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January 14, 2014 B42083

TRANSMITTAL

TO: Dan Klausenstock, PE NV5/Nolte 15070 Avenue of Science, Suite 100 San Diego, CA 92128

FROM: Marc Baza, Assistant Transportation Planner KOA Corporation 5095 Murphy Canyon Road Suite 330 San Diego, CA 92123

KOA Corporation has prepared this response to comments from the California Public Utilities Commission (CPUC) "Table I: Application No. 14-04-011, Data Needs #5 for the Sycamore-Peñasquitos 230 Kilovolt Transmission Line Project," for the Segment-B portion of transmission line undergrounding in the area of Carmel Valley Rd in the Torrey Highland/Black Mountain Ranch communities. The following are the CPUC comments and a response index to our attached findings in the form of maps and tables:

CPUC DR#3, Item 36

Provide the following information to supplement the October 20, 2014, KOA Traffic Study:

Comment 1) Pages or Maps from the City or County General Plan showing the classification of the roads (major arterial, collector, etc.), description of the road or at least a description of the classification and the typical cross-section of each classification.

KOA Response:

Please see Attachment's I – 4 containing the below information:

Pg. 5 - 8: "City of San Diego Traffic Impact Study Manual"



Pg. 10 – 17: "City of San Diego Street Design Manual"
Pg. 19 – 22: "Torrey Highland Subarea IV"
Pg. 24 – 29: "Black Mountain Ranch Subarea Plan I"

CPUC DR#3, Item 36

Provide the following information to supplement the October 20, 2014, KOA Traffic Study:

Comment 2) The basis of the capacity calculations shown in "Capacity" in Table 2.

KOA Response:

The capacity calculation for Table 2 is referenced from the City of San Diego's Roadway Classification, Level of Service (LOS) and Average Daily Traffic Table (attached). This is a council-approved classification scheme rather than the result of a detailed Highway Capacity Manuel (HCM) calculation. The listed Roadway classifications were identified in the City of San Diego Torrey Highlands (Subarea IV) and Black Mountain Ranch (Subarea I) Plans. Further definitions for the City of San Diego Roadway Classifications are defined in the City of San Diego Street Design Manual (attached). "LOS E" is the standard capacity threshold measured for the City of San Diego.

Comment 3) Definition of LOS A, B, C etc. from the latest Highway Capacity Manual or the City and County Traffic Standards.

KOA Response:

Please see Attachment I containing the below information:

Pg. 5 - 8: "City of San Diego Traffic Impact Study Manual"





CPUC DR#3, Item 36

Provide the following information to supplement the October 20, 2014, KOA Traffic Study:

Comment 4) Count sheets for the traffic, bike and pedestrian counts, peak hour and ADT. These might not be available for all locations presented but all of the counts SDG&E paid for should be available.

KOA Response:

Please see Attachment's 5 and 6 containing all count data:

Pg. 31 – 44: "Segment Counts (ADT)"

Pg. 46 - 50: "Peak Hour Turn Movements (Traffic, Bikes and Pedestrians)"

Attachments

- Attachment I City of San Diego Traffic Impact Study Manual
- Attachment 2 City of San Diego Street Design Manual
- Attachment 3 Torrey Highland Subarea IV
- Attachment 4 Black Mountain Ranch Subarea Plan I
- Attachment 5 Segment Counts (ADT)
- Attachment 6 Peak Hour Turn Movements (Traffic, Bikes and Pedestrians)



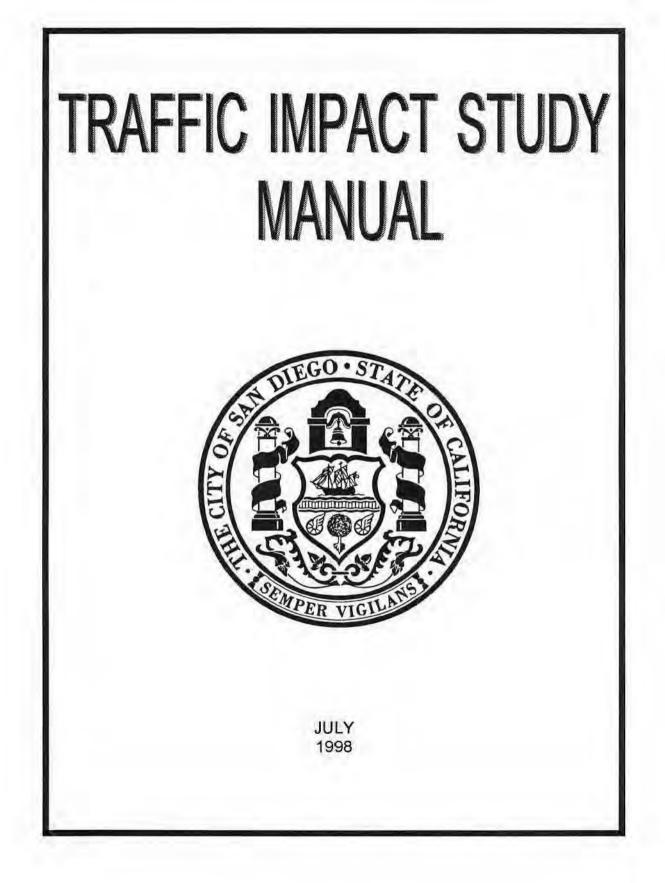


Attachment I

"City of San Diego Traffic Impact Study Manual"

Pg. 5 - 8







City of San Diego

TRAFFIC IMPACT STUDY MANUAL

FINAL

JULY 1998

This information, document, or portions thereof, will be made available in alternative formats

TABLE 2 Roadway Classifications, Levels of Service (LOS) and Average Daily Traffic (ADT)

			LEVEL OF SERVICE								
STREET CLASSIFICATION	LANES	CROSS SECTIONS	A	В	С	D	E				
Freeway	8 lanes		60,000	84,000	120,000	140,000	150,000				
Freeway	6 lanes		45,000	63,000	90,000	110,000	120,000				
Freeway	4 lanes		30,000	42,000	60,000	70,000	80,000				
Expressway	6 lanes	102/122	30,000	42,000	60,000	70,000	80,000				
Primary Arterial	6 lanes	102/122	25,000	35,000	50,000	55,000	60,000				
Major Arterial	6 lanes	102/122	20,000	28,000	40,000	45,000	50,000				
Major Arterial	4 lanes	78/98	15,000	21,000	30,000	35,000	40,000				
Collector	4 lanes	72/92	10,000	14,000	20,000	25,000	30,000				
Collector (no center lane) continuous left-turn lane)	4 lanes 2 lanes	64/84 50/70	5,000	7,000	10,000	13,000	15,000				
Collector (no fronting property)	2 lanes	40/60	4,000	5,500	7,500	9,000	10,000				
Collector (commercial-industrial fronting)	2 lanes	50/70	2,500	3,500	5,000	6,500	8,000				
Collector (multifamily)	2 lanes	40/60	2,500	3,500	5,000	6,500	8,000				
Sub-Collector (single-family)	2 lanes	36/56	_	_	2,200	_	_				

LEGEND:

XXX/XXX = Curb to curb width (feet)/right-of-way width (feet): based on the City of San Diego Street Design. Manual

XX/XXX= Approximate recommended ADT based on the City of San Diego Street Design Manual.

NOTES:

- 1. The volumes and the average daily level of service listed above are only intended as a general planning guideline.
- 2. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

7. ANALYSIS

This chapter describes the analytical techniques used to derive the study findings, conclusions, and recommendations. This recognizes current methodologies. However, other techniques may be considered once they are developed or unique problems are encountered. This chapter attempts to provide guidance on the proper analysis technique to be applied; it does not attempt to document any particular analysis technique or preclude the use of any technique not specifically mentioned. Analysis techniques should be discussed by the preparer and reviewer of the traffic impact study prior to beginning the study.

Total Traffic Estimate

For each analysis period being studied, a projected total traffic volume must be estimated for each segment of roadway system being analyzed.

Identification of Impacts and Deficiencies

Acceptable Level of Service

The standard used to evaluate traffic operating conditions of the transportation system is referred to as level of service. This is a qualitative assessment of the quantative effect of factors such as speed, volume of traffic, geometric features, traffic interruptions, delays and freedom to maneuver. The acceptable level of service standard for roadways and intersections in San Diego is level of service D. However, for undeveloped locations, the goal is to achieve a level of service C.

Levels of Significance

To determine if a project contributes enough traffic to a transportation facility to consider mitigation measures, a level of significance threshold is used. **Table 5** identifies the levels of significance for several analysis techniques at varying levels of service. If the project causes a change greater than the level shown, the developer is considered to be responsible for all or part of the improvements required to mitigate the site traffic to the level previously held on the facility prior to the project's traffic impacts.

Signalized Intersection Analysis

The measure of effectiveness for signalized intersections is average stopped delay per vehicle. The current Highway Capacity Manual's signalized intersection operational methodology is the basis for determining intersection delay. The Highway Capacity Software (HCS), based on the HCM methodology, is acceptable except in cases of extreme congestion, where alternative software must be used to obtain average



Attachment 2

"City of San Diego Street Design Manual"

Pg. 10 – 17



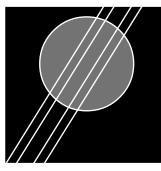


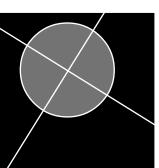
THE CITY OF SAN DIEGO

The City of **San Diego Street**

November 2002

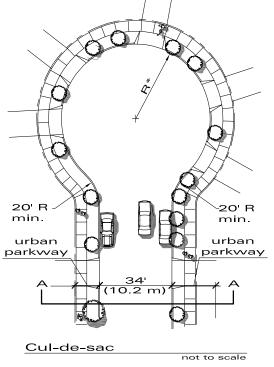
"If we can develop and design streets so that they are wonderful, fulfilling places to be—community-building places, attractive for all people—then we will have successfully designed about onethird of the city directly and will have had an immense impact on the rest," Alan B. Jacobs, <u>Great Streets</u>.



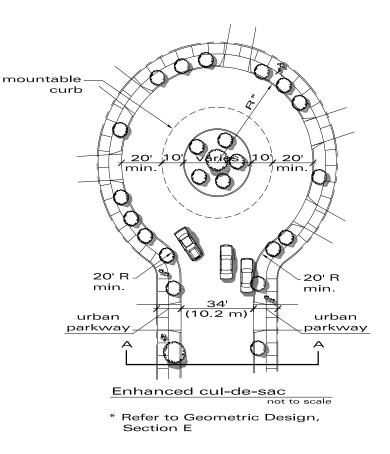








* Refer to Geometric Design, Section E

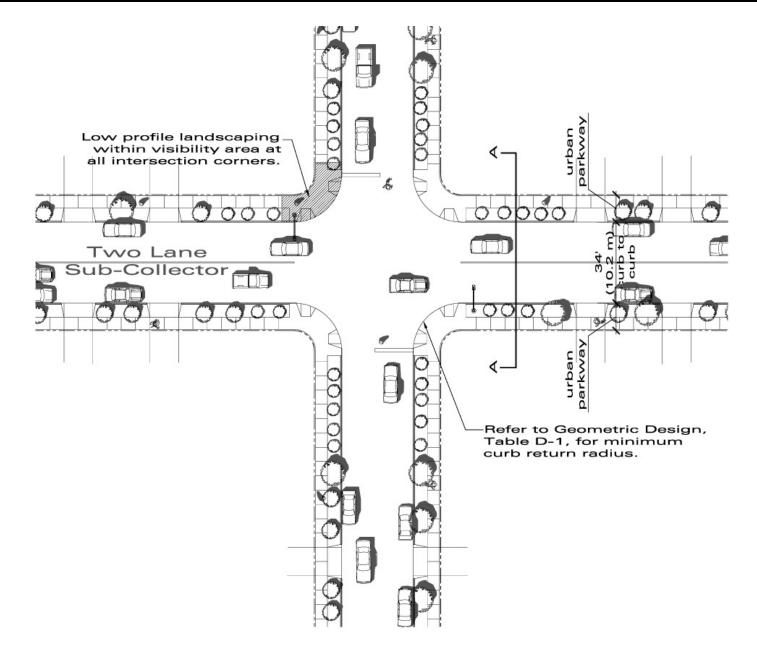


Note: On-street parking should be prohibited on refuse collection days.

plan (not to scale)



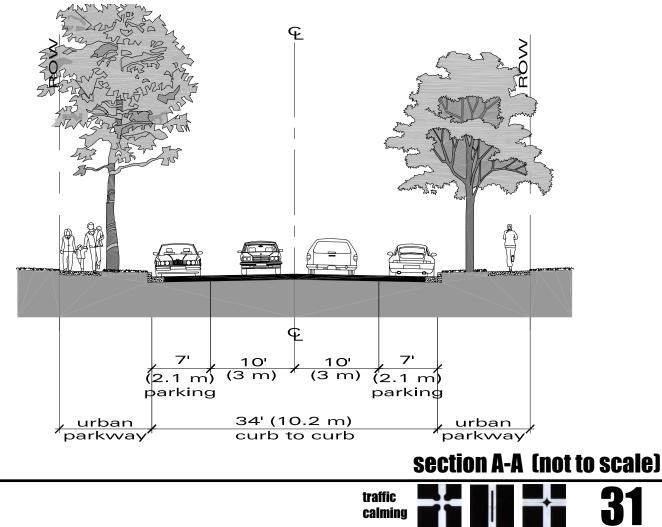
CI Two Lane Sub-collector



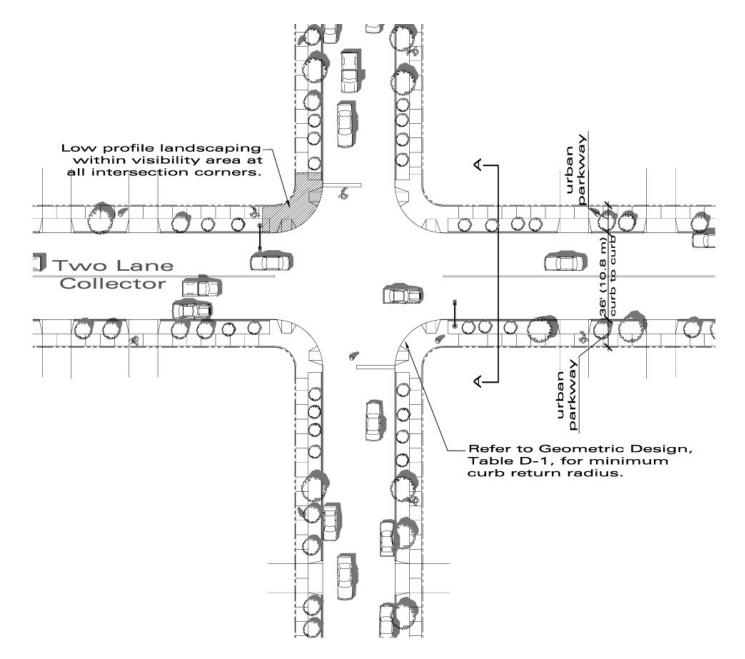


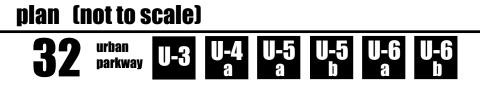
Width, Right-of-Way	54 ft. (16.2 m) - 74 ft. (22.2 m)
Design ADT	2,200
Design Speed	30 mph (50 km/h)
Width, Curb-to-Curb	34 ft. (10.2 m)
Maximum Grade	10% (8% in commercial area)
Minimum Curve Radius	500 ft. (160 m) above 6% grade 450 ft. (145 m) at or below 6% grade
Land Use Parkway Options ¹	Large Lot Single Dwelling Residential, Single Dwelling Residential, Low Density Multiple Dwelling Residential, Open Space-Park, Medium-to-Very High Density, Multiple Dwelling Residential U-3; U-4 (a)
Land Use	Neighborhood Commercial; Community Commercial, School, Church, or Public Building
Parkway Options	U-2; U-5 (a,b); U-6 (a,b)

 $^{\scriptscriptstyle 1}$ Where building setback is zero, U-4 (a) parkways should be installed.

