	56	56	1	24	24

****

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
PM Peak Hour WIMP

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

Intersection #9 Deep Creek Rd. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Deep Creek Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	20	20	10	17	17
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	10	23	9	35	33	352	393	1114	47	17	643	44
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:	10	23	9	35	33	352	393	1114	47	17	643	44
Added Vol:	0	0	0	0	0	8	13	51	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	23	9	35	33	360	406	1165	47	17	672	44
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:	11	24	9	37	35	379	427	1226	49	18	707	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	24	9	37	35	379	427	1226	49	18	707	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
FinalVolume:	11	24	9	37	35	379	427	1288	52	18	743	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.31	0.69	1.00	0.53	0.47	1.00	1.00	1.92	0.08	1.00	1.88	0.12
Final Sat.:	566	1302	1900	951	896	1900	1800	3653	147	1800	3566	234
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.04	0.04	0.20	0.24	0.35	0.35	0.01	0.21	0.21
Crit Moves:						****		****		****		
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.31	0.49	0.49	0.14	0.32	0.32
Volume/Cap:	0.07	0.07	0.02	0.14	0.14	0.70	0.76	0.73	0.73	0.07	0.66	0.66
Delay/Veh:	18.4	18.4	17.9	19.0	19.0	29.5	30.9	13.8	13.8	26.5	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	18.4	17.9	19.0	19.0	29.5	30.9	13.8	13.8	26.5	22.8	22.8
LOS by Move:	B	B	B	B	B	C	C	B	B	C	C	C
HCM2kAvgQ:	1	1	0	1	1	8	10	11	11	0	8	8

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
PM Peak Hour

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

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 54.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	31	31	10	29	29	10	25	25
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	270	277	247	92	288	133	193	1177	320	246	987	104
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:	270	277	247	92	288	133	193	1177	320	246	987	104
Added Vol:	25	17	8	0	30	21	12	63	40	15	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	294	255	92	318	154	205	1240	360	261	1036	104
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:	311	309	268	97	335	162	216	1305	379	275	1091	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	309	268	97	335	162	216	1305	379	275	1091	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	311	325	268	97	351	162	216	1371	379	275	1145	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.14	0.05	0.09	0.09	0.12	0.36	0.20	0.15	0.30	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.32	0.32	0.11	0.26	0.26	0.14	0.35	0.35	0.15	0.36	0.36
Volume/Cap:	1.02	0.27	0.45	0.48	0.36	0.33	0.83	1.02	0.56	1.02	0.83	0.16
Delay/Veh:	105.4	30.5	34.3	57.8	37.4	37.9	75.9	64.9	32.6	109.9	38.8	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.4	30.5	34.3	57.8	37.4	37.9	75.9	64.9	32.6	109.9	38.8	24.7
LOS by Move:	F	C	C	E	D	D	E	E	C	F	D	C
HCM2kAvgQ:	18	4	7	4	5	4	11	33	10	16	20	2

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
PM Peak Hour WIMP

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

****

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	29	29	10	25	25
Lanes:	2 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	270	277	247	92	288	133	193	1177	320	246	987	104
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:	270	277	247	92	288	133	193	1177	320	246	987	104
Added Vol:	25	17	8	0	30	21	12	63	40	15	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	294	255	92	318	154	205	1240	360	261	1036	104
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:	311	309	268	97	335	162	216	1305	379	275	1091	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	309	268	97	335	162	216	1305	379	275	1091	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.10	1.10
FinalVolume:	320	325	268	97	351	162	216	1371	379	275	1200	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.73	0.27
Final Sat.:	3400	3800	1900	1800	3800	1900	1800	3800	1900	1800	5180	520
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.14	0.05	0.09	0.09	0.12	0.36	0.20	0.15	0.23	0.23
Crit Moves:			****	****				****		****		
Green/Cycle:	0.15	0.16	0.16	0.14	0.15	0.15	0.17	0.41	0.41	0.17	0.42	0.42
Volume/Cap:	0.63	0.54	0.89	0.38	0.61	0.57	0.72	0.87	0.48	0.89	0.55	0.55
Delay/Veh:	33.6	30.6	59.7	31.3	32.7	35.6	41.3	23.4	15.3	58.7	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	30.6	59.7	31.3	32.7	35.6	41.3	23.4	15.3	58.7	14.4	14.4
LOS by Move:	C	C	E	C	C	D	D	C	B	E	B	B
HCM2kAvgQ:	5	4	9	2	5	4	6	16	5	10	7	7

****

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

Deep Creek TIA (JN 4476)
2030 Without Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.1
Optimal Cycle:	0	Level Of Service:	E

****

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
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			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	13	12	1	64	8	365	522	582	18	1	298	31
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:	13	12	1	64	8	365	522	582	18	1	298	31
Added Vol:	0	0	0	1	0	35	30	1	0	0	1	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	12	1	65	8	400	552	583	18	1	299	33
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	13	1	68	8	0	581	614	19	1	315	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	13	1	68	8	0	581	614	19	1	315	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	13	1	68	8	0	581	614	19	1	315	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.90	0.10
Final Sat.:	394	417	454	407	431	470	616	656	20	508	501	55
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.17	0.02	0.00	0.94	0.93	0.93	0.00	0.63	0.63
Crit Moves:	****			****			****				****	
Delay/Veh:	11.8	11.2	10.3	12.9	10.9	0.0	46.7	42.5	42.5	9.6	18.7	18.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.2	10.3	12.9	10.9	0.0	46.7	42.5	42.5	9.6	18.7	18.7
LOS by Move:	B	B	B	B	B	*	E	E	E	A	C	C
ApproachDel:	11.4			12.7			44.5			18.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.4			12.7			44.5			18.7		
LOS by Appr:	B			B			E			C		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.0	0.0	6.5	6.5	6.5	0.0	1.5	1.5

****

Deep Creek TIA (JN 4476)
2030 Without Project Conditions
PM Peak Hour WIMP

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

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	14	14	10	14	14	10	17	17	10	17	17
Lanes:	1 0 1 0 1			1 0 1 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	13	12	1	64	8	365	522	582	18	1	298	31
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:	13	12	1	64	8	365	522	582	18	1	298	31
Added Vol:	0	0	0	1	0	35	30	1	0	0	1	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	12	1	65	8	400	552	583	18	1	299	33
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	13	1	68	8	0	581	614	19	1	315	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	13	1	68	8	0	581	614	19	1	315	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	13	1	68	8	0	581	614	19	1	315	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.90	0.10
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	1843	57	1800	1711	189
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.04	0.00	0.00	0.32	0.33	0.33	0.00	0.18	0.18
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.12	0.12	0.08	0.12	0.00	0.47	0.59	0.59	0.15	0.27	0.27
Volume/Cap:	0.09	0.06	0.00	0.46	0.04	0.00	0.69	0.57	0.57	0.00	0.69	0.69
Delay/Veh:	52.0	47.6	46.9	62.1	47.3	0.0	25.1	11.4	11.4	43.7	47.1	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	47.6	46.9	62.1	47.3	0.0	25.1	11.4	11.4	43.7	47.1	47.1
LOS by Move:	D	D	D	E	D	A	C	B	B	D	D	D
HCM2kAvgQ:	1	0	0	3	0	0	16	10	10	0	12	12

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

APPENDIX K

2030 WITH PROJECT CONDITIONS
INTERSECTION ANALYSIS
(WITHOUT AND WITH IMPROVEMENTS)

Deep Creek TIA (JN 4476)
2030 With Project
AM Peak Hour

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

Intersection #1 "I" Av. (NS) / Main St. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	"I" Av. (NS)						Main St. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	30	30	10	32	32	10	32	32	10	32	32
Lanes:	2 0 2 0 1			1 0 2 0 1			2 0 2 0 1			2 0 1 1 0		
Volume Module:												
Base Vol:	294	695	65	152	528	300	399	525	259	181	715	161
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:	294	695	65	152	528	300	399	525	259	181	715	161
Added Vol:	0	0	3	4	0	0	0	9	0	9	26	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	695	68	156	528	300	399	534	259	190	741	172
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:	309	732	72	164	556	316	420	562	273	200	780	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	732	72	164	556	316	420	562	273	200	780	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.05
FinalVolume:	319	768	72	164	584	316	433	590	273	206	819	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.62	0.38
Final Sat.:	3400	3800	1900	1800	3800	1900	3400	3800	1900	3400	3084	716
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.04	0.09	0.15	0.17	0.13	0.16	0.14	0.06	0.27	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.33	0.33	0.11	0.32	0.48	0.16	0.37	0.37	0.12	0.33	0.33
Volume/Cap:	0.81	0.62	0.12	0.84	0.48	0.35	0.81	0.42	0.39	0.53	0.81	0.81
Delay/Veh:	59.6	29.7	23.1	76.4	27.8	14.2	53.3	22.7	23.1	46.6	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	29.7	23.1	76.4	27.8	14.2	53.3	22.7	23.1	46.6	35.5	35.5
LOS by Move:	E	C	C	E	C	B	D	C	C	D	D	D
HCM2kAvgQ:	8	10	1	8	7	5	9	6	5	4	16	16

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

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
AM Peak Hour

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

****

Intersection #2 Peach Av. (NS) / Main St. (NS)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Peach Av. (NS)						Main St. (NS)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	19	19
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	58	121	54	52	139	88	51	538	36	47	731	120
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:	58	121	54	52	139	88	51	538	36	47	731	120
Added Vol:	0	0	4	6	0	0	0	18	0	11	52	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	121	58	58	139	88	51	556	36	58	783	137
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:	61	127	61	61	146	93	54	585	38	61	824	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	127	61	61	146	93	54	585	38	61	824	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	61	127	61	61	146	93	54	615	38	61	865	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.03	0.03	0.08	0.05	0.03	0.16	0.02	0.03	0.23	0.08
Crit Moves:					****		****				****	
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.11	0.41	0.41	0.20	0.50	0.50
Volume/Cap:	0.11	0.21	0.10	0.11	0.24	0.15	0.27	0.40	0.05	0.17	0.46	0.15
Delay/Veh:	21.1	22.2	21.0	21.1	22.6	21.6	39.9	17.5	14.4	30.5	12.0	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	22.2	21.0	21.1	22.6	21.6	39.9	17.5	14.4	30.5	12.0	9.7
LOS by Move:	C	C	C	C	C	C	D	B	B	C	B	A
HCM2kAvgQ:	1	2	1	1	3	2	2	5	0	1	6	2

****

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

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
AM Peak Hour

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

Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)

Average Delay (sec/veh): 474.2 Worst Case Level Of Service: F[987.5] -4F

Street Name:	Main St. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	266	386	384	250	0	0	0	0	495	0	603
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	266	386	384	250	0	0	0	0	495	0	603
Added Vol:	0	0	9	30	0	0	0	0	0	28	0	88
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	266	395	414	250	0	0	0	0	523	0	691
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	280	416	436	263	0	0	0	0	551	0	727
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	280	416	436	263	0	0	0	0	551	0	727
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	696	xxxx	xxxxx	xxxx	xxxx	xxxxx	1415	xxxx	280
Potent Cap.:	xxxx	xxxx	xxxxx	909	xxxx	xxxxx	xxxx	xxxx	xxxxx	153	xxxx	764
Move Cap.:	xxxx	xxxx	xxxxx	909	xxxx	xxxxx	xxxx	xxxx	xxxxx	95	xxxx	764
Volume/Cap:	xxxx	xxxx	xxxx	0.48	xxxx	xxxx	xxxx	xxxx	xxxx	5.77	xxxx	0.95
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	60.3	xxxx	14.4
Control Del:	xxxxx	xxxx	xxxxx	12.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2232	xxxx	45.2
LOS by Move:	*	*	*	B	*	*	*	*	*	F	*	E
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			987.5		
ApproachLOS:	*			*			*			F		

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

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
AM Peak Hour WIMP

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

Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Main St. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	35	35	10	35	0	0	0	0	20	0	20
Lanes:	0 0 1	0	1	2 0 1	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	266	386	384	250	0	0	0	0	495	0	603
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	266	386	384	250	0	0	0	0	495	0	603
Added Vol:	0	0	9	30	0	0	0	0	0	28	0	88
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	266	395	414	250	0	0	0	0	523	0	691
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	280	416	436	263	0	0	0	0	551	0	727
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	416	436	263	0	0	0	0	551	0	727
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	280	416	449	263	0	0	0	0	551	0	727
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1900	3400	1900	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.22	0.13	0.14	0.00	0.00	0.00	0.00	0.31	0.00	0.38
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.33	0.76	0.18	0.52	0.00	0.00	0.00	0.00	0.43	0.00	0.61
Volume/Cap:	0.00	0.44	0.29	0.72	0.27	0.00	0.00	0.00	0.00	0.72	0.00	0.63
Delay/Veh:	0.0	28.5	0.5	47.3	11.2	0.0	0.0	0.0	0.0	27.3	0.0	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.5	0.5	47.3	11.2	0.0	0.0	0.0	0.0	27.3	0.0	9.7
LOS by Move:	A	C	A	D	B	A	A	A	A	C	A	A
HCM2kAvgQ:	0	6	0	9	3	0	0	0	0	15	0	10

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

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Deep Creek TIA (JN 4476)
2030 With Project
AM Peak Hour

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

****

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.959
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 94.6
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	10	36	36	10	36	36	10	29	29	10	33	33
Lanes:	2 0 2 0 1			2 0 1 0 2			2 0 2 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	259	364	148	195	142	1618	923	2101	177	176	1393	163
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:	259	364	148	195	142	1618	923	2101	177	176	1393	163
Added Vol:	1	8	1	7	3	0	0	26	0	2	76	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	372	149	202	145	1618	923	2127	177	178	1469	182
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:	274	392	157	213	153	1703	972	2239	186	187	1546	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	392	157	213	153	1703	972	2239	186	187	1546	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
FinalVolume:	282	411	157	219	153	1925	1001	2351	186	187	1701	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	0.95	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3400	3800	1900	3400	1900	3600	3400	3800	1900	1800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.08	0.06	0.08	0.53	0.29	0.62	0.10	0.10	0.30	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.30	0.30	0.08	0.30	0.57	0.27	0.47	0.47	0.08	0.28	0.36
Volume/Cap:	0.99	0.36	0.28	0.77	0.27	0.93	1.08	1.33	0.21	1.25	1.08	0.28
Delay/Veh:	107.2	33.4	32.8	72.2	32.7	24.2	96.4	177	16.0	210.5	90.2	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.2	33.4	32.8	72.2	32.7	24.2	96.4	177	16.0	210.5	90.2	26.5
LOS by Move:	F	C	C	E	C	C	F	F	B	F	F	C
HCM2kAvgQ:	10	5	4	6	4	35	30	79	3	15	30	4

****

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

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
AM Peak Hour WIMP

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

****

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Lanes:	2 0 2 0 1			2 0 2 0 1			2 0 3 0 1			2 0 3 0 1		
Volume Module:												
Base Vol:	259	364	148	195	142	1618	923	2101	177	176	1393	163
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:	259	364	148	195	142	1618	923	2101	177	176	1393	163
Added Vol:	1	8	1	7	3	0	0	26	0	2	76	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	372	149	202	145	1618	923	2127	177	178	1469	182
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	274	392	157	213	153	0	972	2239	186	187	1546	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	392	157	213	153	0	972	2239	186	187	1546	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	0.00	1.03	1.10	1.00	1.03	1.10	1.00
FinalVolume:	282	411	157	219	160	0	1001	2463	186	193	1701	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	3800	1900	3400	3800	1900	3400	5700	1900	3400	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.08	0.06	0.04	0.00	0.29	0.43	0.10	0.06	0.30	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.13	0.13	0.09	0.13	0.00	0.33	0.51	0.51	0.16	0.34	0.43
Volume/Cap:	0.89	0.81	0.62	0.69	0.32	0.00	0.89	0.85	0.19	0.36	0.89	0.24
Delay/Veh:	62.3	44.8	41.6	44.6	31.0	0.0	33.4	15.2	8.0	30.1	29.2	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	44.8	41.6	44.6	31.0	0.0	33.4	15.2	8.0	30.1	29.2	12.4
LOS by Move:	E	D	D	D	C	A	C	B	A	C	C	B
HCM2kAvgQ:	7	7	4	4	2	0	16	17	2	2	16	2

****

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

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
AM Peak Hour

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

****
Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)
****
Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]
****

Street Name:	Deep Creek Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	161	62	146	33	29	37	85	1811	172	126	1460	62
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:	161	62	146	33	29	37	85	1811	172	126	1460	62
Added Vol:	4	10	6	0	3	0	0	32	1	9	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	72	152	33	32	37	85	1843	173	135	1554	62
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:	174	76	160	35	34	39	89	1940	182	142	1636	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	174	76	160	35	34	39	89	1940	182	142	1636	65
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	3238	4104	970	3139	4254	851	1701	xxxx	xxxxx	2122	xxxx	xxxxx
Potent Cap.:	4	3	257	5	2	308	379	xxxx	xxxxx	261	xxxx	xxxxx
Move Cap.:	0	1	257	0	1	308	379	xxxx	xxxxx	261	xxxx	xxxxx
Volume/Cap:	xxxx	86.98	0.62	xxxx	48.93	0.13	0.24	xxxx	xxxx	0.55	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	3.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.4	xxxx	xxxxx	34.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	D	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
AM Peak Hour WIMP

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

****

Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Deep Creek Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 2	0 1		1 0 1	1 0	
Volume Module:												
Base Vol:	161	62	146	33	29	37	85	1811	172	126	1460	62
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:	161	62	146	33	29	37	85	1811	172	126	1460	62
Added Vol:	4	10	6	0	3	0	0	32	1	9	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	72	152	33	32	37	85	1843	173	135	1554	62
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:	174	76	160	35	34	39	89	1940	182	142	1636	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	76	160	35	34	39	89	1940	182	142	1636	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
FinalVolume:	174	76	160	35	34	39	89	2037	182	142	1718	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	3800	1900	1800	3654	146
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.08	0.02	0.02	0.02	0.05	0.54	0.10	0.08	0.47	0.47
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.10	0.10	0.10	0.08	0.08	0.11	0.64	0.64	0.09	0.62	0.62
Volume/Cap:	0.84	0.40	0.84	0.20	0.21	0.25	0.45	0.84	0.15	0.84	0.75	0.75
Delay/Veh:	83.2	56.8	87.5	52.1	54.4	55.1	57.1	11.4	4.3	89.8	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.2	56.8	87.5	52.1	54.4	55.1	57.1	11.4	4.3	89.8	10.5	10.5
LOS by Move:	F	E	F	D	D	E	E	B	A	F	B	B
HCM2kAvgQ:	9	3	8	1	1	2	4	22	1	8	16	16

****

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

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
AM Peak Hour

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

****

Intersection #6 Deep Creek Road (NS) / Tussing Ranch Road (EW)

****

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: D[32.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	43	295	4	9	255	91	90	12	37	14	44	34
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:	43	295	4	9	255	91	90	12	37	14	44	34
Added Vol:	17	24	6	1	15	0	0	0	6	5	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	319	10	10	270	91	90	12	43	19	44	38
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:	63	336	11	11	284	96	95	13	45	20	46	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	63	336	11	11	284	96	95	13	45	20	46	40
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	380	xxxx	xxxxx	346	xxxx	xxxxx	864	826	332	849	868	341
Potent Cap.:	1190	xxxx	xxxxx	1224	xxxx	xxxxx	277	310	714	283	292	706
Move Cap.:	1190	xxxx	xxxxx	1224	xxxx	xxxxx	217	290	714	244	274	706
Volume/Cap:	0.05	xxxx	xxxx	0.01	xxxx	xxxx	0.44	0.04	0.06	0.08	0.17	0.06
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	280	xxxxx	xxxx	346	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.0	xxxxx	xxxxx	1.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	32.2	xxxxx	xxxxx	20.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			32.2			20.0		
ApproachLOS:	*			*			D			C		

****

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

****

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
AM Peak Hour WIMP

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

Intersection #6 Deep Creek Road (NS) / Tussing Ranch Road (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	10	14	14	10	14	14
Lanes:	1 0 0	1 0		1 0 0	1 0		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	43	295	4	9	255	91	90	12	37	14	44	34
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:	43	295	4	9	255	91	90	12	37	14	44	34
Added Vol:	17	24	6	1	15	0	0	0	6	5	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	319	10	10	270	91	90	12	43	19	44	38
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:	63	336	11	11	284	96	95	13	45	20	46	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	336	11	11	284	96	95	13	45	20	46	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	336	11	11	284	96	95	13	45	20	46	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.97	0.03	1.00	0.75	0.25	1.00	0.22	0.78	1.00	0.54	0.46
Final Sat.:	1800	1842	58	1800	1421	479	1800	415	1485	1800	1020	880
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.01	0.20	0.20	0.05	0.03	0.03	0.01	0.05	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.36	0.36	0.24	0.48	0.48	0.13	0.17	0.17	0.13	0.17	0.17
Volume/Cap:	0.28	0.51	0.51	0.02	0.42	0.42	0.42	0.17	0.17	0.09	0.26	0.26
Delay/Veh:	34.8	21.8	21.8	23.1	12.5	12.5	38.0	29.2	29.2	31.7	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	21.8	21.8	23.1	12.5	12.5	38.0	29.2	29.2	31.7	30.4	30.4
LOS by Move:	C	C	C	C	B	B	D	C	C	C	C	C
HCM2kAvgQ:	2	6	6	0	5	5	3	1	1	0	2	2

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

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Deep Creek TIA (JN 4476)
2030 With Project
AM Peak Hour

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

****

Intersection #7 Deep Creek Rd. (NS) / Ocotillo Wy. (EW)

****

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[13.7]

****

Street Name:	Deep Creek Rd. (NS)									Ocotillo Wy. (EW)								
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	1	0	1	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	351		0		0	310		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	351		0		0	310		0		0	0		0		0	0		0	
Added Vol:	0	26		9		8	19		0		0	0		0		26	0		23	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	0	377		9		8	329		0		0	0		0		26	0		23	
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	397		9		8	346		0		0	0		0		27	0		24	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	0	397		9		8	346		0		0	0		0		27	0		24	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx		6.4	6.5		6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx		3.5	4.0		3.3	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		406	xxxx		xxxxx		xxxx	xxxx		xxxxx		765	765		402	
Potent Cap.:	xxxx	xxxx		xxxxx		1163	xxxx		xxxxx		xxxx	xxxx		xxxxx		374	336		653	
Move Cap.:	xxxx	xxxx		xxxxx		1163	xxxx		xxxxx		xxxx	xxxx		xxxxx		372	333		653	
Volume/Cap:	xxxx	xxxx		xxxx		0.01	xxxx		xxxx		xxxx	xxxx		xxxx		0.07	0.00		0.04	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		8.1	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	466		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	0.4		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	13.7		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	B		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					13.7				
ApproachLOS:	*					*					*					B				

****

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

****

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Deep Creek TIA (JN 4476)
2030 With Project
AM Peak Hour

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

****

Intersection #12 Deep Creek Road (NS) / H Street Project Access (EW)

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[13.7]

****

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 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	342	0	0	310	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	342	0	0	310	0	0	0	0	0	0	0
Added Vol:	0	26	5	3	42	0	0	0	0	15	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	368	5	3	352	0	0	0	0	15	0	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	387	5	3	371	0	0	0	0	16	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	387	5	3	371	0	0	0	0	16	0	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	393	xxxx	xxxxx	xxxx	xxxx	xxxxx	767	767	390
Potent Cap.:	xxxx	xxxx	xxxxx	1177	xxxx	xxxxx	xxxx	xxxx	xxxxx	373	335	663
Move Cap.:	xxxx	xxxx	xxxxx	1177	xxxx	xxxxx	xxxx	xxxx	xxxxx	373	334	663
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	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	439	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.7		
ApproachLOS:	*			*			*			B		

****

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

****

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Deep Creek TIA (JN 4476)
2030 With Project
AM Peak Hour

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

****

Intersection #78 Deep Creek Road (NS) / South Project Access (EW)

****

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[14.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	342	0	0	310	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	342	0	0	310	0	0	0	0	0	0	0
Added Vol:	0	18	10	5	52	0	0	0	0	28	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	360	10	5	362	0	0	0	0	28	0	14
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	379	11	5	381	0	0	0	0	29	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	379	11	5	381	0	0	0	0	29	0	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	389	xxxx	xxxxx	xxxx	xxxx	xxxxx	776	776	384
Potent Cap.:	xxxx	xxxx	xxxxx	1180	xxxx	xxxxx	xxxx	xxxx	xxxxx	369	331	668
Move Cap.:	xxxx	xxxx	xxxxx	1180	xxxx	xxxxx	xxxx	xxxx	xxxxx	368	329	668
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	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	432	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.3		
ApproachLOS:	*			*			*			B		

****

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

****

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
AM Peak Hour

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

****
Intersection #8 Deep Creek Road (NS) / Roundup Way (EW)
****
Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[13.0]
****

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:	3	333		0		0	306		4		11		0		11		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:	3	333		0		0	306		4		11		0		11		0		0	
Added Vol:	0	27		0		0	80		0		0		0		0		0		0	
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0	
Initial Fut:	3	360		0		0	386		4		11		0		11		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:	3	379		0		0	406		4		12		0		12		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	3	379		0		0	406		4		12		0		12		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:	411	xxxx	xxxxx	xxxx	xxxx	xxxxx					794	xxxx			408	xxxx	xxxx	xxxxx		
Potent Cap.:	1159	xxxx	xxxxx	xxxx	xxxx	xxxxx					360	xxxx			647	xxxx	xxxx	xxxxx		
Move Cap.:	1159	xxxx	xxxxx	xxxx	xxxx	xxxxx					359	xxxx			647	xxxx	xxxx	xxxxx		
Volume/Cap:	0.00	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					0.1	xxxx			0.1	xxxx	xxxx	xxxxx		
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					15.4	xxxx			10.7	xxxxx	xxxx	xxxxx		
LOS by Move:	A	*	*	*	*	*					C	*			B	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	A	*	*	*	*	*					*	*	*			*	*	*		
ApproachDel:	xxxxxx			xxxxxx							13.0					xxxxxx				
ApproachLOS:	*			*							B					*				

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

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
AM Peak Hour

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

****

Intersection #9 Deep Creek Rd. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 40.0
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Deep Creek Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	20	20	20	10	20	20	10	17	17
Lanes:	0 1 0	0 1		0 1 0	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	32	37	9	11	19	292	296	540	6	9	829	24
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:	32	37	9	11	19	292	296	540	6	9	829	24
Added Vol:	0	0	0	6	0	75	25	15	0	0	44	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	37	9	17	19	367	321	555	6	9	873	26
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:	34	39	9	18	20	386	338	584	6	9	919	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	39	9	18	20	386	338	584	6	9	919	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	39	9	18	20	386	338	584	6	9	919	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.48	0.52	1.00	0.49	0.51	1.00	1.00	0.99	0.01	1.00	0.97	0.03
Final Sat.:	859	993	1900	874	977	1900	1800	1880	20	1800	1845	55
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.02	0.02	0.20	0.19	0.31	0.31	0.01	0.50	0.50
Crit Moves:						****	****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.19	0.52	0.52	0.19	0.52	0.52
Volume/Cap:	0.18	0.18	0.02	0.09	0.09	0.91	0.96	0.59	0.59	0.03	0.96	0.96
Delay/Veh:	29.3	29.3	27.5	28.2	28.2	61.1	75.8	13.4	13.4	30.0	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	29.3	27.5	28.2	28.2	61.1	75.8	13.4	13.4	30.0	36.8	36.8
LOS by Move:	C	C	C	C	C	E	E	B	B	C	D	D
HCM2kAvgQ:	2	2	0	1	1	14	15	9	9	0	31	31

****

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

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
AM Peak Hour WIMP

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

****

Intersection #9 Deep Creek Rd. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Deep Creek Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	20	20	10	17	17
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	32	37	9	11	19	292	296	540	6	9	829	24
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:	32	37	9	11	19	292	296	540	6	9	829	24
Added Vol:	0	0	0	6	0	75	25	15	0	0	44	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	37	9	17	19	367	321	555	6	9	873	26
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:	34	39	9	18	20	386	338	584	6	9	919	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	39	9	18	20	386	338	584	6	9	919	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
FinalVolume:	34	39	9	18	20	386	338	613	7	9	965	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.48	0.52	1.00	0.49	0.51	1.00	1.00	1.98	0.02	1.00	1.94	0.06
Final Sat.:	859	993	1900	874	977	1900	1800	3759	41	1800	3690	110
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.02	0.02	0.20	0.19	0.16	0.16	0.01	0.26	0.26
Crit Moves:						****	****				****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.26	0.42	0.42	0.21	0.37	0.37
Volume/Cap:	0.14	0.14	0.02	0.07	0.07	0.71	0.71	0.39	0.39	0.03	0.71	0.71
Delay/Veh:	19.1	19.1	17.9	18.4	18.4	30.1	32.3	13.0	13.0	22.1	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	19.1	17.9	18.4	18.4	30.1	32.3	13.0	13.0	22.1	20.9	20.9
LOS by Move:	B	B	B	B	B	C	C	B	B	C	C	C
HCM2kAvgQ:	1	1	0	1	1	9	8	4	4	0	10	10

****

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

Traffix 7.8.0115 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Deep Creek TIA (JN 4476)
2030 With Project Conditions
AM Peak Hour

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

****

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 58.1
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	31	31	10	29	29	10	25	25
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	286	292	160	76	192	182	198	1484	206	130	857	83
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:	286	292	160	76	192	182	198	1484	206	130	857	83
Added Vol:	34	28	14	0	10	7	21	34	14	5	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	320	174	76	202	189	219	1518	220	135	908	83
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:	337	337	183	80	213	199	231	1598	232	142	956	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	337	183	80	213	199	231	1598	232	142	956	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	337	354	183	80	223	199	231	1678	232	142	1004	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.19	0.09	0.10	0.04	0.06	0.10	0.13	0.44	0.12	0.08	0.26	0.05
Crit Moves:	****					****		****		****		
Green/Cycle:	0.18	0.32	0.32	0.11	0.26	0.26	0.16	0.42	0.42	0.08	0.34	0.34
Volume/Cap:	1.06	0.29	0.30	0.39	0.23	0.41	0.79	1.06	0.29	0.95	0.79	0.14
Delay/Veh:	117.5	30.3	31.0	54.7	35.6	39.3	67.1	72.1	21.4	115.4	39.3	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.5	30.3	31.0	54.7	35.6	39.3	67.1	72.1	21.4	115.4	39.3	27.0
LOS by Move:	F	C	C	D	D	D	E	E	C	F	D	C
HCM2kAvgQ:	20	4	4	3	3	6	10	42	5	9	17	2

****

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

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
AM Peak Hour WIMP

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

****

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	29	29	10	25	25
Lanes:	2 0 2	0 1		1 0 2	0 1		1 0 2	0 1		1 0 2	1 0	
Volume Module:												
Base Vol:	286	292	160	76	192	182	198	1484	206	130	857	83
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:	286	292	160	76	192	182	198	1484	206	130	857	83
Added Vol:	34	28	14	0	10	7	21	34	14	5	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	320	174	76	202	189	219	1518	220	135	908	83
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:	337	337	183	80	213	199	231	1598	232	142	956	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	337	183	80	213	199	231	1598	232	142	956	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.10	1.10
FinalVolume:	347	354	183	80	223	199	231	1678	232	142	1051	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.75	0.25
Final Sat.:	3400	3800	1900	1800	3800	1900	1800	3800	1900	1800	5223	477
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.10	0.04	0.06	0.10	0.13	0.44	0.12	0.08	0.20	0.20
Crit Moves:	****					****		****		****		
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.18	0.49	0.49	0.13	0.45	0.45
Volume/Cap:	0.77	0.70	0.72	0.33	0.44	0.79	0.72	0.89	0.25	0.59	0.45	0.45
Delay/Veh:	43.0	38.8	47.6	33.2	32.7	52.8	41.7	20.5	9.1	40.9	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	38.8	47.6	33.2	32.7	52.8	41.7	20.5	9.1	40.9	12.6	12.6
LOS by Move:	D	D	D	C	C	D	D	C	A	D	B	B
HCM2kAvgQ:	6	5	6	2	3	7	7	20	2	4	5	5

****

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

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Deep Creek TIA (JN 4476)
2030 Without Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.2
Optimal Cycle:	0	Level Of Service:	C

