

# Valley Center Road Village Corridor Concept Plan

## Existing Conditions Technical Memorandum

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TO: Kevin Johnston, County of San Diego

FROM: Dawn Wilson, PE TE

DATE: April 18, 2019

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### EXECUTIVE SUMMARY

This technical memorandum summarizes the existing conditions for the multimodal facilities, including automobile, pedestrian, bicycle, and transit, along Valley Center Road from Woods Valley Road to Cole Grade Road in the community of Valley Center, San Diego County. The project study area extends for approximately 2.5 miles along Valley Center Road and includes seven (7) roadway segments, three (3) signalized intersections, and four (4) side street stop-controlled intersections. The existing conditions analysis assesses the physical roadway conditions and intersection traffic operations as well as the current pedestrian, bicycle and transit facilities within the study area.

The results of the roadway segment analysis show all seven study segments along Valley Center Road currently operate at acceptable levels of service (D or better). From Woods Valley Road to Lilac Road, the average daily traffic volumes on Valley Center Road are approaching the acceptable to deficient level of service threshold (LOS D to E) which is 28,000 vehicles per day for a four-lane Boulevard. Future development in the North and South Villages and area-wide growth will increase vehicular traffic on Valley Center Road and therefore exceed the LOS D to E threshold.

A total of seven intersections along Valley Center Road were analyzed and two of the unsignalized intersections currently operate at deficient levels of service (LOS E or F) which include:

- |  |                           |
|--|---------------------------|
| 2.) Valley Center Road / Mirar De Valle Road | LOS E in the PM peak hour |
| 3.) Valley Center Road / Sunday Drive        | LOS F in the PM peak hour |

The delay at these two unsignalized intersections is reported for the stop-controlled side street, not the intersection overall. Due to the high volume of vehicular traffic along Valley Center Road, motorists find it difficult to find acceptable gaps in traffic to cross all four travel lanes before entering the intersection. Note that at Valley Center Road / Sunday Drive, there is currently one vehicle making a westbound left-turn onto Valley Center Road. At Valley Center Road / Mirar De Valle Road, there are currently fourteen vehicles making an eastbound left-turn onto Valley Center Road. Very few vehicles are affected by this delay at these two locations.

The results of the speed survey showed that all of the 85<sup>th</sup> percentile speeds along Valley Center Road exceed the posted speed limit of 45 miles per hour. The highest reported 85<sup>th</sup> percentile (58 miles per hour) occurs between Mirar De Valle Road and Sunday Drive.

Crash data was provided by the County over a five-year time period (July 2013 – June 2018) with a total of 176 crashes reported along Valley Center Road between Vesper Road and Woods Valley Road. One fatal crash occurred at Miller Road, seven crashes involved severe injuries, eighteen crashes involved other visible injuries, forty-two involved complaint of pain, and 108 crashes were property damage only. Of the 176 crashes reported, 76% of the crashes were attributed to unsafe speeds, auto right-of-way violations, and improper turning. During this five-year period, no pedestrian involved collisions and only one bicycle involved collision was reported.

Bus service is currently provided by North County Transit District (NCTD) Route 388, which provides service from the Pala Casino to the Escondido Transit Center. Regional connections to the SPRINTER, Greyhound and other transit services can be made from the Escondido Transit Center. Along Valley Center Road from Cole Grade Road to Woods Valley Road, there are currently eleven bus stops

with service provided Monday through Friday, weekends and holidays. Amenities at each bus stop vary along the corridor; however, the majority of the bus stops provide a bench, sign and are ADA compliant.

The existing pedestrian conditions were evaluated along Valley Center Road within the project study area using the Pedestrian Gap Analysis (PGA) methodology. The PGA assessed the quality of the walking environment along 28 roadway segments (in accordance with the County's Active Transportation Plan (ATP) methodology). Out of the 28 segments analyzed along Valley Center Road, the results of the PGA rated 9 segments (32%) as very good, 9 segments (32%) as good, 7 segments (25%) as average, and 3 segments (11%) as poor. The three segments that were rated "poor" are located on the east side of Valley Center Road and include Charlan Road to Mirar De Valle Road, Indian Creek Road to Old Town Center Plaza Southern Boundary and Old Town Center Plaza Northern Boundary to Cole Grade Road in the eastbound direction.