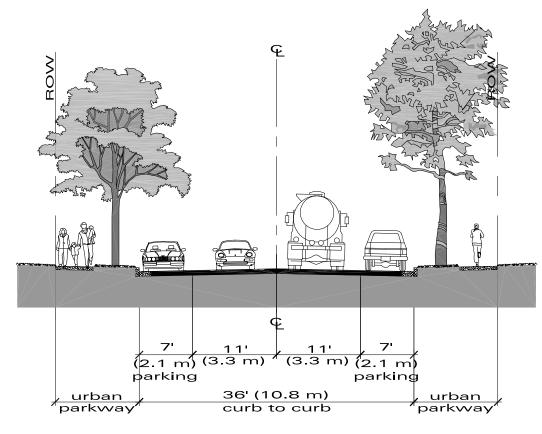








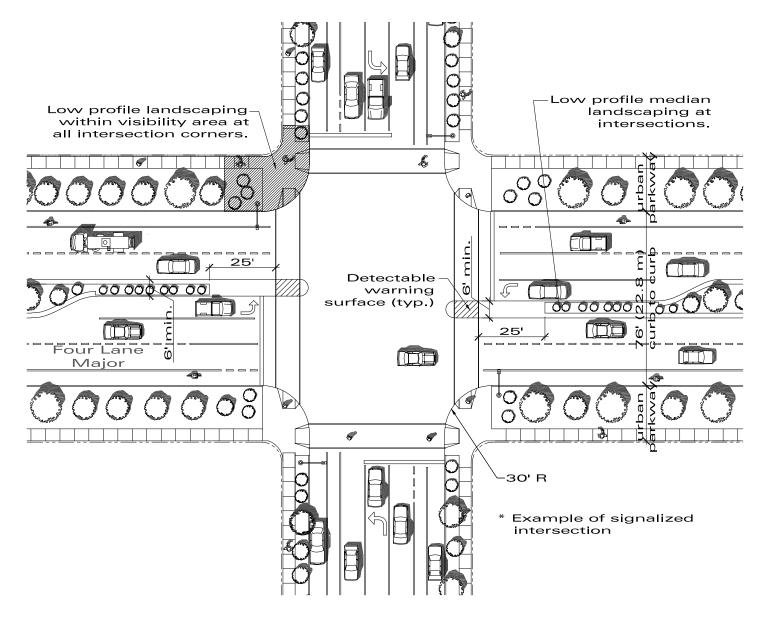
Width, Right-of-Way (with added bike lanes)		60 ft. (18.0 m) - 86 ft. (25.8 m) 70 ft. (21.0 m) - 96 ft. (28.8 m)
Design ADT	LOS C LOS D	5,000 6,500
Design Speed		30 mph (50 km/h)
Width, Curb-to-Curb (with added bike lanes)		36 ft. (10.8 m) 46 ft. (13.8 m)
Maximum Grade		10% (8% in commercial area)
Minimum Curve Radius		500 ft. (160 m) above 6% grade 450 ft. (145 m) at or below 6% grade
Land Use Parkway Options		Large Lot Single Dwelling Residential - no front yards, Single Dwelling Residential - no front yards, Low Density Multiple Dwelling Residential - no front yards, Open Space-Park U-3; U-4 (a)
Land Use Parkway Options		Commercial; School, Church, or Public Building U-5 (a,b); U-6 (a,b)



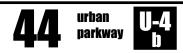
section A-A (not to scale)







plan (not to scale)

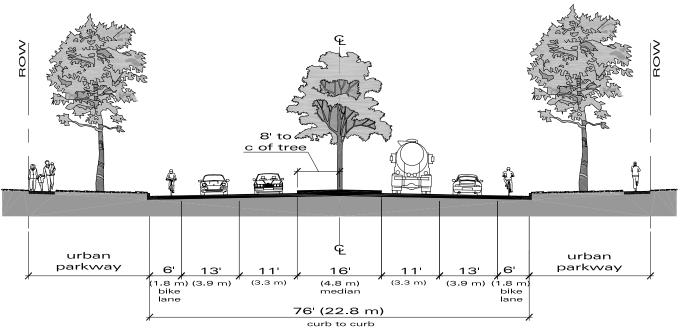




Width, Right-of-Way	120 ft. (36.0 m)
Design ADT LOS C LOS D	30,000 35,000
Design Speed	55 mph (90 km/h)
Width (includes bike lanes and 16 ft. (4.8 m) raised center median), Curb-to-Curb ^{1,2}	76 ft. (22.8 m)
Maximum Grade	7%
Minimum Curve Radius	1,850 ft. (585 m) with no superelevation 1,350 ft. (430 m) with 2% (min.) superelevation 880 ft. (275 m) with 10% (max.) superelevation
Land Use	Single Dwelling Residential-no front or side yards; Multiple Dwelling Residential-no front or side yards; Community Commercial-no front yards; Regional Commercial; Commercial Office; Visitor Commercial; Church; Public Building; Industrial; Open Space
Parkway	U-4 (b)

¹ Widen additional 10 ft. (3.0 m) at approaches to intersecting four-or-six-lane streets to provide a minimum of 250 ft. (75 m) of two-lane left-turn storage, exclusive of transitions. Receiving lanes for dual lefts shall be 12 ft. (3.6 m) wide. In instances where supporting information exists, such as an approved traffic impact study, showing clearly that dual left-turn lanes would not be warranted, the standard curb-to-curb width may be permitted.

² At intersections, a minimum 6 ft. (1.8 m) wide refuge island shall be maintained in the center median.



section A-A (not to scale)



Attachment 3

"Torrey Highland Subarea IV"

Pg. 19 - 22



TORREY HIGHLANDS SUBAREA PLAN

City of San Diego Planning Department

202 C Street, MS 4A San Diego, CA 92101



This information, or this document (or portions thereof), will be made available in alternative formats upon request.

TORREY HIGHLANDS COMMUNITY PLAN

The following amendments have been incorporated into this January 2006 posting of this Plan:

Amendment	Date Adopted by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Torrey Highlands Subarea Plan adopted			August 5, 1996	R-287749
Redesignated a portion of the Employment Center to LD and LMD Residential (Torrey Santa Fe)	December 2, 1999		December 7, 1999	R-292591
Redesignated 2 small areas from Institutional to LMXU and LMD Residential to Commercial Regional (Greystone Homes)	October 26, 2000		November 14, 2000	R-294053
Redesignated 39 acres from LD Residential to LMD Residential (Shaw)	August 1, 2002		September 24, 2002	R-297097
Reconfigured residential, commercial and open space areas and adjusted the community plan boundary on a 147-acre site (Rhodes Crossing)	February 5, 2004		March 30, 2004	R-299054

CHAPTER THREE: CIRCULATION

GOAL:

Ensure a safe and efficient transportation system that integrates within the existing regional system and minimizes impacts to residential neighborhoods and environmentally sensitive areas.

3.1 IMPLEMENTING PRINCIPLES

- Provide for a transit center which will encourage the use of alternative forms of transportation such as public transit, car/van pools and other transportation demand management measures to reduce both roadway congestion and pollution.
- Provide a system of trails, bikeways and pedestrian facilities that is the focal point of the community, links community activity centers and encourages alternatives to automobile use.
- Ensure timely provision of a local circulation system to accommodate planned growth at acceptable levels of service.
- Provide a land use pattern and circulation system that optimizes potential opportunities for transit use.
- Provide for future transit use along Carmel Valley Road and SR-56.

3.2 REGIONAL CIRCULATION

Freeways: Torrey Highlands is centrally located between Interstate 5 (I-5), four miles to the west, and Interstate 15 (I-15), 2.5 miles to the east (**Figure 3-1**). The freeways are part of the major north/south circulation system in San Diego County and accommodate more than 500,000 average daily trips (ADT). State Route 56 is ultimately planned as a six-lane freeway connecting I-5 and I-15 through the NCFUA. Segments of SR-56 to the west (in Carmel Valley) and to the east (in Rancho Peñasquitos) are completed. Through Torrey Highlands, SR-56 is estimated to carry between 69,000 and 95,000 ADT under cumulative buildout conditions (2012).

Major Roads: Circulation roads within Torrey Highlands which provide connections to adjacent communities include Carmel Mountain Road, Camino Ruiz and Carmel Valley Road.

3.3 TORREY HIGHLANDS CIRCULATION

As illustrated in **Figure 3-2**, the Torrey Highlands Circulation Plan identifies an alignment for SR-56, as well as alignments for major roadways and collectors.

3.3.1 Circulation Roads

State Route 56 Freeway

The approved alignment for SR-56 bisects Torrey Highlands in a northwesterly direction. This freeway will ultimately accommodate six travel lanes, with interchanges located at Camino Ruiz and at Camino Santa Fe in Pacific Highlands Ranch (Subarea III). Initially, SR-56 will be constructed as a four-lane freeway and will include the completion of the interchange at Black Mountain Road and a bike path running adjacent to the south side of the freeway.

Major Roads

Camino Ruiz is a north/south road located in the eastern third of Torrey Highlands, serving both local and regional demands. The road will continue north of Torrey Highlands to serve as one of the major north/south arterials between I-5 and I-15 serving the mid-county area. An interchange is proposed at SR-56. Within Torrey Highlands, Camino Ruiz is planned as a six-lane major road from Carmel Valley Road to the southernmost project access road (i.e. "B" Street south).* Between the southernmost project access road and the primary Regional Commercial access, Camino Ruiz will be planned as a six-lane primary arterial. North of Carmel Valley Road and south of SR-56, the road transitions from Carmel Valley Road to a four-lane major road. Camino Ruiz will provide access to SR-56 for the southwest portion of Rancho Peñasquitos. Estimated ADT ranges from 22,000 to 41,000 north of SR-56, and 10,000 to 27,000 south of SR-56.

Carmel Valley Road is designated as a four-lane, east/west major roadway within the northern half of Torrey Highlands, which will ultimately extend from Del Mar Heights Road and Camino Santa Fe on the west to Camino del Norte in the east. Several Torrey Highlands neighborhoods will take direct access from Carmel Valley Road. While the road will be constructed for four lanes, right-of-way sufficient for six lanes will be reserved to include two lanes for future transit use. Estimated ADT through Torrey Highlands is approximately 22,000.

Del Mar Heights Road is the western extension of Carmel Valley Road that occurs off-site within the western portion of Subarea III and the community of Carmel Valley. The road ultimately provides a connection with I-5 and the City of Del Mar to the west. Estimated ADT on Del Mar Heights Road east of EI Camino Real is between 24,000 and 33,000 ADT. West of El Camino Real and east of I-5, ADT reaches 41,000 to 43,000.

Carmel Mountain Road is designated as a four-lane major roadway that connects Rancho Peñasquitos in the east to Camino Ruiz, south of SR-56.

^{*} Camino Ruiz will initially be constructed to a maximum of four lanes, with two additional lanes of ROW provided in the median should traffic counts require future road expansion to six lanes.



Attachment 4

"Black Mountain Ranch Subarea Plan I"

Pg. 24 – 29



Black Mountain Ranch Subarea Plan

Adopted July 1998 (Amended May 2009)

City of San Diego

MAYOR Susan Golding

CITY COUNCIL

Harry Mathis, First District Byron Wear, Second District Christine Kehoe, Third District George Stevens, Fourth District Barbara Warden, Fifth District Valerie Stallings, Sixth District Judy McCarty, Seventh District Juan Vargas, Eighth District

CITY ATTORNEY

Casey Gwinn

CITY MANAGER

Michael Uberuaga

CITY CLERK

Charles Abdelnour

PLANNING COMMISSION

Mark Steele, Chairperson William Anderson, Vice Chairperson Patricia Butler Verna Quinn Andrea Skorepa David Watson Frisco White Bernardo Road. Rancho Bernardo Road connects portions of 4S Ranch east of Subarea I to Interstate 15 further to the east. Rancho Bernardo Road currently terminates at the east boundary of Subarea I. No improved public roadways presently connect the north from Subarea I.

Both the west and the east ends of State Route 56 are complete and in operation. The proposed middle segment will traverse the NCFUA generally in an east-west direction south of Subarea I. This middle segment will connect the west end of State Route 56 in Carmel Valley with the east end of State Route 56 in Rancho Peñasquitos. The City of San Diego and Caltrans have selected an alignment that is to the south of Subarea I. Subarea I will be directly connected to SR-56 by Camino del Sur and Black Mountain Road (Figure 1.3).

B. THE STREET SYSTEM WITHIN SUBAREA I

The planned circulation network for Subarea I would consist of a hierarchy of streets. The hierarchical pattern of streets allows for the separation of local and through traffic and minimize conflicts. In addition, a pattern of local and collector streets will encourage pedestrian and bicycle usage by allowing for roadways with lower traffic volumes and narrower widths, which would contribute to a safer environment for non-motorized traffic.

The street system within Subarea I serves, in concert with the open space system and pedestrian linkages, to frame the community and provide visual clarity and a sense of orientation. The design and implementation of the circulation system through the use of bridges and underpasses reflects the resource-based nature of the community reducing impacts to the MHPA. The transportation system is also designed to be multimodal to minimize impacts to the surrounding communities.

A backbone street system of Camino del Sur, San Dieguito Road, and Carmel Valley Road all link with roads outside the Subarea and are designed to carry both through and local traffic (Figures 6.1 and 7.20). Collector streets occur exclusively in or proximate to the North Village's Community Mixed Use Center or the South Village (Figures 2.5, 7.15 and 7.16).

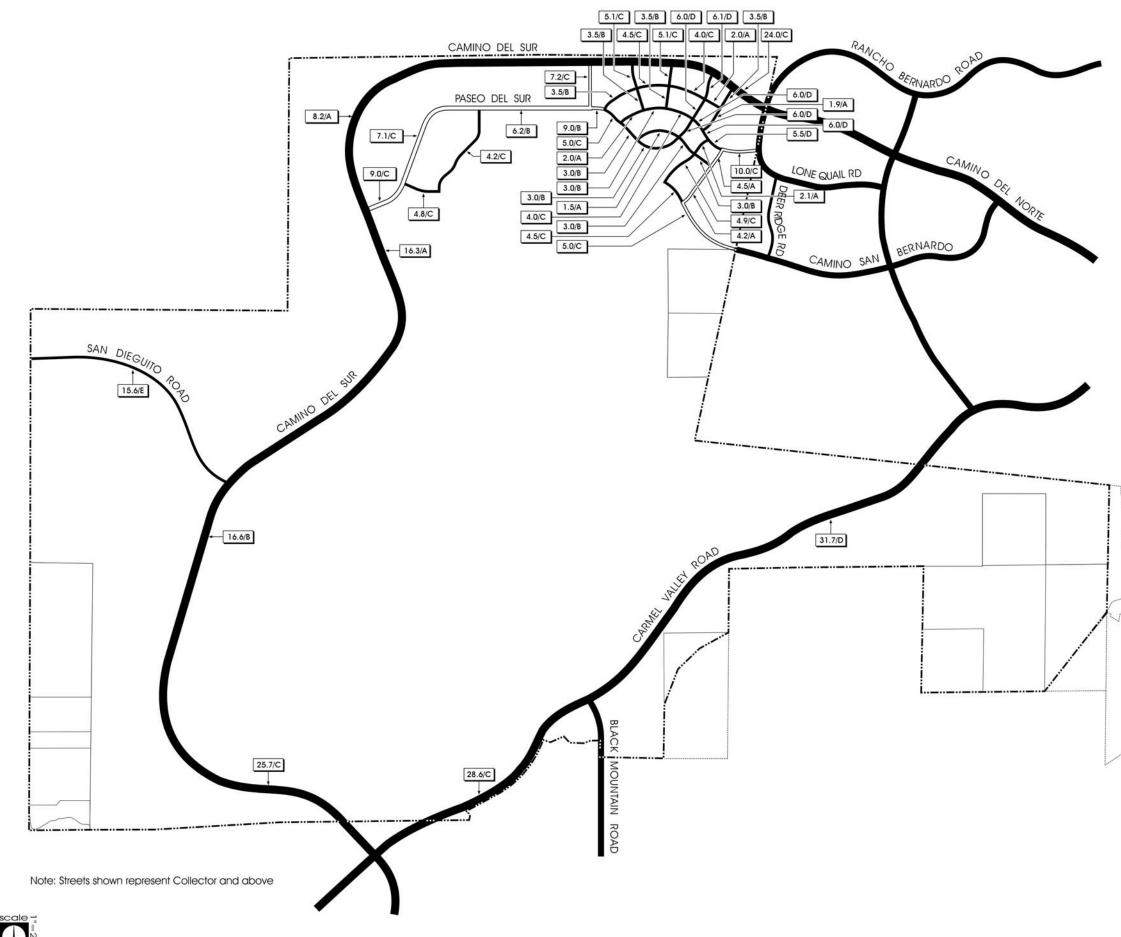
A series of computerized area-wide traffic models have been run to evaluate the adequacy of proposed street improvements for all FUA subareas, with manual estimates of average daily traffic calculated for the North Village.