****

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
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			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	14	7	3	23	9	435	375	177	4	1	398	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	7	3	23	9	435	375	177	4	1	398	59
Added Vol:	0	0	0	2	0	21	28	6	0	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	7	3	25	9	456	403	183	4	1	400	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	15	7	3	26	9	0	424	193	4	1	421	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	7	3	26	9	0	424	193	4	1	421	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	7	3	26	9	0	424	193	4	1	421	63
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.02	1.00	0.87	0.13
Final Sat.:	410	435	475	413	438	478	635	676	15	596	590	88
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.01	0.06	0.02	0.00	0.67	0.28	0.28	0.00	0.71	0.71
Crit Moves:	****			****			****				****	
Delay/Veh:	10.8	10.2	9.4	11.0	10.2	0.0	18.8	9.8	9.8	8.6	19.8	19.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.2	9.4	11.0	10.2	0.0	18.8	9.8	9.8	8.6	19.8	19.8
LOS by Move:	B	B	A	B	B	*	C	A	A	A	C	C
ApproachDel:	10.5			10.8			15.9			19.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.5			10.8			15.9			19.7		
LOS by Appr:	B			B			C			C		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.0	1.8	0.4	0.4	0.0	2.2	2.2

****

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
AM Peak Hour WIMP

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

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	14	14	10	14	14	10	17	17	10	17	17
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	14	7	3	23	9	435	375	177	4	1	398	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	7	3	23	9	435	375	177	4	1	398	59
Added Vol:	0	0	0	2	0	21	28	6	0	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	7	3	25	9	456	403	183	4	1	400	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	15	7	3	26	9	0	424	193	4	1	421	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	7	3	26	9	0	424	193	4	1	421	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	7	3	26	9	0	424	193	4	1	421	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.02	1.00	0.87	0.13
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	1859	41	1800	1652	248
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.01	0.00	0.00	0.24	0.10	0.10	0.00	0.25	0.25
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.14	0.14	0.10	0.14	0.00	0.33	0.43	0.43	0.25	0.35	0.35
Volume/Cap:	0.08	0.03	0.01	0.15	0.04	0.00	0.72	0.24	0.24	0.00	0.72	0.72
Delay/Veh:	41.7	37.3	37.1	42.8	37.4	0.0	36.1	16.4	16.4	28.0	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	37.3	37.1	42.8	37.4	0.0	36.1	16.4	16.4	28.0	33.0	33.0
LOS by Move:	D	D	D	D	D	A	D	B	B	C	C	C
HCM2kAvgQ:	0	0	0	1	0	0	13	3	3	0	13	13

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

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour

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

Intersection #1 "I" Av. (NS) / Main St. (EW)

Cycle (sec): 115 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 52.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	"I" Av. (NS)						Main St. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	30	30	10	32	32	10	32	32	10	32	32
Lanes:	2 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	403	757	158	387	775	366	509	1131	399	149	698	153
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:	403	757	158	387	775	366	509	1131	399	149	698	153
Added Vol:	0	0	10	12	0	0	0	29	0	6	17	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	757	168	399	775	366	509	1160	399	155	715	160
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:	424	797	177	420	816	385	536	1221	420	163	753	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	797	177	420	816	385	536	1221	420	163	753	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.05
FinalVolume:	437	837	177	420	857	385	552	1282	420	168	790	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.63	0.37
Final Sat.:	3400	3800	1900	1800	3800	1900	3400	3800	1900	3400	3105	695
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.09	0.23	0.23	0.20	0.16	0.34	0.22	0.05	0.25	0.25
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.26	0.26	0.23	0.34	0.50	0.16	0.35	0.35	0.09	0.28	0.28
Volume/Cap:	0.83	0.84	0.36	1.01	0.67	0.41	1.01	0.97	0.63	0.55	0.91	0.91
Delay/Veh:	60.9	49.0	36.6	91.2	34.1	15.4	89.6	52.8	34.1	57.1	53.7	53.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	49.0	36.6	91.2	34.1	15.4	89.6	52.8	34.1	57.1	53.7	53.7
LOS by Move:	E	D	D	F	C	B	F	D	C	E	D	D
HCM2kAvgQ:	11	16	5	22	13	6	16	28	12	4	20	20

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Deep Creek TIA (JN 4476)
2030 Without Project Conditions
PM Peak Hour

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

****

Intersection #2 Peach Av. (NS) / Main St. (NS)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Peach Av. (NS)						Main St. (NS)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	10	20	20	10	19	19
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	93	178	96	152	213	83	92	960	113	93	695	78
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:	93	178	96	152	213	83	92	960	113	93	695	78
Added Vol:	0	0	12	20	0	0	0	60	0	7	34	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	178	108	172	213	83	92	1020	113	100	729	89
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:	98	187	114	181	224	87	97	1074	119	105	767	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	187	114	181	224	87	97	1074	119	105	767	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	98	187	114	181	224	87	97	1127	119	105	806	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.06	0.10	0.12	0.05	0.05	0.30	0.06	0.06	0.21	0.05
Crit Moves:					****			****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.20	0.47	0.47	0.12	0.39	0.39
Volume/Cap:	0.16	0.29	0.18	0.29	0.35	0.13	0.27	0.63	0.13	0.50	0.55	0.13
Delay/Veh:	19.1	20.6	19.3	20.7	21.4	18.8	30.3	15.4	10.6	43.3	20.0	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	20.6	19.3	20.7	21.4	18.8	30.3	15.4	10.6	43.3	20.0	15.7
LOS by Move:	B	C	B	C	C	B	C	B	B	D	C	B
HCM2kAvgQ:	2	3	2	3	4	1	2	10	1	3	8	1

****

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

Traffix 7.8.0115 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Deep Creek TIA (JN 4476)
2030 Without Project Conditions
PM Peak Hour

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

****
Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)
****
Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]
****

Street Name:	Main St. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	335	614	860	249	0	0	0	0	335	0	515
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	335	614	860	249	0	0	0	0	335	0	515
Added Vol:	0	0	32	101	0	0	0	0	0	18	0	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	335	646	961	249	0	0	0	0	353	0	573
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	353	680	1012	262	0	0	0	0	372	0	603
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	353	680	1012	262	0	0	0	0	372	0	603
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	1033	xxxx	xxxxx	xxxx	xxxx	xxxxx	2638	xxxx	353
Potent Cap.:	xxxx	xxxx	xxxxx	681	xxxx	xxxxx	xxxx	xxxx	xxxxx	26	xxxx	696
Move Cap.:	xxxx	xxxx	xxxxx	681	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	696
Volume/Cap:	xxxx	xxxx	xxxx	1.49	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.87
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	49.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	10.3
Control Del:	xxxxx	xxxx	xxxxx	244.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	34.3
LOS by Move:	*	*	*	F	*	*	*	*	*	*	*	D
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			F		

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

Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour WIMP

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

****

Intersection #3 Main St. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Main St. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	35	35	10	35	0	0	0	0	20	0	20
Lanes:	0 0	1 0	1	2 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	335	614	860	249	0	0	0	0	335	0	515
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	335	614	860	249	0	0	0	0	335	0	515
Added Vol:	0	0	32	101	0	0	0	0	0	18	0	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	335	646	961	249	0	0	0	0	353	0	573
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	353	680	1012	262	0	0	0	0	372	0	603
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	353	680	1012	262	0	0	0	0	372	0	603
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	353	680	1042	262	0	0	0	0	372	0	603
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1900	3400	1900	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.36	0.31	0.14	0.00	0.00	0.00	0.00	0.21	0.00	0.32
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.32	0.57	0.37	0.69	0.00	0.00	0.00	0.00	0.25	0.00	0.63
Volume/Cap:	0.00	0.58	0.63	0.82	0.20	0.00	0.00	0.00	0.00	0.82	0.00	0.51
Delay/Veh:	0.0	34.6	12.9	34.4	2.1	0.0	0.0	0.0	0.0	53.7	0.0	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.6	12.9	34.4	2.1	0.0	0.0	0.0	0.0	53.7	0.0	7.2
LOS by Move:	A	C	B	C	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	10	11	19	1	0	0	0	0	14	0	6

****

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

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour

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

****

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 87.2
Optimal Cycle: OPTIMIZED Level Of Service: F

--4 LOS "F"

****

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	10	36	36	10	36	36	10	29	29	10	33	33
Lanes:	2 0 2	0 1		2 0 1	0 2		2 0 2	0 1		1 0 3	0 1	
Volume Module:												
Base Vol:	234	387	273	300	458	1669	998	1625	200	335	1088	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	387	273	300	458	1669	998	1625	200	335	1088	120
Added Vol:	1	5	3	22	9	0	0	88	1	2	50	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	392	276	322	467	1669	998	1713	201	337	1138	133
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:	247	413	291	339	492	1757	1051	1803	212	355	1198	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	413	291	339	492	1757	1051	1803	212	355	1198	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
FinalVolume:	255	433	291	349	492	1985	1082	1893	212	355	1318	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	0.95	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3400	3800	1900	3400	1900	3600	3400	3800	1900	1800	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.15	0.10	0.26	0.55	0.32	0.50	0.11	0.20	0.23	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.30	0.30	0.08	0.30	0.57	0.27	0.39	0.39	0.16	0.28	0.36
Volume/Cap:	0.90	0.38	0.51	1.23	0.86	0.96	1.16	1.26	0.28	1.26	0.84	0.21
Delay/Veh:	87.4	33.7	37.4	186.3	54.9	27.5	126.4	157	23.3	194.8	46.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.4	33.7	37.4	186.3	54.9	27.5	126.4	157	23.3	194.8	46.6	25.6
LOS by Move:	F	C	D	F	D	C	F	F	C	F	D	C
HCM2kAvgQ:	8	6	8	14	19	40	35	60	4	26	17	3

****

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

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour WIMP

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

****

Intersection #4 Apple Valley Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.901
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Apple Valley Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Lanes:	2 0 2	0 1		2 0 2	0 1		2 0 3	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	234	387	273	300	458	1669	998	1625	200	335	1088	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	387	273	300	458	1669	998	1625	200	335	1088	120
Added Vol:	1	5	3	22	9	0	0	88	1	2	50	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	392	276	322	467	1669	998	1713	201	337	1138	133
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	247	413	291	339	492	0	1051	1803	212	355	1198	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	413	291	339	492	0	1051	1803	212	355	1198	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	0.00	1.03	1.10	1.00	1.03	1.10	1.00
FinalVolume:	255	433	291	349	516	0	1082	1983	212	365	1318	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	3800	1900	3400	3800	1900	3400	5700	1900	3400	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.15	0.10	0.14	0.00	0.32	0.35	0.11	0.11	0.23	0.07
Crit Moves:			****	****			****				****	
Green/Cycle:	0.12	0.17	0.17	0.11	0.17	0.00	0.35	0.44	0.44	0.17	0.26	0.37
Volume/Cap:	0.65	0.67	0.90	0.90	0.81	0.00	0.90	0.79	0.25	0.64	0.90	0.20
Delay/Veh:	39.8	34.7	60.8	59.3	40.6	0.0	32.6	17.9	11.9	34.3	36.2	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	34.7	60.8	59.3	40.6	0.0	32.6	17.9	11.9	34.3	36.2	15.5
LOS by Move:	D	C	E	E	D	A	C	B	B	C	D	B
HCM2kAvgQ:	4	6	10	8	8	0	17	14	2	5	14	2

****

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour

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

****

Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)

****

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx] --4

****

Street Name:	Deep Creek Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 2 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	165	101	188	110	111	96	98	1648	184	163	1280	87
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:	165	101	188	110	111	96	98	1648	184	163	1280	87
Added Vol:	2	7	11	0	12	0	0	109	4	9	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	108	199	110	123	96	98	1757	188	172	1341	87
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:	176	114	209	116	129	101	103	1849	198	181	1412	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	176	114	209	116	129	101	103	1849	198	181	1412	92
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	3188	3921	925	3007	4073	752	1503	xxxx	xxxxx	2047	xxxx	xxxxx
Potent Cap.:	4	3	275	6	3	357	452	xxxx	xxxxx	279	xxxx	xxxxx
Move Cap.:	0	1	275	0	1	357	452	xxxx	xxxxx	279	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.76	xxxx	xxxx	0.28	0.23	xxxx	xxxx	0.65	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	4.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.3	xxxx	xxxxx	39.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	E	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

****

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

****

Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour WIMP

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

****

Intersection #5 Deep Creek Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Deep Creek Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	165	101	188	110	111	96	98	1648	184	163	1280	87
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:	165	101	188	110	111	96	98	1648	184	163	1280	87
Added Vol:	2	7	11	0	12	0	0	109	4	9	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	108	199	110	123	96	98	1757	188	172	1341	87
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:	176	114	209	116	129	101	103	1849	198	181	1412	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	114	209	116	129	101	103	1849	198	181	1412	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
FinalVolume:	176	114	209	116	129	101	103	1942	198	181	1482	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	3800	1900	1800	3568	232
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.11	0.06	0.07	0.05	0.06	0.51	0.10	0.10	0.42	0.42
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.13	0.13	0.10	0.11	0.11	0.13	0.58	0.58	0.11	0.56	0.56
Volume/Cap:	0.87	0.48	0.88	0.64	0.61	0.47	0.43	0.88	0.18	0.88	0.74	0.74
Delay/Veh:	79.8	47.4	77.1	59.6	54.3	48.9	45.1	16.6	6.4	81.4	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.8	47.4	77.1	59.6	54.3	48.9	45.1	16.6	6.4	81.4	13.3	13.3
LOS by Move:	E	D	E	E	D	D	D	B	A	F	B	B
HCM2kAvgQ:	8	4	9	5	5	3	3	25	2	9	15	15

****

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

Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour

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

****

Intersection #6 Deep Creek Road (NS) / Tussing Ranch Road (EW)

****

Average Delay (sec/veh): 166.1 Worst Case Level Of Service: F[652.7] --4

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	60	338	14	46	314	195	213	79	61	6	34	22
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:	60	338	14	46	314	195	213	79	61	6	34	22
Added Vol:	11	23	7	4	30	0	0	0	19	8	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	361	21	50	344	195	213	79	80	14	34	24
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:	75	380	22	53	362	205	224	83	84	15	36	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	75	380	22	53	362	205	224	83	84	15	36	25
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	567	xxxx	xxxxx	402	xxxx	xxxxx	1141	1122	465	1194	1213	391
Potent Cap.:	1015	xxxx	xxxxx	1168	xxxx	xxxxx	179	208	602	165	183	662
Move Cap.:	1015	xxxx	xxxxx	1168	xxxx	xxxxx	130	183	602	84	161	662
Volume/Cap:	0.07	xxxx	xxxx	0.05	xxxx	xxxx	1.72	0.45	0.14	0.18	0.22	0.04
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.8	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	169	xxxxx	xxxx	174	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	32.3	xxxxx	xxxxx	2.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	653	xxxxx	xxxxx	40.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			652.7			40.8		
ApproachLOS:	*			*			F			E		

****

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

****

Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour WIMP

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

Intersection #6 Deep Creek Road (NS) / Tussing Ranch Road (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	14	14	10	14	14	10	14	14	10	14	14
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	60	338	14	46	314	195	213	79	61	6	34	22
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:	60	338	14	46	314	195	213	79	61	6	34	22
Added Vol:	11	23	7	4	30	0	0	0	19	8	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	361	21	50	344	195	213	79	80	14	34	24
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:	75	380	22	53	362	205	224	83	84	15	36	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	380	22	53	362	205	224	83	84	15	36	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	380	22	53	362	205	224	83	84	15	36	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.95	0.05	1.00	0.64	0.36	1.00	0.50	0.50	1.00	0.59	0.41
Final Sat.:	1800	1796	104	1800	1213	687	1800	944	956	1800	1114	786
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.03	0.30	0.30	0.12	0.09	0.09	0.01	0.03	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.34	0.34	0.20	0.42	0.42	0.18	0.21	0.21	0.15	0.17	0.17
Volume/Cap:	0.33	0.61	0.61	0.14	0.71	0.71	0.71	0.43	0.43	0.06	0.18	0.18
Delay/Veh:	35.9	24.9	24.9	27.0	21.6	21.6	43.4	31.1	31.1	29.8	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	24.9	24.9	27.0	21.6	21.6	43.4	31.1	31.1	29.8	29.3	29.3
LOS by Move:	D	C	C	C	C	C	D	C	C	C	C	C
HCM2kAvgQ:	2	8	8	1	11	11	7	4	4	0	1	1

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

Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour

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

****
Intersection #7 Deep Creek Rd. (NS) / Ocotillo Wy. (EW)
****
Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[16.5]
****

Street Name:	Deep Creek Rd. (NS)						Ocotillo Wy. (EW)					
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			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	448	0	0	396	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	448	0	0	396	0	0	0	0	0	0	0
Added Vol:	0	28	30	26	32	0	0	0	0	17	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	476	30	26	428	0	0	0	0	17	0	15
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	501	32	27	451	0	0	0	0	18	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	501	32	27	451	0	0	0	0	18	0	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	533	xxxx	xxxxx	xxxx	xxxx	xxxxx	1022	1022	517
Potent Cap.:	xxxx	xxxx	xxxxx	1045	xxxx	xxxxx	xxxx	xxxx	xxxxx	264	238	562
Move Cap.:	xxxx	xxxx	xxxxx	1045	xxxx	xxxxx	xxxx	xxxx	xxxxx	258	232	562
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	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	346	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.5		
ApproachLOS:	*			*			*			C		

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

Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour

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

****

Intersection #12 Deep Creek Road (NS) / H Street Project Access (EW)

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[16.8]

****

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 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	446	0	0	399	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	446	0	0	399	0	0	0	0	0	0	0
Added Vol:	0	52	17	9	40	0	0	0	0	10	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	498	17	9	439	0	0	0	0	10	0	5
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	524	18	9	462	0	0	0	0	11	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	524	18	9	462	0	0	0	0	11	0	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	542	xxxx	xxxxx	xxxx	xxxx	xxxxx	1014	1014	533
Potent Cap.:	xxxx	xxxx	xxxxx	1037	xxxx	xxxxx	xxxx	xxxx	xxxxx	267	240	551
Move Cap.:	xxxx	xxxx	xxxxx	1037	xxxx	xxxxx	xxxx	xxxx	xxxxx	265	238	551
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	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	320	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.8		
ApproachLOS:	*			*			*			C		

****

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

****

Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour

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

****
Intersection #78 Deep Creek Road (NS) / South Project Access (EW)
****
Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[18.0]
****

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	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	446	0	0	399	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	446	0	0	399	0	0	0	0	0	0	0
Added Vol:	0	60	32	15	35	0	0	0	0	19	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	506	32	15	434	0	0	0	0	19	0	9
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	533	34	16	457	0	0	0	0	20	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	533	34	16	457	0	0	0	0	20	0	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	566	xxxx	xxxxx	xxxx	xxxx	xxxxx	1038	1038	549
Potent Cap.:	xxxx	xxxx	xxxxx	1016	xxxx	xxxxx	xxxx	xxxx	xxxxx	258	233	539
Move Cap.:	xxxx	xxxx	xxxxx	1016	xxxx	xxxxx	xxxx	xxxx	xxxxx	255	229	539
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	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	307	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.0		
ApproachLOS:	*			*			*			C		

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

Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour

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

****

Intersection #8 Deep Creek Road (NS) / Roundup Way (EW)

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[15.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 0	1	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	5	445	0	0	398	4	11	0	11	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:	5	445	0	0	398	4	11	0	11	0	0	0
Added Vol:	0	92	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	537	0	0	451	4	11	0	11	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:	5	565	0	0	475	4	12	0	12	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	565	0	0	475	4	12	0	12	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:	479	xxxx	xxxxx	xxxx	xxxx	xxxxx	1053	xxxx	477	xxxx	xxxx	xxxxx
Potent Cap.:	1094	xxxx	xxxxx	xxxx	xxxx	xxxxx	253	xxxx	592	xxxx	xxxx	xxxxx
Move Cap.:	1094	xxxx	xxxxx	xxxx	xxxx	xxxxx	252	xxxx	592	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.0	xxxx	11.2	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.6			xxxxxx		
ApproachLOS:	*			*			C			*		

****

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

****

Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour

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

****

Intersection #9 Deep Creek Rd. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 54.8
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Deep Creek Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	20	20	20	10	20	20	10	17	17
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	10	23	9	35	33	352	393	1114	47	17	643	44
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:	10	23	9	35	33	352	393	1114	47	17	643	44
Added Vol:	0	0	0	4	0	50	86	51	0	0	29	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	23	9	39	33	402	479	1165	47	17	672	50
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:	11	24	9	41	35	423	504	1226	49	18	707	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	24	9	41	35	423	504	1226	49	18	707	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	24	9	41	35	423	504	1226	49	18	707	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.31	0.69	1.00	0.56	0.44	1.00	1.00	0.96	0.04	1.00	0.93	0.07
Final Sat.:	566	1302	1900	999	845	1900	1800	1826	74	1800	1768	132
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.04	0.04	0.22	0.28	0.67	0.67	0.01	0.40	0.40
Crit Moves:						****		****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.30	0.65	0.65	0.08	0.43	0.43
Volume/Cap:	0.09	0.09	0.02	0.19	0.19	1.03	0.93	1.03	1.03	0.12	0.93	0.93
Delay/Veh:	38.0	38.0	37.2	39.5	39.5	99.9	64.0	43.2	43.2	52.5	45.6	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	38.0	37.2	39.5	39.5	99.9	64.0	43.2	43.2	52.5	45.6	45.6
LOS by Move:	D	D	D	D	D	F	E	D	D	D	D	D
HCM2kAvgQ:	1	1	0	2	2	22	23	58	58	1	30	30

****

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

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour WIMP

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

****

Intersection #9 Deep Creek Rd. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Deep Creek Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	10	20	20	10	17	17
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	10	23	9	35	33	352	393	1114	47	17	643	44
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:	10	23	9	35	33	352	393	1114	47	17	643	44
Added Vol:	0	0	0	4	0	50	86	51	0	0	29	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	23	9	39	33	402	479	1165	47	17	672	50
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:	11	24	9	41	35	423	504	1226	49	18	707	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	24	9	41	35	423	504	1226	49	18	707	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
FinalVolume:	11	24	9	41	35	423	504	1288	52	18	743	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.31	0.69	1.00	0.56	0.44	1.00	1.00	1.92	0.08	1.00	1.86	0.14
Final Sat.:	566	1302	1900	999	845	1900	1800	3653	147	1800	3537	263
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.04	0.04	0.22	0.28	0.35	0.35	0.01	0.21	0.21
Crit Moves:						****	****				****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.36	0.45	0.45	0.18	0.27	0.27
Volume/Cap:	0.07	0.07	0.02	0.14	0.14	0.78	0.78	0.79	0.79	0.05	0.78	0.78
Delay/Veh:	18.4	18.4	17.9	19.1	19.1	33.5	27.7	17.7	17.7	24.0	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	18.4	17.9	19.1	19.1	33.5	27.7	17.7	17.7	24.0	29.5	29.5
LOS by Move:	B	B	B	B	B	C	C	B	B	C	C	C
HCM2kAvgQ:	1	1	0	1	1	10	12	13	13	0	10	10

****

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

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour

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

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 54.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	28	28	10	31	31	10	29	29	10	25	25
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	270	277	247	92	288	133	193	1177	320	246	987	104
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:	270	277	247	92	288	133	193	1177	320	246	987	104
Added Vol:	25	19	9	0	32	24	14	64	40	16	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	296	256	92	320	157	207	1241	360	262	1038	104
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:	311	312	269	97	337	165	218	1306	379	276	1093	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	312	269	97	337	165	218	1306	379	276	1093	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	311	327	269	97	354	165	218	1372	379	276	1147	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.14	0.05	0.09	0.09	0.12	0.36	0.20	0.15	0.30	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.32	0.32	0.11	0.26	0.26	0.14	0.35	0.35	0.15	0.36	0.36
Volume/Cap:	1.02	0.27	0.45	0.48	0.36	0.34	0.84	1.02	0.56	1.02	0.84	0.16
Delay/Veh:	105.8	30.5	34.3	57.8	37.4	38.0	76.1	65.3	32.7	110.1	39.0	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.8	30.5	34.3	57.8	37.4	38.0	76.1	65.3	32.7	110.1	39.0	24.8
LOS by Move:	F	C	C	E	D	D	E	E	C	F	D	C
HCM2kAvgQ:	18	4	7	4	5	5	11	33	10	16	21	2

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

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Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour WIMP

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

****

Intersection #10 Kiowa Rd. (NS) / Bear Valley Rd. (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Kiowa Rd. (NS)						Bear Valley Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	29	29	10	25	25
Lanes:	2 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	270	277	247	92	288	133	193	1177	320	246	987	104
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:	270	277	247	92	288	133	193	1177	320	246	987	104
Added Vol:	25	19	9	0	32	24	14	64	40	16	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	296	256	92	320	157	207	1241	360	262	1038	104
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:	311	312	269	97	337	165	218	1306	379	276	1093	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	312	269	97	337	165	218	1306	379	276	1093	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.10	1.10
FinalVolume:	320	327	269	97	354	165	218	1372	379	276	1202	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.73	0.27
Final Sat.:	3400	3800	1900	1800	3800	1900	1800	3800	1900	1800	5181	519
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.14	0.05	0.09	0.09	0.12	0.36	0.20	0.15	0.23	0.23
Crit Moves:			****	****				****		****		
Green/Cycle:	0.15	0.16	0.16	0.14	0.15	0.15	0.17	0.41	0.41	0.17	0.42	0.42
Volume/Cap:	0.63	0.55	0.90	0.38	0.62	0.58	0.72	0.87	0.48	0.90	0.56	0.56
Delay/Veh:	33.6	30.7	60.3	31.3	32.8	35.9	41.7	23.4	15.3	59.3	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	30.7	60.3	31.3	32.8	35.9	41.7	23.4	15.3	59.3	14.5	14.5
LOS by Move:	C	C	E	C	C	D	D	C	B	E	B	B
HCM2kAvgQ:	5	4	9	2	5	4	6	16	5	10	7	7

****

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

Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.8
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
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			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	13	12	1	64	8	365	522	582	18	1	298	31
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:	13	12	1	64	8	365	522	582	18	1	298	31
Added Vol:	0	0	0	1	0	36	31	4	0	0	6	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	12	1	65	8	401	553	586	18	1	304	33
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	13	1	68	8	0	582	617	19	1	320	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	13	1	68	8	0	582	617	19	1	320	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	13	1	68	8	0	582	617	19	1	320	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.90	0.10
Final Sat.:	393	416	452	407	430	469	616	656	20	507	502	54
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.17	0.02	0.00	0.95	0.94	0.94	0.00	0.64	0.64
Crit Moves:	****			****			****					****
Delay/Veh:	11.8	11.2	10.3	12.9	10.9	0.0	47.3	43.6	43.6	9.6	19.1	19.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.2	10.3	12.9	10.9	0.0	47.3	43.6	43.6	9.6	19.1	19.1
LOS by Move:	B	B	B	B	B	*	E	E	E	A	C	C
ApproachDel:	11.5			12.7			45.4			19.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.5			12.7			45.4			19.1		
LOS by Appr:	B			B			E			C		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.0	0.0	6.6	6.7	6.7	0.0	1.6	1.6

Deep Creek TIA (JN 4476)
2030 With Project Conditions
PM Peak Hour WIMP

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

****

Intersection #11 Kiowa Rd. (NS) / Rock Springs Rd. (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Kiowa Rd. (NS)						Rock Springs Rd. (EW)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	14	14	10	14	14	10	17	17	10	17	17
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	13	12	1	64	8	365	522	582	18	1	298	31
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:	13	12	1	64	8	365	522	582	18	1	298	31
Added Vol:	0	0	0	1	0	36	31	4	0	0	6	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	12	1	65	8	401	553	586	18	1	304	33
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	13	1	68	8	0	582	617	19	1	320	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	13	1	68	8	0	582	617	19	1	320	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	13	1	68	8	0	582	617	19	1	320	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.90	0.10
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	1843	57	1800	1714	186
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.04	0.00	0.00	0.32	0.33	0.33	0.00	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.12	0.12	0.08	0.12	0.00	0.46	0.59	0.59	0.15	0.27	0.27
Volume/Cap:	0.09	0.06	0.00	0.46	0.04	0.00	0.70	0.57	0.57	0.00	0.70	0.70
Delay/Veh:	52.0	47.6	46.9	62.1	47.3	0.0	25.5	11.4	11.4	43.8	47.1	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	47.6	46.9	62.1	47.3	0.0	25.5	11.4	11.4	43.8	47.1	47.1
LOS by Move:	D	D	D	E	D	A	C	B	B	D	D	D
HCM2kAvgQ:	1	0	0	3	0	0	16	10	10	0	12	12

****

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

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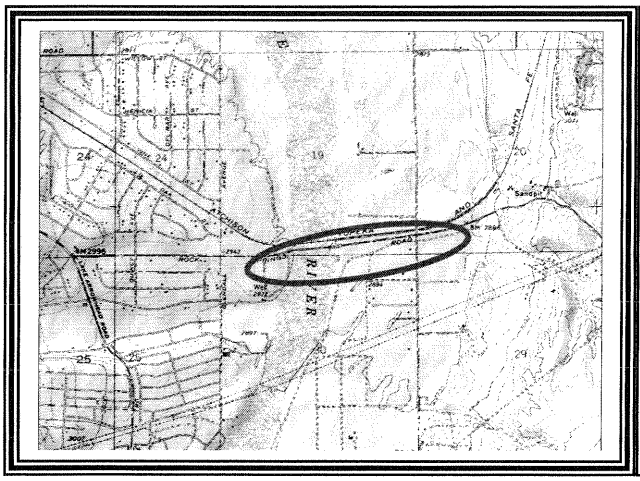
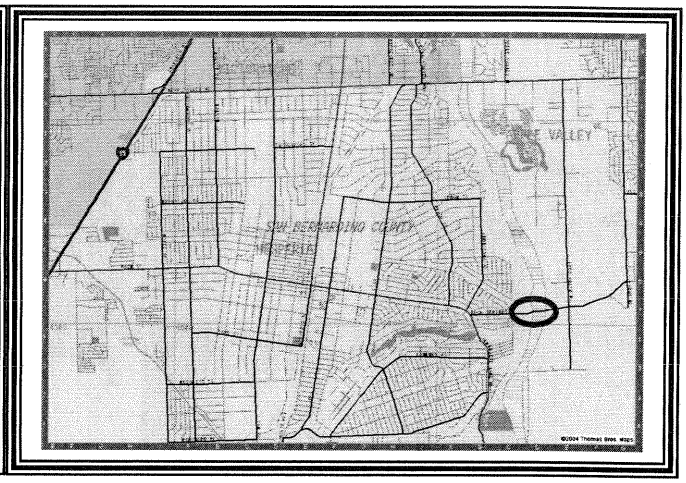
APPENDIX L

ROCK SPRINGS ROAD AT THE MOJAVE RIVER
RECONSTRUCTION INFORMATION

FACT SHEET:-
ROCK SPRINGS ROAD AT THE MOJAVE RIVER





- The series of storms in January 2005 created a more than "10 year" storm event.
- All existing flow pipes were destroyed. Approximately 1,000 feet of roadbed was undermined or washed away.
- Replacement Project is estimated at $1,000,000.
- Average Daily Traffic before road closure was nearly 11,000 vehicles.

- A presidential declaration of disaster was declared for seven counties in Southern California on January 20, 2005.
- Federal Highway Administration (FHWA) Officials on March 29, 2005 declared the replacement of Rock Springs road as qualifying for Emergency Relief, but not as an Emergency Opening project.
- Replacement Project for Rock Springs Road is replacement "in kind" with better slope, road protection and flow capacity.
- FHWA will pay 75%, State Office of Emergency Services will pay 75% of the remaining 25% and County will pay the remainder of the cost.
- Required forms: Disaster Assessment Forms and Preliminary Environmental Survey Forms were submitted to Caltrans on March 30, 2005 and a request for an Environmental Categorical Exclusion to be reviewed within 30 days.
- Emergency Project Notification were submitted on April 7, 2005 by e-mail and followed by hard copy to consider the project as an emergency and not require permits. Normal process would take several months. The three regulatory agencies:
    - U. S. Corps of Engineers
    - Regional Water Quality Control Board
    - California Department of Fish and Game

Page 2:

- Board of Supervisor action in 2004 allowed pre-qualification of consultants for storm damage projects.
- With declaration of Emergency Relief consultant was quickly on board to submit plans and specifications within 30 days.
- Plans and Specifications developed by consultant were submitted April 15,2005.
- Project schedule depends on outside agencies:
    - Anticipated timeline:
        - Late May 2005 receive emergency permits, advertise for bids
        - Late June 2005 award bid
        - July-August 2005 replace road

- Long term project for Rock Springs Road is to replace crossing with a bridge.
    - Supervisor Postmus supported Legislative requests for federal funding in 2003, 2004 and 2005 in the amount of $9 million.