Figure 6.1 identifies daily traffic in Subarea I at project buildout. These numbers include trips occurring on Subarea I roadways which have their origin within Subarea I as well as trips originating elsewhere in the region. The highest number of trips occur on Camino del Sur. This is an acknowledgment that the highest intensity of use is located in the area between the Community Mixed Use Center and I-15. This area encompasses existing and proposed 4S Ranch development as well as the Rancho Bernardo Industrial Park.

The streets within Subarea I are classified according to the City's street standards and consist of the following types:

- Four Lane Major Streets, such as Camino del Sur and Carmel Valley Road.
- Modified Two- Lane Collector Streets, such as Paseo Del Sur
- Two-Lane Collector Streets, such as San Dieguito Road

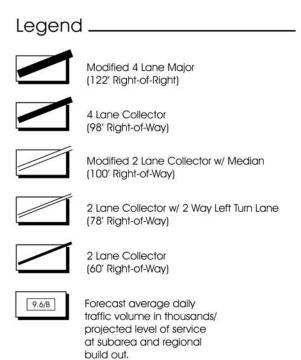
Figure 6.1, Street Classifications, shows the street sizes required for the project. The street classifications, curb-to-curb width, and right-of-way widths are defined in the City's street standards. Based on the cumulative traffic volumes at project buildout, Camino Del Norte - which will be built to six lane prime standards east of the Subarea I boundary - will continue as a six-lane prime right-of-way within the North Village, but transition to four-lane major street improvements with extra wide medians (Figure 7.20). [Camino del Norte changes its name to Camino del Sur within the subarea.] Camino del Sur is classified as a four lane major street with extra



May 2009

Street Classifications 6.1





All other streets within Subarea I which are not shown will be 2 lane sub-collector or local with 56' of Right-of-Way or Less. Portions of such streets may be widened or narrowed as entry features, or to establish community character with the approval of the City Engineer.

Black Mountain Ranch Subarea Plan

a) Bernardo Center Drive

Improvements are recommended at the intersection at West Bernardo Drive as well as at the intersection with Camino del Norte. Improvements to the approach lanes will result in additional capacity, and minor widening will be required. The improvement may also include a pedestrian bridge. Impacts from these improvements will be temporary traffic delays and possible short-term noise impacts from construction of the improvements.

b) Black Mountain Road

The extension of Black Mountain Road from the northern limit of Black Mountain Road to Carmel Valley Road will be constructed to its ultimate cross section as part of the BMR/VTM PRD. The portion of Black Mountain Road south of SR-56 is expected to have traffic volumes that will require that the roadway be widened to six-lane primary arterial standards. This widening effort will extend between Twin Trails Road and Mercy Road. As the widening to six lanes is a planned improvement, impacts from the widening will be temporary traffic delays and possible short-term noise impacts from construction of the improvements.

c) Camino del Norte

This facility is necessary for access to the I-15 corridor from the project as a four-lane facility on the western portion increasing to a six-lane arterial to the east within the 4S Ranch project. On-site portions of Camino del Sur will be built by Subarea I. The adjacent portions will be constructed by the 4S Ranch project. The need for this facility is identified in the phased improvements for Subarea I. Additional improvements have also been defined at the I-15 interchange consistent with the project report by Caltrans that will enhance capacity at the interchange. These improvements are reflected in the planned geometry used for the calculations of delay and congestion. A significant archeological site, CA-SDI-5,103, is located within the future alignment of Camino del Sur. Mitigation in the form of data recovery is required for construction of Camino del Sur to Bing Crosby Boulevard in accordance with 1995 VTM/PRD. Beyond this, no further mitigation is appropriate in view of the acceptable levels of service forecast for buildout conditions.

d) Camino del Sur

Camino del Sur is planned to be constructed in its ultimate cross section of a four-lane major street between Carmel Valley Road and San Dieguito Road as part of the approved VTM/PRD for Black Mountain Ranch. For the portion of Camino del Sur north of San Dieguito Road, the proposed project will construct Camino del Sur to four-lane major standards. The developers of Torrey Highlands will construct portions of Camino del Sur to the south of Carmel Valley Road. Impacts from these improvements were evaluated in the Black Mountain Ranch VTM/PRD EIR and the EIR for Fairbanks Highlands. A partial cloverleaf interchange will be provided at State Route 56 at the time the six-lane SR-56 is required. The EIR for State Route 56 (LDR No. 95-0099, SCH No. 96031039) evaluated impacts of the construction of SR-56, including the Camino del Sur interchange.

Immediately north of proposed SR-56, a short portion of Camino del Sur is projected to experience daily traffic volumes in excess of levels consistent with desirable levels of service for the planned six-lane facility. However, the improvements to the interchange with SR-56 to allow for loop ramps will achieve acceptable levels of service at the interchange during peak hours. Further, the ultimate provision of six lanes for the portion of Camino del Sur between Carmel Valley Road and Carmel Mountain Road is appropriate for the level of project volumes.

e) Carmel Valley Road

Carmel Valley Road will be built to its ultimate configuration (four-lane major standards) for its entire length. This roadway will be built consistent with City standards and the projected traffic volumes. The eastern portion of Carmel Valley Road, which links Black Mountain Road to Rancho Bernardo, is phased to be available at the appropriate stage. The portions of Carmel Valley Road to the west and beyond the Black Mountain Ranch project boundaries are partially the responsibility of the Black Mountain Ranch VTM/PRD during its initial

stages. Impacts from construction of Carmel Valley Road were covered in the 1992 EIR for Black Mountain Ranch North and South Tentative Maps (DEP Nos. 90-0332 and 91-0313, SCH No. 91081026) and the 1995 Black Mountain Ranch VTM/PRD EIR.

f) El Apajo

A minor widening to achieve two travel lanes plus a two-way left-turn lane and either parking or bike lanes is proposed for El Apajo between San Dieguito Road and Via de Santa Fe. These improvements would reduce but not fully mitigate the traffic impacts from buildout of the Subarea I on El Apajo. While a four-lane cross section would fully mitigate the projected traffic volumes, the proposed three-lane cross section is in better conformance with the existing abutting development. Full four-lane widening would impact street access for an existing school and shopping center, would require grading into sensitive slopes, and removal of mature trees.

g) El Camino Real

The portion of El Camino Real between Via de la Valle and San Dieguito Road is currently constructed with two travel lanes. El Camino Real needs to be widened to a four-lane facility from Via de la Valle south to Half Mile Drive. The City has undertaken design of the bridge over the San Dieguito River. The bridge improvement would result in impacts to wetlands, and agricultural lands.

h) Interstates 5 and 15

The project's volumes are not significant in the planned buildout of Interstate 5 or 15 based the City's guidelines except for one segment on Interstate 15 south of Camino del Norte. Improvements are being examined by Caltrans as part of the current Major Investment Study (MIS). These improvements include HOV lanes on I-5 north of I-805 and HOV lanes in the median area of I-15 north of SR-56 as well as a myriad of other operational capacity improvements. These improvements on Interstate 15 could result in as much as three additional lanes of peak hour capacity. As part of Caltrans' ongoing work, it is expected that HOV slip ramps will become available at every on-ramp in both directions as ramp improvements occur with other surface street improvements. Caltrans would be the responsible agency for review of the potential environmental impacts of improvements to these two freeway facilities.

i) Rancho Bernardo Road

Studies have identified the need for six lane-widening improvements on Rancho Bernardo Road from West Bernardo Drive through to the I-15 interchanges, continuing to Bernardo Center Drive. These improvements include both intersection improvements to enhance capacity and roadway widening to achieve the adopted six-lane major cross section as identified in the Community Plan for Rancho Bernardo. Both the Black Mountain Ranch project and the County's 4S Ranch project are identified with joint responsibility for implementing these improvements, as well as several other improvements in the Rancho Bernardo area. A reclassification to primary arterial would be necessary to fully mitigate this segment. This necessitates purchasing access rights and driveway closures west of the freeway. This would impact community access and existing commercial uses along this reach.

j) Paseo Del Sur

Paseo Del Sur will be built as development of the proposed project proceeds. Since this facility is wholly within the northern project area, it is wholly the responsibility of the developers of Black Mountain Ranch. Traffic signals will also be provided at key intersections along its length.

k) San Dieguito Road

This roadway is projected to have buildout traffic volumes that exceed its standard functional capacity in locations both in the county and the city of San Diego. However, the predominant character of San Dieguito



Attachment 5

"Segment Counts (ADT)"

Pg. 31 – 44





24 Hour Segment Count

Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136

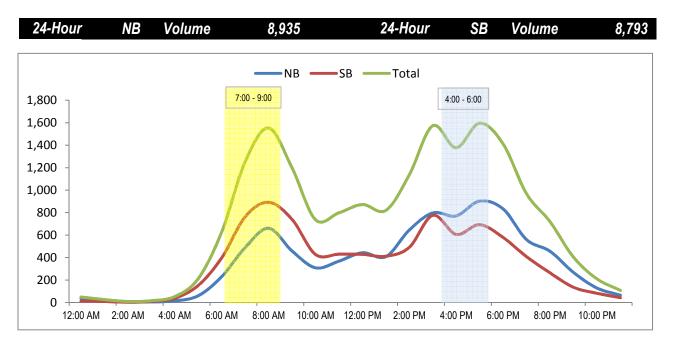


Location:	1. Camino Del Sur, South of Carmel Valley Road
Orientation:	North-South
Date of Count:	Wednesday, May 28, 2014
Analysts:	DASH
Weather:	Sunny

14-0210

AVC Proj. No:

				24 Hour	Segmer	nt Volume			17,728				
т	īm		Но	urly Vol	ume		-	[im		Hourly Volume			
I	IIII	e	NB	SB	Total		Time			NB	SB	Total	
12:00 AM	-	1:00 AM	36	13	49		12:00 PM	-	1:00 PM	443	429	872	
1:00 AM	-	2:00 AM	17	9	26		1:00 PM	-	2:00 PM	408	412	820	
2:00 AM	-	3:00 AM	7	2	9		2:00 PM	-	3:00 PM	645	491	1,136	
3:00 AM	-	4:00 AM	6	10	16		3:00 PM	-	4:00 PM	797	776	1,573	
4:00 AM	-	5:00 AM	15	38	53		4:00 PM	-	5:00 PM	771	606	1,377	
5:00 AM	-	6:00 AM	60	152	212		5:00 PM	-	6:00 PM	903	693	1,596	
6:00 AM	-	7:00 AM	230	397	627		6:00 PM	-	7:00 PM	833	579	1,412	
7:00 AM	-	8:00 AM	489	763	1,252		7:00 PM	-	8:00 PM	560	408	968	
8:00 AM	-	9:00 AM	661	892	1,553		8:00 PM	-	9:00 PM	456	264	720	
9:00 AM	-	10:00 AM	459	740	1,199		9:00 PM	-	10:00 PM	268	136	404	
10:00 AM	-	11:00 AM	309	428	737		10:00 PM	-	11:00 PM	129	82	211	
11:00 AM	-	12:00 PM	368	430	798		11:00 PM	-	12:00 AM	65	43	108	
1	Total		2,657	3,874	6,531		-	Tota	I	6,278	4,919	11,197	



LINSCOTT LAW & GREENSPAN engineers

24 Hour Segment Count

Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136

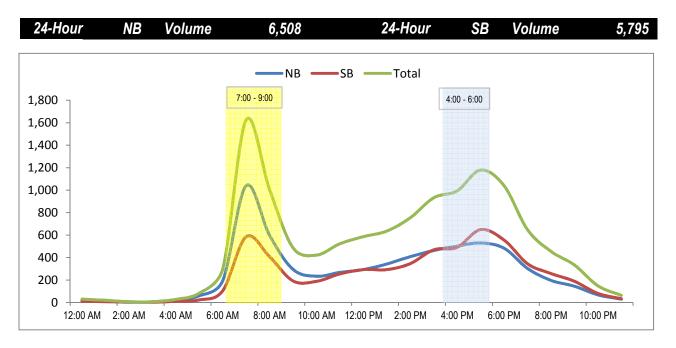


Location:	5. Black Mountain Road, North of Maler Road
Orientation:	North-South
Date of Count:	Thursday, May 29, 2014
Analysts:	DASH
Weather:	Sunny

14-0210

AVC Proj. No:

				24 Hour	Segmer	nt Volume				12,303					
-	im		Но	urly Vol	ume		-	Time		Hourly Volume					
	IIII	e	NB	SB	Total				e	NB	SB	Total			
12:00 AM	-	1:00 AM	19	11	30		12:00 PM	-	1:00 PM	293	293	586			
1:00 AM	-	2:00 AM	13	7	20		1:00 PM	-	2:00 PM	343	293	636			
2:00 AM	-	3:00 AM	2	5	7		2:00 PM	-	3:00 PM	408	346	754			
3:00 AM	-	4:00 AM	5	2	7		3:00 PM	-	4:00 PM	463	469	932			
4:00 AM	-	5:00 AM	17	11	28		4:00 PM	-	5:00 PM	502	492	994			
5:00 AM	-	6:00 AM	60	23	83		5:00 PM	-	6:00 PM	530	649	1,179			
6:00 AM	-	7:00 AM	193	104	297		6:00 PM	-	7:00 PM	483	556	1,039			
7:00 AM	-	8:00 AM	1,039	585	1,624		7:00 PM	-	8:00 PM	303	345	648			
8:00 AM	-	9:00 AM	598	408	1,006		8:00 PM	-	9:00 PM	197	258	455			
9:00 AM	-	10:00 AM	295	192	487		9:00 PM	-	10:00 PM	145	189	334			
10:00 AM	-	11:00 AM	234	188	422		10:00 PM	-	11:00 PM	68	81	149			
11:00 AM	-	12:00 PM	268	255	523		11:00 PM	-	12:00 AM	30	33	63			
1	Total		2,743	1,791	4,534			Tota	I	3,765	4,004	7,769			