REPORT/RECOMMENDATION TO THE BOARD OF SUPERVISORS OF SAN BERNARDINO COUNTY, CALIFORNIA AND RECORD OF ACTION

June 21, 2005

FROM: **PATRICK J. MEAD**, Director
Department of Public Works – **Transportation**

SUBJECT: **PLANS AND SPECIFICATIONS FOR THE ROCK SPRINGS ROAD EMERGENCY RECONSTRUCTION PROJECT IN THE APPLE VALLEY AREA**

RECOMMENDATION:

1. Approve the plans and specifications for the Rock Springs Road Emergency Reconstruction Project; and,
2. Authorize the Director of Public Works to advertise for bids.

BACKGROUND INFORMATION: Because of the January 11, 2005 flood event, a segment of Rock Springs Road that crosses the Mojave River (approximately 1100 feet long) was severely damaged and portions were completely washed away. Damage to the road includes destruction of the asphalt pavement, washout, and undermining of the embankment and culverts. Accordingly, the Department proposes to replace the embankment, pipes, and roadway. The construction work will be done under the Emergency Relief Program of the Federal Highway Administration (FHWA), and this project is being coordinated with Local Assistance staff of CALTRANS. Plans and specifications for the project were prepared by a consultant. All work will be performed within existing road right-of-way.

On May 3, 2005, the Board found this project for emergency repairs to be exempt under the California Environmental Quality Act (CEQA), approved the project as defined in the Notice of Exemption, and directed the Clerk to post said notice. Board approval is required to approve plans and specifications (on file with the Department) and to authorize the Director to advertise for bids on local agency construction projects in accordance with Sections 20124 and 20125 of the California Public Contract Code.

REVIEW AND APPROVAL BY OTHERS: This item was reviewed by Chief Deputy County Counsel Rex A. Hinesley (387-5480) on June 14, 2005 and by the County Administrative Office (Tom Forster, Administrative Analyst, 387-4635) on June 14, 2005.

FINANCIAL IMPACT: The actions to approve the plans, specifications and authorize advertisement for bids have minimal financial impact. A separate item will be brought to the Board to approve the contract for construction of the project. The project cost is estimated at $900,000. FHWA Emergency Relief (89%) and Gas Tax funds (11%) will be used for this project and are included in the Fiscal Year 2004/2005 Transportation budget (SAA-TRA-TRA-H13995).

COST REDUCTION REVIEW: The County Administrative Office has reviewed this item and concurs with the Department's recommendation because the project is needed to reopen Rock Springs Road at the Mojave River and restore a major east-west transportation route.

SUPERVISORIAL DISTRICT(S): 1st **PRESENTER:** Patrick J. Mead, 387-7906

"Before" (Asphalt pavement)

"AFTER" (Concrete with improved flow structures)

L-7

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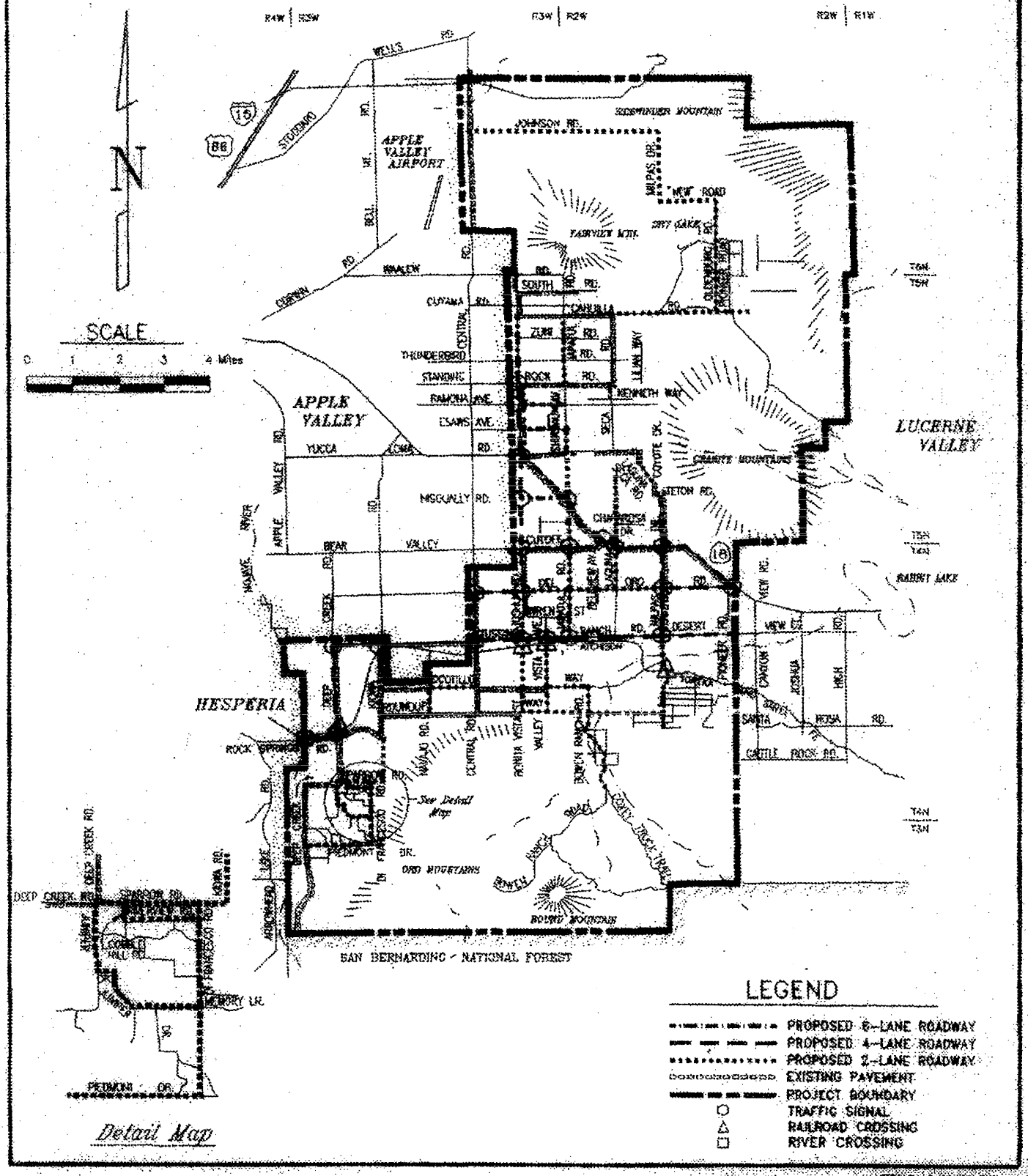
APPENDIX M

SOUTH/EAST APPLE VALLEY LOCAL AREA
TRANSPORTATION FACILITIES PLAN AND
COUNTY OF SAN BERNARDINO CMP "APPENDIX G"
(PRELIMINARY CONSTRUCTION COST ESTIMATES)

SOUTH/EAST APPLE VALLEY LOCAL AREA TRANSPORTATION FACILITIES PLAN



SCHEDULE A

SOUTH/EAST APPLE VALLEY LOCAL AREA TRANSPORTATION FACILITIES PLAN
PROJECT PRIORITY LIST AND CONSTRUCTION COST ESTIMATE

The plan priority list should be reviewed and updated periodically to account for changes in development activity. The recommended transportation facilities plan improvements are reflected below in the year the activity (i.e study, design, right–of–way acquisition,construction, etc.) will be started. Each project is unique and has a different time span for completion. Activities starting in years 1–10 reflect the community's choices for prioritization.

ACTIVITY STARTING IN YEARS 1–4	TOTAL COST	MEASURE "I" SHARE	STATE SHARE
JUNIPER DRIVE *Memory Ln. to Deep Creek Rd.* Construct 2 Lane Road	$600,000	$60,000	$120,000
ACTIVITY STARTING IN YEAR 5			
MEMORY LN. *Di Francesco Rd. to Juniper Dr.* Construct 2 Lane Road	$200,000	$20,000	$40,000
ACTIVITY STARTING IN YEAR 6			
JOSHUA ROAD *Standing Rock Road to S.H. 18* Construct 4 Lane Road	$187,500	$18,800	$37,500
ACTIVITIES STARTING IN YEAR 10			
MILPAS DRIVE *Tussing Ranch Road to Santa Rosa Rd.* Construct 2 Lane Road	$800,000	$80,000	$160,000
Construct 2 Lane Railroad Crossing	$40,000	$0	$0
FUTURE PROJECTS			
1. STATE HIGHWAY 18 *Joshua Road to Pioneer Road* Widen to 6 Lanes	$2,922,200	$292,200	$584,400
Signal at Del Oro Road	$125,000	$12,500	$25,000
Signal at Bear Valley Cutoff	$125,000	$12,500	$25,000
Signal at Laguna Seca Drive	$125,000	$12,500	$25,000
2. DESERT VIEW ROAD *Milpas Drive to Pioneer Road* Widen to 6 Lanes	$665,700	$66,600	$133,100
3. JOSHUA ROAD			
a) S.H. 18 to Bear Valley Cutoff Construct 4 Lane Road	$500,000	$50,000	$100,000
Signal at S.H. 18	$83,300	$8,300	$16,700

	TOTAL COST	MEASURE "I" SHARE	STATE SHARE
b) Bear Valley Cutoff to Del Oro Road	$187,500	$93,300	$37,500
Widen to 4 Lanes	$125,000	$12,500	$25,000
Signal at Bear Valley Cutoff	$125,000	$12,500	$25,000
Signal at Nisqually Rd.	$250,000	$25,000	$50,000
Signal at Del Oro Rd.			
c) Cahuilla Road to Standing Rock Road	$250,000	$60,000	$50,000
Construct 2 Lane Road	$125,000	$12,500	$25,000
Signal at Standing Rock Road			
d) Wren Street to Tussing Ranch Road	$125,000	$12,500	$25,000
Construct 2 Lane Road	$250,000	$25,000	$50,000
Signal at Tussing Ranch Road			
e) South Rd. to Waalew Rd.	$125,000	$12,500	$25,000
Construct 2 Lane Road			
f) Signal at Ramona Avenue	$125,000	$12,500	$25,000
4. DEEP CREEK ROAD			
Tussing Ranch Road to Rock Springs Road	$330,000	$33,000	$66,000
Widen to 4 Lanes	$400,000	$0	$0
Construct 4 Lane Overhead Railroad Crossing			
5. CENTRAL ROAD			
Del Oro Road to Tussing Ranch Road	$125,000	$12,500	$25,000
Widen to 4 Lanes	$250,000	$25,000	$50,000
Signal at Tussing Ranch Road			
6. MILPAS DRIVE			
Teton Road to Tussing Ranch Road	$750,000	$224,000	$150,000
Widen to 4 Lanes	$125,000	$12,500	$25,000
Signal at S.H. 18	$250,000	$25,000	$50,000
Signal at Del Oro Road	$250,000	$25,000	$50,000
Signal at Tussing Ranch Road			
7. BEAR VALLEY CUTOFF			
Joshua Road to S.H. 18	$250,000	$25,000	$50,000
Widen to 4 Lanes			
8. DEL ORO ROAD			
a) Central Road to Joshua Road	$500,000	$50,000	$100,000
Construct 4 Lane Road	$250,000	$25,000	$50,000
Signal at Central Road			
b) Milpas Drive to S.H. 18	$800,000	$80,000	$160,000
Construct 4 Lane Road			
c) Joshua Road to Milpas Road	$750,000	$75,000	$150,000
Construct 2 Lane Road			

	TOTAL COST	MEASURE "I" SHARE	STATE SHARE
9. TUSSING RANCH ROAD			
a) Deep Creek Road to Kiowa Road	$166,800	$140,100	$33,400
Construct 4 Lane Road (County Share)			
Signal at Deep Creek Road	$125,000	$12,500	$25,000
b) Central Road to Milpas Drive	$1,620,000	$162,000	$324,000
Construct 4 Lane Road (County Share)			
Signal at Valley Vista Ave.	$250,000	$25,000	$50,000
10. ROCK SPRINGS ROAD			
Deep Creek Road to End	$775,300	$400,000	$155,100
Construct 4 Lane Road (County Share)			
Signal at Deep Creek Road	$250,000	$25,000	$50,000
Construct Bridge at Mojave River Crossing	$4,000,000	$400,000	$800,000
11. JOHNSON ROAD			
Central Road to Milpas Drive	$1,225,000	$122,500	$245,000
Construct 2 Lane Road			
12. CAHUILLA ROAD			
Laguna Seca Road to Canyon View Road	$750,000	$75,000	$150,000
Construct 2 Lane Road			
13. RAMONA AVENUE			
Joshua Road to Japatul Road	$250,000	$25,000	$50,000
Construct 2 Lane Road			
14. NISQUALLY RD.			
Joshua Road to S.H. 18	$250,000	$25,000	$50,000
Construct 2 Lane Road			
15. OCOTILLO WAY			
a) Navajo Road to Central Road	$250,000	$25,000	$50,000
Construct 2 Lane Road			
b) Valley Vista Road to Bowen Ranch Rd.	$250,000	$25,000	$50,000
Construct 2 Lane Road			
16. ROUND UP WAY			
a)Bonita Vista Road to Valley Vista Avenue	$125,000	$55,500	$25,000
Construct 2 Lane Road			
b) Valley Vista Avenue to Milpas Drive	$1,000,000	$100,000	$200,000
Construct 2 Lane Road			
17. KIOWA ROAD			
South of Rock Springs Rd. to Sparrow Rd.	$600,000	$60,000	$120,000
Signal at Deep Creek Road	$250,000	$25,000	$50,000
18. SPARROW ROAD			
Kiowa Road to Deep Creek Rd.	$250,000	$25,000	$50,000
Construct 2 Lane Road			

	TOTAL COST	MEASURE "I" SHARE	STATE SHARE
19. ESAWS AVE.			
Joshua Rd. to Japatul Rd.	$250,000	$25,000	$50,000
Construct 2 Lane Road			
20. BONITA VISTA STREET			
Tussing Ranch Road to Roundup Way	$600,000	$60,000	$120,000
Construct 2 Lane Road			
Construct 2 Lane Railroad Crossing	$40,000	$0	$0
21. VALLEY VISTA AVENUE			
Tussing Ranch Road to Roundup Way	$375,000	$37,500	$75,000
Construct 2 Lane Road			
Construct 2 Lane Railroad Crossing	$40,000	$0	$0
22. JAPATUL ROAD			
a) Cahuilla Road to Standing rock Road	$375,000	$37,500	$75,000
Construct 2 Lane Road			
b) Esaws Ave. to Tussing Ranch Road	$1,125,000	$112,500	$225,000
Construct 2 Lane Road			
Signal at S.H. 18	$125,000	$12,500	$25,000
Signal at Bear Valley Cutoff	$250,000	$25,000	$50,000
Signal at Tussing Ranch Road	$250,000	$25,000	$50,000
23. LAGUNA SECA ROAD			
a) Standing Rock Road to Kenneth Way	$120,000	$12,000	$24,000
Construct 2 Lane Road			
b) S.H. 18 to Del Oro Road	$400,000	$40,000	$80,000
Construct 2 Lane Road			
c) North end of landfill to Coyote Dr.	$480,000	$48,000	$96,000
Construct 2 Lane Road			
24. LAGUNA SECA RD.			
Bear Valley Cutoff to mountain	$500,000	$50,000	$100,000
Construct 2 Lane Road			
25. MILPAS DRIVE			
Johnson Road to "New" Road	$600,000	$60,000	$120,000
Construct 2 Lane Road			
26. BOWEN RANCH ROAD			
Ocotillo Way to Coxey Truck Trail	$375,000	$37,500	$75,000
Construct 2 Lane Road			
27. NAVAJO RD.			
Roundup Way to boundary	$400,000	$40,000	$80,000
Construct 2 Lane Road			
28. "NEW" ROAD			
Milpas Dr. to Oldenburg Rd.	$400,000	$40,000	$80,000
Construct 2 Lane Road			

	TOTAL COST	MEASURE "I" SHARE	STATE SHARE
29. OLDENBURG ROAD *"New" Rd. to Cahuilla Rd.* Construct 2 Lane Road	$1,000,000	$100,000	$200,000
30. DI FRANCESCO RD. *Sparrow Rd. to Piedmont Rd.* Construct 2 Lane Road	$600,000	$60,000	$120,000
31. PIEDMONT DR. Di Francesco Rd. to Deep Creek Rd. Construct 2 Lane Road	$700,000	$70,000	$140,000
32. RIVERVIEW RD. *Di Francesco Rd. to Cobble Hill Rd.* Construct 2 Lane Road	$300,000	$30,000	$60,000
33. COBBLE HILL RD. *Riverview Rd. to Sparrow Rd.* Construct 2 Lane Road	$100,000	$10,000	$20,000
TOTAL	**$34,883,300**	**$4,183,800**	**$6,872,700**

Total Cost	$34,883,300
Less Measure "I" Funds	($4,183,800)
Less State Funds	($6,872,700)
Final Cost	$23,826,800

SOUTH/EAST APPLE VALLEY LOCAL AREA TRANSPORTATION FACILITIES PLAN
RELATIONSHIP BETWEEN FEE AND DEVELOPMENT PROPERTY

The method for determining the fee per dwelling unit (DU) and commercial/industrial per gross leasable square feet (GLSF) was to first establish the cost per new trip and then convert that to a cost per DU or cost per GLSF.

Proposed new trips used to compute the cost per trip to determine the cost per dwelling units and commercial/industrial units per GLSF was obtained from information contained in the South/East Apple Valley area model prepared by Basmaciyan-Darnell, Inc. (BDI) and in the Transportation Department, Traffic Division, land development files. Future dwelling unit estimation is based on existing land use from the adopted County General Plan.

PLAN AREA TRIP GENERATION

Residential: For single family detached residential (single family residential) (SFR) the ITE recommended average of 10 trips per unit was used. Based on that information, 12,200 SFR DU are projected within the plan area. Commercial/Industrial: Commercial land uses within the plan area have had traffic generator factors introduced to account for a summation of diverted links, passerby, and induced trips as follows:

Acres of zoned commercial = 95
Acres of zoned regional industrial (IR) = 1,310, other industrial = 105
Percentage of gross leasable square feet (GLSF) in an acre = 26%
Institute of Transportation Engineers (ITE) trips based on 1,000 GLSF
ITE rate per 1,000 GLSF (Commercial) = 34.5 trips
ITE rate per ACRE for Industrial (except IR) = 30 trips
Induced trip percentage (Commercial) = 20%
Induced trip percentage industrial (except IR) = 70%

Using the above information and the ITE Trip Generation Manual the following calculations were made:

Single Family Residential (SFR)	
12,200 DU X 10 trips per DU	= 122,000
*Commercial (COM) trips	
95 ac. X 43,560 sf/ac X .26 GLSF / 1000 X 34.5 X .2	= 7,424
*Industrial (IR) trips: 1,310 ac X 1.4 trips/ac	= 1,834
*Other Industrial trips: 105 ac X 30 trips/ac X .7	= 2,195
Total fee trips	= 133,453

* Industrial and commercial land use designations will require special traffic studies and allow a wide variety of development intensities. The calculations shown above are for estimating total fee trips and for establishing a unit cost per trip. Actual traffic impact fees for industrial and commercial land uses will be determined by the individual land use proposals.

The cost estimate as shown on the "South/East Apple Valley Local Area Transportation Facilities Plan Cost Estimate" is $23,826,800.

$$\text{Cost per trip} = \frac{\$23,826,800}{133,453} = \$178.54 \text{ per trip}$$

Costs were distributed to the various residential land use categories based on trip generation tables and passerby information from ITE.

SFR at 10 trips/DU 10 X $178.54 = $1,785.00 per DU

South/East Apple Valley
Sample Commercial Trip Generations

1. Supermarket (High) = $\frac{150\text{trips}}{1000\text{ft}^2}$
   (Such as Vons, Stater Bros.)

   Assuming 100' X 100' floor size = $10,000\text{ft}^2 \cdot \frac{150\text{trips}}{1000\text{ft}^2}$ = 1,500 trips

   applying induced trip adjustment factor of 20%:
   1,500 X .2 = 300 trips

   FEE: $178.54/trip X 300 trips = **$53,562**

2. Standard Commercial Office (Medium) = $\frac{34.5\text{trips}}{(1000\text{ft})^2}$
   (Such as accounting, insurance, or attorney offices)

   Assuming 45' X 45' floor size = $2,025\text{ft}^2 \cdot \frac{34.5\text{trips}}{1000\text{ft}^2}$ = 70 trips

   applying induced trip adjustment factor of 20%:
   70 X .2 = 14 trips

   FEE: $178.54/trip X 14 trips = **$2,500**

3. Specialty Store (Low) = $\frac{3\text{trips}}{1000\text{ft}^2}$
   (Such as shoe repair, hobby shop, or florist)

   Assuming 40' X 35' floor size = $1,400\text{ft}^2 \cdot \frac{3\text{trips}}{1000\text{ft}^2}$ = 4.2 trips

   applying induced trip adjustment factor of 20%:
   4.2 X .2 = .84 trips

   FEE: $178.54/trip X .84 trips = **$150**

South/East Apple Valley
Sample Industrial Trip Generations

TYPICAL INDUSTRIAL USES:

1. Industrial Park (high): 63 trips/acre

   Applying induced trip adjustment factor of 70%:
   63 trips/acre x .7 = 44 trips/acre
   44 trips/acre x $178.54/trip = **$7856/acre**

2. Manufacturing (medium): 39 trips/acre

   Applying induced trip adjustment factor of 70%:
   39 trips/acre x .7 = 27 trips/acre
   27 trips/acre x $178.54/trip = **$4821/acre**

3. General Heavy Industrial (low): 7 trips/acre

   Applying induced trip adjustment factor of 70%:
   7 trips/acre x .7 = 5 trips/acre
   5 trips/acre x $178.54/trip = **$893/acre**

ROCK QUARRY AND MINING INDUSTRIAL USES:

Typically very low traffic generations. Estimated from existing quarry and mining operations.

4. Rock Quarry or Mine (Very Low): 1.4 trips/acre

   1.4 trips/acre x $178.54/trip = **$250/acre**

SOUTH/EAST APPLE VALLEY LOCAL AREA
TRANSPORTATION FACILITIES PLAN

ENGINEER'S REPORT

This report addresses the transportation needs and impact on the existing road system in the unincorporated area southeast of the Town of Apple Valley, which can be predicted as development occurs within the area.

DESCRIPTION

The South/East Apple Valley Plan area consists of approximately 133 square miles of unincorporated area of San Bernardino County generally bounded by the San Bernardino National Forest on the south, the town of Apple Valley on the west, Pioneer Road on the east, and extends northerly one mile north of Johnson Road.

PURPOSE

The area is experiencing rapid growth and the needed transportation facilities cannot be fully funded through traditional revenue sources. Supplemental funding sources must be developed if the major components of an adequate transportation system are to be constructed. A study of the existing transportation needs and projected future impacts was prepared by the firm of Basmaciyan-Darnell, Inc. (BDI). The study clearly shows the need to upgrade the sparse two lane paved roads and several existing dirt roads to current standards for County maintenance.

Traditional funding sources for maintaining and constructing County roads are derived almost entirely from highway user taxes and fees. Other sources include federal and state aid, fine and forfeitures, grants and reimbursements. These sources are not sufficient to fund the necessary improvements to the road system to accommodate growth. This plan is a mechanism for financing improvements for transportation needs created by anticipated future development.

In 1989 the voters of San Bernardino County approved a half-cent sales tax to improve the county's transportation system. Known as Measure "I", the funds generated by the sales tax are designated to relieve existing deficiencies in the transportation system. Some of the projects identified in the traffic study for future growth were also recognized in the Measure "I" program as locations beginning

to have delays, indicating these locations would be further negatively impacted by growth.

The estimated funds to be generated by Measure "I" for the South/East Apple Valley area have been deducted from Schedule "A" and the costs estimates. Measure "I" funds can be used to complete the improvements necessary to relieve existing traffic congestion, increase public safety, improve air quality, and in conjunction with contributions from the developer fee program a project can also accommodate future traffic impacts. It should be noted that the extent of the improvement to mitigate growth is greater than the correctional measures covered by Measure "I" improvements.

During the past years, the State has maintained a program for matching local contributions on road projects. For the purpose of estimating the project costs a State contribution of 20% of the total project has been included. If State funding should no longer be available, recalculation of the cost estimates and resulting fees will be necessary.

ESTIMATE OF DEVELOPABLE LANDS

Based on a review of the existing Assessor's Office information, United States Geological Survey topographical mapping, aerial photos, and the existing land use from the current County General Plan, it is projected that approximately 12,200 residential lots will be developed and approximately 95 acres are available for commercial development. Within the plan area approximately 1,415 acres are designated as industrial land use. This comprises primarily mining operations. For the purpose of estimating trips for fee calculations this areas trips were patterned after similar existing mining operations which contribute relatively few trips on the road network.

AREA PLAN

A preliminary program was identified by staff and presented to the community at a series of committee and public meetings. Some $34,883,300 in two lane, four lane, and six lane roads, signals, and railroad and river crossings were identified. The included projects are the minimal improvements deemed necessary to provide the community with a transportation system to adequately meet the basic needs of the

future 12,200 single family residential units (SFR), approximately 95 acres of commercial development, and 1,415 acres of industrial development, of which 1,310 acres are designated regional industrial (IR) and 405 acres are designated other community industrial.

Direct public input was received from area property owners and through a series of meetings during the development of the plan. Development patterns and the community's desires were a major element in designating the priorities for the first five years of the program based on anticipated revenues. The priority listing in Schedule A should be reviewed and updated periodically to match improvements with growth in the plan area. The Building and Safety Department normally adds a $25.00 charge for fee collection.

REASONABLE COST DISTRIBUTION

The development generated costs were distributed to the anticipated land uses based on the trips per land use as defined in the "Institute of Transportation Engineers Trip Generation Manual" and the existing land use factors for the South/East Apple Valley area. Trip generation was computed at 10 trips per day for single family residential, 34.5 trips per 1,000 gross leasable square feet for commercial, 1.4 trips per acre for regional industrial, and 30 trips per acre for other industrial land uses.

Commercial developments are largely dependent upon attracting business within the plan area. It is recognized, however, that a portion of the trips to the commercial areas will be induced traffic from outside the plan area, such as necessary service and supply vehicles. Since the commercial areas are supported by the residential community in which they serve an adjustment factor has been used in an effort to insure that the trips generated as a result of the commercial attraction are not being excessively charged.

For the commercial land use areas traffic generator factors have been adjusted for passerby trips based on the ITE Traffic Generation - 5th Edition (published in 1991). This adjustment reflects anticipated driver behavior and consists of a summation of diverted links, passerby, and induced trips deemed appropriate to the development area. Commercial development shall have the opportunity to submit for

approval an independent traffic study, prepared by a traffic engineer, estimating the anticipated traffic from a development. If it is agreed that the trip generation rates are different than the averages used in this report, the fees will be based on the cost per trip.

The vast majority (93% - 1,310 acres) of industrial land use in the plan consists of mining areas which are zoned as regional industrial (IR). Because mining operations are very different from normal traffic patterns, this land use category was considered to have a low contribution of trips. The regional industrial (IR) land use will be charged by the anticipated number of average daily trips generated by the development built in this land use area multiplied by the cost per trip. This number will be determined by individual traffic studies required for each development.

Approximately 105 acres of other industrial is contained within the plan boundary. This land use designation will require special traffic studies and allow a wide variety of development intensities. Traffic impact fees will be treated on a case by case basis supported by individual traffic studies for each development. The industrial land use will be charged the cost per trip multiplied by the anticipated number of average daily trips generated by the development and adjusted by the induced trip percentage.

An example of the methodology in determining the industrial fee can be shown with a typical manufacturing facility. Manufacturing is under the "medium" category (39 trips/ac) based on the Institute of Traffic Engineers (ITE) Traffic Generation - 5th Edition (published in 1991).

39 trips/acre X .7 = 27 trips/acre
27 trips/acre X $178.54/trip = $4,821/acre

COMMUNITY REVIEW

Direct public input was received from area property owners and through a series of meetings during the development of the plan. County Counsel has reviewed the reports and prepared the required ordinances on January 13, 1993. The plan was presented before the Development Advisory Committee on October 20, 1992 and the Planning Commission on October 22, 1992.

On February 22, 1993 the Transportation/Flood Control Department will bring forth to the Board of Supervisors, for their consideration, a Fee Ordinance and related actions for transportation facilities in the community of South/East Apple Valley. These documents are on file with the Clerk of the Board of Supervisors.

ENVIRONMENTAL ANALYSIS

The preliminary environmental description forms for the identified transportation facilities plan were submitted to the Land Management Department, Environmental Analysis Division, for review and processing. It was determined that the South/East Apple Valley Local Area Transportation Facilities Plan would not have a significant environmental impact on the communities in the area. A Negative Declaration of Environmental Impact for this plan has been prepared for approval by the Board of Supervisors.

SOUTH/EAST APPLE VALLEY LOCAL AREA
TRANSPORTATION FACILITIES PRELIMINARY PLAN
COST ESTIMATES

	LENGTH (MILES)	ROAD COST	MEASURE "I" SHARE	STATE SHARE (20%)
PART I – ROADS				
6 LANE ROADS				
1. STATE HIGHWAY 18 (less Lucerne share)				
Joshua Road to Pioneer Road	8.5	$2,922,200	$292,200	$584,400
2. DESERT VIEW ROAD (less Lucerne share)				
Milpas Drive to Pioneer Road	1.5	$665,700	$66,600	$133,100
SUBTOTAL	**10.0**	**$3,587,900**	**$358,800**	**$717,500**
4 LANE ROADS				
1. JOSHUA ROAD (less Apple Valley share)				
a. Standing Rock Road to S.H. 18	1.5	$187,500	$18,800	$37,500
b. S.H. 18 to Bear Valley Cutoff	2.0	$500,000	$50,000	$100,000
c. Bear Valley Cutoff to Del Oro Road	1.0	$187,500	$93,300	$37,500
2. DEEP CREEK ROAD (less Lucerne share)				
Tussing Ranch Road to Rock Springs Road	2.0	$330,000	$33,000	$66,000
3. CENTRAL ROAD (less Apple Valley share)				
Del Oro Road to Tussing Ranch Road	1.0	$125,000	$12,500	$25,000
4. MILPAS DRIVE				
Teton Road to Tussing Ranch Road	3.0	$750,000	$224,000	$150,000
5. BEAR VALLEY CUTOFF (less Lucerne share)				
Joshua Road to S.H. 18	2.0	$250,000	$25,000	$50,000
6. DEL ORO ROAD				
a. Central Road to Joshua Road	1.0	$500,000	$50,000	$100,000
b. Milpas Drive to S.H. 18	1.6	$800,000	$80,000	$160,000
7. TUSSING RANCH ROAD				
(Less Lucerne and Apple Valley share)				
a. Deep Creek Road to Kiowa Road	1.0	$166,800	$140,100	$33,400
b. Central Road to Milpas Drive	4.0	$1,620,000	$162,000	$324,000
8. ROCK SPRINGS ROAD (less Lucerne share)				
Deep Creek Road to End	2.0	$775,300	$400,000	$155,100
SUBTOTAL	**22.1**	**$6,192,100**	**$1,288,700**	**$1,238,500**

	LENGTH (MILES)	ROAD COST	MEASURE 'I' SHARE	STATE SHARE (20%)
2 LANE ROADS				
1. JOHNSON ROAD Central Road to Milpas Drive	4.0	$1,225,000	$122,500	$245,000
2. CAHUILLA ROAD Laguna Seca Road to Canyon View Road	3.0	$750,000	$75,000	$150,000
3. RAMONA AVENUE Joshua Road to Japatul Road	1.0	$250,000	$25,000	$50,000
4. NISQUALLY RD. Joshua Road to S.H. 18	1.0	$250,000	$25,000	$50,000
5. DEL ORO ROAD Joshua Road to Milpas Road	3.0	$750,000	$75,000	$150,000
6. OCOTILLO WAY				
a. Navajo Road to Central Road	1.0	$250,000	$25,000	$50,000
b. Valley Vista Road to Bowen Ranch Rd.	1.0	$250,000	$25,000	$50,000
7. ROUND UP WAY				
a.Bonita Vista Road to Valley Vista Avenue	0.5	$125,000	$55,500	$25,000
b. Valley Vista Avenue to Milpas Drive	2.5	$1,000,000	$100,000	$200,000
8. KIOWA ROAD South of Rock Springs Rd. to Sparrow Rd.	1.5	$600,000	$60,000	$120,000
9. SPARROW ROAD Kiowa Road to Deep Creek Rd.	1.0	$250,000	$25,000	$50,000
10. ESAWS AVE. Joshua Rd. to Japatul Rd.	1.0	$250,000	$25,000	$50,000
11. JOSHUA ROAD (less Apple Valley share)				
a. Cahuilla Road to Standing Rock Road	2.0	$250,000	$60,000	$50,000
b. Wren Street to Tussing Ranch Road	0.5	$125,000	$12,500	$25,000
c. South Rd. to Waalew Rd.	0.5	$125,000	$12,500	$25,000
12. BONITA VISTA STREET Tussing Ranch Road to Roundup Way	1.5	$600,000	$60,000	$120,000
13. VALLEY VISTA AVENUE Tussing Ranch Road to Roundup Way	1.5	$375,000	$37,500	$75,000
14. JAPATUL ROAD				
a. Cahuilla Road to Standing rock Road	1.5	$375,000	$37,500	$75,000
b. Esaws Ave. to Tussing Ranch Road	4.5	$1,125,000	$112,500	$225,000
15. LAGUNA SECA ROAD				
a. Standing Rock Road to Kenneth Way	0.3	$120,000	$12,000	$24,000
b. S.H. 18 to Del Oro Road	1.0	$400,000	$40,000	$80,000
c. North end of landfill to Coyote Dr.	1.2	$480,000	$48,000	$96,000
16. LAGUNA SECA RD. Bear Valley Cutoff to mountain	1.3	$500,000	$50,000	$100,000

	LENGTH (MILES)	ROAD COST	MEASURE "I" SHARE	STATE SHARE (20%)
17. MILPAS DRIVE				
a. Tussing Ranch Road to Santa Rosa Rd.	2.0	$800,000	$80,000	$160,000
b. Johnson Road to "New" Road	1.5	$600,000	$60,000	$120,000
18. BOWEN RANCH ROAD Ocotillo Way to Coxey Truck Trail	1.5	$375,000	$37,500	$75,000
19. NAVAJO RD. Roundup Way to boundary	1.0	$400,000	$40,000	$80,000
20. "NEW" ROAD Milpas Dr. to Oldenburg Rd.	1.0	$400,000	$40,000	$80,000
21. OLDENBURG ROAD "New" Rd. to Cahuilla Rd.	2.5	$1,000,000	$100,000	$200,000
22. DI FRANCESCO RD. Sparrow Rd. to Piedmont Rd.	1.5	$600,000	$60,000	$120,000
23. MEMORY LN. Di Francesco Rd. to Juniper Dr.	0.5	$200,000	$20,000	$40,000
24. PIEDMONT DR. Di Francesco Rd. to Deep Creek Rd.	1.7	$700,000	$70,000	$140,000
25. RIVERVIEW RD. Di Francesco Rd. to Cobble Hill Rd.	0.8	$300,000	$30,000	$60,000
26. COBBLE HILL RD. Riverview Rd. to Sparrow Rd.	0.3	$100,000	$10,000	$20,000
27. JUNIPER DR. Memory Ln. to Deep Creek Rd.	1.5	$600,000	$60,000	$120,000
SUBTOTAL	52.0	$16,500,000	$1,728,000	$3,300,000
TOTALS	84.1	$26,280,000	$3,975,500	$5,256,000

PART II – TRAFFIC SIGNALS	COST	MEASURE "I" SHARE	STATE SHARE (20%)
1. Joshua Road @ Standing Rock Road (1/2 share)	$125,000	$12,500	$25,000
2. Joshua Road @ Ramona Avenue (1/2 share)	$125,000	$12,500	$25,000
3. Joshua Road @ S.H. 18 (1/3 share)	$83,300	$8,300	$16,700
4. Joshua Road @ Nisqually Rd. (1/2 share)	$125,000	$12,500	$25,000
5. Joshua Road @ Bear Valley Cutoff (1/2 share)	$125,000	$12,500	$25,000
6. Joshua Road @ Del Oro Road	$250,000	$25,000	$50,000
7. Joshua Road @ Tussing Ranch Road	$250,000	$25,000	$50,000
8. Central Road @ Tussing Ranch Road	$250,000	$25,000	$50,000
9. Japatul Road @ S.H. 18 (1/2 share)	$125,000	$12,500	$25,000
10. Japatul Road @ Bear Valley Cutoff	$250,000	$25,000	$50,000
11. Japatul Road @ Tussing Ranch Road	$250,000	$25,000	$50,000
12. Tussing Ranch Road @ Valley Vista Avenue	$250,000	$25,000	$50,000
13. S.H. 18 @ Del Oro Road (1/2 share)	$125,000	$12,500	$25,000
14. S.H. 18 @ Bear Valley Cutoff (1/2 share)	$125,000	$12,500	$25,000
15. S.H. 18 @ Laguna Seca Drive (1/2 share)	$125,000	$12,500	$25,000
16. Milpas Drive @ S.H. 18 (1/2 share)	$125,000	$12,500	$25,000
17. Milpas Drive @ Del Oro Road	$250,000	$25,000	$50,000
18. Tussing Ranch Road @ Deep Creek Road (1/2 share)	$125,000	$12,500	$25,000
19. Rock Springs Road @ Deep Creek Road	$250,000	$25,000	$50,000
20. Del Oro Road @ Central Road (1/2 share)	$250,000	$25,000	$50,000
21. Milpas Drive @ Tussing Ranch Road	$250,000	$25,000	$50,000
22. Kiowa Road @ Tussing Ranch Rd.	$250,000	$25,000	$50,000
SIGNAL TOTALS	$4,083,300	$408,300	$816,700

PART III—RAILROAD CROSSINGS	COST	MEASURE "I" SHARE	STATE SHARE (20%)
1. DEEP CREEK ROAD 4 lane overhead crossing @ $2 million 20 % participation with P.U.C.	$400,000	$0	$0
2. MILPAS DRIVE 2 lane crossing 20% participation with P.U.C.	$40,000	$0	$0
3. VALLEY VISTA AVENUE 2 lane crossing 20% participation with P.U.C.	$40,000	$0	$0
4. BONITA VISTA RD. 2 lane crossing 20% participation with P.U.C.	$40,000	$0	$0
RAILROAD CROSSING TOTALS	**$520,000**	$0	$0
PART IV: BRIDGE Mojave River Crossing at Rock Springs Rd.	**$4,000,000**	**$400,000**	**$800,000**

TOTAL PART 1 – ROADS	$26,280,000
TOTAL PART 2 – SIGNALS	$4,083,300
TOTAL PART 3 – RAILROAD CROSSINGS	$520,000
TOTAL PART 4 – BRIDGE	$4,000,000
LESS ANTICIPATED STATE CONTIBUTION	($6,872,700)
LESS ANTICIPATED MEASURE "I" CONTRIBUTION	($4,183,800)
TOTAL COST OF FEE PLAN	**$23,826,800**

SOUTHEAST APPLE VALLEY TRANSPORTATION FACILITIES PLAN

PROJECT SUMMARY AND COSTS

AREA: 133 Square Miles
Projected New
Residential Dwelling Units: 12,200

ESTIMATED COSTS:

6 LANE ROADS: 10.0 Miles	$ 3,587,900
4 LANE ROADS: 22.1 Miles	$ 6,192,100
2 LANE ROADS: 52.1 Miles	$ 16,500,000
22 SIGNALS (COUNTY SHARE)	$ 4,083,300
4 RAILROAD CROSSINGS	$ 520,000
BRIDGE	$ 4,000,000
SUBTOTAL	$ 34,883,300
LESS MEASURE "I" FUNDS	$ (4,183,800)
LESS ANTICIPATED STATE FUNDS	$ (6,872,700)
TOTAL	$ 23,826,800

PROPOSED DEVELOPMENT FEE

Single Family Residential (SFR) $1,785.00/D.U.

Commercial and Industrial

Commercial and Industrial land use designation will require special traffic studies and allow a wide variety of development intensities. Traffic impact fees will be treated on a case by case basis supported by the individual traffic studies for each development based on $178.54 per trip.

South\East Apple Valley
Sample Industrial Trip Generations

TYPICAL INDUSTRIAL USES:

1. Industrial Park (High) 63 trips/AC

   Applying a induced trip adjustment factor of 70%:
   63 trips/acre X .7 = 44 trips/acre
   44 trips/acre X $178.54/trip = **$7856/AC**

2. Manufacturing (Medium) 39 trips/AC

   Applying a induced trip adjustment factor of 70%:
   39 trips/acre X .7 = 27 trips/acre
   27 trips/acre X $178.54/trip = **$4821/AC**

3. General Heavy Industrial (Low) 7 trips/AC

   Applying a induced trip adjustment factor of 70%:
   7 trips/acre X .7 = 5 trips/acre
   5 trips/acre X $178.54/trip = **$893/AC**

ROCK QUARRY AND MINING INDUSTRIAL USES:
Typically very low traffic generations. Estimated from existing quarry and mining operations.

4. Rock Quarry or Mine (Very Low): 1.4 trips/acre

   1.4 trips/acre X $178.54/trip = **$250/AC**

South/East Apple Valley
Sample Commercial Trip Generations

1. Supermarket (High) = $\frac{150 \text{ trips}}{1000 \text{ sq. ft.}}$
(Such as Vons,
& Stater Bros.)

Assuming 100' X 100'
floor size = 10,000 sq. ft. X $\frac{150 \text{ trips}}{1000 \text{ sq. ft.}}$ = 1,500 trips

applying induced trip adjustment factor of 20%:
1,500 X .2 = 300 trips

FEE: $178.54/trip X 300 trips = **$53,562**

2. Standard Commercial Office (Medium) = $\frac{34.5 \text{ trips}}{1000 \text{ sq. ft.}}$
(Such as accounting, insurance,
or attorney offices)

Assuming 45' X 45'
floor size = 2,025 sq. ft. X $\frac{34.5 \text{ trips}}{1000 \text{ sq. ft.}}$ = 70 trips

applying induced trip adjustment factor of 20%:
70 X .2 = 14 trips

FEE: $178.54/trip X 14 trips = **$2500**

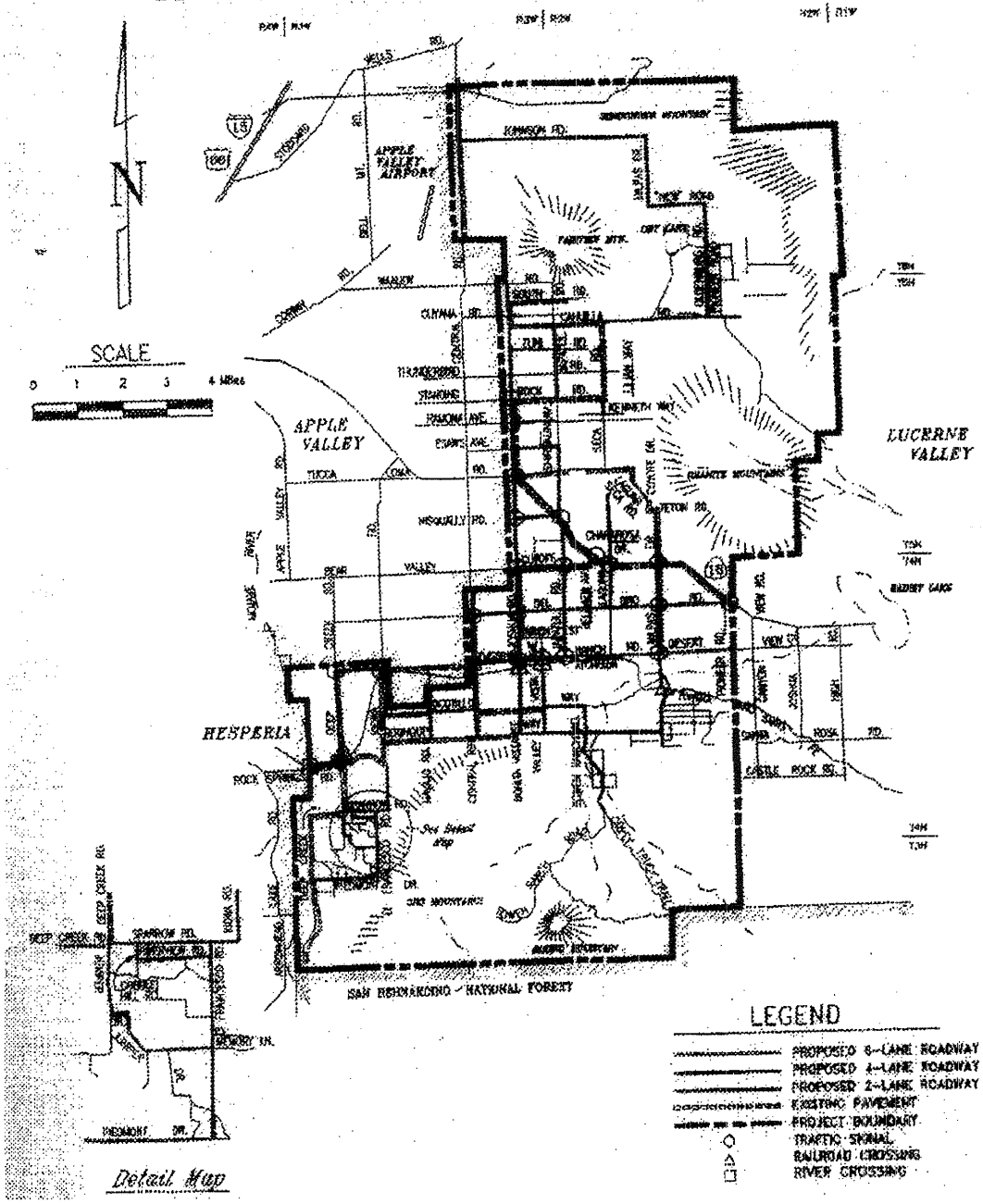
3. Specialty Store (Low) = $\frac{3 \text{ trips}}{1000 \text{ sq. ft.}}$
(Such as shoe repair,
hobby shop, or florist)

Assuming 40' X 35'
floor size = 1,400 sq. ft. X $\frac{3 \text{trips}}{1000 \text{ sq. ft.}}$ = 4.2 trips

applying induced trip adjustment factor of 20%:
4.2 X .2 = .84 trips

FEE: $178.54/trip X .84 trips = **$150**

SOUTH/EAST APPLE VALLEY LOCAL AREA TRANSPORTATION FACILITIES PLAN



APPENDIX G

PRELIMINARY CONSTRUCTION COST ESTIMATES FOR CONGESTION MANAGEMENT PLAN

PRELIMINARY CONSTRUCTION COST ESTIMATES
FOR
CONGESTION MANAGEMENT PLAN

Add One Lane Each Direction on Freeway	
Asphalt Concrete Pavement	$2,300,000 Per Mile
Portland Cement Concrete Pavement	$2,800,000 Per Mile
Includes: Excavation Paving Section Barrier Shoulder Upgrade Drainage System Traffic Control Mobilization @10% Design @11% Construction Mgt. @12.5%	**Excludes:** Environmental Costs Right of Way Widening of Bridge Structures Added Retaining Walls Added Sound Walls

Widen Existing UC Structures	
Total Cost =	$160 Per Square Foot
Includes: Structure Mobilization @10% Design @11% Construction Mgt. @12.5%	**Excludes:** Environmental Costs Right of Way Traffic Control Ramp Modifications Signal/Lighting Up Grades Drainage Upgrades Added Retaining Walls Added Sound Walls

Used for Lewis St. Bridge

Diamond Interchanges			
→ $10,000,000	EACH	NEW IC	Minimal Row/Environmental
$15,000,000	EACH	NEW IC	Includes Row/Environmental
$20,000,000	EACH	EXISTING	Minimal Row/Environmental
$25,000,000	EACH	EXISTING	Includes Row/ Environmental
Includes: Structure Retaining Walls Soil Nail Walls Drainage System Ramps Mobilization @ 10% Design @ 11% Construction Mgt. @ 12.5%		**Excludes:** As listed	

Retaining Walls

Height Feet	Structure Cost $/LF	Mobilization Design Constr. Mgt. $/LF	Total $/LF
4	$190	$70	$260
6	$260	$90	$350
8	$380	$140	$520
10	$430	$150	$580
12	$480	$170	$650
14	$590	$210	$800
16	$660	$240	$900
	Excludes: Environmental Costs Right of Way		

12' High Sound Walls (Masonry Block on Footing)

Structure Cost $/Mile	Mobilization Design Constr. Mgt. $/Mile	Total $/Mile
$800,000	$300,000	$1,100,000

Widen Conventional Highway

1. Add one outside lane (Work includes earthwork, modify existing drainage system and construct AC shoulder section. Asphalt Concrete Pavement	$1,000,000/Mile
2. Add one outside lane each direction (Work includes earthwork, modify existing drainage system and construct AC shoulder section) Asphalt Concrete Pavement	$2,000,000/Mile
With Median Concrete Barrier	$2,200,000/Mile
With Median Double Thrie Beam Barrier	$2,300,000/Mile

Local Interchange Improvements

1. New Interchange	
Urban Interchange	$10,000,000 to $17,000,000
Partial – Cloverleaf Interchange (Work includes new OC structure, earthwork, signal)	$6,000,000
Diamond Interchange (Work includes new OC structure, earthwork, signal)	$5,000,000

Local Interchange Improvements CONT…		
2.	Reconstruct Existing Interchange	
	Realign and widen existing ramps (to 2 lanes)	$750,000/Each Ramp
	Construct Loop on – ramps (Does not include realigning existing ramp)	$700,000/Each Ramp
	Upgrade existing Diamond IC to Partial – Cloverleaf	$6,000,000
3.	Improve Existing Interchange	
	Widen ramps (From one to two lanes)	$350,000/Each Ramp
	Widen existing OC structure	$110/Sq. Ft.
	Signalize ramp intersection	$90,000/Location
	Upgrade existing signal at ramp terminal	$75,000/Intersection
	Upgrade existing signal at ramp terminal (Add lights only)	$25,000/Each
4.	Ramp Metering System	$60,000/Each location

Intersection Improvements		
1.	Signalization of local intersection (with some roadwork)	~~$250,000~~ → $400,000 per County staff direction.
2.	Upgrade existing intersection signalization	$75,000
3.	Upgrade existing Traffic Controller/Assembles	$40,000/Each
4.	Install new signal	$90,000/location
5.	Add signal heads	$25,000/Intersection
6.	Construct left – turn lane (240' long)	$50,000/Each Location
7.	Street widening (12' wide) (Pavement only)	$180,000/Mile
8.	Curb and gutter (Type A2-8)	$15/LF

Construct through lane at intersection $289,720 per County staff direction

Other Improvements		
1.	Construct new OC structure (Does not include roadway work)	$100/Sq. Ft.
2.	Construct Retaining Walls (Type 1)	$285/LF (H=8') $360/LF (H=10') $460/LF (H=12') $560/LF (H=14')
3.	Construct Soundwall	$1,000,000/Mile (H=12')
4.	Traffic Management Plan	10% of total construction costs

NOTE: This cost estimate does not include the following items:

1. R/W engineering, appraisal, acquisition and utilities relocation costs.
2. Minor items and supplemental work (10%).
3. Mobilization (10%).
4. Contingencies (25%).
5. Landscaping costs.

General Note: **When adding a through lane, the minimum distance is 600' approach and 600' departure to the next intersection.**

APPENDIX N

RESPONSE TO COMMENTS LETTERS

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41 Corporate Park, Suite 300 Irvine, CA 92606 949.660.1994 main 949.660.1911 fax www.urbanxroads.com

July 9, 2007

Mr. Gil Prestwood
LEWIS OPERATING GROUP
1156 North Mountain Avenue
Upland, CA 91786-3633

Subject: Review of Comments Regarding The Deep Creek Tentative Tract 16569 Traffic Impact Analysis

Dear Mr. Prestwood:

The firm of Urban Crossroads, Inc. has reviewed the County's (County of San Bernardino) comments provided via email dated June 8, 2007 (see Attachment A), comments provided at the project team meeting on June 13, 2007, and the comments provided on June 27, 2007 (via phone call). The remaining of this letter discusses each County comment regarding the previous traffic study. The revised traffic study report has been updated and responses to each County comment are summarized below:

Item 1

Include the "Other Development" trips per Table 4-2 in Year 2030 Background. Those projects which generate less than 250 trips only.

Review of Item 1

The 2030 Without Project traffic volumes used for all 2030 analyses have been adjusted upwards to include 'other development' traffic (from Table 4-2) that generates less than 250 trips. All analysis, exhibits, tables, and text have been updated as necessary.

Item 2

Change the factor 1.15 to 1.25 for the Adjustment from Year 2020 to 2025. This is on page 1-8.

Review of Item 2

The CTP truck model has a base (validation) year of 1994 and a horizon (future forecast) year of 2020. However, SANBAG has directed that all analysis assume that the 1994 base year is functionally equivalent to 2000 conditions. The difference in model volumes (2020 – 2000[1994]) defines the growth in traffic over the 20 year period to 2020 conditions. A factor of 1.25 is then applied to represent 2025 conditions (25 years of growth).

Since the existing conditions traffic count data was collected in 2007, the overall model growth needs to be adjusted in order to reflect growth from 2007 to 2030 (27 years). A factor of .92 (23/25) has therefore been applied to the overall model growth to determine the incremental growth that was added to the existing count data to determine the refined 2030 roadway segment daily and peak hour approach and departure traffic volumes.

This discussion has been shared with and approved by County of San Bernardino staff at the team meeting on June 13, 2007. The traffic study has also been revised to clarify these factors.

Item 3

Use $400,000 estimated construction cost to install traffic signal at intersection.

Review of Item 3

The traffic study has been revised to reflect this comment.

Item 4

Table 6-2 should address the off-site improvements only. A separate table should be prepared for the on-site improvements at 100% cost to the Project.

Review of Item 4

The traffic study has been revised to reflect this comment.

Item 5

Remove section 6.4 and table 6-4 from the report.

Review of Item 5

The updated traffic study has been revised to reflect this comment.

Item 6

Include the South/East Apple Valley Local Area Transportation Facilities Plan. Project Fair Share mitigation of improvements shown in Table 6-2 should not be duplicated in the Local Fee plan.

Review of Item 6

A new table, included in the revised traffic study, has been prepared to identify the improvements in the South/East Apple Valley Local Area Transportation Facilities Plan that are also listed in the revised traffic study as a 2030 required improvement. Improvements listed in the South/East Apple Valley Local Area Transportation Facilities Plan that are also listed as a required 2030 improvement have been removed from the fair share cost calculations to avoid duplication (i.e.–double counting). An additional calculation has also been added to the traffic study to explicitly state the fee per dwelling unit and the total estimated fee obligation for the project.

A table has also been prepared (Table 6-7) to summarize the overall cost of off-site and on-site improvements. As shown on Table 6-7, the estimated total improvement costs for the proposed project is approximately $804,624.

Item 7 (per telephone conversation with Mr. Ed Petre on June 27, 2007)

The future traffic signal at Deep Creek Road (NS) at Bear Valley Road (EW) is not fully funded and is not expected to be constructed prior to the interim year of the project.

Review of Item 7

Per discussion with Town of Apple Valley staff, the future traffic signal is only 50% funded and the Town of Apple Valley is currently having difficulties obtaining Right-of-Way for the signal. The traffic study (including LOS and fair share cost tables) has been revised to indicate that this future signal is no longer a funded improvement. All applicable analysis, tables and text have been updated as necessary.

Item 8 (per telephone conversation with Mr. Ed Petre on June 27, 2007)

Revise the PM peak period factor of .38 to .28 for the 2030 post processing sheets.

Review of Item 8

The traffic study has been revised to modify the PM peak period factor from .38 to .28 (in addition to the revisions performed in Item 1). All applicable analyses, tables, and exhibits have been revised to reflect this comment.

Item 9 (per telephone conversation with Mr. Ed Petrie on June 27, 2007)

Change the Kiowa at Rock Springs Road existing conditions traffic control to 'All Way Stop'.

Review of Item 9

The traffic study has been revised to analyze Kiowa at Rock Springs Road's baseline (existing) condition traffic control as an 'All Way Stop'. All applicable analyses and tables exhibits have been revised to reflect this comment.

Item 10 (from team meeting on June 13, 2007)

Include discussion about potential project impacts related to dirt road usage.

Review of Item 10

With the construction of the project and paving of Ocotillo Way, dirt road usage by existing traffic will be reduced. Some local traffic may continue (and is

expected) to utilize other dirt roads surrounding the project site. The project itself is anticipated to contribute a minimal amount of project traffic to dirt roads. Overall, the project will result in reduced dirt road use (by others) and is expected to create minimal additional dirt road use (by project traffic), with an overall net positive impact (reduced dirt road use). Discussion has been added to the traffic study report.

Item 11 (from team meeting on June 13, 2007)

Include discussion about possible flooding issues.

Review of Item 11

Per the team meeting on June 13, 2007, the issue of flooding was been concluded to occur too infrequently to be a traffic operations concern or result in a project impact. Discussion has been added to the traffic study report

SUMMARY

Urban Crossroads, Inc. is pleased to submit this comments review letter and updated The Deep Creek Tentative Tract 16569 Traffic Impact Analysis, per County's comments provided via email dated June 8, 2007 (see Attachment A), comments provided at the project team meeting on June 13, 2007, and the comments provided on June 27, 2007 (via phone call). Please feel free to contact us at (949) 660-1994 if you wish to discuss each of the items.

Respectfully submitted,

URBAN CROSSROADS, INC.

Domingo Laclang for

Carleton Waters, P.E.
Principal

CW:DM:cg
JN:04476-03 Response to Comments

Attachment

ATTACHMENT A

COUNTY OF SAN BERNARDINO REVIEW COMMENTS (EMAIL)
DATED JUNE 8, 2007

From: Babico, Jacob [jbabico@dpw.sbcounty.gov]
Sent: Friday, June 08, 2007 8:49 AM
To: Carleton Waters
Cc: Slowik, Matt - Planning
Subject: Deep Creek TT 16569-TIA report dated April 26, 2007

Importance: High
Carlton,
The following comments need to be addressed prior the approval:

1. Include the "Other Development" trips per Table 4-2 in Year 2030 Background. Those projects which generate less than 250 trips only.
2. Change the factor 1.15 to 1.25 for the Adjustment from Year 2020 to 2025. This is on page 1-8.
3. Use $400,000 estimated construction cost to install traffic signal at intersection.
4. Table 6-2 should address the off-site improvements only. A separate table should be prepared for the on-site improvements at 100% cost to the Project.
5. Remove section 6.4 and table 6-4 from the report.
6. Include the South/East Apple Valley Local Area Transportation Facilities Plan. Project Fair Share mitigation of improvements shown in Table 6-2 should not be duplicated in the Local Fee plan.

URBAN CROSSROADS
41 Corporate Park, Suite 300 Irvine, CA 92606 949.660.1994 main 949.660.1911 fax www.urbanxroads.com

November 7, 2007

Mr. Gil Prestwood
LEWIS OPERATING GROUP
1156 North Mountain Avenue
Upland, CA 91786-3633

Subject: Review of Comments (Dated September 11, 2007) Regarding The Deep Creek Tentative Tract 16569 Traffic Impact Analysis

Dear Mr. Prestwood:

The firm of Urban Crossroads, Inc. has reviewed the County's (County of San Bernardino) comments provided via email dated September 11, 2007 (see Attachment A). The remainder of this letter discusses each County comment regarding the previous traffic study. The revised traffic study report has been updated and responses to each County comment are summarized below:

Item 1

Table 6-1 on page 6-1 under the intersection of Deep Creek Road and Bear Valley Road add "Construct 2nd Southbound Through Lane" per the intersection analysis worksheet.

Review of Item 1

Subsequent to discussion with the County of San Bernardino on September 11, 2007, the intersection of concern is actually Apple Valley Road (not Deep Creek Road) at Bear Valley Road.

Table 6-1 has been revised to include the construction of a 2nd southbound through lane. All applicable text has also been revised to reflect this comment.

Item 2

Table 6-3 on page 6-5 under the intersection of Deep Creek Road and Bear Valley Road add "Construct 2nd Southbound Through Lane, $289,720" per the intersection analysis worksheet. Total improvement cost $654,440.

Review of Item 2

As noted in 'Review of Item 1', the intersection of concern is actually Apple Valley Road (not Deep Creek Road) at Bear Valley Road.

Table 6-3 has been revised to include the construction and cost of a 2nd southbound through lane at $289,720. All applicable text and affected tables have also been revised to reflect this comment.

Item 3

Correct Table 6-4 per item 2.

Review of Item 3

Table 6-4 has been revised to reflect this comment.

Item 4

Table 6-6 on page 6-9, from where did you get the 10,798 trips fro the Lemon Street Crossing of Mojave River? Is the number for the peak hour or ADT?

Review of Item 4

The volume of 10,798 vehicles is the daily auto traffic per the model plots provided for use in this study. This information can be found on page F-59 of Appendix "F".

Item 5

Table 6-7 on page 6-10 coorect the table to reflect comments in items 2 and 3.

Review of Item 5

The updated traffic study has been revised to reflect this comment.

Item 6

Correct the intersection names on the following sheets: F-4; F-8; F-20.

Review of Item 6

The updated traffic study has been revised to reflect this comment.

Item 7

Correct the following intersection worksheet to read "2030 With Project": K-21; K-24; K-29; K-31; K-36; K-37; K-39; K-41;

Review of Item 7

The updated traffic study has been revised to reflect this comment.

Item 8

The ADT [for table 6-6] should be defined in the table as ADT and the project trips has to be in ADT to get the project fair share.

Review of Item 8

The updated traffic study has been revised to reflect this comment.

Item 9

The VVATS has estimated the construction cost to build the Bridge at $40,000,000.00!!!!!!!

Review of Item 9

Table 6-6 has been revised to reflect this comment. All applicable text has been revised to reflect this comment.

SUMMARY

Urban Crossroads, Inc. is pleased to submit this comments review letter and updated The Deep Creek Tentative Tract 16569 Traffic Impact Analysis, per County's comments provided via email dated September 11, 2007. Please feel free to contact us at (949) 660-1994 if you wish to discuss each of the items.

Respectfully submitted,

URBAN CROSSROADS, INC.

Carleton Waters, P.E.
Principal

CW:DM:cg
JN:04476-07 Response to Comments

Attachment

ATTACHMENT A

COUNTY OF SAN BERNARDINO REVIEW COMMENTS (EMAIL)
DATED SEPTEMBER 11, 2007

Deep Creek TT # 16569-TIA report dated July 9, 2007
Comments:

1. Table 6-1 on page 6-1 under the intersection of Deep Creek Road and Bear Valley Road add "Construct 2nd Southbound Through Lane" per the intersection analysis worksheet.
2. Table 6-3 on page 6-5 under the intersection of Deep Creek Road and Bear Valley Road add "Construct 2nd Southbound Through Lane, $289,720" per the intersection analysis worksheet. Total improvement cost $654,440.
3. Correct Table 6-4 per item 2.
4. Table 6-6 on page 6-9, from where did you get the 10,798 trips fro the Lemon Street Crossing of Mojave River? Is the number for the peak hour or ADT?
5. Table 6-7 on page 6-10 coorect the table to reflect comments in items 2 and 3.
6. Correct the intersection names on the following sheets: F-4; F-8; F-20.
7. Correct the following intersection worksheet to read "2030 With Project": K-21; K-24; K-29; K-31; K-36; K-37; K-39; K-41;

41 Corporate Park, Suite 300 Irvine, CA 92606 949.660.1994 main 949.660.1911 fax www.urbanxroads.com

March 27, 2008

Mr. Gil Prestwood
LEWIS OPERATING GROUP
1156 North Mountain Avenue
Upland, CA 91786-3633

Subject: Review of Comments by the City of Hesperia Regarding the Deep Creek Tentative Tract 16569 Traffic Impact Analysis

Dear Mr. Prestwood:

The firm of Urban Crossroads, Inc. has reviewed the City of Hesperia's comments dated January 18, 2008 (see Attachment A). The remainder of this letter discusses each of the City's comments regarding the previous traffic study. The revised traffic study report has been updated and responses to each comment are summarized below:

Item 1

We have received the preliminary Engineer's estimate quoting approximately $1.8 million for the Rock Springs Road / Main Street signal and roadway modifications. The fair share cost allocation should be adjusted accordingly.