THURSDAY, NOVEMBER 6TH, 2014

CITY: RANCHO PENASQUITOS

PROJECT: PTD14-1107-03

CHARDONAY S-O CARMEL VALLEY

AM Period			SB	EB	WB		PM Period	NB		SB	EB	WB	
				ED	VVD						ED	VVD	
00:00	0		0				12:00	3		2			
00:15	0		0				12:15	2		3			
00:30	0	0	2	0		2	12:30	4	10	1			22
00:45	0	0	0	2		2	12:45	1	10	6 12			22
01:00	0		0				13:00	4		5			
01:15	0		0				13:15	4		4			
01:30	0		0				13:30	4		5			
01:45	0	0	0	0			13:45	3	15	4 18			33
02:00	0		0				14:00	3		8			
02:15	0		0				14:15	6		0			
02:30	0		0				14:30	5		0			
02:45	0	0	0	0			14:45	8	22	7 15			37
03:00	0		0				15:00	7		6			
03:15	0		0				15:15	4		3			
03:30	0		0				15:30	7		21			
03:45	1	1	0	0		1	15:45	5	23	8 38			61
04:00	0		0				16:00	1		3			
04:00	1		2				16:15	3		3			
04:15	0		2				16:30	2		2			
04:30	0	1	0	2		3	16:45	4	10	2 6 14			24
		1		2		5			10				24
05:00	2		0				17:00	5		4			
05:15			0				17:15	3		8			
05:30	0	0	0	0		2	17:30	5	1/	/			10
05:45	0	3	0	0		3	17:45	3	16	5 24			40
06:00	3		0				18:00	1		6			
06:15	0		0				18:15	4		18			
06:30	2		3				18:30	7		3			
06:45	2	7	2	5		12	18:45	4	16	9 36			52
07:00	6		2				19:00	3		4			
07:15	8		0				19:15	5		3			
07:30	5		4				19:30	7		6			
07:45	5	24	1	7		31	19:45	4	19	7 20			39
08:00	4		3				20:00	2		2			
08:15	8		5				20:15	2		4			
08:30	6		3				20:30	2		2			
08:45	4	22	12	23		45	20:45	6	12	0 8			20
09:00	4		8				21:00	2		3			
09:15	5		4				21:15	7		3 7			
09:30	4		6				21:30	5		1			
09:45	9	22	0	18		40	21:45	2	16	2 13			29
			0	. •		10		1	. •				
10:00 10:15	4 2						22:00			0			
10:15 10:30	2 7		0 3				22:15 22:30	2 1		0			
10:30 10:45	7 2	15	3 0	3		10	22:30		٨	0			٢
10:45		15		J		18	22:45	2	6	0 0			6
11:00	3		0				23:00	0		2			
11:15	1		0				23:15	2		2			
11:30	4	0	4 5	0		10	23:30	0	0	2			<u>_</u>
11:45	1	9	5	9		18	23:45	0	2	0 6			8
Total Vol.		104		69		173			167	204			371
											Daily T	otals	
									NB	SB		WE	3 Combined
								-	271	273			544
					AM					275	PN	Л	
					<i>1</i> .1.11							<u>. </u>	
Snlit %	-	60 1%		39.9%		31.8%			45.0%	55 09	%		68 2%
Split %		60.1%		39.9%		31.8%			45.0%				68.2%
Peak Hour		07:00		08:45		08:15			14:15	15:00			14:45
											0		

WEDNESDAY, OCTOBER 29TH, 2014

CITY: RANCHO PENASQUITOS

PROJECT: PTD14-1031-01

PARK ENT N-O CARMEL VALLEY

AM Period		CARINI	SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		1					12:00	2		2				
00:15	0		0					12:00	3		2 1				
00:30	0		0					12:30	1		5				
00:45	0	1	0	1		:	2	12:45	1	7	1	9			16
01:00	0		0					13:00	7		4				
01:15	0		0					13:15	3		2				
01:30	0		0					13:30	3		4				
01:45	0	0	0	0				13:45	4	17	4	14			31
02:00	0		0					14:00	1		1				
02:15	0		0					14:15	1		3				
02:30	0		0					14:30	2		1				
02:45	0	0	0	0				14:45	5	9	4	9			18
03:00	0		0					15:00	5		4				
03:15	0		0					15:15	1		4				
03:30	0		0					15:30	2		4				
03:45	0	0	0	0				15:45	9	17	2	14			31
04:00	0		0					16:00	2		2				
04:15	0		0					16:15	10		4				
04:30	0		0					16:30	12		5				
04:45	0	0	0	0				16:45	38	62	23	34			96
05:00	0		0					17:00	8		10				
05:15	0		0					17:15	16		3				
05:30	0		0					17:30	25		22				
05:45	0	0	0	0				17:45	23	72	10	45			117
06:00	0		0					18:00	9		9				
06:15	3		0					18:15	28		12				
06:30	1		0					18:30	14		31				
06:45	1	5	1	1			6	18:45	7	58	20	72			130
07:00	2		1					19:00	6		3				
07:15	2		3					19:15	15		19				
07:30	2		2					19:30	5		28				
07:45	0	6	0	6		1	2	19:45	7	33	4	54			87
08:00	3		2					20:00	6		17				
08:15	4		3					20:15	1		3				
08:30	2		0					20:30	1		3				
08:45	3	12	4	9		2	21	20:45	0	8	2	25			33
09:00	3		5					21:00	0		1				
09:15	1		2					21:15	2		0				
09:30	5	. –	2			_	_	21:30	2		7				
09:45	6	15	3	12		2	27	21:45	0	4	3	11			15
10:00	2		5					22:00	2		2				
10:15	2		4					22:15	0		0				
10:30	0	-	3	4.4		-	0	22:30	0	~	0	<u>^</u>			A
10:45	1	5	2	14		1	9	22:45	0	2	0	2			4
11:00	1		4					23:00	0		0				
11:15	4		2					23:15	0		0				
11:30 11:45	1 2	8	 1	8		1	6	23:30 23:45	0 0	0	0 0	0			
11:45	2		1					20.40	U		U				
Total Vol.		52		51		10	03			289		289			578
										.		- -	Daily Tot		. .
										NB		SB	EB	WB	Combined
										341		340			681
					AM			-					PM		
Split %		50.5%		49.5%		15.	.1%			50.0%		50.0%			84.9%
Peak Hour		09:00		09:45		09	:30			16:45		18:30			16:45
Volume		15		15		2	9			87		73			145
P.H.F.		0.63		0.75			.81			0.51		0.59			0.59
						Р	ACIFI	C TECHNICAL	DATA						

WEDNESDAY, OCTOBER 29TH, 2014

CITY: RANCHO PENASQUITOS

PROJECT: PTD14-1031-01

CARMEL VALLEY E-O PARK ENT

00015 5 8 7 720 80 77 80 70 85 80 60 70 60 60 70	AM Period NB SB	EB		WB			PM Period	NB	SB		EB		WB		
0030 7 2 1.30 97 87 84 0x64 A 19 1 3 1.00 88 3.00 3.00 6.49 0100 0 2 3 1.132 88 6.2 5.15 6.2 5.15 6.2 5.15 6.2 5.15 6.2 5.15 6.2 5.15 7.13 7.		5		8							80		67		
0.05 6 19 1 15 34 12/15 81 20 80 060 01:00 1 3 12/15 80 62 1 01:30 2 3 12/15 80 64 1 01:40 14 12 10 14 12/15 80 64 02:5 0 0 2 10 14 12/15 80 90 64 02:5 0 0 2 6 11:160 94 39 81 52 02:50 0 0 2 6 6 11:160 134 179 95 15 02:50 1 1 1 150 130 11<1 11 11 11 02:50 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <	00:15	1		4			12:15				108		60		
0.00 1 3 1000 89 62 0115 0 2 3 1000 89 62 0146 1 4 7 101 14 71 1020 11 64 0250 0 3 1100 14 124 75 347 91 521 0250 0 3 1100 14 124 85 84 120 0250 0 5 6 1445 134 437 91 524 0250 1 0 2 5 6 14445 134 437 91 345 713 0330 1 1 15 150 223 116 122 0440 2 5 7 161 161 452 112 0440 7 3 164 928 107 101 0510 17 161 161	00:30	7		2			12:30				97		85		
n1:6 0 2 3 33 98 64 98 64 0:30 0 3 14 33 75 38 91 211 621 0:40 0 3 14 33 91 211 621 0:215 0 0 1 14 33 91 211 621 0:255 0 0 2 6 6 144 32 91 345 78 78 0:30 1 0 2 6 6 144 437 97 346 78 0:305 1 1 1 1530 100 78	00:45	6	19	1	15	34	12:45				84	369	88	300	669
n1:6 0 2 3 33 98 64 98 64 0:30 0 3 14 33 75 38 91 211 621 0:40 0 3 14 33 91 211 621 0:215 0 0 1 14 33 91 211 621 0:255 0 0 2 6 6 144 32 91 345 78 78 0:30 1 0 2 6 6 144 437 97 346 78 0:305 1 1 1 1530 100 78	01:00	1		3			13:00				89		62		
0140 2 3 1130 71 6 75 34 9 21 62 02:00 0 3 14:00 97 34 91 21 22 02:00 0 0 14:10 97 34 97 340 783 02:00 0 2 6 14:40 97 340 783 02:60 4 0 16:00 124 47 783 783 05:50 2 2 15:15 160 77 14 425 1122 05:50 2 9 4 7 16 160 70 11 122 05:50 1 1 160 160 18 122 11 112 05:50 1 7 44 17 16 122 17 14 11 122 11 112 06:00 10 7 17 10 123 11 11 11 11 11 11 11 11 <td< td=""><td></td><td>0</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>		0													
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usis 2 2 15/15 160 90 03:30 1 1 15/36 203 707 114 425 1132 04:00 2 5 16.00 15/15 101 101 1132 04:01 1 1 16.15 223 707 114 425 1132 04:06 8 18 5 15 33 16/6 223 169 1 05:00 10 7 4 7 17.00 223 199 148 500 1409 05:03 19 22 71 71 73 144 1745 2261 197 169 162 169 <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>107</td> <td></td> <td>010</td> <td></td>						0						107		010	
03.00 1 1 1 15.00 200 125 1132 04.00 2 5 1000 151 101 112 04.15 1 1 1 101 203 707 14 95 04.15 1 1 1 101 224 15 225 160 04.35 8 18 5 15 33 16.65 251 907 148 500 1407 05.05 10 7 17.17 101 225 977 17.5 05 102 05.05 19 27 71 29 73 14 17.65 226 102 102 05.05 19 27 71 140 338 534 18.45 220 17.5 65 102 06.05 23 41 164 338 534 18.45 144 66 10 50 1458 06.05 23 111 231 184 194 103 88															
03:46 2 9 4 7 16 15:45 203 707 14 4.25 1132 04:00 2 5 16:03 12:13 10:15 22:13 11:16 22:13 11:16 22:13 11:16 22:13 11:16 22:13 11:16 22:13 11:16 22:13 10:07 10:07 10:07 22:14 10:07 22:15 10:07 22:15 10:07 22:15 10:07 22:15 10:07		2 1		2 1											
04.00 2 5 16.00 151 101 04.15 1 1 16.15 223 116 04.45 8 18 5 15 33 16.45 223 116 04.45 8 18 5 15 33 16.45 284 335 04.45 8 18 5 15 33 16.45 284 135 05.00 10 7 7 17.00 223 159 0.09 148 500 1409 05.05 19 9 22 7 17.15 268 162 140 365 1692 365 1692 366 162 220 126 33 1690 157 184 162 184 141 146 141 146 141 146 141 146 141 146 141 146 141 146 141 146 141 141 141 </td <td></td> <td>ו כ</td> <td>0</td> <td>1</td> <td>7</td> <td>16</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>707</td> <td></td> <td>125</td> <td>1122</td>		ו כ	0	1	7	16						707		125	1122
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09.30 7 4 10.30 261 261 90 148 500 140 09.45 8 18 5 15 33 1645 251 90 148 500 109 05.00 15 15 15 17.15 223 159 159 159 169 </td <td></td> <td>2</td> <td></td> <td>5</td> <td></td>		2		5											
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65:00 10 7 17:00 223 150 05:15 15 15 15 17:15 266 162 05:30 19 22 17:30 255 997 175 695 1692 06:45 27 71 29 73 144 17:45 255 997 175 695 1692 06:00 23 41 16:00 254 184 996 10 562 162 06:45 84 196 140 338 534 18:45 184 896 110 562 1458 07:00 121 251 19:00 117 81 1459 113 19:30 1112 94 107:45 144 614 252 973 1587 19:45 103 88 112 28:45 112 9:45 14:5 119 28:3 18:45 103 88 112 14:33 119 29:15		/	40		4 -	00						000		500	1400
05:15 15 17:16 268 162 05:30 19 22 7 17:30 251 199 125 1692 06:00 23 41 18:00 254 184 184 184 06:15 42 77 18:15 238 142 184 184 06:45 84 196 140 338 534 1845 184 896 110 562 1458 07:00 121 251 19:00 177 81 110 562 1458 07:30 191 231 19:00 112 94 70 333 783 08:00 156 284 226 20:15 53 51 70 33 783 08:01 118 226 20:15 53 51 77 33 783 08:03 135 180 221:00 64 462 77 33 783 09:00 110 130 221:00 58 42 222 <			18		15	33						909		500	1409
06:30 19 22 17,30 251 199 06:45 27 71 29 73 144 17.45 255 97 175 692 1692 06:00 23 41 18:00 228 122 1692 1692 06:15 42 77 18:15 238 142 1692 1692 06:45 44 174 338 534 18:30 220 126 1692 06:45 44 164 104 338 534 18:45 103 88 142 1658 07:00 121 251 19:00 157 81 177 158 1692 1692 1458 07:15 158 266 19:15 103 88 179 373 1783 189 220:15 53 51 199 179 373 1783 189 220:15 53 51 199 179 36 189 220:30 14 11 199 199 199 199 199															
05:45 27 71 29 73 144 17.45 255 997 175 695 1692 06:00 23 41 18:00 254 184 184 184 184 184 184 184 1830 220 126 145 145 183 220 126 145 145 184 896 110 562 1455 06:30 47 80 18:30 220 126 1455 145 103 88 107.30 191 231 19:30 112 94 77 783 06:00 156 284 20:00 64 62 166 185 118 226 20:15 53 51 177 183 188 179 36 62 227 62 252 479 07:45 119 528 154 844 1372 20:45 56 227 62 252 479 <															
06:00 23 41 18:00 254 184 06:15 42 77 18:15 238 142 06:30 47 80 18:30 220 126 06:45 84 196 140 338 534 18:45 184 896 110 562 1458 07:00 171 251 19:00 157 81 100 562 1458 07:05 158 266 19:15 103 88 112 94 07:45 144 614 225 973 1587 19:45 78 450 70 333 783 06:00 156 284 20:00 64 62 333 783 08:00 135 180 20:30 54 77 06:45 64 77 09:00 110 130 21:30 26 45 50 39 09:05 112 88															
06:15 42 77 18:15 238 142 06:30 47 80 18:30 200 126 06:45 84 196 10 338 534 18:46 184 896 10 562 1458 07:00 121 251 19:00 157 81 -	05:45	27	71	29	73	144	17:45			4	255	997	175	695	1692
06:30 47 80 18:30 220 126 06:45 84 196 140 338 534 18:45 184 896 10 562 1458 07:00 121 251 19:00 157 81 1 158 166 07:30 191 231 19:30 112 94 1 173 183 183 183 183 07:35 144 614 225 973 1587 19:45 184 60 70 333 783 08:00 156 284 20:00 64 62 16 184 96 10 333 783 08:15 118 226 20:15 53 51 18 98 17 188 17 188 17 188 184 197 184 199 10 130 113 110 130 113 110 130 114 11 111	06:00	23		41			18:00				254		184		
66.45 84 196 140 338 534 18.45 184 896 110 562 1458 07.00 121 251 19.00 157 81 103 89 10 562 1458 07.15 158 266 19:15 103 89 10 333 783 08:00 156 284 20:00 64 627 78 450 70 333 783 08:00 156 284 20:00 64 77 78 450 70 333 783 08:05 118 226 20:15 53 51 77 78 450 77 79 78 479 77 79 78 101 133 783 783 783 783 78 77 79 76 77 72 </td <td>06:15</td> <td>42</td> <td></td> <td>77</td> <td></td> <td></td> <td>18:15</td> <td></td> <td></td> <td></td> <td>238</td> <td></td> <td>142</td> <td></td> <td></td>	06:15	42		77			18:15				238		142		
07:00 121 251 19:00 157 81 07:15 158 266 19:15 103 88 07:30 191 231 19:30 112 94 07:45 144 614 225 973 1587 184 78 450 70 333 783 08:00 156 284 20:00 64 62 60:15 53 51 60:30 54 77 08:00 116 122 20:45 56 227 62 252 479 09:00 110 130 21:00 58 42 60:15 60:309 765 21:45 35 154 28 155 309 09:00 110 130 22:00 27 21 22 10:15 65 70 22:15 35 154 28 155 309 10:00 61 61 22:00 27 21 2	06:30	47		80			18:30				220		126		
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	06:45	84	196	140	338	534	18:45				184	896	110	562	1458
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	07:00	121		251			19:00				157		81		
07.45 144 614 225 973 1587 19.45 78 450 70 333 783 08:00 156 284 20:00 64 62 9 9 9 53 51 9 9 9 9 53 51 783 783 783 783 783 783 783 783 783 783 783 783 783 9 351 157 102 53 51 77 70 373 783 783 51 77 70 77 70 77 70 77 70 77 70 77 70 70 77 70 70 70 77 70 70 70 77 70 70 70 77 70	07:15	158		266			19:15				103		88		
08:00 156 284 20:00 64 62 08:15 118 226 20:15 53 51 08:30 135 180 20:30 54 77 08:45 119 528 154 844 1372 20:45 56 227 62 252 479 09:00 110 130 21:00 58 42 9715 56 227 62 252 479 09:00 110 130 21:00 58 42 9715 515 309 09:30 75 105 21:30 26 45 979 09:45 79 376 66 389 765 21:45 35 154 28 155 309 10:05 65 70 22:15 21 22 1 12 12 10:30 72 62 529 2:45 9 71 7 61 <td< td=""><td>07:30</td><td>191</td><td></td><td>231</td><td></td><td></td><td>19:30</td><td></td><td></td><td></td><td>112</td><td></td><td>94</td><td></td><td></td></td<>	07:30	191		231			19:30				112		94		
08:15 118 226 20:15 53 51 08:30 135 180 20:30 54 77 08:45 119 528 154 844 1372 20:45 56 227 62 252 479 09:00 110 130 21:00 58 42 92	07:45	144	614	225	973	1587	19:45				78	450	70	333	783
08:15 118 226 20:15 53 51 08:30 135 180 20:30 54 77 08:45 119 528 154 844 1372 20:45 56 227 62 252 479 09:00 110 130 21:00 58 42 92	08:00	156		284			20:00				64		62		
08:30 135 180 20:30 54 77 08:46 119 528 154 844 1372 20:45 56 227 62 252 479 09:00 110 130 21:00 58 42 58 42 56 97 66 97 76 113 55 40 56 97 66 45 99 97 37 66 389 765 21:45 35 154 28 155 309 10:00 61 61 22:00 27 21 22 309 10:015 65 70 22:01 21 22 309 309 10:03 72 62 22:02 22:15 9 71 7 61 132 11:04 69 26 529 22:45 9 71 7 61 132 11:05 70 71 23:15 9 8 3 62 3 62 11:15 70 71 23:30															
08:45 119 528 154 844 1372 20:45 56 227 62 252 479 09:00 110 130 21:00 58 42 172 35 40 172 35 40 172 35 40 172 35 40 172 35 40 172 35 40 172 35 40 172 35 40 172 35 154 28 155 309 30 35 154 28 155 309 30															
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09:15 112 88 21:15 35 40 09:30 75 105 21:30 26 45 09:45 79 376 66 389 765 21:45 35 154 28 155 309 10:00 61 61 61 22:00 27 21 22 10:30 72 62 22:30 14 11 11 11:45 132 132 132 132 132 132 132 11:00 69 88 23:00 13 10 11:15 70 71 7 61 132 11:20 34 6 31 7 31 62 11:45 10:15 6 31 7 31 62 11:45 11:45 120 342 95 338 680 23:45 6 31 7 31 62 Total Vol. 244 3270 5714 5591 3941 9532 8035 7211 15246 Peak Hour 07:15 07:15 07:15 07:15		110									58		42		
09:30 75 105 21:30 26 45 09:45 79 376 66 389 765 21:45 35 154 28 155 309 10:00 61 61 61 22:00 27 21 22 10:15 65 70 22:15 21 22 10:15 65 70 22:15 21 22 10:15 61 132 10 11:15 61 132 10 132 132 132 132 132 133 10 132 132 133 66 133 6 133 61 132 132 133 62 133 6 133 61 132 14 11 14 11 14 11 14 11 150 153 35 6 133 10 133 10 133 10 151 163 111:45 103 14 11 120 343 8 103 111:45 101 101 101 101 101 101 101<															
09:45 79 376 66 389 765 21:45 35 154 28 155 309 10:00 61 61 22:00 27 21 22 10:15 65 70 22:15 21 22 10:30 72 62 22:30 14 11 </td <td></td>															
10:00 61 61 22:00 27 21 10:15 65 70 22:15 21 22 10:30 72 62 22:30 14 11 10:45 69 267 69 262 529 22:45 9 71 7 61 132 11:00 69 88 23:00 13 10 11:15 70 71 23:15 9 8 13 10 11:13 10 11:13 10 11:15 120 342 95 338 680 23:45 6 31 7 31 62 Total Vol. 2444 3270 5714 5591 3941 9532 NB SB EB WB Combined 8035 7211 15246 15246 15246 PM Split % 42.8% 57.2% 37.5% 58.7% 41.3% 62.5% PM 11:15 17:15 17:15 17:15 17:15			376		389	765						154		155	309
10:15 65 70 22:15 21 22 10:30 72 62 22:30 14 11 10:45 69 267 69 262 529 22:45 9 71 7 61 132 11:00 69 88 23:00 13 10 112 112 112 112 112 112 112 112 111 </td <td></td> <td></td> <td>2.0</td> <td></td> <td>20,</td>			2.0												20,
10:30 72 62 22:30 14 11 10:45 69 267 69 262 529 22:45 9 71 7 61 132 11:00 69 88 23:00 13 10 11															
10:45 69 267 69 262 529 22:45 9 71 7 61 132 11:00 69 88 23:00 13 10 113 10 11111 11111 11111 11111 11111 11111 11111 11111 11111 11111 11111 111111 111111 111111 1111															
11:00 69 88 23:00 13 10 11:15 70 71 23:15 9 8 11:30 83 84 23:30 3 6 11:45 120 342 95 338 680 23:45 6 31 7 31 62 Total Vol. 2444 3270 5714 5591 3941 9532 NB SB EB WB Combined NB SB EB WB Combined Split % 42.8% 57.2% 37.5% 58.7% 41.3% 62.5% PM Volume 649 1006 1655 1028 720 1748			267		262	520						71		61	122
11:15 70 71 23:15 9 8 11:30 83 84 23:30 3 6 11:45 120 342 95 338 680 23:45 6 31 7 31 62 Total Vol. 2444 3270 5714 5591 3941 9532 NB SB EB WB Combined 8035 7211 15246 EB FB WB Combined 8035 7211 15246 Peak Hour 07:15 07:15 07:15 Volume 649 1006 1655			207		202	JZ7						/ 1		UT	IJZ
11:30 83 84 23:30 3 6 11:45 120 342 95 338 680 23:45 6 31 7 31 62 Total Vol. 2444 3270 5714 5591 3941 9532 MB SB SB EB WB Combined NB SB EB WB Combined Split % 42.8% 57.2% 37.5% 58.7% 41.3% 62.5% Peak Hour 07:15 07:15 07:15 17:15 17:15 17:15 Volume 649 1006 1655 1028 720 1748															
11:45 120 342 95 338 680 23:45 6 31 7 31 62 Total Vol. 2444 3270 5714 5591 3941 9532 NB SB EB WB Combined NB SB EB WB Combined Split % 42.8% 57.2% 37.5% Feak Hour 58.7% 41.3% 62.5% Peak Hour 07:15 07:15 07:15 07:15 17:15 17:15 17:15 Volume 649 1006 1655 1028 720 1748															
Total Vol. 2444 3270 5714 5591 3941 9532 NB SB SB B B B B SB B B SB B SB B SB B SB B SB			210		วว ด	600						21		21	60
NB SB Daily Totals EB WB Combined NB SB EB WB Combined 8035 7211 15246 Paily Totals 8035 7211 15246 Split % 42.8% 57.2% 37.5% PM PM Peak Hour 07:15 07:15 07:15 17:15 17:15 Volume 649 1006 1655 1028 720 1748	11:40	120	342	70	১১४	υδυ	23:45				0	31	1	31	02
NB SB EB WB Combined 8035 7211 15246 8035 7211 15246 PM PM PM Split % 42.8% 57.2% 37.5% 58.7% 41.3% 62.5% Peak Hour 07:15 07:15 07:15 17:15 17:15 17:15 Volume 649 1006 1655 1028 720 1748	Total Vol.		2444		3270	5714						5591		3941	9532
NB SB EB WB Combined 8035 7211 15246 8035 7211 15246 PM PM PM Split % 42.8% 57.2% 37.5% 58.7% 41.3% 62.5% Peak Hour 07:15 07:15 07:15 17:15 17:15 17:15 Volume 649 1006 1655 1028 720 1748											D	Dailv To	otals		
AM PM Split % 42.8% 57.2% 37.5% 58.7% 41.3% 62.5% Peak Hour 07:15 07:15 07:15 17:15 17:15 17:15 Volume 649 1006 1655 1028 720 1748									NB	SB		-		WB	Combined
AM PM Split % 42.8% 57.2% 37.5% 58.7% 41.3% 62.5% Peak Hour 07:15 07:15 07:15 17:15 17:15 17:15 Volume 649 1006 1655 1028 720 1748								_				8035		7211	15246
Split % 42.8% 57.2% 37.5% 58.7% 41.3% 62.5% Peak Hour 07:15 07:15 07:15 17:15 17:15 17:15 Volume 649 1006 1655 1028 720 1748			АМ											-	
Peak Hour 07:15 07:15 07:15 17:15 17:15 17:15 Volume 649 1006 1655 1028 720 1748	Split %)	57 2%	37.5%	i I	_						41.3%	62.5%
Volume 649 1006 1655 1028 720 1748	· · · · · · · · · · · · · · · · · · ·												,		
	Peak Hour		07:15		07:15	07:15						17:15		17:15	17:15
P.H.F. 0.85 0.89 0.94 0.96 0.90 0.97			649		1006	1655						1028		720	1748
	P.H.F.		0.85		0.89	0.94						0.96		0.90	0.97

THURSDAY, NOVEMBER 6TH, 2014

CITY: RANCHO PENASQUITOS

PROJECT: PTD14-1107-03

CARMEL VALLEY W-O CHARDONAY

AM Period NB	<u>SB EB</u>		WB			PM Period	NB	SB	EB		WB		
00:00	5		4			12:00			78		59		
00:15	2		4			12:15			65		70		
00:30	3		1			12:30			60		63		
00:45	4	14	2	11	25	12:45			60	263	60	252	515
01:00	3		0			13:00			65		57		
01:15	2		2			13:15			84		72		
01:30	0		1			13:30			80		60		
01:45	0	5	1	4	9	13:45			67	296	95	284	580
02:00	2		1			14:00			87		76		
02:15	2		0			14:15			79		83		
02:30	3		1			14:30			117		82		
02:45	1	8	1	3	11	14:45			112		72	313	708
	0	0	3	U					144		95	010	
03:00	0		3 1			15:00							
03:15	1		1			15:15			151		97 07		
03:30	1	2	1	/	0	15:30			191		86 74	252	1011
03:45	0	2		6	8	15:45			173		74	352	1011
04:00	2		1			16:00			170		66		
04:15	2		1			16:15			186		68		
04:30	0	_	5	. -		16:30			209		75		
04:45	1	5	4	11	16	16:45			275		85	294	1134
05:00	3		9			17:00			215		94		
05:15	10		8			17:15			202		97		
05:30	12		18			17:30			199		82		
05:45	10	35	26	61	96	17:45			232	848	74	347	1195
06:00	12		32			18:00			221		75		
06:15	24		53			18:15			141		75		
06:30	23		98			18:30			113		78		
06:45	36	95	105	288	383	18:45			119	594	50	278	872
07:00	55		157			19:00			116		41		
07:15	58		260			19:15			56		43		
07:30	98		295			19:30			50		48		
07:45	100	311	208	920	1231	19:45			54	276	38	170	446
08:00	99		266			20:00			38		47	-	
08:15	78		315			20:00			36		45		
08:30	130		270			20:10			33		30		
08:45	79	386		1110	1496	20:30			34	141	29	151	292
		300		1110	1470					141		151	272
09:00	65		172			21:00			30		21		
09:15	66		123			21:15			35		19		
09:30	61	257	81	1/0	71/	21:30			25	100	24	00	100
09:45	64	256	84	460	716	21:45			19	109	16	80	189
10:00	49		59			22:00			16		18		
10:15	45		48			22:15			17		16		
10:30	48		57	-	-	22:30			14		8		
10:45	48	190	52	216	406	22:45			9	56	4	46	102
11:00	51		63			23:00			9		8		
11:15	55		55			23:15			10		13		
11:30	74		54			23:30			5		8		
11:45	79	259	55	227	486	23:45			5	29	2	31	60
Total Vol.		1566		3317	4883					4506		2598	7104
				2017							atala	_0,0	
								NB	SB	Daily To EB	Juais	WB	Combined
							_		~-				
	A R A								6072		5915	11987	
Culit 0/		AM		(7.00)	40 704		_					2/ / 0/	
Split %		32.1%)	67.9%	40.7%					63.4%	0	36.6%	59.3%
Peak Hour		07:45		08:00	08:00					16:30		16:45	16:30
Volume		407		1110	1496					901		358	1252
P.H.F.		0.78		0.88	0.94					0.82		0.92	0.87

WEDNESDAY, OCTOBER 29TH, 2014

CITY: RANCHO PENASQUITOS

PROJECT: PTD14-1031-01

CAMINO DEL SUR N-O CARMEL VALLEY

AM Period			SB	EB	WB		PM Period	NB		SB		EB V	VB	
00:00	14		5				12:00	98		98				
00:00	6		4				12:00	87		131				
00:30	4		1				12:30	97		97				
00:45	3	27	5	15		42	12:45	89	371	93	419			790
01:00	1		2				13:00	94		86				
01:15	2		2				13:15	105		100				
01:30	2		0				13:30	98		99				
01:45	3	8	1	5		13	13:45	73	370	96	381			751
02:00	4		0				14:00	93		104				
02:15	1		2				14:15	137		123				
02:30	3		2				14:30	126		104				
02:45	2	10	0	4		14	14:45	180	536	115	446			982
03:00	2		1				15:00	212		153				
03:15	2		0				15:15	197		185				
03:30	0		2				15:30	157		246				
03:45	2	6	1	4		10	15:45	134	700	163	747			1447
04:00	1		2				16:00	151		177				
04:15	4		2				16:15	162		142				
04:30	5		13				16:30	166		123				
04:45	2	12	19	36		48	16:45	184	663	121	563			1226
05:00	4		11				17:00	233		138				
05:15	8		19				17:15	180		133				
05:30	14		38				17:30	215		135				
05:45	22	48	30	98		146	17:45	189	817	140	546			1363
06:00	29		47				18:00	201		132				
06:15	34		64				18:15	173		111				
06:30	56		97				18:30	176		99				
06:45	65	184	130	338		522	18:45	127	677	75	417			1094
07:00	71		188				19:00	109		63				
07:15	98		212				19:15	87		45				
07:30	138		184				19:30	89		71				
07:45	151	458	162	746		1204	19:45	102	387	71	250			637
08:00	158		177				20:00	90		55				
08:15	159		151				20:15	78		49				
08:30	277		212				20:30	72		55				
08:45	184	778	282	822		1600	20:45	70	310	46	205			515
09:00	110		248				21:00	53		29				
09:15	88		132				21:15	50		32				
09:30	71		130				21:30	55		20				
09:45	105	374	119	629		1003	21:45	33	191	18	99			290
10:00	57		85				22:00	36		14				
10:15	85		118				22:15	24		16				
10:30	78 70	200	108	101		711	22:30	26 20	10/	17 0	E/			1/0
10:45	70	290	110	421		711	22:45	20	106	9	56			162
11:00	74		96 150				23:00	19		5				
11:15	88 04		152 114				23:15	11 12		9				
11:30 11:45	96 105	363	116 104	468		831	23:30 23:45	13 10	53	6 0	20			73
11:45	105	303	104	400		031	23:45	10	00	U	20			13
Total Vol.		2558		3586		6144			5181		4149			9330
												Daily Tota		
									NB		SB	EB	WB	Combined
									7739		7735			15474
					M							PM		
Split %		41.6%		58.4%		39.7%			55.5%		44.5%			60.3%
		00.00		08:15		08:15			17:00		15:15			15:00
Peak Hour		08:00												
Peak Hour Volume		778		893		1623			817		771			1447