Review of Item 1

The traffic study has been revised to indicate an improvement cost of $1.8 million at this location. All applicable discussion and tables have been updated.

Item 2

The City of Hesperia is currently in the design stages for the Rock Springs Road / Main Street signal as well as for the widening of Rock Springs Road within City limits. Construction will begin this summer.

Review of Item 2

Comment noted.

Item 3

Upon approval of the project the developer shall reimburse the City of Hesperia the fair share cost of the signal per contract. Identify how this will occur.

Review of Item 3

The traffic study is responsible for identifying project impacts. Reimbursement mechanisms are not within the expertise of the traffic study.

Item 4

The Trip Distribution is inaccurate (see pages 2-5 and 2-6)

Review of Item 4

These trip distributions (both Interim Year and Long Range) have been reviewed and approved by County staff. The trip distribution patterns for the project have been developed based on SCAG select zone model runs (included as Attachment "B"). As shown on Attachment "B", Deep Creek Road south of Rock Springs Road, is not anticipated to carry any project traffic. Even if the 13% project traffic traveling south on Arrowhead Lake Road were assigned to Deep Creek Road, it would result in less than the 50 peak hour trip threshold requiring analysis and would reduce the project impact on Main Street.

Item 5

The TIA does not take into account the construction of the Ranchero Road Corridor at 2030 and the resulting change in Trip Distribution.

Review of Item 5

As previously mentioned in the response to Item 4, Deep Creek Road south of Rock Springs Road, is not anticipated to carry any project traffic (consistent with the SCAG select zone model runs). Additionally, further investigation by Urban Crossroads, Inc. indicates that 13% of project's total PM peak hour traffic (amount of project traffic anticipated to travel south of Rock Springs Road) is 27 vehicles. If the project trip distribution is modified to show 13% of the project traffic to utilize Deep Creek Road (instead of Rock Springs Road to Main Street) to travel south, the project's fair share contribution for improvements along Rock Springs Road are anticipated to decrease. Also, please note that if this trip distribution modification is

implemented, no additional intersections (i.e. – Deep Creek Road at Ranchero Road) will require analysis since 27 vehicles does not meet the CMP threshold of intersections requiring analysis (50 peak hour project trips).

SUMMARY

Urban Crossroads, Inc. is pleased to submit this comments review letter and updated The Deep Creek Tentative Tract 16569 Traffic Impact Analysis, per the City of Hesperia's comments dated January 18, 2008. Please feel free to contact us at (949) 660-1994 if you wish to discuss each of the items.

Respectfully submitted,

URBAN CROSSROADS, INC.

Domingo Maclang for

Carleton Waters, P.E.
Principal

CW:DM:cg
JN:04476-08 Response to Comments Hesperia

Attachment

ATTACHMENT A

City of Hesperia Review Comments
Dated January 18, 2008

APN 438-012-59

City of Hesperia

Gateway to the High Desert

January 18, 2008

San Bernardino County – Planning
Tracy Creason
15456 West Sage Street
Victorville, CA 92392

Re: Deep Creek Tentative Tract 16569
Traffic Impact Analysis (Revised)
San Bernardino County, California

Ms. Creason,

We have reviewed the subject Traffic Impact Analysis (TIA) prepared by Urban Crossroads for Lewis Operating Group and have the following comments:

1. We have received the preliminary Engineer's estimate quoting approximately $1.8 million for the Rock Springs Road / Main Street signal and roadway modifications. The fair share cost allocation should be adjusted accordingly.

2. The City of Hesperia is currently in the design stages for the Rock Springs Road / Main Street signal as well as for the widening of Rock Springs Road within City limits. Construction will begin this summer.

x 3. Upon approval of the project the developer shall reimburse the City of Hesperia the fair share cost of the signal per contract. Identify how this will occur.

4. The Trip Distribution is inaccurate (see pages 2-5 and 2-6).

5. The TIA does not take into account the construction of the Ranchero Road Corridor at 2030 and the resulting change in Trip Distribution.

x 6. How will the City of Hesperia receive the funds for the future bridge at Lemon?

If you have any questions or concerns regarding the comments above, please contact me at (760) 947-1451.

John Leveillee, P.E.
City Engineer

x No reimbursement unless the City proceed in paying the County for City's projects impacting County's roads & intersections.
This is per Marin Kasey on Staff mtg. on 2/4/08.
2/6/08

Note: These were discussed with John Schutz on the phone on 2/6/08.

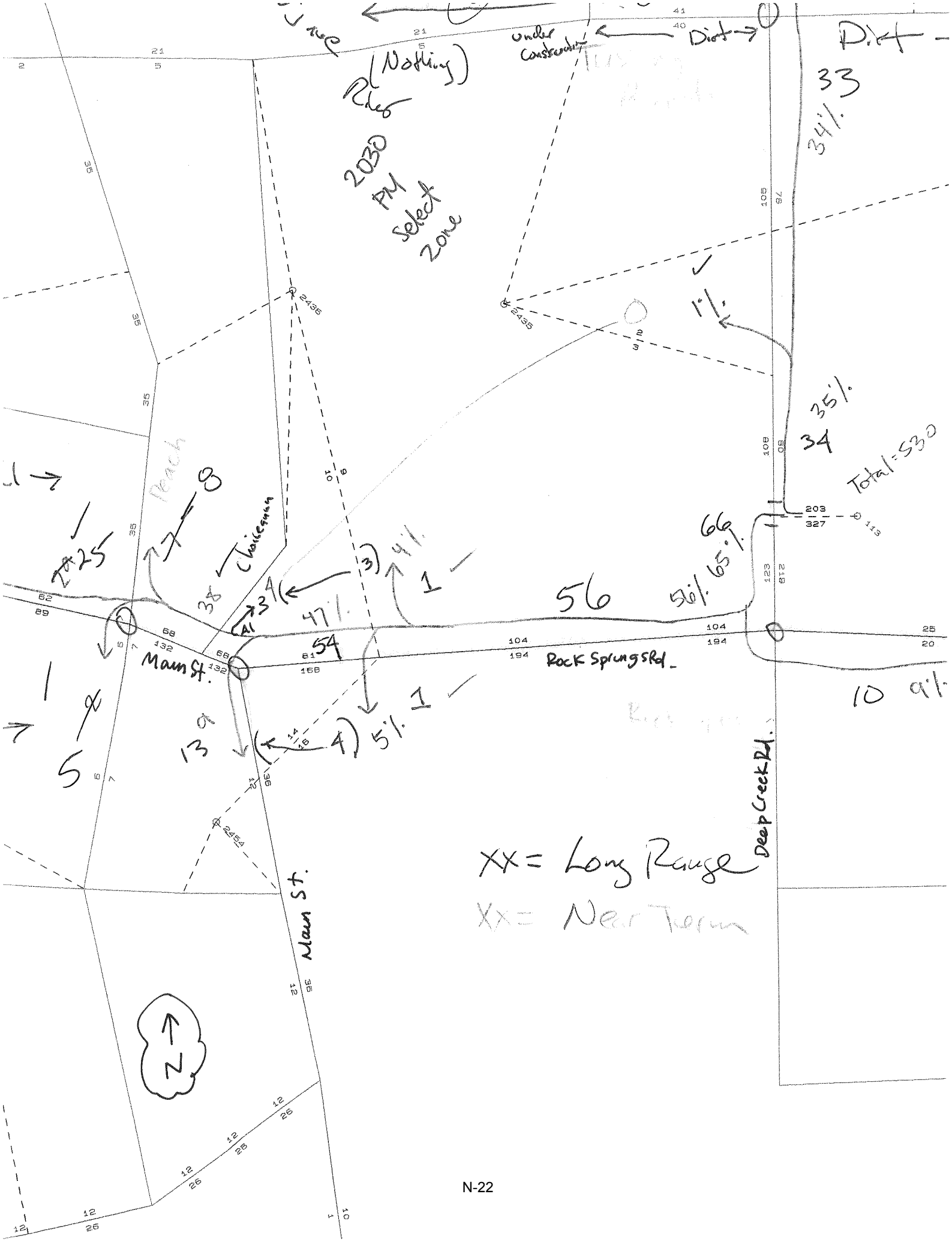
Mike Leonard, Mayor
Thurston "Smitty" Smith, Mayor Pro Tem
Bill Park, Council Member
Tim Hemenway, Council Member
Ron Engler, Council Member

Mike Pedregon, City Manager

9700 Seventh Ave
Hesperia, CA 92345
760-947-1000
TD 760-947-1119
www.cityofhesperia.us

ATTACHMENT B

Scag Select Zone Model Run


Dirt
Dirt
Under Construction
(Nothing)
Rhes
2030
PM
Select
Zone
33
34%
35%
34
Total=530
1%
Peach
Chalkerson
Main St.
Rock Springs Rd.
Deep Creek Rd.
Main St.
XX= Long Range
XX= Near Term
N

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March 27, 2008

Mr. Gil Prestwood
LEWIS OPERATING GROUP
1156 North Mountain Avenue
Upland, CA 91786-3633

Subject: Review of Comments by County of San Bernardino Staff Regarding the Deep Creek Tentative Tract 16569 Traffic Impact Analysis

Dear Mr. Prestwood:

The firm of Urban Crossroads, Inc. has reviewed the County's (County of San Bernardino) comments dated February 20, 2008 (see Attachment A). The remainder of this letter discusses each of the County's comments regarding the previous traffic study. The revised traffic study report has been updated and responses to each comment are summarized below:

Item 1

Roadway Level-of-Service analysis should be conducted for the following segments: Deep Creek Rd. Bear Valley Rd.

Review of Item 1

The Interim Year analysis (with and without the proposed project) indicate that roadway widening (beyond the typical County of San Bernardino cross-sections) along Bear Valley Road is required to achieve acceptable levels of service. The Interim Year improvements (as indicated on Table 5-1 and Table 5-2) include the following:

- Apple Valley Road (NS) at Bear Valley Road (EW)
  - Four (4) eastbound through lanes
  - Four westbound through lanes
- Deep Creek Road (NS) at Bear Valley Road (EW)
  - Three (3) eastbound through lanes
  - Three westbound through lanes

The traffic volumes creating the need for these improvements reflect the current lack of parallel capacity crossing the Mojave River. Additional roadway analysis has not been conducted along Bear Valley Road because it is clear this portion of Bear Valley Road lacks capacity without the construction of parallel routes. A more appropriate long range solution to eliminate the future need for 4 eastbound and 4 westbound through lanes is to construct the planned parallel routes that are currently incomplete (Lemon Street south of Bear Valley Road and/or Yucca Loma Road north of Bear Valley Road).

Item 2

Section 2.2.3 – 2nd paragraph. This section should state that I-15 is more than five miles away and that the project will contribute far less than the 100 trips required for analysis.

Review of Item 2

The updated traffic study has been revised to reflect this comment.

Item 3

Section 3.4.1 and Section 6.6. A discussion should be included as to the possibility of the Lemon Street Bridge not being constructed and its impacts to the 2030 analysis creating a better tie-in to the discussion in Section 5.2.1, last paragraph.

Review of Item 3

Section 3.4.1 of the traffic study has been revised to reflect this comment. Section 6.6 has also been revised to indicate the anticipated average daily traffic quantity of 34,000 vehicles anticipated to utilize the Lemon Street crossing for 2030 conditions.

Item 4

The ADT on Bear Valley Rd. just east of Apple Valley Rd. appears inconsistent. Table 3-B, 4-N, 4-P and 4-Q. If this is in error, it should be corrected.

Review of Item 4

The traffic study has been revised to show the higher (more conservative) ADT values where more than one ADT has been calculated/estimated for a specific segment of roadway.

Item 5

Section 5.3.1 – This section should clearly state that the existing dirt road traffic volumes are insignificant or provide specific data.

Review of Item 5

The traffic study has been updated to reflect this comment.

Item 6

Section 5.3.2. – This section should state that the "Flooding is expected to occur too infrequently to be considered significant to affect the roadway's capacity." Do we have any data as to how often the road actually floods disrupting traffic flow? Maybe the City or County can provide specific input.

Review of Item 6

Data regarding the actual (and not the expected) frequency is not available. Data regarding improved roadway and slope protection has been provided by County staff and included in the report.

SUMMARY

Urban Crossroads, Inc. is pleased to submit this comments review letter and updated the Deep Creek Tentative Tract 16569 Traffic Impact Analysis, per the County's (County of San Bernardino) comments dated February 20, 2008. Please feel free to contact us at (949) 660-1994 if you wish to discuss each of the items.

Respectfully submitted,

URBAN CROSSROADS, INC.

Domingo Macaang for

Carleton Waters, P.E.
Principal

CW:DM:cg
JN:04476-09 Response to Comments SB County

Attachment

ATTACHMENT A

County of San Bernardino Review Comments
Dated February 20, 2008

RBF CONSULTING

February 20, 2008

Matthew Slowik, MURP, MPA
Senior Planner
Advance Planning Division
385 North Arrowhead Ave.
San Bernardino, CA 92415

RE: PEER REVIEW COMMENTS FOR LEWIS OPERATING CORP (DEEP CREEK PROJECT) – REVISED TRAFFIC ANALYSIS (NOVEMBER 12, 2007)

Dear Mr. Slowik;

RBF Consulting, per your request, has prepared a peer review of the above referenced traffic study. The focus of our review consisted of study methodology, CMP compliance and recommended mitigation measures. RBF offers the following comments:

1. Roadway Level-of-Service analysis should be conducted for the following segments: Deep Creek Rd., Bear Valley Rd., and Rock Springs Rd. Intersection
2. Section 2.2.3 – 2nd paragraph. This section should state that I-15 is more than five miles away and that the project will contribute far less than the 100 trips required for analysis. ok
3. Section 3.4.1 and Section 6.6. A discussion should be included as to the possibility of the Lemon Street Bridge not being constructed and its impacts to the 2030 analysis creating a better tie-in to the discussion in Section 5.2.1, last paragraph.
4. The ADT on Bear Valley Rd. just east of Apple Valley Rd. appears inconsistent. Table 3-B, 4-N, 4-P and 4-Q. If this is in error, it should be corrected.
5. Section 5.3.1. – This section should clearly state that the existing dirt road traffic volumes are insignificant or provide specific data.
6. Section 5.3.2. – This section should state that the "Flooding is expected to occur too infrequently to be considered significant to affect the roadway's capacity." Do we have any data as to how often the road actually floods disrupting traffic flow? Maybe the City or County can provide specific input.

lysis only per CMP?

If you have any questions please fee free to contact me at 909.974.4900.

Regards,

Craig Schneider, P.E, T.E.
Associate/Project Manager
Public Works /Transportation

41 Corporate Park, Suite 300 Irvine, CA 92606 949.660.1994 main 949.660.1911 fax www.urbanxroads.com

July 24, 2009

Mr. Ben Cendejas
LEWIS OPERATING GROUP
1156 North Mountain Avenue
Upland, CA 91786-3633

Subject: Existing (2009) Conditions Roadway Traffic Volume Benchmarking - Deep Creek Tentative Tract 16569 Traffic Impact Analysis

Dear Mr. Cendejas:

INTRODUCTION

Urban Crossroads, Inc. is pleased to submit this letter report summarizing the recent (June 2009) classification traffic count data collected to potentially update the traffic impact study for the proposed Deep Creek Tentative Tract 16569 in the County of San Bernardino. Exhibit A presents the three (3) counted segments. As shown on Exhibit A, the three (3) locations where new (June 2009) daily traffic volume counts have been collected are as follows:

1. Bear Valley Road, West of Deep Creek Road
2. Deep Creek Road, South of Tussing Ranch Road
3. Rock Springs Road, East of Main Street

Traffic count data for the same three (3) locations identified above were also conducted for the Deep Creek Tentative Tract 16569 traffic study (in January 2007). The data presented in this letter report compares the differences in traffic volumes for the two (2) sets of data (2007 and 2009). Daily volumes and also AM and PM peak hour volumes extracted from the new data and previously collected data have been evaluated. Based on the data collected, it appears that traffic volumes have decreased between 2007 and 2009. This is consistent with travel trends being reported by the Transportation Research Board (TRB) and other organizations.

The purpose of this letter is to provide the County of San Bernardino staff with information necessary to decide whether new traffic counts must be collected in order to reflect 2009 conditions for use in the Deep Creek Tentative Tract 16569 traffic study, or if the study will be more conservative and defensible using the 2007 data.

NEW TRAFFIC VOLUME DATA AND ANALYSIS

New traffic volume data has been collected and evaluated in comparison to the previously collected traffic count data for daily conditions and AM and PM peak hour conditions. Table 1 summarizes the observed daily traffic volume trends from 2007 to 2009 for the three locations identified previously. Attachment "A" contains the January 2007 traffic count worksheets. Attachment "A" also contains peak hour count data (also counted in January 2007) used in the Deep Creek Tentative Tract 16569 traffic study. Attachment "B" contains the June 2009 traffic count worksheets.

As shown on Table 1, overall daily vehicular traffic volumes have generally decreased in the study area by -5.61%. When considering the classification (passenger cars, 2-axle, 3-axle, 4+ axle) of the vehicles and their respective passenger car equivalents (PCEs), overall daily PCE traffic volumes have decreased by approximately -10.68% in the study area. For the segment of Bear Valley (west of Deep Creek Road), "passenger car" traffic volumes have nominally increased by 1.20% between 2007 and 2009. "Passenger car" vehicle traffic volumes have also increased along Deep Creek Road (south of Tussing Ranch Road) by 40.70%, but have decreased along Deep Creek Road. "2-axle" traffic volumes have decreased along Bear Valley Road and Road Springs Road, but have increased along Deep Creek Road (south of Tussing Ranch Road). Additionally, "4-axle" truck traffic volumes have substantially decreased from 2007 to 2009 for each of the three (3) locations. Lastly, "3-axle" truck traffic volumes have increased in the study area, but by less than 50 PCEs.

Table 2 summarizes the observed AM peak hour traffic volume trends from 2007 to 2009 for the three (3) locations identified above. As shown on Table 2, overall AM peak hour vehicular traffic volumes have generally decreased in the study area by -30.11%. When considering the classification (passenger cars, 2-axle, 3-axle, 4+ axle) of the vehicles and their respective passenger car equivalents (PCEs), overall AM peak hour PCE traffic volumes have decreased by approximately -26.50% in the study area. For all three (3) locations, "passenger car" and "4-axle" traffic volumes has substantially

decreased between 2007 and 2009. However, "2-axle" truck traffic volumes have substantially increased from 2007 to 2009 for all three (3) locations. Lastly, "3-axle" truck traffic volumes have shown relatively no/minor changes.

Table 3 summarizes the observed PM peak hour traffic volume trends from 2007 to 2009 for the three (3) locations identified above. As shown on Table 3, overall PM peak hour vehicular traffic volumes have generally decreased in the study area by -13.88%. When considering the classification (passenger cars, 2-axle, 3-axle, 4+ axle) of the vehicles and their respective passenger car equivalents (PCEs), overall PM peak hour PCE traffic volumes have decreased by approximately -1.60% in the study area. For all three (3) locations, "passenger car" traffic volumes have decreased between 2007 and 2009. However, "2-axle" truck activity has substantially increased from 2007 to 2009 for all three (3) locations. The increase of "2-axle" traffic volumes results in an overall PM peak hour growth for the segment of Deep Creek Road (south of Tussing Ranch Road). Lastly, "3-axle" and "4-axle" truck traffic volumes show relatively no (or minor) changes.

In general, the study area traffic volumes have generally decreased for all three time frames. The data has also been reviewed for trends by location. In general, volumes have experienced greater decreases on the larger streets (Bear Valley Road and Rock Springs Road).

SUMMARY AND CLOSING

The traffic volume growth trend is generally negative from 2007 to 2009. It is therefore recommended that the data used in the previously completed analysis be retained on an ongoing basis. A 3% per year background growth rate was used in the previously published report. It is recommended that the same growth rate be applied to the 2 year time frame from 2009 to the anticipated project completion.. We have also reviewed the cumulative project data and it may be desirable to revisit the list of cumulative projects, as it seems unlikely that the larger projects (Rancho Lucerne and Jess Marketplace in particular) will be built and occupied within this relatively short time frame.

Urban Crossroads, Inc. is pleased to submit this Existing (2009) conditions roadway benchmarking report for your use. Please feel free to contact us at (949) 660-1994 if you wish to discuss any of these results.

Respectfully submitted,

URBAN CROSSROADS, INC.

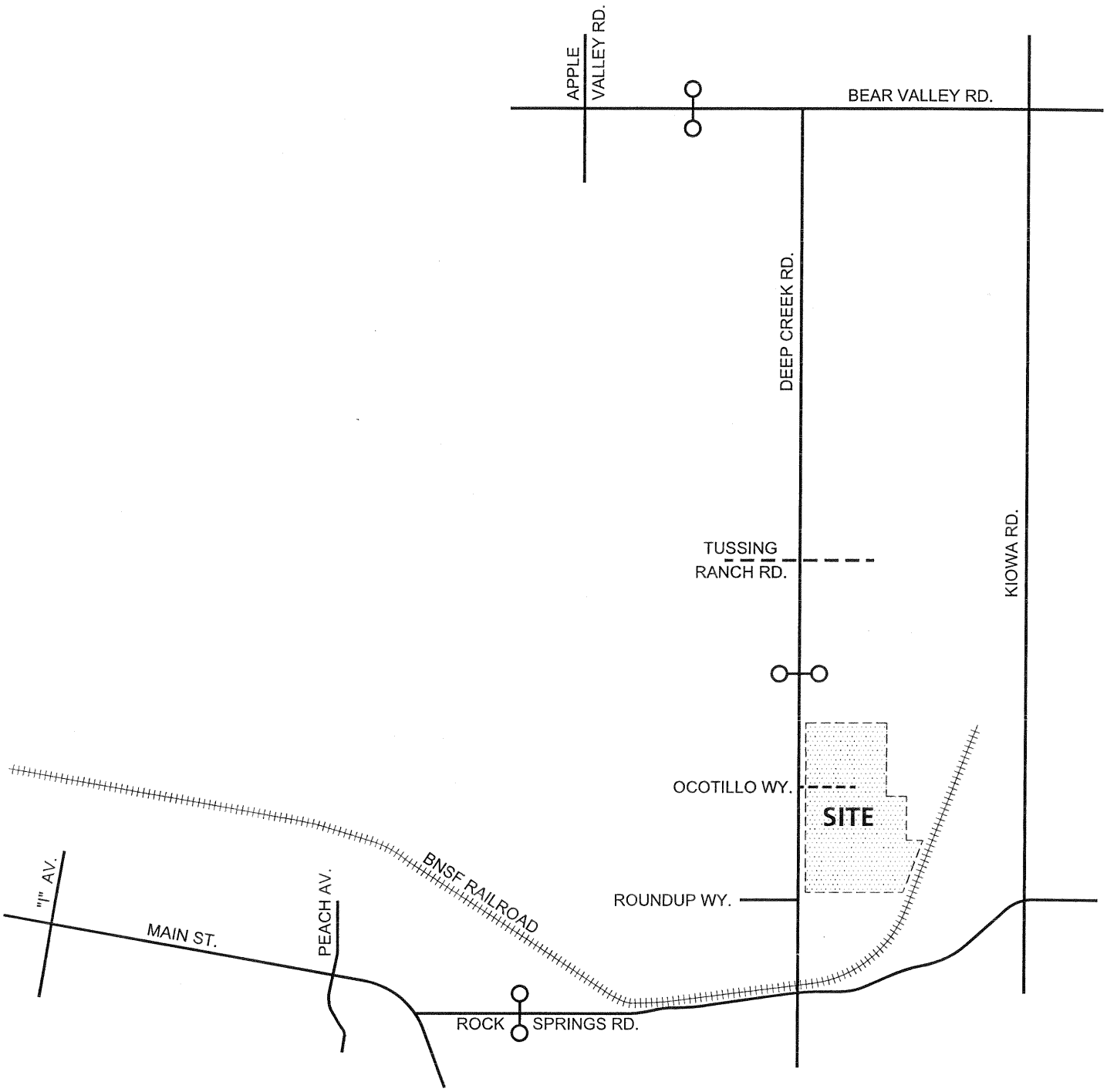
Carleton Waters, P.E.
Principal

CW:DM:lr
JN:04476-13

xc: Mr. Ed Petre, County of San Bernardino
Attachment

EXHIBIT A

COUNT LOCATIONS



LEGEND:

O—O = COUNT LOCATIONS (3)

TABLE 1
DAILY
JANUARY 2007 AND JUNE 2009
TRAFFIC VOLUME COMPARISONS

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Bear Valley Road	West of Deep Creek Road	Jun-09	21,475	8,560	12,840	57	114	703	2,109	30,795	36,538
		Jan-07	21,221	10,539	15,809	34	68	1,068	3,204	32,862	40,302
DELTA			254	-1,979	-2,969	23	46	-365	-1,095	-2,067	-3,764
% DELTA			1.20%	-18.78%	-18.78%	67.65%	67.65%	-34.18%	-34.18%	-6.29%	-9.34%

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Deep Creek Road	South of Tussing Ranch Road	Jun-09	2,814	1,322	1,983	9	18	75	225	4,220	5,040
		Jan-07	2,000	1,246	1,869	5	10	440	1,320	3,691	5,199
DELTA			814	76	114	4	8	-365	-1,095	529	-159
% DELTA			40.70%	6.10%	6.10%	80.00%	80.00%	-82.95%	-82.95%	14.33%	-3.06%

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Rock Springs Road	East of Main Street	Jun-09	6,274	2,890	4,335	18	36	141	423	9,323	11,068
		Jan-07	6,311	3,460	5,190	13	26	638	1,914	10,422	13,441
DELTA			-37	-570	-855	5	10	-497	-1,491	-1,099	-2,373
% DELTA			-0.59%	-16.47%	-16.47%	38.46%	38.46%	-77.90%	-77.90%	-10.55%	-17.65%

SUMMARY	TOTAL	PCE
2009 TOTAL	44,338	52,646
2007 TOTAL	46,975	58,942
DELTA	-2,637	-6,296
% DELTA	**-5.61%**	**-10.68%**

U:\UcJobs_04100-04500_04400\04476\Excel\volumes-12\[adt pce calc.xls]adt comparison

TABLE 2
AM PEAK HOUR
JANUARY 2007 AND JUNE 2009
TRAFFIC VOLUME COMPARISONS

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Bear Valley Road	West of Deep Creek Road	Jun-09	1,095	473	710	7	14	50	150	1,625	1,969
		Jan-07	2,114	92	138	5	10	80	240	2,291	2,502
DELTA			-1,019	381	572	2	4	-30	-90	-666	-533
% DELTA			-48.20%	414.13%	414.49%	40.00%	40.00%	-37.50%	-37.50%	**-29.07%**	**-21.30%**

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Deep Creek Road	South of Tussing Ranch Road	Jun-09	148	57	86	2	4	7	21	214	259
		Jan-07	223	2	3	5	10	65	195	295	431
DELTA			-75	55	83	-3	-6	-58	-174	-81	-172
% DELTA			-33.63%	2750.00%	2766.67%	-60.00%	-60.00%	-89.23%	-89.23%	**-27.46%**	**-39.91%**

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Rock Springs Road	East of Main Street	Jun-09	353	155	233	2	4	12	36	522	626
		Jan-07	680	41	62	5	10	66	198	792	950
DELTA			-327	114	171	-3	-6	-54	-162	-270	-324
% DELTA			-48.09%	278.05%	275.81%	-60.00%	-60.00%	-81.82%	-81.82%	**-34.09%**	**-34.11%**

SUMMARY	TOTAL	PCE
2009 TOTAL	2,361	2,854
2007 TOTAL	3,378	3,883
DELTA	-1,017	-1,029
% DELTA	-30.11%	-26.50%

U:\UcJobs_04100-04500_04400\04476\Excel\volumes-12\[adt pce calc.xls]AM Peak Hour Comparison

TABLE 3
PM PEAK HOUR
JANUARY 2007 AND JUNE 2009
TRAFFIC VOLUME COMPARISONS

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Bear Valley Road	West of Deep Creek Road	Jun-09	1,551	617	926	0	0	23	69	2,191	2,546
		Jan-07	2,560	50	75	3	6	17	51	2,630	2,692
DELTA			-1,009	567	851	-3	-6	6	18	-439	-146
% DELTA			-39.41%	1134.00%	1134.67%	-100.00%	-100.00%	35.29%	35.29%	**-16.69%**	**-5.42%**

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Deep Creek Road	South of Tussing Ranch Road	Jun-09	238	105	158	0	0	7	21	350	417
		Jan-07	308	3	5	0	0	0	0	311	313
DELTA			-70	102	153	0	0	7	21	39	104
% DELTA			-22.73%	3400.00%	3060.00%	NA	NA	NA	NA	**12.54%**	**33.23%**

INTERSECTION	SEGMENT	DATE	PASSENGER	2 AXLE		3 AXLE		4 AXLE		NON PCE TOTAL	PCE TOTAL
				NON PCE	PCE (X 1.5)	NON PCE	PCE (X 2)	NON PCE	PCE (X 3)		
Rock Springs Road	East of Main Street	Jun-09	519	239	359	1	2	7	21	766	901
		Jan-07	872	20	30	1	2	6	18	899	922
DELTA			-353	219	329	0	0	1	3	-133	-21
% DELTA			-40.48%	1095.00%	1096.67%	0.00%	0.00%	16.67%	16.67%	**-14.79%**	**-2.28%**

SUMMARY	TOTAL	PCE
2009 TOTAL	3,307	3,864
2007 TOTAL	3,840	3,927
DELTA	-533	-63
% DELTA	**-13.88%**	**-1.60%**

U:\UcJobs_04100-04500_04400\04476\Excel\volumes-12\[adt pce calc.xls]PM peak hour comparison

ATTACHMENT A

January 2007 Traffic Counts

Counts Unlimtied, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

Town of Apple Valley
Bear Valley Road
W/ Deep Creek Road
24 Hour Directional Classification Count
Eastbound, Westbound

AVBVWDC
Site Code: 051022
Date Start: 17-Jan-07
Date End: 17-Jan-07

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/17/07	0	177	31	0	3	0	0	0	6	0	9	0	0	226
01:00	1	142	36	1	6	0	0	0	4	0	11	0	0	201
02:00	0	117	16	0	3	1	0	0	9	0	12	0	0	158
03:00	0	124	32	0	3	0	0	0	13	0	10	0	0	182
04:00	1	236	105	2	16	0	0	1	10	0	17	0	0	388
05:00	1	506	198	3	60	1	0	4	15	0	9	0	0	797
06:00	6	1026	413	15	110	3	0	16	19	0	8	0	0	1616
07:00	6	**1349**	511	12	141	3	0	16	25	**1**	34	0	**4**	**2102**
08:00	**11**	1116	510	**20**	146	**4**	**1**	26	**36**	0	**44**	0	0	1914
09:00	6	1016	**533**	18	134	2	0	**30**	29	0	31	0	3	1802
10:00	4	1130	501	15	144	2	0	24	26	0	41	0	2	1889
11:00	11	1192	527	18	**149**	2	1	25	30	0	26	0	2	1983
12 PM	7	1337	535	**20**	134	2	0	**22**	19	0	**33**	0	1	2110
13:00	**9**	1287	513	15	147	5	0	16	**22**	0	32	**1**	**3**	2050
14:00	9	1460	565	11	151	**6**	0	19	11	0	30	0	3	2265
15:00	7	1554	616	13	142	1	0	21	14	**1**	15	0	1	2385
16:00	5	1641	**660**	10	**160**	1	0	14	11	0	2	0	1	**2505**
17:00	4	**1663**	612	9	131	0	0	13	8	0	7	0	1	2448
18:00	7	1283	414	6	74	0	0	7	4	0	6	0	2	1803
19:00	5	912	340	4	69	1	0	9	10	0	7	0	1	1358
20:00	4	760	283	2	47	0	0	4	12	0	13	0	0	1125
21:00	0	567	193	2	28	0	0	1	6	0	7	0	0	804
22:00	1	406	101	7	14	0	0	1	6	0	11	0	0	547
23:00	0	220	68	0	11	0	0	1	4	0	5	0	0	309
Day Total	105	21221	8313	203	2023	34	2	270	349	2	420	1	24	32967
Percent	0.3%	64.4%	25.2%	0.6%	6.1%	0.1%	0.0%	0.8%	1.1%	0.0%	1.3%	0.0%	0.1%	
AM Peak	08:00	07:00	09:00	08:00	11:00	08:00	08:00	09:00	08:00	07:00	08:00		07:00	07:00
Vol.	11	1349	533	20	149	4	1	30	36	1	44		4	2102
PM Peak	13:00	17:00	16:00	12:00	16:00	14:00		12:00	13:00	15:00	12:00	13:00	13:00	16:00
Vol.	9	1663	660	20	160	6		22	22	1	33	1	3	2505
Grand Total	105	21221	8313	203	2023	34	2	270	349	2	420	1	24	32967
Percent	0.3%	64.4%	25.2%	0.6%	6.1%	0.1%	0.0%	0.8%	1.1%	0.0%	1.3%	0.0%	0.1%	

June 09
AM ↓
1960
↓ PM
2223

32862
w/o Bikes

Counts Unlimtied, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

County of San Bernardino
Deep Creek Road
S/ Tussing Ranch Road
24 Hour Directional Classification Count
Northbound, Southbound

CSBDCSTU
Site Code: 051022
Date Start: 17-Jan-07
Date End: 17-Jan-07

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/17/07	0	16	2	0	1	0	0	0	0	0	0	0	0	19
01:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
02:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
03:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
04:00	0	10	8	1	1	0	0	0	1	0	1	0	0	22
05:00	0	38	9	0	3	0	0	0	0	0	0	0	0	50
06:00	1	90	57	2	17	0	0	4	0	0	0	0	0	171
07:00	0	**156**	**72**	**12**	19	0	0	**13**	**3**	0	27	0	0	**302**
08:00	1	131	59	12	**22**	0	0	10	0	0	38	0	0	273
09:00	**3**	105	67	6	21	1	0	10	0	0	25	0	0	238
10:00	0	111	53	3	17	**2**	0	9	0	0	38	0	0	233
11:00	1	107	39	1	20	0	0	6	1	0	**52**	0	0	227
12 PM	**1**	122	45	2	**28**	**2**	0	3	2	0	49	0	0	254
13:00	0	114	42	2	15	0	0	3	0	0	**52**	0	0	228
14:00	0	135	71	2	17	0	0	4	0	0	47	0	0	276
15:00	1	162	**92**	**5**	25	0	0	**7**	2	0	18	0	0	**312**
16:00	1	167	71	0	17	0	0	6	**3**	0	0	0	0	265
17:00	0	**185**	76	2	22	0	0	4	0	0	0	0	0	289
18:00	0	103	52	0	17	0	0	1	0	0	0	0	0	173
19:00	1	77	41	0	9	0	0	0	0	0	0	0	0	128
20:00	0	65	24	0	3	0	0	1	0	0	0	0	0	93
21:00	0	46	21	0	3	0	0	0	0	0	0	0	0	70
22:00	0	26	8	0	2	0	0	0	0	0	0	0	0	36
23:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19
Day Total	10	2000	915	50	281	5	0	81	12	0	347	0	0	3701
Percent	0.3%	54.0%	24.7%	1.4%	7.6%	0.1%	0.0%	2.2%	0.3%	0.0%	9.4%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	07:00	08:00	10:00		07:00	07:00		11:00			07:00
Vol.	3	156	72	12	22	2		13	3		52			302
PM Peak	12:00	17:00	15:00	15:00	12:00	12:00		15:00	16:00		13:00			15:00
Vol.	1	185	92	5	28	2		7	3		52			312
Grand Total	10	2000	915	50	281	5	0	81	12	0	347	0	0	3701
Percent	0.3%	54.0%	24.7%	1.4%	7.6%	0.1%	0.0%	2.2%	0.3%	0.0%	9.4%	0.0%	0.0%	

June 09 data only

253

352

3691 w/o Bikes

Counts Unlimtied, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

City of Hesperia
Rock Springs Road
E/ Main Street
24 Hour Directional Classification Count
Eastbound, Westbound

HERSEMA
Site Code: 051022
Date Start: 17-Jan-07
Date End: 17-Jan-07

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/17/07	0	52	17	0	2	0	0	0	2	0	0	0	0	73
01:00	0	27	12	0	2	0	0	0	2	0	2	0	0	45
02:00	0	24	6	1	1	0	0	1	0	0	0	0	0	33
03:00	0	45	15	0	3	0	0	0	2	0	3	0	0	68
04:00	0	83	44	0	14	0	0	1	1	0	1	0	0	144
05:00	0	148	70	1	22	0	0	1	2	0	0	0	0	244
06:00	0	351	158	0	41	0	0	8	10	0	5	0	0	573
07:00	0	**467**	**185**	4	50	3	0	**13**	**12**	0	48	0	0	**782**
08:00	1	387	158	**11**	53	3	0	13	2	0	**57**	0	0	685
09:00	**2**	322	152	0	**60**	0	0	9	4	0	48	0	0	597
10:00	0	264	159	1	41	4	0	12	3	0	47	0	0	531
11:00	1	310	152	2	50	1	0	12	1	0	52	0	0	581
12 PM	2	342	133	7	51	0	0	6	4	0	53	0	0	598
13:00	1	343	121	5	43	0	0	11	4	0	**54**	0	0	582
14:00	2	393	188	2	58	1	0	9	4	0	46	0	0	703
15:00	0	477	239	3	65	0	0	7	7	0	21	0	0	819
16:00	**4**	**542**	**240**	4	62	1	0	**14**	0	0	1	0	0	**868**
17:00	1	533	226	4	**66**	0	0	13	0	0	2	0	0	845
18:00	0	363	140	1	27	0	0	3	0	0	0	0	0	534
19:00	2	271	78	0	22	0	0	1	1	0	0	0	0	375
20:00	2	224	75	0	9	0	0	1	1	0	0	0	0	312
21:00	0	174	43	0	12	0	0	0	0	0	0	0	0	229
22:00	0	106	25	0	7	0	0	0	0	0	1	0	0	139
23:00	0	63	12	0	5	0	0	0	0	0	0	0	0	80
Day Total	18	6311	2648	46	766	13	0	135	62	0	441	0	0	10440
Percent	0.2%	60.5%	25.4%	0.4%	7.3%	0.1%	0.0%	1.3%	0.6%	0.0%	4.2%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	08:00	09:00	10:00		07:00	07:00		08:00			07:00
Vol.	2	467	185	11	60	4		13	12		57			782
PM Peak	16:00	16:00	16:00	12:00	17:00	14:00		16:00	15:00		13:00			16:00
Vol.	4	542	240	7	66	1		14	7		54			868
Grand Total	18	6311	2648	46	766	13	0	135	62	0	441	0	0	10440
Percent	0.2%	60.5%	25.4%	0.4%	7.3%	0.1%	0.0%	1.3%	0.6%	0.0%	4.2%	0.0%	0.0%	

June 09
AM
526
PM
773

10422.
w/o
BIKES

RAW PEAK HOUR COUNT SUMMARY

INTERSECTION 5
Deep Creek Road(NS) / Bear Valley Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	0	0	0
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	0	0	0
Autos	0	0	0

EASTBOUND

Total	4-Axle	3-Axle	Buses/ RV's	Autos
0	0	0	0	0
816	33	1	47	735
76	35	0	0	41

WESTBOUND

Autos	Buses/ RV's	3-Axle	4-Axle	Total
0	0	0	0	0
1274	42	4	12	1332
69	5	0	1	75

NORTHBOUND

Autos	64	0	38
Buses/RV's	3	0	4
3-Axle	0	0	4
4-Axle	0	0	0
Total	67	0	46

2291

Peak Hr Volumes West of Deep Creek

INTERSECTION 5
Deep Creek Road(NS) / Bear Valley Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	0	0	0
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	0	0	0
Autos	0	0	0

EASTBOUND

Total	4-Axle	3-Axle	Buses/ RV's	Autos
0	0	0	0	0
1417	13	2	25	1377
91	0	1	2	88

WESTBOUND

Autos	Buses/ RV's	3-Axle	4-Axle	Total
0	0	0	0	0
1035	22	0	4	1061
79	10	0	0	89

NORTHBOUND

Autos	60	0	57
Buses/RV's	1	0	2
3-Axle	0	0	0
4-Axle	0	0	0
Total	61	0	59

2630

RAW PEAK HOUR COUNT SUMMARY

INTERSECTION 6
Deep Creek Road(NS) / Tussing Ranch Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	0	138	3
4-Axle	0	31	0
3-Axle	0	3	0
Buses/RV's	0	2	0
Autos	0	102	3

	Total	4-Axle	3-Axle	Buses/ RV's	Autos
Eastbound	2	0	0	0	2
	0	0	0	0	0
	1	0	0	0	1

	Autos	Buses/ RV's	3-Axle	4-Axle	Total
Westbound	13	0	0	0	13
	0	0	0	0	0
	7	0	0	1	8

Autos	0	109	4
Buses/RV's	0	0	0
3-Axle	0	2	0
4-Axle	0	33	0
Total	0	144	4

NORTHBOUND

295

PK hour vols
South of
Tussing Ranch Rd

INTERSECTION 6
Deep Creek Road(NS) / Tussing Ranch Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	2	170	9
4-Axle	0	0	0
3-Axle	0	0	0
Buses/RV's	0	2	0
Autos	2	168	9

	Total	4-Axle	3-Axle	Buses/ RV's	Autos
Eastbound	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1

	Autos	Buses/ RV's	3-Axle	4-Axle	Total
Westbound	9	0	0	0	9
	0	0	0	0	0
	2	0	0	0	2

Autos	0	134	3
Buses/RV's	0	1	0
3-Axle	0	0	0
4-Axle	0	0	0
Total	0	135	3

NORTHBOUND

311

RAW PEAK HOUR COUNT SUMMARY

INTERSECTION 3
Main Street(NS) / Rock Springs Road(EW)

AM PEAK HOUR

SOUTHBOUND

Total	0	90	189
4-Axle	0	3	2
3-Axle	0	0	2
Buses/RV's	0	11	20
Autos	0	76	165

EASTBOUND

Total	4-Axle	3-Axle	Buses/ RV's	Autos
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

WESTBOUND

Autos	Buses/ RV's	3-Axle	4-Axle	Total
341	16	3	6	366
0	0	0	0	0
80	3	0	28	111

NORTHBOUND

Autos	0	174	94
Buses/RV's	0	8	2
3-Axle	0	0	0
4-Axle	0	0	30
Total	0	182	126

792

INTERSECTION 3
Main Street(NS) / Rock Springs Road(EW)

PM PEAK HOUR

SOUTHBOUND

Total	0	208	432
4-Axle	0	0	3
3-Axle	0	1	0
Buses/RV's	0	4	9
Autos	0	201	420

EASTBOUND

Total	4-Axle	3-Axle	Buses/ RV's	Autos
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

WESTBOUND

Autos	Buses/ RV's	3-Axle	4-Axle	Total
260	9	1	2	272
0	0	0	0	0
94	1	0	0	95

NORTHBOUND

Autos	0	154	95
Buses/RV's	0	12	1
3-Axle	0	0	0
4-Axle	0	1	1
Total	0	167	100

PK Hour vols East of Main St.

899

ATTACHMENT B

June 2009 Traffic Counts

bear valley w of Deep Creek

location1 am 15 min	60 mins sum		location1 pm 15 min	60 mins sum	
80	--	12am	499	1,993	12pm
52	--		476	1,980	
70	--		498	1,974	
51	253		531	2,004	
49	222	1am	497	2,002	1pm
51	221		503	2,029	
42	193		528	2,059	
42	184		525	2,053	
41	176	2am	504	2,060	2pm
39	164		513	2,070	
31	153		507	2,049	
20	131		532	2,056	
33	123	3am	529	2,081	3pm
41	125		533	2,101	
61	155		597	2,191	
69	204		537	2,196	
76	247	4am	513	2,180	4pm
70	276		576	2,223	
95	310		572	2,198	
103	344		503	2,164	
113	381	5am	552	2,203	5pm
118	429		575	2,202	
167	501		543	2,173	
227	625		517	2,187	
181	693	6am	478	2,113	6pm
236	811		500	2,038	
299	943		461	1,956	
278	994		426	1,865	
291	1,104	7am	427	1,814	7pm
342	1,210		378	1,692	
429	1,340		335	1,566	
465	1,527		362	1,502	
369	1,605	8am	365	1,440	8pm
368	1,631		344	1,406	
423	1,625		347	1,418	
392	1,552		322	1,378	
408	1,591	9am	330	1,343	9pm
413	1,636		298	1,297	
383	1,596		271	1,221	
440	1,644		256	1,155	
448	1,684	10am	215	1,040	10pm
435	1,706		214	956	
484	1,807		167	852	
486	1,853		139	735	
466	1,871	11am	146	666	11pm
489	1,925		109	561	
504	1,945		112	506	
501	1,960		99	466	
11271	1,631	<~~ 7-9 am max	**19761**	2,203	<~~4-6 pm max
	1,960	<~~overall am max		2,223	<~~overall pm max

(1)

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

Town of Apple Valley
Bear Valley Road
W/ Deep Creek Road
24 Hour Directional Classification Count
Eastbound

APVBVWDC
Site Code: 0519194
Date Start: 10-Jul-09
Date End: 10-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/10/09	0	34	11	0	1	0	0	0	0	0	1	0	0	47
00:15	0	19	5	0	1	0	0	0	1	0	1	0	0	27
00:30	0	38	7	0	2	0	0	0	1	0	0	0	0	48
00:45	0	20	1	0	1	0	0	0	1	0	1	0	0	24
	0	111	24	0	5	0	0	0	3	0	3	0	0	146
01:00	1	21	6	1	0	0	0	0	1	0	0	0	0	30
01:15	0	24	5	0	0	0	0	0	1	0	0	0	0	30
01:30	1	14	2	0	1	0	0	0	0	0	0	0	0	18
01:45	0	18	8	0	1	0	0	0	1	0	2	0	0	30
	2	77	21	1	2	0	0	0	3	0	2	0	0	108
02:00	0	15	5	0	0	0	0	0	1	0	4	0	0	25
02:15	0	15	2	0	1	0	0	0	0	0	4	0	0	22
02:30	0	7	2	0	1	0	0	0	1	0	5	0	0	16
02:45	0	5	1	0	1	0	0	0	0	0	1	0	0	8
	0	42	10	0	3	0	0	0	2	0	14	0	0	71
03:00	0	10	4	0	0	0	0	1	0	0	1	0	0	16
03:15	1	8	3	1	1	0	0	0	1	0	1	0	0	16
03:30	0	10	3	0	1	0	0	0	0	0	4	0	0	18
03:45	0	12	5	0	0	0	0	0	2	0	2	0	0	21
	1	40	15	1	2	0	0	1	3	0	8	0	0	71
04:00	0	7	5	0	1	0	0	0	1	0	7	0	0	21
04:15	0	11	3	0	1	0	0	0	1	0	4	0	0	20
04:30	0	20	6	0	0	0	0	0	0	0	3	0	0	29
04:45	0	10	5	0	4	0	0	0	0	0	2	0	0	21
	0	48	19	0	6	0	0	0	2	0	16	0	0	91
05:00	0	20	6	1	1	0	0	0	2	0	3	0	0	33
05:15	0	29	5	0	5	0	0	1	1	0	4	0	0	45
05:30	0	27	13	3	5	1	0	1	2	0	1	0	0	53
05:45	1	32	16	2	3	0	0	2	2	0	3	0	0	61
	1	108	40	6	14	1	0	4	7	0	11	0	0	192
06:00	0	36	13	1	4	0	0	0	1	0	4	0	0	59
06:15	1	41	15	1	9	1	0	5	1	0	3	0	0	77
06:30	0	40	27	1	7	0	0	3	3	0	3	0	0	84
06:45	1	50	22	0	2	1	0	3	1	0	3	0	0	83
	2	167	77	3	22	2	0	11	6	0	13	0	0	303
07:00	2	51	20	1	6	0	0	0	3	0	1	0	0	84
07:15	1	68	32	0	10	1	0	1	2	0	2	0	0	117
07:30	0	86	28	2	13	0	0	4	1	0	0	0	0	134
07:45	1	98	37	1	6	1	0	1	0	0	1	0	0	146
	4	303	117	4	35	2	0	6	6	0	4	0	0	481
08:00	0	84	34	2	8	2	0	2	0	0	0	0	0	132
08:15	0	72	38	1	12	0	0	3	4	0	5	0	0	135
08:30	0	102	48	3	17	0	0	0	2	0	4	0	0	176
08:45	2	98	34	0	5	1	0	0	0	0	3	0	0	143
	2	356	154	6	42	3	0	5	6	0	12	0	0	586
09:00	0	107	39	1	11	0	0	3	0	0	1	0	0	162
09:15	1	111	38	1	18	1	0	2	0	0	1	0	0	173
09:30	0	102	38	1	6	0	0	2	1	0	1	0	0	151
09:45	0	129	48	2	5	0	0	3	2	1	0	0	0	190
	1	449	163	5	40	1	0	10	3	1	3	0	0	676
10:00	2	133	45	0	16	0	0	0	3	0	0	0	0	199
10:15	2	123	50	1	10	0	0	2	2	0	0	0	0	190
10:30	0	135	57	1	13	1	0	7	2	0	0	0	0	216
10:45	2	156	58	1	14	0	0	0	2	0	1	0	0	234
	6	547	210	3	53	1	0	9	9	0	1	0	0	839
11:00	1	158	44	3	12	1	1	1	1	0	0	0	0	222
11:15	2	150	51	1	15	0	0	0	0	0	1	0	0	220
11:30	3	156	46	2	9	2	0	3	1	0	0	0	0	222
11:45	1	169	51	1	11	0	0	1	2	0	1	0	0	237
	7	633	192	7	47	3	1	5	4	0	2	0	0	901
Total	26	2881	1042	36	271	13	1	51	54	1	89	0	0	4465
Percent	0.6%	64.5%	23.3%	0.8%	6.1%	0.3%	0.0%	1.1%	1.2%	0.0%	2.0%	0.0%	0.0%	

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24 Hour Directional Classification Count
Eastbound

APVBVWDC
Site Code: 0519194
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12 PM	2	170	48	3	12	0	0	4	1	0	0	0	0	240
12:15	3	150	56	1	8	1	0	0	1	0	0	0	0	220
12:30	4	182	46	2	12	1	0	3	0	0	1	0	0	251
12:45	2	186	69	4	13	0	0	1	1	0	1	0	0	277
	11	688	219	10	45	2	0	8	3	0	2	0	0	988
13:00	2	189	58	2	8	0	0	0	0	0	3	0	0	262
13:15	1	178	52	5	14	0	0	2	2	0	5	0	0	259
13:30	3	199	54	1	8	3	0	2	0	0	2	0	0	272
13:45	3	186	46	2	16	1	0	2	1	0	2	0	0	259
	9	752	210	10	46	4	0	6	3	0	12	0	0	1052
14:00	3	171	62	1	12	0	0	2	0	0	2	0	0	253
14:15	1	194	58	1	21	0	0	1	1	0	2	0	0	279
14:30	1	180	62	1	15	0	0	1	0	0	2	0	0	262
14:45	1	192	62	2	14	1	0	4	2	0	1	0	0	279
	6	737	244	5	62	1	0	8	3	0	7	0	0	1073
15:00	2	208	60	3	12	1	0	4	2	0	2	0	0	294
15:15	2	178	65	2	12	0	0	0	2	0	3	0	0	264
15:30	3	230	78	0	22	0	0	2	1	0	2	0	0	338
15:45	1	197	79	3	15	1	0	1	3	0	0	0	0	300
	8	813	282	8	61	2	0	7	8	0	7	0	0	1196
16:00	0	205	57	4	15	1	0	4	0	0	2	0	0	288
16:15	1	220	86	1	12	0	0	0	1	0	2	0	0	323
16:30	0	244	70	2	10	0	0	4	0	0	0	0	0	330
16:45	1	202	60	2	12	0	0	1	1	0	1	0	0	280
	2	871	273	9	49	1	0	9	2	0	5	0	0	1221
17:00	2	213	79	0	11	0	0	3	1	0	1	0	0	310
17:15	4	233	68	0	24	1	0	1	0	0	0	0	0	331
17:30	4	189	70	1	20	1	0	3	3	0	1	0	0	292
17:45	1	213	72	0	12	0	0	1	1	0	2	0	0	302
	11	848	289	1	67	2	0	8	5	0	4	0	0	1235
18:00	2	215	66	1	14	0	0	0	1	0	4	0	0	303
18:15	2	218	66	0	6	0	0	1	0	0	1	0	0	294
18:30	2	191	50	1	11	0	0	1	1	0	3	0	0	260
18:45	0	164	50	1	10	0	0	3	1	0	1	0	0	230
	6	788	232	3	41	0	0	5	3	0	9	0	0	1087
19:00	2	174	52	0	12	1	0	0	0	0	1	0	0	242
19:15	1	164	54	1	2	0	0	2	0	0	3	0	0	227
19:30	0	147	29	0	7	0	0	1	2	0	2	0	0	188
19:45	2	169	42	1	6	0	0	1	0	0	1	0	0	222
	5	654	177	2	27	1	0	4	2	0	7	0	0	879
20:00	3	151	40	0	2	0	0	1	1	0	2	0	0	200
20:15	3	157	26	1	8	0	0	1	0	0	0	0	0	196
20:30	1	141	42	2	9	1	0	2	0	0	2	0	0	200
20:45	3	130	43	1	7	0	0	1	0	0	0	0	0	185
	10	579	151	4	26	1	0	5	1	0	4	0	0	781
21:00	3	144	38	0	8	0	0	0	0	0	2	0	0	195
21:15	0	137	30	0	6	0	0	0	1	0	0	0	0	174
21:30	0	109	26	1	2	0	0	2	0	0	1	0	0	141
21:45	2	120	21	0	3	0	0	0	0	0	2	0	0	148
	5	510	115	1	19	0	0	2	1	0	5	0	0	658
22:00	0	97	29	0	3	0	0	0	2	0	0	0	0	131
22:15	1	106	25	0	5	0	0	1	0	0	0	0	0	138
22:30	0	71	20	0	3	0	0	1	0	0	0	0	0	95
22:45	0	75	13	0	0	0	0	0	0	0	3	0	0	91
	1	349	87	0	11	0	0	2	2	0	3	0	0	455
23:00	1	78	13	0	0	0	0	1	1	0	0	0	0	94
23:15	0	50	10	1	3	0	0	0	0	0	1	0	0	65
23:30	0	54	11	0	2	0	0	1	0	0	2	0	0	70
23:45	0	40	10	0	2	0	0	0	0	0	2	0	0	54
	1	222	44	1	7	0	0	2	1	0	5	0	0	283
Total	75	7811	2323	54	461	14	0	66	34	0	70	0	0	10908
Percent	0.7%	71.6%	21.3%	0.5%	4.2%	0.1%	0.0%	0.6%	0.3%	0.0%	0.6%	0.0%	0.0%	
Grand Total	101	10692	3365	90	732	27	1	117	88	1	159	0	0	15373
Percent	0.7%	69.6%	21.9%	0.6%	4.8%	0.2%	0.0%	0.8%	0.6%	0.0%	1.0%	0.0%	0.0%	

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07/10/09	0	60	14	0	1	0	0	0	3	0	2	0	0	80
00:15	0	38	10	1	1	0	0	0	1	0	1	0	0	52
00:30	0	52	13	0	2	0	0	0	3	0	0	0	0	70
00:45	0	39	5	0	2	0	0	0	3	0	2	0	0	51
	0	189	42	1	6	0	0	0	10	0	5	0	0	253
01:00	1	31	11	2	0	0	0	0	1	0	3	0	0	49
01:15	1	40	8	0	0	0	0	0	1	0	1	0	0	51
01:30	1	32	6	0	1	0	0	0	1	0	1	0	0	42
01:45	1	26	8	0	2	0	0	0	3	0	2	0	0	42
	4	129	33	2	3	0	0	0	6	0	7	0	0	184
02:00	1	20	11	0	1	0	0	0	1	0	7	0	0	41
02:15	0	25	8	0	1	0	0	0	0	0	5	0	0	39
02:30	0	18	4	0	1	0	0	0	1	0	7	0	0	31
02:45	0	12	5	0	1	0	0	0	0	0	2	0	0	20
	1	75	28	0	4	0	0	0	2	0	21	0	0	131
03:00	0	19	9	0	1	0	0	1	1	0	2	0	0	33
03:15	1	26	5	1	2	0	0	0	1	0	5	0	0	41
03:30	2	37	10	0	2	0	0	0	2	0	8	0	0	61
03:45	0	41	18	1	3	0	0	0	4	0	2	0	0	69
	3	123	42	2	8	0	0	1	8	0	17	0	0	204
04:00	0	42	18	0	4	0	0	0	2	0	10	0	0	76
04:15	0	39	17	0	5	0	0	1	1	0	7	0	0	70
04:30	1	65	17	0	6	0	0	0	0	0	6	0	0	95
04:45	0	63	27	1	7	0	0	0	2	0	3	0	0	103
	1	209	79	1	22	0	0	1	5	0	26	0	0	344
05:00	0	71	26	1	6	1	0	0	3	0	5	0	0	113
05:15	1	74	20	0	11	2	0	1	2	0	7	0	0	118
05:30	0	105	42	3	8	2	0	1	2	0	4	0	0	167
05:45	4	142	55	3	9	0	0	3	4	0	7	0	0	227
	5	392	143	7	34	5	0	5	11	0	23	0	0	625
06:00	3	118	38	1	15	0	0	0	2	0	4	0	0	181
06:15	4	137	56	3	24	1	0	5	2	0	4	0	0	236
06:30	5	186	72	1	17	1	0	4	5	0	8	0	0	299
06:45	2	172	75	1	13	1	0	6	4	0	4	0	0	278
	14	613	241	6	69	3	0	15	13	0	20	0	0	994
07:00	4	189	73	2	14	1	0	2	3	0	3	0	0	291
07:15	3	218	77	1	30	2	0	5	2	0	4	0	0	342
07:30	0	289	94	2	27	0	0	7	5	0	5	0	0	429
07:45	4	325	107	2	19	2	0	2	1	0	3	0	0	465
	11	1021	351	7	90	5	0	16	11	0	15	0	0	1527
08:00	2	246	88	3	19	4	0	4	0	0	3	0	0	369
08:15	0	235	81	3	28	1	0	4	8	0	8	0	0	368
08:30	2	277	106	5	22	0	0	1	5	0	5	0	0	423
08:45	5	262	99	0	16	2	0	0	3	0	5	0	0	392
	9	1020	374	11	85	7	0	9	16	0	21	0	0	1552
09:00	1	271	99	3	24	0	0	5	2	0	3	0	0	408
09:15	3	281	90	3	28	2	0	3	2	0	1	0	0	413
09:30	3	248	101	1	23	0	0	3	3	0	1	0	0	383
09:45	2	310	102	2	13	0	0	6	2	1	2	0	0	440
	9	1110	392	9	88	2	0	17	9	1	7	0	0	1644
10:00	4	301	99	3	31	1	0	4	5	0	0	0	0	448
10:15	4	295	100	2	20	1	0	7	4	0	2	0	0	435
10:30	3	313	130	4	23	1	0	7	3	0	0	0	0	484
10:45	4	314	125	2	27	0	0	3	4	0	7	0	0	486
	15	1223	454	11	101	3	0	21	16	0	9	0	0	1853
11:00	3	312	110	3	31	2	1	2	1	0	1	0	0	466
11:15	3	323	117	3	32	1	0	4	4	0	2	0	0	489
11:30	3	343	110	3	32	3	0	4	4	0	2	0	0	504
11:45	2	366	105	2	17	0	0	3	3	0	3	0	0	501
	11	1344	442	11	112	6	1	13	12	0	8	0	0	1960
Total	83	7448	2621	68	622	31	1	98	119	1	179	0	0	11271
Percent	0.7%	66.1%	23.3%	0.6%	5.5%	0.3%	0.0%	0.9%	1.1%	0.0%	1.6%	0.0%	0.0%	

1625 w/o bikes

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

Town of Apple Valley
Bear Valley Road
W/ Deep Creek Road
24 Hour Directional Classification Count
Eastbound, Westbound

APVBVWDC
Site Code: 0519194
Date Start: 10-Jul-09
Date End: 10-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	3	360	97	4	24	1	0	6	2	0	2	0	0	499
12:15	5	337	100	3	22	1	0	3	2	0	3	0	0	476
12:30	6	350	104	3	24	1	0	5	4	0	1	0	0	498
12:45	3	354	134	5	26	0	0	6	1	0	2	0	0	531
	17	1401	435	15	96	3	0	20	9	0	8	0	0	2004
13:00	5	342	124	3	18	0	0	0	0	0	5	0	0	497
13:15	3	359	99	7	23	0	0	4	2	0	6	0	0	503
13:30	4	382	108	4	20	3	0	4	0	0	3	0	0	528
13:45	7	366	120	3	22	1	0	3	1	0	2	0	0	525
	19	1449	451	17	83	4	0	11	3	0	16	0	0	2053
14:00	7	345	116	3	26	0	0	5	0	0	2	0	0	504
14:15	3	352	111	2	37	0	0	4	2	0	2	0	0	513
14:30	2	346	122	1	29	2	0	3	0	0	2	0	0	507
14:45	7	358	126	4	24	2	0	7	3	0	1	0	0	532
	19	1401	475	10	116	4	0	19	5	0	7	0	0	2056
15:00	4	354	131	6	20	3	0	5	3	0	3	0	0	529
15:15	6	367	117	3	26	2	0	2	6	0	4	0	0	533
15:30	4	406	143	1	33	1	0	5	1	0	3	0	0	597
15:45	4	357	129	4	30	3	0	2	8	0	0	0	0	537
	18	1484	520	14	109	9	0	14	18	0	10	0	0	2196
16:00	1	358	118	5	22	1	0	5	1	0	2	0	0	513
16:15	2	399	134	5	30	0	0	2	1	0	3	0	0	576
16:30	3	408	133	5	19	0	0	4	0	0	0	0	0	572
16:45	4	364	106	3	21	0	0	2	2	0	1	0	0	503
	10	1529	491	18	92	1	0	13	4	0	6	0	0	2164
17:00	3	380	141	1	19	0	0	5	2	0	1	0	0	552
17:15	4	402	122	2	39	2	0	3	0	0	1	0	0	575
17:30	4	365	130	1	30	1	0	4	4	0	4	0	0	543
17:45	2	372	118	0	20	0	0	1	1	0	3	0	0	517
	13	1519	511	4	108	3	0	13	7	0	9	0	0	2187
18:00	3	332	116	1	19	0	0	1	1	0	5	0	0	478
18:15	5	368	108	1	15	0	0	1	0	0	2	0	0	500
18:30	3	330	99	2	18	0	0	1	1	0	7	0	0	461
18:45	1	313	92	1	14	0	0	3	1	0	1	0	0	426
	12	1343	415	5	66	0	0	6	3	0	15	0	0	1865
19:00	2	313	91	1	16	1	0	1	1	0	1	0	0	427
19:15	5	275	82	3	4	0	0	2	1	0	6	0	0	378
19:30	1	262	57	0	8	0	0	1	2	0	4	0	0	335
19:45	2	263	76	1	13	0	0	1	2	0	4	0	0	362
	10	1113	306	5	41	1	0	5	6	0	15	0	0	1502
20:00	5	262	84	0	8	0	0	2	1	0	3	0	0	365
20:15	4	259	64	2	11	0	0	3	0	0	1	0	0	344
20:30	4	241	79	2	15	1	0	2	0	0	3	0	0	347
20:45	3	226	79	1	10	0	0	2	0	0	1	0	0	322
	16	988	306	5	44	1	0	9	1	0	8	0	0	1378
21:00	4	248	63	2	10	0	0	0	0	0	3	0	0	330
21:15	2	222	57	0	10	0	0	0	5	0	2	0	0	298
21:30	2	200	56	1	7	0	0	3	0	0	2	0	0	271
21:45	3	208	35	0	7	0	0	1	0	0	2	0	0	256
	11	878	211	3	34	0	0	4	5	0	9	0	0	1155
22:00	2	159	45	0	5	0	0	0	3	0	1	0	0	215
22:15	3	161	39	0	8	0	0	1	0	0	2	0	0	214
22:30	1	127	31	0	6	0	0	1	1	0	0	0	0	167
22:45	0	109	25	0	0	0	0	0	1	0	4	0	0	139
	6	556	140	0	19	0	0	2	5	0	7	0	0	735
23:00	2	119	22	0	0	0	0	1	1	0	1	0	0	146
23:15	1	83	16	2	3	0	0	1	0	0	3	0	0	109
23:30	0	86	20	0	2	0	0	1	0	0	3	0	0	112
23:45	0	78	17	0	2	0	0	0	0	0	2	0	0	99
	3	366	75	2	7	0	0	3	1	0	9	0	0	466
Total	154	14027	4336	98	815	26	0	119	67	0	119	0	0	19761
Percent	0.8%	71.0%	21.9%	0.5%	4.1%	0.1%	0.0%	0.6%	0.3%	0.0%	0.6%	0.0%	0.0%	
Grand Total	237	21475	6957	166	1437	57	1	217	186	1	298	0	0	31032
Percent	0.8%	69.2%	22.4%	0.5%	4.6%	0.2%	0.0%	0.7%	0.6%	0.0%	1.0%	0.0%	0.0%	