THURSDAY, NOVEMBER 6TH, 2014

CITY: RANCHO PENASQUITOS

PROJECT: PTD14-1107-03

CARMEL VALLEY E-O CHARDONAY

AM Period NB SB	EB		WB			PM Period	NB	SE	3	EB		WB		
00:00	6		4			12:00				74		58		
00:15	2		4			12:15				62		66		
00:30	2		1			12:30				61		64		
00:45	4	14	2	11	25	12:45				57	254	61	249	503
01:00	3		1			13:00				66		56		
01:15	2		2			13:15				86		68		
01:30	0		1			13:30				79		63		
01:45	0	5	1	5	10	13:45				71	302	102	289	591
02:00	2		1			14:00				88		71		
02:15	2		0			14:15				80		78		
02:30	3		1			14:30				118		79		
02:45	1	8	1	3	11	14:45				113	399	72	300	699
03:00	0		3			15:00				139		90		
03:15	0		1			15:15				154		90		
03:30	1		1			15:30				178		85		
03:45	1	2	1	6	8	15:45				171	642	79	344	986
04:00	2		0			16:00				167		68		
04:15	1		1			16:15				192		70		
04:30	0		4			16:30				217		74		
04:45	1	4	4	9	13	16:45				265	841	91	303	1144
05:00	6		8			17:00				226		95		
05:15	11		8			17:15				201		103		
05:30	13		17			17:30				215		91		
05:45	13	43	28	61	104	17:45				257	899	81	370	1269
06:00	15		32			18:00				222		84		
06:15	24		51			18:15				146		85		
06:30	24		99			18:30				116		72		
06:45	37	100	100	282	382	18:45				113	597	53	294	891
07:00	63		161			19:00				108		45		
07:15	63		263			19:15				60		48		
07:30	106		281			19:30				47		50		
07:45	105	337	200	905	1242	19:45				49	264	40	183	447
08:00	98		280			20:00				36		43		
08:15	87		304			20:15				33		44		
08:30	143		268			20:30				34		30		
08:45	82	410	284	1136	1546	20:45				34	137	28	145	282
09:00	63		175			21:00				29		19		
09:15	67		127			21:15				33		26		
09:30	62		78			21:30				23		29		
09:45	69	261	81	461	722	21:45				17	102	18	92	194
10:00	44		58			22:00				16		18		
10:15	43		47			22:15				15		16		
10:30	53		59	-		22:30				14	_	9		
10:45	47	187	54	218	405	22:45				10	55	4	47	102
11:00	52		55			23:00				8		8		
11:15	57		52			23:15				10		12		
11:30	74	05/	54	010	4/0	23:30				4	0(8	20	Ε/
11:45	73	256	52	213	469	23:45				4	26	2	30	56
Total Vol.		1627		3310	4937						4518		2646	7164
										0	Daily To	otals		
							_	NB	SB		ĒΒ		WB	Combined
											6145		5956	12101
		AM									PM	I		
Split %		33.0%)	67.0%	40.8%						63.1%		36.9%	59.2%
Peak Hour		07:45		08:00	08:00						16:30		16:45	16:45
Volume P.H.F.		433 0.76		1136 0.93	1546 0.94						909 0.86		380 0.92	1287 0.90
		0.70		0.75							0.00		0.72	0.70

THURSDAY, NOVEMBER 6TH, 2014

CITY: RANCHO PENASQUITOS

PROJECT: PTD14-1107-03

TORREY DEL MAR S-O CARMEL VALLEY

AM Period			SB		B WB		PM Period	NB		SB	1	EB W	R	
			0	L						<u>50</u> 52				
00:00 00:15	0 0		2				12:00	12 23		52 37				
00:15	0		2 1				12:15 12:30	23 19		37 39				
00:30	1	1	0	3		4	12:30	13	67	28	156			223
		1		J		7			07		150			225
01:00	0		0				13:00	16		30				
01:15	2		ו ר				13:15	13 17		57				
01:30	0	2	2	F		7	13:30	16	77	41 20	157			222
01:45	0	2	2	5		7	13:45	31	76	29	157			233
02:00	1		0				14:00	22		37				
02:15	0		0				14:15	22		29				
02:30	0 1	2	0	0		2	14:30	19 24	07	32	10/			212
02:45	•	2	0	0		2	14:45	24	87	28	126			213
03:00	3		1				15:00	29		43				
03:15	0		0				15:15	29		59				
03:30	1	Λ	2	4		0	15:30	33 21	110	44 22	170			201
03:45	0	4	1	4		8	15:45	21	112	33	179			291
04:00	2		0				16:00	18 22		31 25				
04:15	1		0				16:15	22		25 20				
04:30 04:45	2 7	12	0 1	1		13	16:30	21 44	105	30 45	131			236
04:45	-	IZ		I		13	16:45		105		131			230
05:00	3		0				17:00	30		40				
05:15	6		0				17:15	33 25		44				
05:30	9	26	0	0		24	17:30	35 27	125	41 32	157			202
05:45	8	20	0	0		26	17:45	27	125		157			282
06:00	23		2				18:00	38 20		43 17				
06:15	46 40		2 7				18:15	28 21		16 23				
06:30 06:45	40 42	151	6	17		168	18:30 18:45	31 18	115	23 21	103			218
		101		17		100			115		103			210
07:00	40		15 10				19:00	20 10		12 10				
07:15 07:30	66 51		18 33				19:15 19:30	19 26		18 22				
07:30	55	212	28	94		306	19:30 19:45	20 14	79	22 15	67			146
-		212	38	74		500			17		07			110
08:00	40 52		38 32				20:00	14 16		15 16				
08:15 08:30	52 77		32 25				20:15 20:30	16 10		12				
08:30	31	200	32	127		327	20:30	10	50	12	60			110
		200		127		527			50		00			
09:00 09:15	53 45		17 10				21:00	15 12		10 10				
09:15	45 39		10 13				21:15 21:30	13 18		10 10				
09:30	33	170	13	53		223	21:30	10	56	10	42			98
	20	170	12	00		225		8	50	5	72			/0
10:00 10:15			12				22:00			5 8				
10:15 10:30	20 38		10				22:15 22:30	6 6		o 7				
10:30	30 39	117	15	53		170	22:30 22:45	2	22	2	22			44
11:00	26		13			170	23:00	3		1				
11:15	20 52		13 20				23:00	з 5		2				
11:30	39		18				23:30	1		3				
11:45	36	153	17	68		221	23:45	1	10	2	8			18
	-		-											
Total Vol.		1050		425		1475			904		1208			2112
									ND		CD	Daily Totals		Combined
									NB		SB	EB	WB	Combined
									1954		1633	514		3587
Snlit 0/		71.2%		20 00/	AM	41.1%			42.8%	ſ	57 20/	PM		58.9%
Split %		11.2%		28.8%		41.170			42.0%		57.2%			30.770
D											45.54			
Peak Hour		07:45		11:45		07:45			16:45		15:00			16:45
Peak Hour Volume P.H.F.				11:45 145 0.70		07:45 347 0.85			16:45 142 0.80		15:00 179 0.76			16:45 312 0.88

TUESADAY, NOVEMBER 11TH, 2014

CITY: RANCHO PENASQUITOS

PROJECT: PTD14-1107-03

CARMEL VALLEY W-O TORREY DEL MAR

AM Period NB SB	EB		WB			PM Period	NB	SB		EB		WB		
00:00	7		4			12:00				80		88		
00:15	5		3			12:15				70		70		
00:30	4		1	_		12:30				77		71		
00:45	3	19	0	8	27	12:45				81	308	88	317	625
01:00	2		0			13:00				76		65		
01:15	1		1			13:15				68		75		
01:30	1		0			13:30				81		60		
01:45	0	4	0	1	5	13:45				65	290	66	266	556
02:00	1		1			14:00				70		78		
02:15	1		2			14:15				84		84		
02:30	0		1			14:30				65		70		
02:45	2	4	1	5	9	14:45				74	293	69	301	594
03:00	1		0			15:00				81		77		
03:15	0		1			15:15				126		74		
03:30	2		1			15:30				119		65		
03:45	3	6	0	2	8	15:45				131	457	65	281	738
04:00	1		2			16:00				148		70		
04:15	0		1			16:15				184		84		
04:30	0		3			16:30				160		65		
04:45	2	3	5	11	14	16:45				185	677	77	296	973
05:00	1		8			17:00				141		61		
05:15	2		10			17:15				162		94		
05:30	3		14			17:30				184		95		
05:45	4	10	33	65	75	17:45				168	655	70	320	975
06:00	5		28			18:00				170		77		
06:15	10		44			18:15				117		84		
06:30	25		77			18:30				89		51		
06:45	22	62	116	265	327	18:45				95	471	62	274	745
07:00	30		121			19:00				68		55		
07:15	30		155			19:15				60		40		
07:30	44		160			19:30				51		43		
07:45	62	167	175	611	778	19:45				49	228	40	178	406
08:00	62	-	135			20:00				50		28		
08:15	58		162			20:00				41		26		
08:30	61		178			20:30				55		21		
08:45	70	251	180	655	906	20:45				35	181	22	97	278
09:00	66	201			,	21:00				28	101	23		270
09:00	70		162 141			21:00				20 20		23 31		
09:15	55		121			21:15				20 19		28		
09:45	68	259	130	554	813	21:45				22	89	12	94	183
		207			010						57		77	100
10:00	51 60		88 90			22:00				20 18		14 10		
10:15 10:30	60 54		90 81			22:15 22:30				18 16		10 9		
10:30	54 40	205	81 77	336	541	22:30 22:45				16 21	75	9 3	36	111
		200		550	J4 I						75		50	111
11:00	61 70		68 70			23:00				11 5		5		
11:15	70 77		70 70			23:15				5		4		
11:30 11:45	77 62	270	78 75	291	561	23:30 23:45				5 1	22	3 4	16	38
11.40	02	270	75	291	301	23.43				I	22	4	10	30
Total Vol.		1260		2804	4064						3746		2476	6222
										[Daily To	otals		
							_	NB	SB		ËB		WB	Combined
											5006		5280	10286
		AM									PM	1		
Split %		31.0%)	69.0%	39.5%						60.2%		39.8%	60.5%
Peak Hour		11:15		08:15	08:15						17:15		17:15	17:15
reak noul														
		289		682	937						684		336	1020

THURSDAY, NOVEMBER 6TH, 2014

CITY: RANCHO PENASQUITOS

PROJECT: PTD14-1107-03

CARMEL VALLEY E-O TORREY DEL MAR

AM Period NB SB	EB		WB			PM Period	NB	SB		EB		WB		
00:00	4		6			12:00			-	77		66		
00:15	3		3			12:15			6	60		62		
00:30	2		2			12:30				66		70		
00:45	1	10	1	12	22	12:45			-	70	273	78	276	549
01:00	4		0			13:00			-	71		51		
01:15	2		1			13:15			8	34		62		
01:30	1		2			13:30			C	95		70		
01:45	0	7	2	5	12	13:45			-	70	320	91	274	594
02:00	2		1			14:00			8	30		88		
02:15	1		0			14:15			-	77		81		
02:30	2		0			14:30			1	21		70		
02:45	2	7	2	3	10	14:45			1	18	396	75	314	710
03:00	0		1			15:00			1	51		91		
03:15	2		2			15:15			1	62		99		
03:30	1		0			15:30			1	70		81		
03:45	0	3	1	4	7	15:45			1	84	667	78	349	1016
04:00	2		2			16:00			1	81		62		
04:15	1		2			16:15			1	77		62		
04:30	0		4			16:30			2	12		77		
04:45	0	3	5	13	16	16:45			2	68	838	81	282	1120
05:00	2		11			17:00			2	32		95		
05:15	8		8			17:15				15		84		
05:30	11		20			17:30				02		96		
05:45	9	30	22	61	91	17:45			2	26	875	78	353	1228
06:00	10		31			18:00			2	15		80		
06:15	21		58			18:15				61		62		
06:30	25		90			18:30				11		77		
06:45	33	89	115	294	383	18:45			1	32	619	51	270	889
07:00	49		161			19:00			1	08		40		
07:15	58		268			19:15				50		35		
07:30	99		285			19:30				51		44		
07:45	111	317		929	1246	19:45					285	42	161	446
08:00	105		277			20:00				30		41		
08:15	80		305			20:15				33		38		
08:30	125		284			20:30				35		31		
08:45	88	398		1128	1526	20:45					138	30	140	278
09:00	70		180			21:00				35		15		
09:15	69		121			21:15				28		18		
09:30	77		98			21:30				21		20		
09:45	65	281	80	479	760	21:45					104	18	71	175
10:00	52		66			22:00				19		20		
10:15	55		54			22:00				20		20 15		
10:30	44		50			22:13				11		11		
10:30	48	199	62	232	431	22:45					61	7	53	114
11:00	55		65			23:00				9		6		
11:15	53 52		60			23:00				10		10		
11:30	52 70		51			23:30				6		7		
11:45	76	253	66	242	495	23:45				7	32	3	26	58
Total Vol.		1597		3402	4999						4608		2569	7177
								NR	CD	Da	ily To	tals		Combined
								NB	SB		EB		WB	Combined
		A F 7								e	5205		5971	12176
Calit 9/		AM		10.401	11 10/					1	PM		25.00/	E0.00/
Split %		31.9%		68.1%	41.1%					6	4.2%		35.8%	58.9%
Peak Hour		07:45		08:00	08:00						16:30		16:45	16:45
Peak Hour Volume P.H.F.		07:45 421		08:00 1128	08:00 1526						16:30 927		16:45 356	16:45 1273

TUESDAY, NOVEMBER 11TH, 2014

CITY: RANCHO PENASQUITOS

PROJECT: PTD14-1107-03

MONA N-O CARMEL VALLEY

AM Period			SB		B WB		PM Period	NB		SB	F	B W	B	
00:00	1		0	L			12:00	2		2	L	<u>.D vv</u>	D	
00:00	0		0				12:00	2		2 1				
00:15	0		0				12:30	7		6				
00:45	0	1	0	0		1	12:45	2	13	0	9			22
01:00	0		0				13:00	13	-	5				
01:00	0		0				13:15	3		6				
01:30	0		0				13:30	5		5				
01:45	0	0	0	0			13:45	2	23		18			41
02:00	0	-	0				14:00	4		9				
02:00	0		0				14:15	7		2				
02:10	0		0				14:30	, 5		2				
02:45	0	0	0	0			14:45	11	27		23			50
03:00	0		0				15:00	5		8				
03:15	0		0				15:15	9		6				
03:30	2		1				15:30	4		3				
03:45	0	2	1	2		4	15:45	10	28		26			54
04:00	0		0				16:00	2		5				
04:15	0		0				16:15	2		7				
04:30	0		0				16:30	4		1				
04:45	0	0	0	0			16:45	3	11	4	17			28
05:00	0		1				17:00	2		1				
05:15	0		0				17:15	8		3				
05:30	0		0				17:30	10		2				
05:45	0	0	0	1		1	17:45	4	24	3	9			33
06:00	0		0				18:00	6		3				
06:15	1		4				18:15	3		6				
06:30	1		4				18:30	7		5				
06:45	5	7	4	12		19	18:45	5	21	7	21			42
07:00	2		4				19:00	3		3				
07:15	10		7				19:15	7		6				
07:30	7		7				19:30	1		5				
07:45	8	27	2	20		47	19:45	2	13	10	24			37
08:00	11		3				20:00	4		9				
08:15	0		7				20:15	9		7				
08:30	2		5				20:30	4		7				
08:45	1	14	7	22		36	20:45	2	19	2	25			44
09:00	12		5				21:00	1		2				
09:15	0		5				21:15	1		0				
09:30	5		5				21:30	1		0				
09:45	5	22	5	20		42	21:45	3	6	1	3			9
10:00	4		7				22:00	0		0				
10:15	2		6				22:15	4		4				
10:30	3		2				22:30	1		0				
10:45	8	17	5	20		37	22:45	0	5	1	5			10
11:00	4		6				23:00	2		0				
11:15	6		2				23:15	1		1				
11:30	0		5				23:30	0		0				
11:45	4	14	4	17		31	23:45	0	3	0	1			4
Total Vol.		104		114		218			193		181			374
i utai VUI.		104		114		21ð			173		101		_	3/4
									NB		SB	Daily Totals EB	S WB	Combined
								-	297		295			592
					A N J				291		290			592
Split %		17 70/		50 20/	AM	36.8%		-	51.6%	Λ	8.4%	PM		63.2%
Spill 70		47.7%		52.3%										
											0.45			
Peak Hour		07:15		08:15		07:15			14:30	1	19:45			14:30
Peak Hour Volume P.H.F.		07:15 36 0.82		08:15 24 0.86		07:15 55 0.81			14:30 30 0.59		33 0.83			14:30 56 0.67