21475 + 8560 + 57 + 703 = 30795

2191 w/o Bikes

Deep Creek S of Tussing

location1 am 15 min	60 mins sum		location1 pm 15 min	60 mins sum	
11	--	12am	57	256	12pm
4	--		81	270	
7	--		50	262	
8	30		69	257	
4	23	1am	73	273	1pm
6	25		65	257	
3	21		78	285	
5	18		70	286	
3	17	2am	66	279	2pm
3	14		72	286	
4	15		68	276	
3	13		69	275	
2	12	3am	72	281	3pm
5	14		85	294	
1	11		86	312	
6	14		85	328	
6	18	4am	77	333	4pm
7	20		79	327	
5	24		72	313	
13	31		80	308	
11	36	5am	93	324	5pm
8	37		89	334	
18	50		82	344	
27	64		88	352	
19	72	6am	66	325	6pm
31	95		71	307	
42	119		79	304	
33	125		76	292	
37	143	7am	75	301	7pm
45	157		56	286	
61	176		54	261	
72	215		59	244	
30	208	8am	44	213	8pm
39	202		44	201	
52	193		70	217	
44	165		44	202	
55	190	9am	42	200	9pm
55	206		46	202	
57	211		37	169	
57	224		35	160	
58	227	10am	26	144	10pm
57	229		29	127	
53	225		15	105	
75	243		22	92	
53	238	11am	17	83	11pm
67	248		12	66	
58	253		26	77	
74	252		12	67	
1394	215	<~~ 7-9 am max	**2863**	352	<~~4-6 pm max
	253	<~~overall am max		352	<~~overall pm max

3

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

Town of Apple Valley
Deep Creek Road
S/ Tussing Ranch Road
24 Hour Directional Classification Count
Northbound

APVDCSTR
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/09/09	0	4	1	0	0	0	0	0	0	0	0	0	0	5
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	14	1	0	1	0	0	0	0	0	0	0	0	16
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	3	0	1	0	0	0	0	0	0	0	0	4
	0	3	5	0	1	0	0	0	0	0	0	0	0	9
04:00	0	1	2	0	0	0	0	0	0	0	1	0	0	4
04:15	0	1	4	0	0	0	0	0	0	0	0	0	0	5
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:45	0	7	0	0	1	0	0	0	0	0	0	0	0	8
	0	11	7	0	1	0	0	0	0	0	1	0	0	20
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
05:15	0	3	1	0	1	0	0	0	0	0	0	0	0	5
05:30	0	7	5	0	0	0	0	0	1	0	0	0	0	13
05:45	0	9	4	0	2	0	0	0	0	0	0	0	0	15
	0	25	11	0	3	0	0	0	1	0	0	0	0	40
06:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
06:15	0	9	4	0	1	0	0	0	0	0	0	0	0	14
06:30	1	17	5	0	4	0	0	1	0	0	0	0	0	28
06:45	0	13	4	0	1	0	0	0	0	0	0	0	0	18
	1	43	15	0	7	0	0	1	0	0	0	0	0	67
07:00	1	12	8	0	2	2	0	0	0	0	0	0	0	25
07:15	0	16	1	0	1	0	0	1	0	0	0	0	0	19
07:30	0	31	12	0	0	0	0	0	0	0	0	0	0	43
07:45	0	36	10	0	4	0	0	2	0	0	0	0	0	52
	1	95	31	0	7	2	0	3	0	0	0	0	0	139
08:00	0	13	3	0	1	0	0	1	0	0	0	0	0	18
08:15	0	13	5	0	5	0	0	1	0	0	0	0	0	24
08:30	1	20	12	0	0	0	0	0	0	0	0	0	0	33
08:45	0	11	5	0	2	0	0	1	0	0	0	0	0	19
	1	57	25	0	8	0	0	3	0	0	0	0	0	94
09:00	0	17	7	0	5	0	0	0	0	0	0	0	0	29
09:15	0	19	9	0	2	0	0	0	0	0	0	0	0	30
09:30	1	23	13	0	1	0	0	0	0	0	0	0	0	38
09:45	0	22	9	0	0	0	0	0	0	0	0	0	0	31
	1	81	38	0	8	0	0	0	0	0	0	0	0	128
10:00	0	18	12	0	3	1	0	1	0	0	0	0	0	35
10:15	0	23	12	0	1	0	0	1	0	0	0	0	0	37
10:30	0	18	8	0	2	0	0	1	0	0	0	0	0	29
10:45	1	26	10	0	4	0	0	0	0	0	0	0	0	41
	1	85	42	0	10	1	0	3	0	0	0	0	0	142
11:00	0	16	7	0	1	0	0	0	0	0	0	0	0	24
11:15	0	25	8	0	3	0	0	0	0	0	0	0	0	36
11:30	0	19	8	0	2	0	0	0	0	0	0	0	0	29
11:45	0	24	10	0	2	0	0	0	0	0	0	0	0	36
	0	84	33	0	8	0	0	0	0	0	0	0	0	125
Total	5	511	209	0	54	3	0	10	1	0	1	0	0	794
Percent	0.6%	64.4%	26.3%	0.0%	6.8%	0.4%	0.0%	1.3%	0.1%	0.0%	0.1%	0.0%	0.0%	

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

Town of Apple Valley
Deep Creek Road
S/ Tussing Ranch Road
24 Hour Directional Classification Count
Northbound

APVDCSTR
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	18	8	0	3	0	0	0	0	0	0	0	0	29
12:15	0	17	8	0	3	0	0	1	0	0	0	0	0	29
12:30	0	18	5	0	3	0	0	0	1	0	0	0	0	27
12:45	2	24	2	0	1	0	0	1	0	0	0	0	0	30
	2	77	23	0	10	0	0	2	1	0	0	0	0	115
13:00	0	27	8	0	1	0	0	2	0	0	1	0	0	39
13:15	0	15	4	0	2	1	0	0	0	0	0	0	0	22
13:30	0	20	6	0	3	0	0	0	0	0	0	0	0	29
13:45	1	15	8	0	4	0	0	0	0	0	0	0	0	28
	1	77	26	0	10	1	0	2	0	0	1	0	0	118
14:00	0	21	9	0	1	0	0	0	0	0	0	0	0	31
14:15	1	19	8	0	2	0	0	0	0	0	0	0	0	30
14:30	0	24	4	0	1	0	0	1	0	0	0	0	0	30
14:45	1	23	3	0	2	0	0	0	0	0	0	0	0	29
	2	87	24	0	6	0	0	1	0	0	0	0	0	120
15:00	0	16	11	0	1	0	0	0	1	0	0	0	0	29
15:15	1	22	11	0	2	0	0	0	0	0	0	0	0	36
15:30	1	23	6	0	3	0	0	1	1	0	0	0	0	35
15:45	1	19	7	0	3	0	0	2	0	0	1	0	0	33
	3	80	35	0	9	0	0	3	2	0	1	0	0	133
16:00	0	28	4	1	0	0	0	0	0	0	0	0	0	33
16:15	1	24	9	0	3	0	0	1	0	0	0	0	0	38
16:30	0	19	8	0	0	0	0	0	0	0	0	0	0	27
16:45	2	31	4	0	1	0	0	0	0	0	0	0	0	38
	3	102	25	1	4	0	0	1	0	0	0	0	0	136
17:00	1	28	5	0	2	0	0	2	0	0	0	0	0	38
17:15	0	21	17	0	1	0	0	1	0	0	0	0	0	40
17:30	0	22	12	0	4	0	0	0	0	0	0	0	0	38
17:45	0	25	12	0	2	0	0	2	0	0	0	0	0	41
	1	96	46	0	9	0	0	5	0	0	0	0	0	157
18:00	0	21	8	0	0	0	0	0	0	0	0	0	0	29
18:15	1	22	5	0	1	0	0	0	0	0	0	0	0	29
18:30	0	19	11	0	1	0	0	0	0	0	1	0	0	32
18:45	0	22	9	0	0	0	0	0	0	0	0	0	0	31
	1	84	33	0	2	0	0	0	0	0	1	0	0	121
19:00	0	26	9	0	0	0	0	0	1	0	0	0	0	36
19:15	0	17	3	0	3	0	0	0	0	0	0	0	0	23
19:30	0	19	9	0	2	0	0	0	0	0	0	0	0	30
19:45	2	21	5	0	3	0	0	0	0	0	0	0	0	31
	2	83	26	0	8	0	0	0	1	0	0	0	0	120
20:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
20:15	0	11	8	0	0	0	0	0	0	0	0	0	0	19
20:30	0	16	11	0	1	0	0	0	0	0	0	0	0	28
20:45	0	12	4	0	2	0	0	0	0	0	0	0	0	18
	0	55	25	0	3	0	0	0	0	0	0	0	0	83
21:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
21:15	0	9	5	0	0	0	0	0	0	0	0	0	0	14
21:30	0	9	6	0	0	0	0	0	0	0	0	0	0	15
21:45	0	8	4	0	1	0	0	0	1	0	0	0	0	14
	0	36	17	0	1	0	0	0	1	0	0	0	0	55
22:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
22:15	1	8	1	0	0	0	0	0	0	0	0	0	0	10
22:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
22:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	1	22	9	0	0	0	0	0	0	0	0	0	0	32
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	4	1	1	3	0	0	0	0	0	0	0	0	9
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	21	1	1	3	0	0	0	0	0	0	0	0	26
Total	16	820	290	2	65	1	0	14	5	0	3	0	0	1216
Percent	1.3%	67.4%	23.8%	0.2%	5.3%	0.1%	0.0%	1.2%	0.4%	0.0%	0.2%	0.0%	0.0%	
Grand Total	21	1331	499	2	119	4	0	24	6	0	4	0	0	2010
Percent	1.0%	66.2%	24.8%	0.1%	5.9%	0.2%	0.0%	1.2%	0.3%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

Town of Apple Valley
Deep Creek Road
S/ Tussing Ranch Road
24 Hour Directional Classification Count
Southbound

APVDCSTR
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/09/09	0	4	2	0	0	0	0	0	0	0	0	0	0	6
00:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	10	4	0	0	0	0	0	0	0	0	0	0	14
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:15	0	2	0	0	0	0	0	0	0	0	1	0	0	3
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	8	1	0	1	0	0	0	0	0	1	0	0	11
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	1	3	1	0	1	0	0	0	0	0	0	0	0	6
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	2	1	0	2	0	0	0	0	0	0	0	0	5
	0	6	3	0	2	0	0	0	0	0	0	0	0	11
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
05:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:45	0	7	3	0	2	0	0	0	0	0	0	0	0	12
	0	15	6	0	3	0	0	0	0	0	0	0	0	24
06:00	0	5	4	0	1	0	0	2	0	0	0	0	0	12
06:15	0	10	5	0	2	0	0	0	0	0	0	0	0	17
06:30	0	13	1	0	0	0	0	0	0	0	0	0	0	14
06:45	1	7	5	0	2	0	0	0	0	0	0	0	0	15
	1	35	15	0	5	0	0	2	0	0	0	0	0	58
07:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
07:15	0	19	4	0	2	0	0	1	0	0	0	0	0	26
07:30	0	11	2	0	4	0	0	0	0	0	1	0	0	18
07:45	0	12	5	0	1	0	0	1	1	0	0	0	0	20
	0	53	12	0	7	0	0	2	1	0	1	0	0	76
08:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
08:15	0	9	4	0	1	1	0	0	0	0	0	0	0	15
08:30	0	15	2	0	2	0	0	0	0	0	0	0	0	19
08:45	0	16	8	0	1	0	0	0	0	0	0	0	0	25
	0	51	15	0	4	1	0	0	0	0	0	0	0	71
09:00	0	13	10	0	2	0	0	1	0	0	0	0	0	26
09:15	0	15	7	0	3	0	0	0	0	0	0	0	0	25
09:30	0	10	7	0	0	0	0	1	1	0	0	0	0	19
09:45	0	17	8	0	0	0	0	0	1	0	0	0	0	26
	0	55	32	0	5	0	0	2	2	0	0	0	0	96
10:00	0	16	5	0	2	0	0	0	0	0	0	0	0	23
10:15	1	9	7	0	3	0	0	0	0	0	0	0	0	20
10:30	0	14	6	0	3	0	0	1	0	0	0	0	0	24
10:45	1	22	10	0	1	0	0	0	0	0	0	0	0	34
	2	61	28	0	9	0	0	1	0	0	0	0	0	101
11:00	1	18	6	0	3	0	1	0	0	0	0	0	0	29
11:15	0	17	11	0	3	0	0	0	0	0	0	0	0	31
11:30	0	18	9	0	1	0	0	0	1	0	0	0	0	29
11:45	0	25	7	0	4	0	0	2	0	0	0	0	0	38
	1	78	33	0	11	0	1	2	1	0	0	0	0	127
Total	5	380	150	0	48	1	1	9	4	0	2	0	0	600
Percent	0.8%	63.3%	25.0%	0.0%	8.0%	0.2%	0.2%	1.5%	0.7%	0.0%	0.3%	0.0%	0.0%	

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
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Town of Apple Valley
Deep Creek Road
S/ Tussing Ranch Road
24 Hour Directional Classification Count
Southbound

APVDCSTR
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	20	6	0	1	0	0	1	0	0	0	0	0	28
12:15	1	29	18	0	4	0	0	0	0	0	0	0	0	52
12:30	0	6	13	0	2	0	0	2	0	0	0	0	0	23
12:45	0	30	5	0	3	0	0	0	1	0	0	0	0	39
	1	85	42	0	10	0	0	3	1	0	0	0	0	142
13:00	1	28	4	0	0	0	0	0	0	0	1	0	0	34
13:15	0	28	8	0	6	0	0	1	0	0	0	0	0	43
13:30	1	30	12	0	5	1	0	0	0	0	0	0	0	49
13:45	0	27	13	0	2	0	0	0	0	0	0	0	0	42
	2	113	37	0	13	1	0	1	0	0	1	0	0	168
14:00	1	23	7	0	3	0	0	1	0	0	0	0	0	35
14:15	0	26	9	1	4	0	0	1	1	0	0	0	0	42
14:30	0	22	13	1	2	0	0	0	0	0	0	0	0	38
14:45	1	25	9	0	2	1	0	2	0	0	0	0	0	40
	2	96	38	2	11	1	0	4	1	0	0	0	0	155
15:00	0	29	8	0	3	0	0	1	2	0	0	0	0	43
15:15	0	33	12	0	4	0	0	0	0	0	0	0	0	49
15:30	0	35	10	0	5	0	0	1	0	0	0	0	0	51
15:45	1	33	13	0	3	0	0	0	2	0	0	0	0	52
	1	130	43	0	15	0	0	2	4	0	0	0	0	195
16:00	0	28	11	0	3	1	0	1	0	0	0	0	0	44
16:15	1	28	11	0	0	0	0	0	0	0	1	0	0	41
16:30	0	32	10	0	3	0	0	0	0	0	0	0	0	45
16:45	0	28	11	0	3	0	0	0	0	0	0	0	0	42
	1	116	43	0	9	1	0	1	0	0	1	0	0	172
17:00	0	47	7	0	1	0	0	0	0	0	0	0	0	55
17:15	1	31	12	0	5	0	0	0	0	0	0	0	0	49
17:30	0	38	6	0	0	0	0	0	0	0	0	0	0	44
17:45	0	26	15	0	4	0	0	2	0	0	0	0	0	47
	1	142	40	0	10	0	0	2	0	0	0	0	0	195
18:00	0	26	9	0	2	0	0	0	0	0	0	0	0	37
18:15	1	30	9	0	2	0	0	0	0	0	0	0	0	42
18:30	0	31	14	0	2	0	0	0	0	0	0	0	0	47
18:45	0	27	13	0	3	0	0	0	2	0	0	0	0	45
	1	114	45	0	9	0	0	0	2	0	0	0	0	171
19:00	0	24	12	0	2	1	0	0	0	0	0	0	0	39
19:15	0	26	6	0	1	0	0	0	0	0	0	0	0	33
19:30	0	15	5	0	3	0	0	1	0	0	0	0	0	24
19:45	0	23	4	0	1	0	0	0	0	0	0	0	0	28
	0	88	27	0	7	1	0	1	0	0	0	0	0	124
20:00	1	20	4	0	1	0	0	0	0	0	0	0	0	26
20:15	0	21	3	0	1	0	0	0	0	0	0	0	0	25
20:30	0	25	15	0	2	0	0	0	0	0	0	0	0	42
20:45	0	13	9	0	4	0	0	0	0	0	0	0	0	26
	1	79	31	0	8	0	0	0	0	0	0	0	0	119
21:00	0	15	12	0	3	0	0	0	0	0	0	0	0	30
21:15	0	24	7	0	1	0	0	0	0	0	0	0	0	32
21:30	0	15	7	0	0	0	0	0	0	0	0	0	0	22
21:45	0	11	6	0	4	0	0	0	0	0	0	0	0	21
	0	65	32	0	8	0	0	0	0	0	0	0	0	105
22:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
22:15	0	14	2	0	3	0	0	0	0	0	0	0	0	19
22:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
22:45	1	10	4	0	0	0	0	0	0	0	0	0	0	15
	1	44	12	0	3	0	0	0	0	0	0	0	0	60
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:15	0	5	3	0	1	0	0	0	0	0	0	0	0	9
23:30	0	13	2	1	1	0	0	0	0	0	0	0	0	17
23:45	0	7	0	0	0	0	0	0	0	0	1	0	0	8
	0	31	6	1	2	0	0	0	0	0	1	0	0	41
Total	11	1103	396	3	105	4	0	14	8	0	3	0	0	1647
Percent	0.7%	67.0%	24.0%	0.2%	6.4%	0.2%	0.0%	0.9%	0.5%	0.0%	0.2%	0.0%	0.0%	
Grand Total	16	1483	546	3	153	5	1	23	12	0	5	0	0	2247
Percent	0.7%	66.0%	24.3%	0.1%	6.8%	0.2%	0.0%	1.0%	0.5%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
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Town of Apple Valley
Deep Creek Road
S/ Tussing Ranch Road
24 Hour Directional Classification Count
Northbound, Southbound

APVDCSTR
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/09/09	0	8	3	0	0	0	0	0	0	0	0	0	0	11
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
00:30	0	5	1	0	1	0	0	0	0	0	0	0	0	7
00:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	0	24	5	0	1	0	0	0	0	0	0	0	0	30
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:15	0	5	0	0	0	0	0	0	0	0	1	0	0	6
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5
	0	15	1	0	1	0	0	0	0	0	1	0	0	18
02:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
02:15	1	1	1	0	0	0	0	0	0	0	0	0	0	3
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	1	9	2	0	1	0	0	0	0	0	0	0	0	13
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	2	3	0	1	0	0	0	0	0	0	0	0	6
	0	8	5	0	1	0	0	0	0	0	0	0	0	14
04:00	0	2	3	0	0	0	0	0	0	0	1	0	0	6
04:15	0	2	5	0	0	0	0	0	0	0	0	0	0	7
04:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:45	0	9	1	0	3	0	0	0	0	0	0	0	0	13
	0	17	10	0	3	0	0	0	0	0	1	0	0	31
05:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
05:15	0	4	2	0	2	0	0	0	0	0	0	0	0	8
05:30	0	11	6	0	0	0	0	0	1	0	0	0	0	18
05:45	0	16	7	0	4	0	0	0	0	0	0	0	0	27
	0	40	17	0	6	0	0	0	1	0	0	0	0	64
06:00	0	9	6	0	2	0	0	2	0	0	0	0	0	19
06:15	0	19	9	0	3	0	0	0	0	0	0	0	0	31
06:30	1	30	6	0	4	0	0	1	0	0	0	0	0	42
06:45	1	20	9	0	3	0	0	0	0	0	0	0	0	33
	2	78	30	0	12	0	0	3	0	0	0	0	0	125
07:00	1	23	9	0	2	2	0	0	0	0	0	0	0	37
07:15	0	35	5	0	3	0	0	2	0	0	0	0	0	45
07:30	0	42	14	0	4	0	0	0	0	0	1	0	0	61
07:45	0	48	15	0	5	0	0	3	1	0	0	0	0	72
	1	148	43	0	14	2	0	5	1	0	1	0	0	215
08:00	0	24	4	0	1	0	0	1	0	0	0	0	0	30
08:15	0	22	9	0	6	1	0	1	0	0	0	0	0	39
08:30	1	35	14	0	2	0	0	0	0	0	0	0	0	52
08:45	0	27	13	0	3	0	0	1	0	0	0	0	0	44
	1	108	40	0	12	1	0	3	0	0	0	0	0	165
09:00	0	30	17	0	7	0	0	1	0	0	0	0	0	55
09:15	0	34	16	0	5	0	0	0	0	0	0	0	0	55
09:30	1	33	20	0	1	0	0	1	1	0	0	0	0	57
09:45	0	39	17	0	0	0	0	0	1	0	0	0	0	57
	1	136	70	0	13	0	0	2	2	0	0	0	0	224
10:00	0	34	17	0	5	1	0	1	0	0	0	0	0	58
10:15	1	32	19	0	4	0	0	1	0	0	0	0	0	57
10:30	0	32	14	0	5	0	0	2	0	0	0	0	0	53
10:45	2	48	20	0	5	0	0	0	0	0	0	0	0	75
	3	146	70	0	19	1	0	4	0	0	0	0	0	243
11:00	1	34	13	0	4	0	1	0	0	0	0	0	0	53
11:15	0	42	19	0	6	0	0	0	0	0	0	0	0	67
11:30	0	37	17	0	3	0	0	0	1	0	0	0	0	58
11:45	0	49	17	0	6	0	0	2	0	0	0	0	0	74
	1	162	66	0	19	0	1	2	1	0	0	0	0	252
Total	10	891	359	0	102	4	1	19	5	0	3	0	0	1394
Percent	0.7%	63.9%	25.8%	0.0%	7.3%	0.3%	0.1%	1.4%	0.4%	0.0%	0.2%	0.0%	0.0%	

214 w/o BIKES

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

Town of Apple Valley
Deep Creek Road
S/ Tussing Ranch Road
24 Hour Directional Classification Count
Northbound, Southbound

APVDCSTR
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	38	14	0	4	0	0	1	0	0	0	0	0	57
12:15	1	46	26	0	7	0	0	1	0	0	0	0	0	81
12:30	0	24	18	0	5	0	0	2	1	0	0	0	0	50
12:45	2	54	7	0	4	0	0	1	1	0	0	0	0	69
	3	162	65	0	20	0	0	5	2	0	0	0	0	257
13:00	1	55	12	0	1	0	0	2	0	0	2	0	0	73
13:15	0	43	12	0	8	1	0	1	0	0	0	0	0	65
13:30	1	50	18	0	8	1	0	0	0	0	0	0	0	78
13:45	1	42	21	0	6	0	0	0	0	0	0	0	0	70
	3	190	63	0	23	2	0	3	0	0	2	0	0	286
14:00	1	44	16	0	4	0	0	1	0	0	0	0	0	66
14:15	1	45	17	1	6	0	0	1	1	0	0	0	0	72
14:30	0	46	17	1	3	0	0	1	0	0	0	0	0	68
14:45	2	48	12	0	4	1	0	2	0	0	0	0	0	69
	4	183	62	2	17	1	0	5	1	0	0	0	0	275
15:00	0	45	19	0	4	0	0	1	3	0	0	0	0	72
15:15	1	55	23	0	6	0	0	0	0	0	0	0	0	85
15:30	1	58	16	0	8	0	0	2	1	0	0	0	0	86
15:45	2	52	20	0	6	0	0	2	2	0	1	0	0	85
	4	210	78	0	24	0	0	5	6	0	1	0	0	328
16:00	0	56	15	1	3	1	0	1	0	0	0	0	0	77
16:15	2	52	20	0	3	0	0	1	0	0	1	0	0	79
16:30	0	51	18	0	3	0	0	0	0	0	0	0	0	72
16:45	2	59	15	0	4	0	0	0	0	0	0	0	0	80
	4	218	68	1	13	1	0	2	0	0	1	0	0	308
17:00	1	75	12	0	3	0	0	2	0	0	0	0	0	93
17:15	1	52	29	0	6	0	0	1	0	0	0	0	0	89
17:30	0	60	18	0	4	0	0	0	0	0	0	0	0	82
17:45	0	51	27	0	6	0	0	4	0	0	0	0	0	88
	2	238	86	0	19	0	0	7	0	0	0	0	0	352
18:00	0	47	17	0	2	0	0	0	0	0	0	0	0	66
18:15	2	52	14	0	3	0	0	0	0	0	0	0	0	71
18:30	0	50	25	0	3	0	0	0	0	0	1	0	0	79
18:45	0	49	22	0	3	0	0	0	2	0	0	0	0	76
	2	198	78	0	11	0	0	0	2	0	1	0	0	292
19:00	0	50	21	0	2	1	0	0	1	0	0	0	0	75
19:15	0	43	9	0	4	0	0	0	0	0	0	0	0	56
19:30	0	34	14	0	5	0	0	1	0	0	0	0	0	54
19:45	2	44	9	0	4	0	0	0	0	0	0	0	0	59
	2	171	53	0	15	1	0	1	1	0	0	0	0	244
20:00	1	36	6	0	1	0	0	0	0	0	0	0	0	44
20:15	0	32	11	0	1	0	0	0	0	0	0	0	0	44
20:30	0	41	26	0	3	0	0	0	0	0	0	0	0	70
20:45	0	25	13	0	6	0	0	0	0	0	0	0	0	44
	1	134	56	0	11	0	0	0	0	0	0	0	0	202
21:00	0	25	14	0	3	0	0	0	0	0	0	0	0	42
21:15	0	33	12	0	1	0	0	0	0	0	0	0	0	46
21:30	0	24	13	0	0	0	0	0	0	0	0	0	0	37
21:45	0	19	10	0	5	0	0	0	1	0	0	0	0	35
	0	101	49	0	9	0	0	0	1	0	0	0	0	160
22:00	0	18	8	0	0	0	0	0	0	0	0	0	0	26
22:15	1	22	3	0	3	0	0	0	0	0	0	0	0	29
22:30	0	12	3	0	0	0	0	0	0	0	0	0	0	15
22:45	1	14	7	0	0	0	0	0	0	0	0	0	0	22
	2	66	21	0	3	0	0	0	0	0	0	0	0	92
23:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
23:15	0	8	3	0	1	0	0	0	0	0	0	0	0	12
23:30	0	17	3	2	4	0	0	0	0	0	0	0	0	26
23:45	0	11	0	0	0	0	0	0	0	0	1	0	0	12
	0	52	7	2	5	0	0	0	0	0	1	0	0	67
Total	27	1923	686	5	170	5	0	28	13	0	6	0	0	2863
Percent	0.9%	67.2%	24.0%	0.2%	5.9%	0.2%	0.0%	1.0%	0.5%	0.0%	0.2%	0.0%	0.0%	
Grand Total	37	2814	1045	5	272	9	1	47	18	0	9	0	0	4257
Percent	0.9%	66.1%	24.5%	0.1%	6.4%	0.2%	0.0%	1.1%	0.4%	0.0%	0.2%	0.0%	0.0%	

2814 + 1322 + 9 + 75 = 4220

350 w/o Bikes

Rock Springs E of Main

location1 am			location1 pm		
15 min	60 mins sum		15 min	60 mins sum	
35	--	12am	123	512	12pm
27	--		125	497	
7	--		131	495	
15	84		125	504	
13	62	1am	142	523	1pm
12	47		147	545	
9	49		146	560	
10	44		142	577	
10	41	2am	153	588	2pm
6	35		152	593	
13	39		134	581	
8	37		149	588	
8	35	3am	155	590	3pm
9	38		180	618	
12	37		186	670	
15	44		191	712	
26	62	4am	163	720	4pm
16	69		189	729	
35	92		178	721	
36	113		180	710	
62	149	5am	183	730	5pm
38	171		207	748	
54	190		203	773	
66	220		180	773	
65	223	6am	156	746	6pm
92	277		159	698	
111	334		130	625	
123	391		162	607	
111	437	7am	137	588	7pm
134	479		99	528	
112	480		151	549	
169	526		116	503	
92	507	8am	101	467	8pm
98	471		99	467	
110	469		83	399	
122	422		97	380	
127	457	9am	101	380	9pm
106	465		84	365	
122	477		84	366	
114	469		94	363	
123	465	10am	55	317	10pm
101	460		64	297	
109	447		50	263	
131	464		55	224	
121	462	11am	39	208	11pm
140	501		29	173	
133	525		48	171	
116	510		37	153	
3324	526	<~~ 7-9 am max	**6094**	773	<~~4-6 pm max
	526	<~~overall am max		773	<~~overall pm max

(4)

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

City of Hesperia
Rock Springs Road
E/ Main Street
24 Hour Directional Classification Count
Eastbound

HESRSEMA
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/09/09	0	16	3	1	0	0	0	0	0	0	0	0	0	20
00:15	0	16	3	0	1	0	0	0	0	0	0	0	0	20
00:30	0	5	0	0	1	0	0	0	0	0	0	0	0	6
00:45	0	9	1	0	1	0	0	0	0	0	0	0	0	11
	0	46	7	1	3	0	0	0	0	0	0	0	0	57
01:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
01:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	19	4	0	1	0	0	0	0	0	0	0	0	24
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	5	0	0	0	0	0	0	0	0	1	0	0	6
02:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	0	16	1	0	0	0	0	0	0	0	1	0	0	18
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
03:30	0	4	1	0	0	0	0	1	0	0	0	0	0	6
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	10	5	0	0	0	0	1	0	0	0	0	0	16
04:00	0	5	3	0	0	0	0	0	0	0	1	0	0	9
04:15	0	4	0	0	1	0	0	0	0	0	0	0	0	5
04:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
04:45	0	5	2	0	2	0	0	0	0	0	0	0	0	9
	0	23	7	0	3	0	0	0	0	0	1	0	0	34
05:00	0	12	3	0	0	1	0	0	0	0	0	0	0	16
05:15	0	6	3	0	1	0	0	0	0	0	1	0	0	11
05:30	1	15	7	0	0	0	0	0	1	0	0	0	0	24
05:45	0	13	7	0	1	0	0	0	0	0	0	0	0	21
	1	46	20	0	2	1	0	0	1	0	1	0	0	72
06:00	0	13	3	0	1	0	0	0	0	0	0	0	0	17
06:15	1	26	8	1	2	0	0	0	0	0	0	0	0	38
06:30	0	20	13	0	4	0	0	0	0	0	0	0	0	37
06:45	1	23	7	0	3	0	0	3	0	0	0	0	0	37
	2	82	31	1	10	0	0	3	0	0	0	0	0	129
07:00	0	25	17	0	1	0	0	0	0	0	0	0	0	43
07:15	0	45	10	0	2	0	0	0	0	0	0	0	0	57
07:30	0	30	10	0	3	0	0	0	0	0	0	0	0	43
07:45	0	41	18	0	7	0	0	4	0	0	1	0	0	71
	0	141	55	0	13	0	0	4	0	0	1	0	0	214
08:00	0	21	9	0	2	0	0	3	1	0	0	0	0	36
08:15	2	25	11	0	7	0	0	2	0	0	1	0	0	48
08:30	0	37	11	0	6	0	0	1	1	0	0	0	0	56
08:45	0	35	14	0	6	1	0	1	0	0	1	0	0	58
	2	118	45	0	21	1	0	7	2	0	2	0	0	198
09:00	0	39	10	0	3	0	0	0	0	0	0	0	0	52
09:15	0	32	12	0	6	0	0	0	0	0	1	0	0	51
09:30	0	38	16	0	2	0	0	1	1	0	0	0	0	58
09:45	0	31	17	1	2	1	0	1	0	0	0	0	0	53
	0	140	55	1	13	1	0	2	1	0	1	0	0	214
10:00	0	38	18	0	6	0	0	1	0	0	0	0	0	63
10:15	0	27	12	0	4	0	0	2	0	0	0	0	0	45
10:30	0	38	15	0	6	0	0	1	0	0	0	0	0	60
10:45	1	45	15	0	3	0	0	0	0	0	0	0	0	64
	1	148	60	0	19	0	0	4	0	0	0	0	0	232
11:00	0	37	14	0	4	0	0	1	0	0	0	0	0	56
11:15	0	41	23	0	4	0	0	0	0	0	0	0	0	68
11:30	0	39	14	1	4	0	0	1	0	0	0	0	0	59
11:45	0	39	17	0	4	0	0	1	0	0	1	0	0	62
	0	156	68	1	16	0	0	3	0	0	1	0	0	245
Total	6	945	358	4	101	3	0	24	4	0	8	0	0	1453
Percent	0.4%	65.0%	24.6%	0.3%	7.0%	0.2%	0.0%	1.7%	0.3%	0.0%	0.6%	0.0%	0.0%	

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

City of Hesperia
Rock Springs Road
E/ Main Street
24 Hour Directional Classification Count
Eastbound

HESRSEMA
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	34	21	0	4	1	0	1	1	0	0	0	0	63
12:15	1	44	8	1	2	0	0	1	2	0	0	0	0	59
12:30	1	43	12	0	6	0	0	1	0	0	0	0	0	63
12:45	0	36	13	0	4	1	0	0	0	0	0	0	0	54
	3	157	54	1	16	2	0	3	3	0	0	0	0	239
13:00	0	48	23	0	3	0	0	2	0	0	0	0	0	76
13:15	0	38	10	0	10	1	0	0	0	0	1	0	0	60
13:30	0	51	22	0	5	0	0	0	0	0	0	0	0	78
13:45	4	51	20	0	4	1	0	2	0	0	0	0	0	82
	4	188	75	0	22	2	0	4	0	0	1	0	0	296
14:00	0	56	16	0	6	0	0	0	1	0	0	0	0	79
14:15	2	60	16	0	6	0	0	2	0	0	0	0	0	86
14:30	0	58	24	0	3	0	0	0	0	0	0	0	0	85
14:45	1	49	12	0	4	0	0	0	2	0	0	0	0	68
	3	223	68	0	19	0	0	2	3	0	0	0	0	318
15:00	1	54	24	0	8	0	0	0	0	0	0	0	0	87
15:15	2	60	15	1	3	1	0	1	0	0	0	0	0	83
15:30	0	64	20	0	8	0	0	1	0	0	0	0	0	93
15:45	0	67	26	0	8	0	0	4	0	0	1	0	0	106
	3	245	85	1	27	1	0	6	0	0	1	0	0	369
16:00	2	72	18	0	13	0	0	0	1	0	0	0	0	106
16:15	2	67	24	0	8	0	0	0	0	0	0	0	0	101
16:30	0	54	34	0	9	0	0	1	1	0	0	0	0	99
16:45	2	79	21	0	9	1	0	0	0	0	0	0	0	112
	6	272	97	0	39	1	0	1	2	0	0	0	0	418
17:00	3	71	31	0	2	0	0	3	0	0	0	0	0	110
17:15	0	71	37	0	8	0	0	2	0	0	0	0	0	118
17:30	0	86	25	0	7	0	0	1	0	0	0	0	0	119
17:45	1	73	26	0	8	0	0	1	0	0	0	0	0	109
	4	301	119	0	25	0	0	7	0	0	0	0	0	456
18:00	1	70	21	0	8	0	0	1	0	0	0	0	0	101
18:15	0	69	14	0	6	0	0	0	0	0	0	0	0	89
18:30	0	54	19	0	4	0	0	1	0	0	0	0	0	78
18:45	1	67	15	1	4	0	0	1	1	0	0	0	0	90
	2	260	69	1	22	0	0	3	1	0	0	0	0	358
19:00	0	62	18	0	3	0	0	1	0	0	0	0	0	84
19:15	2	34	12	0	2	0	0	0	0	0	0	0	0	50
19:30	2	58	12	0	6	0	0	1	0	0	0	0	0	79
19:45	2	46	18	1	2	0	0	0	0	0	0	0	0	69
	6	200	60	1	13	0	0	2	0	0	0	0	0	282
20:00	4	31	11	0	8	0	0	0	0	0	0	0	0	54
20:15	0	41	11	0	2	0	0	1	1	0	1	0	0	57
20:30	0	32	11	0	3	0	0	0	0	0	0	0	0	46
20:45	2	37	11	0	5	0	0	0	0	0	0	0	0	55
	6	141	44	0	18	0	0	1	1	0	1	0	0	212
21:00	2	38	13	0	2	0	0	1	0	0	0	0	0	56
21:15	0	26	12	0	3	0	0	0	0	0	0	0	0	41
21:30	0	32	8	0	0	0	0	0	0	0	0	0	0	40
21:45	1	31	6	0	1	0	0	0	0	0	0	0	0	39
	3	127	39	0	6	0	0	1	0	0	0	0	0	176
22:00	1	21	5	0	0	0	0	0	0	0	0	0	0	27
22:15	0	27	10	0	2	0	0	0	0	0	0	0	0	39
22:30	0	23	7	0	0	0	0	0	0	0	0	0	0	30
22:45	0	19	6	0	0	0	0	0	0	0	0	0	0	25
	1	90	28	0	2	0	0	0	0	0	0	0	0	121
23:00	2	20	5	0	0	0	0	0	0	0	0	0	0	27
23:15	1	14	3	0	1	0	0	0	0	0	0	0	0	19
23:30	0	25	1	0	1	0	0	0	0	0	0	0	0	27
23:45	0	17	4	0	0	0	0	0	0	0	0	0	0	21
	3	76	13	0	2	0	0	0	0	0	0	0	0	94
Total	44	2280	751	4	211	6	0	30	10	0	3	0	0	3339
Percent	1.3%	68.3%	22.5%	0.1%	6.3%	0.2%	0.0%	0.9%	0.3%	0.0%	0.1%	0.0%	0.0%	
Grand Total	50	3225	1109	8	312	9	0	54	14	0	11	0	0	4792
Percent	1.0%	67.3%	23.1%	0.2%	6.5%	0.2%	0.0%	1.1%	0.3%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
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City of Hesperia
Rock Springs Road
E/ Main Street
24 Hour Directional Classification Count
Westbound

HESRSEMA
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/09/09	1	9	5	0	0	0	0	0	0	0	0	0	0	15
00:15	0	3	3	0	1	0	0	0	0	0	0	0	0	7
00:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:45	1	2	1	0	0	0	0	0	0	0	0	0	0	4
	2	14	10	0	1	0	0	0	0	0	0	0	0	27
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:15	0	1	0	0	0	0	0	0	0	0	1	0	0	2
01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	0	16	3	0	0	0	0	0	0	0	1	0	0	20
02:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:30	1	4	2	0	0	0	0	0	0	0	0	0	0	7
02:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	1	14	3	0	1	0	0	0	0	0	0	0	0	19
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:30	0	4	1	0	1	0	0	0	0	0	0	0	0	6
03:45	0	10	2	0	1	0	0	0	0	0	0	0	0	13
	0	21	5	0	2	0	0	0	0	0	0	0	0	28
04:00	1	7	3	0	5	0	0	0	1	0	0	0	0	17
04:15	0	5	3	0	2	0	0	1	0	0	0	0	0	11
04:30	0	14	6	0	4	0	0	0	0	0	0	0	0	24
04:45	0	12	10	0	5	0	0	0	0	0	0	0	0	27
	1	38	22	0	16	0	0	1	1	0	0	0	0	79
05:00	1	27	13	0	4	0	0	1	0	0	0	0	0	46
05:15	0	14	8	0	4	1	0	0	0	0	0	0	0	27
05:30	0	19	7	0	3	0	0	1	0	0	0	0	0	30
05:45	1	33	9	0	2	0	0	0	0	0	0	0	0	45
	2	93	37	0	13	1	0	2	0	0	0	0	0	148
06:00	0	35	8	0	4	0	0	1	0	0	0	0	0	48
06:15	0	28	13	0	11	0	0	2	0	0	0	0	0	54
06:30	1	48	17	0	6	0	0	2	0	0	0	0	0	74
06:45	1	47	33	0	4	0	0	0	1	0	0	0	0	86
	2	158	71	0	25	0	0	5	1	0	0	0	0	262
07:00	1	50	13	0	4	0	0	0	0	0	0	0	0	68
07:15	0	56	13	0	6	0	0	2	0	0	0	0	0	77
07:30	1	49	12	0	4	0	0	1	1	0	1	0	0	69
07:45	2	57	29	0	6	2	0	1	1	0	0	0	0	98
	4	212	67	0	20	2	0	4	2	0	1	0	0	312
08:00	0	38	12	0	3	0	0	2	1	0	0	0	0	56
08:15	0	36	11	0	3	0	0	0	0	0	0	0	0	50
08:30	1	37	9	0	5	0	0	2	0	0	0	0	0	54
08:45	0	44	14	0	2	1	0	2	1	0	0	0	0	64
	1	155	46	0	13	1	0	6	2	0	0	0	0	224
09:00	0	45	22	0	7	0	0	1	0	0	0	0	0	75
09:15	1	39	13	0	2	0	0	0	0	0	0	0	0	55
09:30	1	43	15	0	5	0	0	0	0	0	0	0	0	64
09:45	1	43	10	0	4	1	0	1	1	0	0	0	0	61
	3	170	60	0	18	1	0	2	1	0	0	0	0	255
10:00	0	40	13	0	6	0	0	0	1	0	0	0	0	60
10:15	0	40	11	0	4	0	0	1	0	0	0	0	0	56
10:30	1	28	14	0	5	1	0	0	0	0	0	0	0	49
10:45	0	43	16	0	6	0	0	1	0	0	1	0	0	67
	1	151	54	0	21	1	0	2	1	0	1	0	0	232
11:00	0	42	17	0	6	0	0	0	0	0	0	0	0	65
11:15	0	45	19	0	7	0	0	1	0	0	0	0	0	72
11:30	2	49	17	0	4	0	1	0	1	0	0	0	0	74
11:45	2	36	13	0	3	0	0	0	0	0	0	0	0	54
	4	172	66	0	20	0	1	1	1	0	0	0	0	265
Total	21	1214	444	0	150	6	1	23	9	0	3	0	0	1871
Percent	1.1%	64.9%	23.7%	0.0%	8.0%	0.3%	0.1%	1.2%	0.5%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimtied, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92507
(951) 485-7934

City of Hesperia
Rock Springs Road
E/ Main Street
24 Hour Directional Classification Count
Westbound

HESRSEMA
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	33	24	0	2	0	0	1	0	0	0	0	0	60
12:15	0	45	20	0	0	0	0	0	0	0	1	0	0	66
12:30	1	36	19	0	11	0	0	1	0	0	0	0	0	68
12:45	0	55	10	0	6	0	0	0	0	0	0	0	0	71
	1	169	73	0	19	0	0	2	0	0	1	0	0	265
13:00	2	41	15	0	6	0	0	0	1	0	1	0	0	66
13:15	0	53	21	0	10	1	0	1	1	0	0	0	0	87
13:30	0	47	14	0	5	1	0	1	0	0	0	0	0	68
13:45	0	34	25	0	1	0	0	0	0	0	0	0	0	60
	2	175	75	0	22	2	0	2	2	0	1	0	0	281
14:00	0	47	22	0	4	0	0	1	0	0	0	0	0	74
14:15	1	42	14	0	8	0	0	0	1	0	0	0	0	66
14:30	0	29	13	1	6	0	0	0	0	0	0	0	0	49
14:45	2	57	18	0	3	0	0	1	0	0	0	0	0	81
	3	175	67	1	21	0	0	2	1	0	0	0	0	270
15:00	1	40	19	0	5	0	0	1	2	0	0	0	0	68
15:15	2	62	23	0	8	1	0	1	0	0	0	0	0	97
15:30	0	67	17	0	7	0	0	2	0	0	0	0	0	93
15:45	0	62	18	0	5	0	0	0	0	0	0	0	0	85
	3	231	77	0	25	1	0	4	2	0	0	0	0	343
16:00	0	35	13	0	9	0	0	0	0	0	0	0	0	57
16:15	0	52	24	0	9	0	0	3	0	0	0	0	0	88
16:30	1	58	14	0	6	0	0	0	0	0	0	0	0	79
16:45	2	45	15	0	6	0	0	0	0	0	0	0	0	68
	3	190	66	0	30	0	0	3	0	0	0	0	0	292
17:00	0	53	17	0	3	0	0	0	0	0	0	0	0	73
17:15	0	54	22	0	12	0	0	1	0	0	0	0	0	89
17:30	0	60	20	0	4	0	0	0	0	0	0	0	0	84
17:45	0	41	24	0	6	0	0	0	0	0	0	0	0	71
	0	208	83	0	25	0	0	1	0	0	0	0	0	317
18:00	1	37	13	0	2	0	0	1	1	0	0	0	0	55
18:15	2	51	14	0	3	0	0	0	0	0	0	0	0	70
18:30	1	30	19	0	1	0	0	1	0	0	0	0	0	52
18:45	0	53	12	0	7	0	0	0	0	0	0	0	0	72
	4	171	58	0	13	0	0	2	1	0	0	0	0	249
19:00	1	39	11	0	2	0	0	0	0	0	0	0	0	53
19:15	0	36	9	0	4	0	0	0	0	0	0	0	0	49
19:30	1	47	19	1	3	0	0	1	0	0	0	0	0	72
19:45	0	36	9	0	2	0	0	0	0	0	0	0	0	47
	2	158	48	1	11	0	0	1	0	0	0	0	0	221
20:00	1	31	12	0	2	0	0	1	0	0	0	0	0	47
20:15	0	29	9	0	4	0	0	0	0	0	0	0	0	42
20:30	0	23	13	0	1	0	0	0	0	0	0	0	0	37
20:45	2	24	16	0	0	0	0	0	0	0	0	0	0	42
	3	107	50	0	7	0	0	1	0	0	0	0	0	168
21:00	0	26	15	0	4	0	0	0	0	0	0	0	0	45
21:15	0	32	10	0	1	0	0	0	0	0	0	0	0	43
21:30	0	31	13	0	0	0	0	0	0	0	0	0	0	44
21:45	0	42	11	0	2	0	0	0	0	0	0	0	0	55
	0	131	49	0	7	0	0	0	0	0	0	0	0	187
22:00	0	22	4	0	2	0	0	0	0	0	0	0	0	28
22:15	1	16	7	0	1	0	0	0	0	0	0	0	0	25
22:30	1	17	1	0	1	0	0	0	0	0	0	0	0	20
22:45	0	19	11	0	0	0	0	0	0	0	0	0	0	30
	2	74	23	0	4	0	0	0	0	0	0	0	0	103
23:00	1	7	3	0	1	0	0	0	0	0	0	0	0	12
23:15	0	9	0	0	1	0	0	0	0	0	0	0	0	10
23:30	0	17	3	1	0	0	0	0	0	0	0	0	0	21
23:45	0	13	2	0	1	0	0	0	0	0	0	0	0	16
	1	46	8	1	3	0	0	0	0	0	0	0	0	59
Total	24	1835	677	3	187	3	0	18	6	0	2	0	0	2755
Percent	0.9%	66.6%	24.6%	0.1%	6.8%	0.1%	0.0%	0.7%	0.2%	0.0%	0.1%	0.0%	0.0%	
Grand Total	45	3049	1121	3	337	9	1	41	15	0	5	0	0	4626
Percent	1.0%	65.9%	24.2%	0.1%	7.3%	0.2%	0.0%	0.9%	0.3%	0.0%	0.1%	0.0%	0.0%	

Counts Unlimtied, Inc.
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City of Hesperia
Rock Springs Road
E/ Main Street
24 Hour Directional Classification Count
Eastbound, Westbound

HESRSEMA
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07/09/09	1	25	8	1	0	0	0	0	0	0	0	0	0	35
00:15	0	19	6	0	2	0	0	0	0	0	0	0	0	27
00:30	0	5	1	0	1	0	0	0	0	0	0	0	0	7
00:45	1	11	2	0	1	0	0	0	0	0	0	0	0	15
	2	60	17	1	4	0	0	0	0	0	0	0	0	84
01:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13
01:15	0	9	2	0	0	0	0	0	0	0	1	0	0	12
01:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
01:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	0	35	7	0	1	0	0	0	0	0	1	0	0	44
02:00	0	9	0	0	1	0	0	0	0	0	0	0	0	10
02:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:30	1	9	2	0	0	0	0	0	0	0	1	0	0	13
02:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	1	30	4	0	1	0	0	0	0	0	1	0	0	37
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
03:15	0	6	3	0	0	0	0	0	0	0	0	0	0	9
03:30	0	8	2	0	1	0	0	1	0	0	0	0	0	12
03:45	0	11	3	0	1	0	0	0	0	0	0	0	0	15
	0	31	10	0	2	0	0	1	0	0	0	0	0	44
04:00	1	12	6	0	5	0	0	0	1	0	1	0	0	26
04:15	0	9	3	0	3	0	0	1	0	0	0	0	0	16
04:30	0	23	8	0	4	0	0	0	0	0	0	0	0	35
04:45	0	17	12	0	7	0	0	0	0	0	0	0	0	36
	1	61	29	0	19	0	0	1	1	0	1	0	0	113
05:00	1	39	16	0	4	1	0	1	0	0	0	0	0	62
05:15	0	20	11	0	5	1	0	0	0	0	1	0	0	38
05:30	1	34	14	0	3	0	0	1	1	0	0	0	0	54
05:45	1	46	16	0	3	0	0	0	0	0	0	0	0	66
	3	139	57	0	15	2	0	2	1	0	1	0	0	220
06:00	0	48	11	0	5	0	0	1	0	0	0	0	0	65
06:15	1	54	21	1	13	0	0	2	0	0	0	0	0	92
06:30	1	68	30	0	10	0	0	2	0	0	0	0	0	111
06:45	2	70	40	0	7	0	0	3	1	0	0	0	0	123
	4	240	102	1	35	0	0	8	1	0	0	0	0	391
07:00	1	75	30	0	5	0	0	0	0	0	0	0	0	111
07:15	0	101	23	0	8	0	0	2	0	0	0	0	0	134
07:30	1	79	22	0	7	0	0	1	1	0	1	0	0	112
07:45	2	98	47	0	13	2	0	5	1	0	1	0	0	169
	4	353	122	0	33	2	0	8	2	0	2	0	0	526
08:00	0	59	21	0	5	0	0	5	2	0	0	0	0	92
08:15	2	61	22	0	10	0	0	2	0	0	1	0	0	98
08:30	1	74	20	0	11	0	0	3	1	0	0	0	0	110
08:45	0	79	28	0	8	2	0	3	1	0	1	0	0	122
	3	273	91	0	34	2	0	13	4	0	2	0	0	422
09:00	0	84	32	0	10	0	0	1	0	0	0	0	0	127
09:15	1	71	25	0	8	0	0	0	0	0	1	0	0	106
09:30	1	81	31	0	7	0	0	1	1	0	0	0	0	122
09:45	1	74	27	1	6	2	0	2	1	0	0	0	0	114
	3	310	115	1	31	2	0	4	2	0	1	0	0	469
10:00	0	78	31	0	12	0	0	1	1	0	0	0	0	123
10:15	0	67	23	0	8	0	0	3	0	0	0	0	0	101
10:30	1	66	29	0	11	1	0	1	0	0	0	0	0	109
10:45	1	88	31	0	9	0	0	1	0	0	1	0	0	131
	2	299	114	0	40	1	0	6	1	0	1	0	0	464
11:00	0	79	31	0	10	0	0	1	0	0	0	0	0	121
11:15	0	86	42	0	11	0	0	1	0	0	0	0	0	140
11:30	2	88	31	1	8	0	1	1	1	0	0	0	0	133
11:45	2	75	30	0	7	0	0	1	0	0	1	0	0	116
	4	328	134	1	36	0	1	4	1	0	1	0	0	510
Total	27	2159	802	4	251	9	1	47	13	0	11	0	0	3324
Percent	0.8%	65.0%	24.1%	0.1%	7.6%	0.3%	0.0%	1.4%	0.4%	0.0%	0.3%	0.0%	0.0%	

522 w/o
Bikes

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HESRSEMA
Site Code: 0519194
Date Start: 09-Jul-09
Date End: 09-Jul-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	67	45	0	6	1	0	2	1	0	0	0	0	123
12:15	1	89	28	1	2	0	0	1	2	0	1	0	0	125
12:30	2	79	31	0	17	0	0	2	0	0	0	0	0	131
12:45	0	91	23	0	10	1	0	0	0	0	0	0	0	125
	4	326	127	1	35	2	0	5	3	0	1	0	0	504
13:00	2	89	38	0	9	0	0	2	1	0	1	0	0	142
13:15	0	91	31	0	20	2	0	1	1	0	1	0	0	147
13:30	0	98	36	0	10	1	0	1	0	0	0	0	0	146
13:45	4	85	45	0	5	1	0	2	0	0	0	0	0	142
	6	363	150	0	44	4	0	6	2	0	2	0	0	577
14:00	0	103	38	0	10	0	0	1	1	0	0	0	0	153
14:15	3	102	30	0	14	0	0	2	1	0	0	0	0	152
14:30	0	87	37	1	9	0	0	0	0	0	0	0	0	134
14:45	3	106	30	0	7	0	0	1	2	0	0	0	0	149
	6	398	135	1	40	0	0	4	4	0	0	0	0	588
15:00	2	94	43	0	13	0	0	1	2	0	0	0	0	155
15:15	4	122	38	1	11	2	0	2	0	0	0	0	0	180
15:30	0	131	37	0	15	0	0	3	0	0	0	0	0	186
15:45	0	129	44	0	13	0	0	4	0	0	1	0	0	191
	6	476	162	1	52	2	0	10	2	0	1	0	0	712
16:00	2	107	31	0	22	0	0	0	1	0	0	0	0	163
16:15	2	119	48	0	17	0	0	3	0	0	0	0	0	189
16:30	1	112	48	0	15	0	0	1	1	0	0	0	0	178
16:45	4	124	36	0	15	1	0	0	0	0	0	0	0	180
	9	462	163	0	69	1	0	4	2	0	0	0	0	710
17:00	3	124	48	0	5	0	0	3	0	0	0	0	0	183
17:15	0	125	59	0	20	0	0	3	0	0	0	0	0	207
17:30	0	146	45	0	11	0	0	1	0	0	0	0	0	203
17:45	1	114	50	0	14	0	0	1	0	0	0	0	0	180
	4	509	202	0	50	0	0	8	0	0	0	0	0	773
18:00	2	107	34	0	10	0	0	2	1	0	0	0	0	156
18:15	2	120	28	0	9	0	0	0	0	0	0	0	0	159
18:30	1	84	38	0	5	0	0	2	0	0	0	0	0	130
18:45	1	120	27	1	11	0	0	1	1	0	0	0	0	162
	6	431	127	1	35	0	0	5	2	0	0	0	0	607
19:00	1	101	29	0	5	0	0	1	0	0	0	0	0	137
19:15	2	70	21	0	6	0	0	0	0	0	0	0	0	99
19:30	3	105	31	1	9	0	0	2	0	0	0	0	0	151
19:45	2	82	27	1	4	0	0	0	0	0	0	0	0	116
	8	358	108	2	24	0	0	3	0	0	0	0	0	503
20:00	5	62	23	0	10	0	0	1	0	0	0	0	0	101
20:15	0	70	20	0	6	0	0	1	1	0	1	0	0	99
20:30	0	55	24	0	4	0	0	0	0	0	0	0	0	83
20:45	4	61	27	0	5	0	0	0	0	0	0	0	0	97
	9	248	94	0	25	0	0	2	1	0	1	0	0	380
21:00	2	64	28	0	6	0	0	1	0	0	0	0	0	101
21:15	0	58	22	0	4	0	0	0	0	0	0	0	0	84
21:30	0	63	21	0	0	0	0	0	0	0	0	0	0	84
21:45	1	73	17	0	3	0	0	0	0	0	0	0	0	94
	3	258	88	0	13	0	0	1	0	0	0	0	0	363
22:00	1	43	9	0	2	0	0	0	0	0	0	0	0	55
22:15	1	43	17	0	3	0	0	0	0	0	0	0	0	64
22:30	1	40	8	0	1	0	0	0	0	0	0	0	0	50
22:45	0	38	17	0	0	0	0	0	0	0	0	0	0	55
	3	164	51	0	6	0	0	0	0	0	0	0	0	224
23:00	3	27	8	0	1	0	0	0	0	0	0	0	0	39
23:15	1	23	3	0	2	0	0	0	0	0	0	0	0	29
23:30	0	42	4	1	1	0	0	0	0	0	0	0	0	48
23:45	0	30	6	0	1	0	0	0	0	0	0	0	0	37
	4	122	21	1	5	0	0	0	0	0	0	0	0	153
Total	68	4115	1428	7	398	9	0	48	16	0	5	0	0	6094
Percent	1.1%	67.5%	23.4%	0.1%	6.5%	0.1%	0.0%	0.8%	0.3%	0.0%	0.1%	0.0%	0.0%	
Grand Total	95	6274	2230	11	649	18	1	95	29	0	16	0	0	9418
Percent	1.0%	66.6%	23.7%	0.1%	6.9%	0.2%	0.0%	1.0%	0.3%	0.0%	0.2%	0.0%	0.0%	

6274 + 2890 + 18 + 141 = 9323

766 w/o Bikes

41 Corporate Park, Suite 300 Irvine, CA 92606 949.660.1994 main 949.660.1911 fax www.urbanxroads.com

October 8, 2009

Mr. Ben Cendejas
LEWIS OPERATING GROUP
1156 North Mountain Avenue
Upland, CA 91786-3633

Subject: Response to Comments Dated (September 18, 2009 and September 28, 2009) Regarding Deep Creek Tentative Tract 16569 Traffic Impact Analysis Report (Dated March 27, 2008 and August 26, 2009) and Environmental Impact Report (Dated May 2009)

Dear Mr. Cendejas:

The firm of Urban Crossroads, Inc. has reviewed the comments (dated September 18, 2009 and September 28, 2009) provided by the County of San Bernardino regarding the Deep Creek Tentative Tract 16569 Traffic Impact Analysis Reports (dated March 27, 2008 and August 26, 2009) and Environmental Impact Report (dated May 2009). The comments are included as Attachment "A" to this letter. The remainder of this letter responds to each comment regarding shown in Attachment "A". Please note this letter does not address the comments related to the traffic portion of the Draft Environmental Impact Report (EIR) also included in Attachment "A".

COMMENTS LETTER #1 (Dated September 18, 2009)

Comment 1

There are a couple places, page 1-16 and 4-21 where you mention a growth of 6-7% over the six year period. I understand where you got this from our last conversation but you should explain it in the report.

Response to Comment 1

The report has been revised to clarify this calculation.

COMMENTS LETTER #2 (dated September 28, 2009)

Comment 2

Exhibit 3-A, the lane geometrics for the intersections of I Avenue at Main Street and Apple Valley Road at Bear Valley Road are incorrect. Please revise the figure and the analysis

Response to Comment 2

The lane configurations for the intersection of I Avenue at Main Street and Apple Valley Road at Bear Valley Road have been revised in the traffic study. All applicable text, tables, analysis and exhibits have been revised to reflect this comment.

Comment 3

Revisit the cumulative impact of other developments and see which ones have been constructed and if any have been withdrawn.

Response to Comment 3

As discussed in the revised traffic study, some of the cumulative projects, such as the Jess Ranch Marketplace, may have been built and occupied subsequent to collection of the traffic count data in 2007. Based on the 2009 traffic count data presented previously, the current economic situation is depressing traffic volumes in the study area. Therefore, the cumulative projects list has been retained to ensure a conservative worst case analysis indicative of more typical economic conditions. This is consistent with the approach taken with respect to the traffic count data.

Comment 4

All three direct accesses to the project; Deep Creek Road at Ocotillo Way, Deep Creek Road at H Street and Deep Creek Road at the South Project Access shall be constructed at opening year at 100% cost to the applicant.

Response to Comment 4

The traffic study has been revised to indicate the project shall construct these intersections in conjunction with development. These improvements have been identified as "On-Site" improvements in the revised traffic study.

Comment 5

Page 1-8, the CTP is no longer the only model in this area. Please state at the time when the study was started, this was the only model available.

Response to Comment 5

The traffic study has been revised to indicate the CTP traffic model was the only approved travel demand forecasting tool within the study area at the time this study was initiated.

SUMMARY

Urban Crossroads, Inc. is pleased to submit this response to comments letter. Please feel free to contact me at (949) 660-1994 if you wish to discuss these responses.

Respectfully submitted,

URBAN CROSSROADS, INC.

Carleton Waters, P.E.
Principal

CW:DM
JN:04476-15 Response to Comments

ATTACHMENT A

COUNTY OF SAN BERNARDINO COMMENTS

From: Petre, Ed [epetre@dpw.sbcounty.gov]
Sent: Friday, September 18, 2009 2:34 PM
To: Carleton Waters
Cc: Babico, Jacob; Domingo Maclang; Benjamin Cendejas; Slowik, Matt - LUS - Advance Planning
Subject: RE: 4476 Status of / assistance regarding the Deep Creek Residential updated traffic report

Carleton,
I took a quick look at the draft report. I had one comment. There are a couple places, page 1-16 and 4-21 where you mention a growth of 6-7% over the six year period. I understand where you got this from our last conversation but you should explain it in the report.
Also, we reviewed the draft EIR back in June, I think. We had the following comments. I just wanted to make sure you got them. See below.
Please finish the report and add the analysis and tables and then we will take a look at it.

Thanks
Ed Petre

The Traffic Division has reviewed the traffic portion of the Draft EIR for Tract 16569. We have the following comments:

1. Figure 4.1-1, existing geometry: the lane configurations for the intersections of I Avenue at Main Street and Apple Valley Road at Bear Valley Road are incorrect. Please revise the Figure and the analysis.
2. Table 4.1-7: Number 5 footnotes should say "Identified improvements go beyond typical City or County of San Bernardino Roadway cross-sections.
3. The interim mitigation requirements spelled out on page 4.1-45 and 4.1-51 thru 4.1-54 do not match Table 4.1-7.
4. The several volumes on Figure 4.1-12 and Figure 4.1-13 are incorrect. They should match Figure 4.1-6 plus project traffic and Figure 4.1-7 plus project traffic.
5. Table 4.1-11: The intersection of Deep Creek Road at Tussing Ranch Road shall include a traffic signal to be installed.
6. Page 4.1-71, Cumulative Mitigation: This project is within the County of San Bernardino jurisdiction; therefore, the County will collect fees on behalf of the other jurisdictions.
7. Page 4.1-71, Cumulative Mitigation: Construction of necessary offsite improvements would be the responsibility of San Bernardino County. All onsite improvements shall be the responsibility of the applicant.

INTEROFFICE MEMO

DATE: September 28, 2009

PHONE: 387-8186

FROM: **Ed Petre, P.E.**
Traffic Division

MAIL CODE: 0835

TO: **Matthew W. Slowik, Senior Planner**
Advanced Planning Division

SUBJECT: **TRAFFIC STUDY – LEWIS OPERATING CORP. - APN 0438-012-59 – APPLE VALLEY AREA**

The Traffic Division has reviewed the revised traffic report dated August 26, 2009. We have the following comments:

1. Exhibit 3-A, the lane geometrics for the intersections of I Avenue at Main Street and Apple Valley Road at Bear Valley Road are incorrect. Please revise the Figure and the analysis.
2. Revisit the cumulative impact of other developments and see which ones have been constructed and if any have withdrawn.
3. All three direct accesses to the project; Deep Creek Road at Ocotillo Way, Deep Creek Road at H Street and Deep Creek Road at the South Project Access shall be constructed at opening year at 100% cost to the applicant.
4. Page 1-8, the CTP is no longer the only model in this area. Please state at the time when the study was started, this was the only model available.

Should you have any questions, please contact me at the above number.

EP/sr

Cc: Jacob Babico
Dev File