TUESDAY, JULY 8TH, 2014

CITY: RANCHO BERNARDO

PROJECT: PTD14-0711-01

CARMEL VALLEY E-O BLACK MTN / PARK ENT

AM Period NB S	B EB		WB			PM Period	NB	SB		EB		WB		
00:00	<u> </u>		12			12:00		0		32		91		
00:15	12		8			12:00				32		84		
00:30	9		15			12:13				01		84		
00:45	6	38	11	46	84	12:30				39	354	78	337	691
		00	9	10	01					91	001	78	007	0,1
01:00	6		9 7			13:00						78 78		
01:15	3					13:15				04		78 80		
01:30 01:45	5 4	18	5 1	22	40	13:30 13:45				31 76	352	60 67	303	455
	4	10	1	22	40						302		303	655
02:00	1		0			14:00				99		57		
02:15	3		2			14:15				34		72		
02:30	2	7	1	2	10	14:30				08	204	57	2/0	(52)
02:45	I	7	0	3	10	14:45				93	384	82	268	652
03:00	0		1			15:00				37		52		
03:15	0		2			15:15				06		80		
03:30	1	0	4	10	45	15:30				37		82	04.0	700
03:45	2	3	5	12	15	15:45				47	477	98	312	789
04:00	1		6			16:00				55		121		
04:15	2		4			16:15				51		103		
04:30	1		12	-	-	16:30				74		126		
04:45	1	5	9	31	36	16:45			1	79	659	131	481	1140
05:00	11		15			17:00				07		115		
05:15	10		12			17:15				98		152		
05:30	25		18			17:30				25		128		
05:45	11	57	20	65	122	17:45			2	44	874	122	517	1391
06:00	29		32			18:00			2	56		123		
06:15	22		32			18:15			2	15		104		
06:30	36		40			18:30			2	44		88		
06:45	56	143	50	154	297	18:45			1	79	894	95	410	1304
07:00	68		66			19:00			1	55		121		
07:15	62		65			19:15			1	53		103		
07:30	98		70			19:30			1	33		84		
07:45	94	322	88	289	611	19:45			1	03	544	95	403	947
08:00	88		125			20:00			(93		65		
08:15	94		131			20:15			5	30		55		
08:30	105		175			20:30			į	59		40		
08:45	116	403	162	593	996	20:45			Į	58	290	35	195	485
09:00	103		184			21:00				17		40		
09:15	141		191			21:15				19		62		
09:30	128		212			21:30				35		44		
09:45	128	500	169	756	1256	21:45				34	165	40	186	351
10:00	105		151			22:00				30		28		
10:15	79		140			22:00				28		30		
10:30	70		131			22:30				29		25		
10:45	84	338	125	547	885	22:45				27	114	21	104	218
11:00	85		88			23:00				20		18		
11:15	69		91			23:00				25		20		
11:30	87 77		77			23:30				19		22		
11:45	92	323	88	344	667	23:45				12	76	15	75	151
Total Vol.		2157		2862	5019						5183		3591	8774
									<u> </u>	D	aily To	otals		Occurs 1
							_	NB	SB		EB		WB	Combined
											7340		6453	13793
		AM									PN			
Split %		43.0%)	57.0%	36.4%						59.1%)	40.9%	63.6%
Peak Hour		09:15		09:00	09:00						17:45		16:45	17:15
Volume		502		756	1256						959		526	1448
P.H.F.		502 0.89		756 0.89	0.92						959 0.94		526 0.87	0.96

TUESDAY, JULY 8TH, 2014

CITY: RANCHO BERNARDO

PROJECT: PTD14-0711-01

CARMEL VALLEY W-O BLACK MTN

AM Period NB SB	EB		WB			PM Period	NB	SB	E	3	WB		
00:00	11		9			12:00			43		72		
00:15	14		5			12:15			48	}	67		
00:30	5		1			12:30			46)	76		
00:45	4	34	3	18	52	12:45			40	177	56	271	448
01:00	6		3			13:00			40		73		
01:15	3		1			13:15			50		55		
01:30	2		2			13:30			28		67		
01:45	3	14	2	8	22	13:45			29		69	264	411
02:00	0		1	U		14:00			39		43	201	
02:00	1		0			14:00			43		43 59		
02:30	1		2			14:15			65		53		
02:45	2	4	0	3	7	14:30			34		50	205	386
	2	4	1	J	7							205	300
03:00	1		1			15:00			53		62		
03:15	0		0			15:15			72		56		
03:30	0		1			15:30			71		57		
03:45	1	2	0	2	4	15:45			10	5 301	58	233	534
04:00	0		4			16:00			14	1	58		
04:15	0		4			16:15			168		66		
04:30	0		3			16:30			189		81		
04:45	1	1	6	17	18	16:45			190	6 694	70	275	969
05:00	2		4			17:00			21	5	78		
05:15	7		8			17:15			262	2	115		
05:30	6		9			17:30			212	2	94		
05:45	3	18	20	41	59	17:45			218	8 907	88	375	1282
06:00	6		37			18:00			192	2	95		
06:15	8		44			18:15			143		85		
06:30	14		67			18:30			163		114		
06:45	23	51	82	230	281	18:45			12		69	363	982
07:00	44	-	121			19:00			98		82		
07:15	55		168			19:15			102		66		
07:30	68		178			19:30			85		69		
07:45	51	218	190	657	875	19:45			54		44	261	600
		210		007	075							201	000
08:00	60		184			20:00			69		52		
08:15	78		212			20:15			65		54		
08:30	81	070	219	704	1070	20:30			29		44	100	401
08:45	60	279		794	1073	20:45			40		48	198	401
09:00	84		170			21:00			28		32		
09:15	56		155			21:15			34		33		
09:30	38		134			21:30			31		45		
09:45	61	239	91	550	789	21:45			23	116	24	134	250
10:00	57		68			22:00			26	•	25		
10:15	47		80			22:15			17	,	9		
10:30	27		67			22:30			15	i i	13		
10:45	8	139	71	286	425	22:45			25	83	16	63	146
11:00	14		75			23:00			21		8		
11:15	26		44			23:15			13		11		
11:30	37		70			23:30			27		4		
11:45	43	120	62	251	371	23:45			9	70	11	34	104
Tatal Val		1110		2057	207/					2027		2/7/	1540
Total Vol.		1119		2857	3976					3837		2676	6513
									<u>CD</u>	Daily T	otals		Combine
								NB	SB	EB		WB	Combined
		_								4956	_	5533	10489
		AM								PN			
		7	_										
Split %		28.1%)	71.9%	37.9%					58.9%	, ວ	41.1%	62.1%
		28.1%)								, D		
Peak Hour		28.1% 08:15)	07:45	08:15					17:00	, >	17:15	17:00
		28.1%)								, 		



Attachment 6

"Segment Counts (ADT)"

Pg. 46 - 50



PREPARED BY: PACIFIC TECHNICAL DATA

	<u>DATE:</u> 10/29/14 WEDNESDAY	LOCATIO NORTH EAST &	& SOUTH	:	CAMINO) PENASC) DEL SU L VALLE	JR			PROJEC LOCATIC CONTRO	ON #:	PTD14-1 1 SIGNAL	031-01						
	NOTES:										AM PM MD OTHER	▲ W	N N S	E►					
		NC	ORTHBOU	ND	SC	OUTHBOU	IND	E	ASTBOUN	ND	OTHER	/ESTBOUI	▼		 		J-TUF	RNS	
		C	AMINO DEL SU	UR	C	AMINO DEL S	UR	(CARMEL VALL	EY		CARMEL VALLI							
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
	7:00 AM	17	46	39	42	98	39	5	29	8	45	114	18	500	1		1		2
	7:15 AM	15	51	41	54	91	73	7	42	16	72	153	37	652	1	1	•	1	3
	7:30 AM	16	63	34	27	90	64	17	52	26	85	179	55	708	-				0
	7:45 AM	25	73	24	34	88	43	26	21	22	61	119	54	590					0
_	8:00 AM	31	83	29	27	101	48	22	46	19	38	148	49	641					0
_	8:15 AM	46	80	22	10	77	69	34	30	32	43	151	36	630					0
	8:30 AM	45	163	28	38	107	70	59	45	35	88	135	46	859	2			1	3
AIVI	8:45 AM	43	113	48	29	148	97	40	32	44	126	147	26	893		2	1	1	3
	VOLUMES APPROACH %	238 20%	672 57%	265 23%	261 17%	800 51%	503 32%	210 30%	297 42%	202 28%	558 28%	1,146 57%	321 16%	5,473	4	3		3	11
- H	APPROACH 70	1,175	<u> </u>	1,203	1,564	<u> </u>	1,560	709	42.70	823	2,025	<u> </u>	1,887	0					
	BEGIN PEAK HR	1,175	8:00 AM		1,504	/	1,000	707	/	025	2,023	/	1,007	0					
	VOLUMES	165	439	127	104	433	284	155	153	130	295	581	157	3,023					
	APPROACH %	23%	60%	17%	13%	53%	35%	35%	35%	30%	29%	56%	15%						
	PEAK HR FACTOR		0.774			0.749			0.788			0.864		0.846					
	APP/DEPART	731	1	751	821	/	858	438	/	384	1,033	/	1,030	0					
	4:00 PM	24	89	52	27	117	26	31	89	31	19	30	27	562	4				4
_	4:15 PM	23	88	59	18	93	26	44	114	37	21	38	25	586					0
-	4:30 PM	31	101	71	35	72	19	33	132	29	33	25	29	610	2		1		3
-	4:45 PM	33	108	68	36	58	21	58	149	49	36	58	21	695		1		1	2
-	5:00 PM 5:15 PM	43 28	127 102	85 77	36 35	88 90	13 10	44 50	128 131	39 33	17 37	29 40	52 30	701 663	4 5				4 5
-	5:30 PM	35	156	71	35	74	16	38	131	44	29	52	26	714	2				2
_	5:45 PM	37	111	74	38	89	25	56	143	50	31	46	32	732	1			1	2
א צ	VOLUMES	254	882	557	264	681	156	354	1,020	312	223	318	242	5,263	18	1	1	2	22
	APPROACH %	15%	52%	33%	24%	62%	14%	21%	60%	19%	28%	41%	31%	-,		-	-		
	APP/DEPART	1,693	/	1,478	1,101	/	1,216	1,686	/	1,841	783	/	728	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	143	496	307	148	341	64	188	536	166	114	167	140	2,810					
	APPROACH %	15%	52%	32%	27%	62%	12%	21%	60%	19%	27%	40%	33%						
	PEAK HR FACTOR	046	0.903	074	552	0.910	601	800	0.894	001	401	0.966	274	0.960					
	APP/DEPART	946	/	824	553	/	621	890	/	991	421	/	374	0	1				
					САМ	INO DEI	SUR												
					 ← N	ORTH SI	DE —→	Ļ											

CARMEL VALLEY

WEST SIDE

*

EAST SIDE CARMEL VALLEY

← SOUTH SIDE → CAMINO DEL SUR

▼

	7:00 AM
	7:15 AM
	7:30 AM
_	7:45 AM
AM	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
	4:00 PM
	4:15 PM
	4:30 PM
_	4:45 PM
ΡM	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

PEDESTRIAN CROSSINGS												
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL								
		1		1								
		1	1	2								
		1	1	2								
			1	1								
				0								
				0								
	1	1		2								
	1	2		3								
0	2	6	3	11								
				0								
				0								
				0								
			1	1								
				0								
				0								
				0								
				0								
0	0	0	1	1								

P	PEDESTRIAN ACTIVATIONSN SIDES SIDEE SIDEW SIDETOTAL													
N SIDE	N SIDE S SIDE E SIDE W SIDE													
				0										
				0										
				0										
				0										
				0										
				0										
				0										
				0										
0	0	0	0	0										
				0										
				0										
				0										
				0										
				0										
				0										
				0										
				0										
0	0	0	0	0										

В	ICYC	LE CR	OSSI	NGS
NS	SS	ES	WS	TOTAL
				0
	2		1	3
		1		1
		2	1	3
	1		1	3 2 4
1	1	1	1	4
		1		1
	1	2		3
1	5	7	4	17
				0
	1		1	0 2 1
			1	1
	1	1	1	3
				0
	1			1
				0
				0
0	3	1	3	7

PREPARED BY: PACIFIC TECHNICAL DATA

	<u>DATE:</u> 10/29/14 WEDNESDAY	LOCATI NORTH EAST &	& SOUTH:		PARK E) PENASC NT L VALLE				PROJECT LOCATIC CONTRC	DN #:	PTD14-1 2 SIGNAL	031-01						
	NOTES:										AM PM MD OTHER OTHER	▲ W	N N S ▼	E►					
		N	NORTHBOUND SOUTHBOUND						ASTBOUI			/ESTBOUI				ι	J-TUF	NS	
		NL	PARK ENT	NR	SL	PARK ENT	SR	EL	ET	EY ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	X	X	SL	X	эк	1 EL	2	X	X	2		TOTAL	X	X	X	X	IIL
	7:00 AM				0		1	2	116			243	0	362					0
	7:15 AM				0		3	2	166			265	0	436				ļ	0
	7:30 AM				0		2	1	194			232	0	429					0
	7:45 AM				1		0	0	138			217	0	356				ļ	0
	8:00 AM				0		1	1	152			271	2	427					0
	8:15 AM						2	2	119			223	1	348				·	0
_	8:30 AM 8:45 AM				0		0	1	122 130			185 161	2	310 298					0
AM	VOLUMES	0	0	0	2	0	13	10	1,137	0	0	1,797	7	2,966	0	0	0	0	0
	APPROACH %	0%	0%	0%	13%	0%	87%	1%	99%	0%	0%	100%	, 0%	2,700	<u> </u>	0	0	0	0
	APP/DEPART	078	/	17	15/0	/	0/78	1,147	/	1,139	1,804	/	1,810	0					
	BEGIN PEAK HR	0	7:15 AM	.,	10	,	0	.,,	,	1,107	1,001	,	1,010	0					
	VOLUMES	0	0	0	1	0	6	4	650	0	0	985	2	1,648					
	APPROACH %	0%	0%	0%	14%	0%	86%	1%	99%	0%	0%	100%	0%	.,					
	PEAK HR FACTOR		0.000			0.583			0.838			0.904		0.945					
	APP/DEPART	0	/	6	7	/	0	654	/	651	987	/	991	0					
	4:00 PM				0		2	1	146			108	0	257					0
	4:15 PM				1		3	8	223			105	1	341					0
	4:30 PM				1		3	10	277			130	3	424					0
	4:45 PM				14		9	15	238			121	22	419					0
	5:00 PM				8		3	5	220			143	4	383				ļ	0
	5:15 PM				1		1	7	252			149	8	418					0
	5:30 PM				13		10	8	243			195	16	485					0
РМ	5:45 PM	0		0	5	0	4	14	252		0	154	10	439		0	0		0
	VOLONIEO	0	0	0	43	0	35	68	1,851	0	0	1,105	64	3,166	0	0	0	0	0
	APPROACH % APP/DEPART	0%	0%	<u>0%</u> 132	55% 78	0%	<u>45%</u> 0	4% 1,919	96%	<u> 0% </u> 1,894	0% 1,169	95%	<u> </u>	0					
	BEGIN PEAK HR	0	5:00 PM	132	70	/	0	1,717	7	1,074	1,109	/	1,140	0					
	VOLUMES	0	0	0	27	0	18	34	967	0	0	641	38	1,725					
	APPROACH %	0%	0%	0%	60%	0%	40%	3%	97%	0%	0%	94%	6%	1,725					
	PEAK HR FACTOR	070	0.000	070	0070	0.489	4070	370	0.941	070	070	0.805	070	0.889					
	APP/DEPART	0	/	72	45	/	0	1,001	/	994	679	/	659	0					
						PARK EN									•				
		. <u> </u>		`	_ - N	ORTH SI	DF				-								
				↑				Î											
	CARMEL	VALLE	/ WE	ן ST SIDE ו				EAST SI	DE	CARME	L VALLE	Y							
				¥				↓											

← SOUTH SIDE → PARK ENT

	7:00 AM
	7:15 AM
	7:30 AM
_	7:45 AM
AM	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
_	1.101101
РМ	5:00 PM
ΡM	
ΡM	5:00 PM 5:15 PM 5:30 PM
ΡM	5:00 PM 5:15 PM

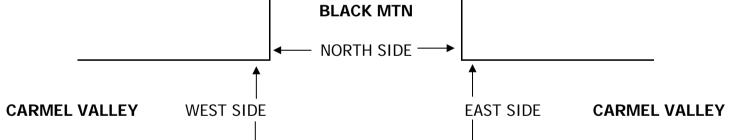
F	PEDESTRIAN CROSSINGS													
N SIDE	S SIDE	TOTAL												
				0										
				0										
				0										
				0										
				0										
				0										
				0										
1				1										
1	0	0	0	1										
				0										
				0										
				0										
				0										
				0										
				0										
				0										
				0										
0	0	0	0	0										

Р	PEDESTRIAN ACTIVATIONS													
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL										
				0										
				0										
				0										
				0										
				0										
				0										
				0										
				0										
0	0	0	0	0										
				0										
				0										
				0										
				0										
				0										
				0										
				0										
				0										
0	0	0	0	0										

BICYCLE CROSSINGS												
NS	SS	ES	WS	TOTAL								
1				1								
1				1								
				0								
				0								
				0								
				0								
3				3								
				0								
5	0	0	0	5								
				0								
				0								
				0								
				0								
				0								
				0								
				0								
				0								
0	0	0	0	0								

PREPARED BY: PACIFIC TECHNICAL DATA

	<u>DATE:</u> 7/8/14 TUESDAY	LOCATIO NORTH EAST &	& SOUTH	:	BLACK) PENASC MTN L VALLE				PROJEC ⁻ LOCATIC CONTRC	ON #:	PTD14-0 1 SIGNAL	711-01							
	NOTES:										AM PM MD OTHER OTHER	▲ W	N S ▼	E►						
		NC	DRTHBOU	ND	SC	DUTHBOU	ND	E	ASTBOUN	١D	V	/ESTBOUI	١D			ι	J-TUR	RNS		
		NU	BLACK MTN		CI									TOTAL						
	LANES:	NL 2	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 1	WL 1	WT 1	WR X	TOTAL	NB	SB X	EB 1	WB X	TTL	
			~		~	~	~	Λ			1	1	~	0.0.1	<u>^</u>	~		^		
	7:00 AM	30		37					41	8	14	101		231			2	1	1	
	7:15 AM	42 59		52 62					41 50	10 10	22 45	115 115		282 341			2		2	
	7:30 AM 7:45 AM	81		62					41	10	45 41	115		358				1	1	
	8:00 AM	52		67					41	21	41	145		372			2	1	2	
	8:15 AM	69		79					53	18	47	138		406			2	1	 1	
	8:30 AM	75		73					63	23	52	130		435				1	1	
v	8:45 AM	60		66					54	15	44	126		365					0	
AM	VOLUMES	468	0	501	0	0	0	0	383	123	314	1,001	0	2,790	0	0	4	4	8	
	APPROACH %	48%	0%	52%	0%	0%	0%	0%	76%	24%	24%	76%	0%	2,770		Ũ	•		Ŭ	
	APP/DEPART	969	/	0	0	/	437	506	/	884	1,315	/	1,469	0						
	BEGIN PEAK HR		8:00 AM																	
	VOLUMES	256	0	285	0	0	0	0	210	77	192	558	0	1,578						
	APPROACH %	47%	0%	53%	0%	0%	0%	0%	73%	27%	26%	74%	0%							
	PEAK HR FACTOR		0.914			0.000			0.834			0.933		0.907						
	APP/DEPART	541	/	0	0	/	269	287	/	495	750	/	814	0						
	4:00 PM	11		56					102	38	72	39		318					0	
	4:15 PM	19		57					117	35	61	44		333					0	
	4:30 PM	40		59					129	47	70	44		389			1		1	
	4:45 PM	35		66					135	60	88	42		426					0	
	5:00 PM	29		63					125	75	76	44		412					0	
	5:15 PM	38		57					182	67	82	67		493			1		1	
	5:30 PM	39		80					162	62	89	50		482					0	
ΡМ	5:45 PM	28	0	100		-	0	0	157	70	81	55	0	491		0	1	0	1	
-	VOLUMES	239	0	538	0	0	0	0	1,109	454	619	385	0	3,344	0	0	3	0	3	
	APPROACH %	31%	0%	<u> 69% </u>	0%	0%	0%	0%	71%	29%	62%	38%	0%	0						
	APP/DEPART BEGIN PEAK HR	777	5:00 PM	0	0	/	1,073	1,563	/	1,647	1,004	/	624	0						
	VOLUMES	134	0 0	300	0	0	0	0	626	274	328	216	0	1,878						
	APPROACH %	31%	0%	300 69%	0%	0%	0%	0%	70%	274 30%	528 60%	40%	0%	1,070						
	PEAK HR FACTOR	5170	0.848	0770	070	0.000	070	070	0.904	5070	0070	0.913	070	0.952						
	APP/DEPART	434	/	0	0	/	602	900	/	926	544	/	350	0.752						
			*	~								,		<u> </u>						
					В		٢N													



← SOUTH SIDE → BLACK MTN

	7:00 AM
	7:15 AM
	7:30 AM
_	7:45 AM
AM	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
	4:00 PM
	4:15 PM
	4:30 PM
_	4:45 PM
РМ	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

F	PEDESTR	PEDESTRIAN CROSSINGSN SIDES SIDEE SIDEW SIDETOTAL												
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL										
				0										
		1		1										
	1			1										
	1			1										
				0										
	1			1										
				0										
				0										
0	3	1	0	4										
	1			1										
				0										
				0										
				0										
				0										
				0										
				0										
				0										
0	1	0	0	1										

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P	PEDESTRIAN ACTIVATIONS														
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL											
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0	0	0	0	0											

В	ICYC	LE CR	OSSI	NGS
NS	SS	ES	WS	TOTAL
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				0
				0
	2			2
	1	1		2
				0
	1			1
0	4	1	0	5
				0
				0
				0
				0
				0
	1			1
				0
	4			4
0	5	0	0	5

PREPARED BY: PACIFIC TECHNICAL DATA

	<u>DATE:</u> 11/6/14 THURSDAY	LOCATIO NORTH EAST &	& SOUTH	:	TORRE) penaso Y del M L valle	AR			PROJECT LOCATIC CONTRO	DN #:	PTD14-1 2 SIGNAL	107-03						
	NOTES:										AM PM MD OTHER OTHER	▲ W	N N S ▼	E ►					
			ORTHBOU			OUTHBOU			ASTBOUN			/ESTBOUI				ι	J-TUF	₹NS	
		NL	ORREY DEL MA	ar NR	SL	TORREY DEL MAR			ET	EY ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	X	1 1	X	X	SR X	1 1	2	O D	1 1	2	X	TOTAL	X	X	X	X	IIL
	7:00 AM	21		18				3	33	3	11	156		245			3	8	11
	7:15 AM	42		26				5	38	3	14	242		370			5	10	15
	7:30 AM	26		23				4	57	4	26	274		414			4	14	18
	7:45 AM	26		24				7	77	3	22	179		338			7	11	18
	8:00 AM	25		17				6	85	4	36	241		414			6	22	28
	8:15 AM	35		17				12	49	4	29	271		417			12	22	34
	8:30 AM	35		39				17	72	5	19	260		447			17	11	28
AM	8:45 AM	15	0	22	0	0	0	10	61	5	33	254	0	400	0	0	10	17	27
	VOLUMES	225	0	186	0	0	0	64 110(472	31	190	1,877	0	3,045	0	0	64	115	179
	APPROACH % APP/DEPART	55% 411	0%	<u>45%</u> 64	0%	0%	<u>0%</u> 221	11% 567	83%	<u>5%</u> 658	9% 2,067	<u>91%</u>	0% 2,102	0					
	BEGIN PEAK HR	411	8:00 AM		0	1	221	507	/	050	2,007	/	2,102	0					
	VOLUMES	110	0.00 AM	95	0	0	0	45	267	18	117	1,026	0	1,678					
	APPROACH %	54%	0%	46%	0%	0%	0%	14%	207 81%	5%	10%	90%	0%	1,070					
	PEAK HR FACTOR	5470	0.693	4070	070	0.000	070	1470	0.868	570	1070	0.953	070	0.938					
	APP/DEPART	205	/	45	0	/	135	330	/	362	1,143	/	1,136	0.750					
	4:00 PM	8	-	10				4	165	6	26	51	.,	270			4	11	15
	4:15 PM	12		8				6	168	6	14	51		265			6	5	11
	4:30 PM	10		12				6	189	4	29	45		295			6	7	13
	4:45 PM	18		23				13	251	16	28	57		406			13	9	22
	5:00 PM	14		11				4	213	8	31	53		334			4	0	4
	5:15 PM	19		15				11	197	12	31	74		359			11	10	21
	5:30 PM	19		12				12	192	15	30	58		338			12	10	22
РМ	5:45 PM	16		12				8	212	10	23	55		336			8	7	15
	VOLUMES	116	0	103	0	0	0	64	1,587	77	212	444	0	2,603	0	0	64	59	123
	APPROACH %	53%	0%	47%	0%	0%	0%	4%	92%	4%	32%	68%	0%						
	APP/DEPART	219	/	64	0	/	289	1,728	/	1,690	656	/	560	0					
	BEGIN PEAK HR	70	4:45 PM		0	0	0	10	050	F 4	100	0.40	0	1 407					
	VOLUMES	70 5297	0	61	0	0	0	40	853	51	120	242	0	1,437					
	APPROACH %	53%	0%	47%	0%	0%	0%	4%	90%	5%	33%	67%	0%	0.005					
	PEAK HR FACTOR APP/DEPART	131	0.799	40	0	0.000	171	944	0.843	914	362	0.862	312	0.885 0					
		131	/	40	0	1	171	744	/	714	302	/	512	0					
					TOR	REY DEL	MAR												
					N	IORTH SI	DE —→				_								
				↑				1											
																			
	CARMEL VALLEY WEST SID							EAST SI	DE	CARME	L VALLE	Y							
				↓				¥											

← SOUTH SIDE → TORREY DEL MAR

	7:00 AM
	7:15 AM
	7:30 AM
_	7:45 AM
AM	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
	4:00 PM
	4:15 PM
	4:30 PM
_	4:45 PM
ΡM	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

F	PEDESTRIAN CROSSINGS									
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL						
				0						
				0						
				0						
				0						
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P	PEDESTRIAN ACTIVATIONS										
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL							
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В	BICYCLE CROSSINGS										
NS	SS	ES	WS	TOTAL							
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				0							
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0	0	0	0	0							

PREPARED BY: PACIFIC TECHNICAL DATA

[<u>DATE:</u> 11/6/14 THURSDAY	LOCATIO NORTH EAST &	& SOUTH	:	RANCHO CHADAI CARME			ISTANA		PROJECT LOCATIC CONTRO	DN #:	PTD14-1 3 SIGNAL	107-03						
	NOTES:										AM PM MD OTHER OTHER	▲ W	N S ▼	E►					
ſ			DRTHBOU y / caminito			UTHBOU Y / CAMINITO			ASTBOUN			/ESTBOUI					U-TUI	RNS	
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
T	7:00 AM	4	0	2	4	0	7	2	49	0	2	155	5	230				1	1
	7:15 AM	6	0	2	7	0	9	1	65	0	0	241	1	332					0
	7:30 AM	3	0	2	7	0	15	0	92	3	1	282	1	406					0
	7:45 AM	2	0	3	6	0	5	6	101	1	0	193	7	324					0
	8:00 AM	4	0	0	6	0	6	6	94	2	1	259	13	391	-				0
-	8:15 AM 8:30 AM	4	0	4 5	6 14	0	3 8	2	67 112	3	2 2	295 256	5 8	391 410					0
		0	0	4	3	0	0 7	4	88	3	9	250	0 14	396				3	3
	8:45 AM VOLUMES	24	0	22	53	0	60	24	668	13	17	1,945	54	2,880	0	0	0	4	4
L	APPROACH %	52%	0%	48%	47%	0%	53%	3%	95%	2%	1%	96%	3%	_,		-			
	APP/DEPART	46	/	78	113	/	30	705	/	743	2,016	/	2,029	0					
	BEGIN PEAK HR		8:00 AM																
1	VOLUMES	9	0	13	29	0	24	15	361	9	14	1,074	40	1,588					
4	APPROACH %	41%	0%	5 9 %	55%	0%	45%	4%	9 4%	2%	1%	9 5%	4%						
	PEAK HR FACTOR		0.688			0.602			0.830			0.934		0.968					
4	APP/DEPART	22	/	55	53	/	23	385	/	403	1,128	/	1,107	0					
	4:00 PM	0	1	0	3	0	4	8	177	2	1	61	8	265					0
_	4:15 PM	2	0	1	2	0	1	5	170	2	1	62	2	248				1	1
	4:30 PM	1	0	1	3	0	3	0	205	1	1	68	4	287			2	1	1
-	4:45 PM 5:00 PM	0	0	4	8	0	0	6 3	260 203	4	0	87 88	2 5	374 314			2		2 0
ŀ	5:15 PM	1	1	3 1	3	0	3	3	197	3	5	95	7	314				1	1
ŀ	5:30 PM	2	0	3	11	0	4	1	209	0	7	78	6	317				1	0
		0	1	2	3	1	1	4	207	2	2	77	5	319					0
	5:45 PM VOLUMES	8	3	15	39	2	17	30	1,642	18	18	616	39	2,447	0	0	2	3	5
	APPROACH %	31%	12%	58%	67%	3%	29 %	2%	97%	1%	3%	92%	6%						
1	APP/DEPART	26	/	72	58	/	38	1,690	/	1,696	673	/	641	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	5	1	11	28	1	8	13	869	11	13	348	20	1,328					
	APPROACH %	29%	6%	65%	76%	3%	22%	1%	97%	1%	3%	91%	5%						
	PEAK HR FACTOR	17	0.850	24	07	0.617	25	000	0.827	000	201	0.890	2/1	0.888					
4	APP/DEPART	17	/	34	37	/	25	893	/	908	381	/	361	0					
				CHA	Adamy /	CAMINI		ΓANA 											
					_ ← N	ORTH SI	DE>				-								
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← SOUTH SIDE →

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CHADAMY / CAMINITO VISTANA

	7:00 AM
	7:15 AM
	7:30 AM
_	7:45 AM
AM	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
	TOTAL
	4:00 PM
	_
	4:00 PM
	4:00 PM 4:15 PM
PM	4:00 PM 4:15 PM 4:30 PM
PM	4:00 PM 4:15 PM 4:30 PM 4:45 PM
PM	4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM
PM	4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM

F	PEDESTRIAN CROSSINGS									
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL						
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P	PEDESTRIAN ACTIVATIONS										
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL							
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В	BICYCLE CROSSINGS										
NS	SS	ES	WS	TOTAL							
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