Existing bicycle facilities were assessed along Valley Center Road from Woods Valley Road to Cole Grade Road using a Level of Traffic Stress (LTS) analysis as outlined in the County ATP. The results of the LTS analysis showed the bicycle facilities on Valley Center Road from Woods Valley Road to Cole Grade Road, bicycle facilities are currently suitable for Strong and Fearless Bicyclists (LTS 4). Based on a field visit, more bicyclists were observed using the sidewalks and Heritage Trail rather than the existing Class II bike lanes on Valley Center Road.

The following sections outline the detailed analysis of the existing conditions. The methodology used to evaluate the existing conditions is described in detail in **Attachment A**.

## **EXISTING ROADWAY CONDITIONS**

The existing conditions along Valley Center Road from Woods Valley Road to Cole Grade Road were evaluated in terms of the physical roadway and intersection operating conditions. A total of seven (7) study roadway segments and seven (7) study intersections along the corridor were analyzed. A detailed field review was conducted to determine the existing intersection geometry, traffic control devices, signal phasing, and other factors that may affect intersection or roadway capacity. The results of the existing roadway conditions analysis for study roadway segments and intersections are provided below.

### **Roadway Segment Evaluation**

Valley Center Road from Woods Valley Road to Cole Grade Road is a four-lane facility with striped bike lanes on both sides of the road and a variety of median types. From Woods Valley Road to Mirar De Valle Road, Valley Center Road has a striped two-way left-turn lane allowing vehicular access to multiple businesses in the South Village, refer to **Figure 1**. Further north on Valley Center Road between Lilac Road and Cole Grade Road, Valley Center Road includes raised landscaped medians with openings at driveways and side streets to accommodate left-turning movements, refer to **Figure 2**. On-street parking is not permitted along the corridor.



Figure 1: Looking northbound near Woods Valley Road



Figure 2: Looking westbound near Cole Grade Road

To determine the existing operations of the study roadway segments along the corridor, average daily traffic (ADT) volumes for a 24-hour period were collected on Tuesday, December 4, 2018 while schools were in session at the following seven locations:

- 1.) Valley Center Road from Woods Valley Road to Mirar de Valle Road
- 2.) Valley Center Road from Mirar De Valle Road to Sunday Drive
- 3.) Valley Center Road from Sunday Drive to Old Road
- 4.) Valley Center Road from Lilac Road to Canyon Road
- 5.) Valley Center Road from Canyon Road to Miller Road
- 6.) Valley Center Road from Miller Road to Indian Creek Road
- 7.) Valley Center Road from Indian Creek Road to Cole Grade Road

**Attachment B** contains the daily traffic count worksheets.

**Valley Center Road** is a four-lane roadway oriented in a north-south direction from Woods Valley Road to Canyon Road and then transitions to an east-west direction from Miller Road to Cole Grade Road. The posted speed limit along the Valley Center Road corridor within the project study area is 45 miles per hour. The following describes the existing and Mobility Element classifications:

- **From Woods Valley Road to Mirar De Valle Road**, Valley Center Road is classified as a four-lane Boulevard with Raised Medians per the San Diego County General Plan Mobility Element. In accordance with the County's Public Road Standards, the maximum daily capacity for a four-lane Boulevard with Raised Median is approximately 30,000 vehicles per day. However, this section does not currently have a raised median. The majority of this segment has a striped two-way left turn lane, resulting in an existing functional classification of Boulevard with Intermittent Turn Lanes (maximum daily capacity of 28,000 vehicles per day).
- **From Mirar De Valle Road to Lilac Road**, Valley Center Road is classified as a four-lane Boulevard with Raised Medians per the San Diego County General Plan Mobility Element. This section of Valley Center Road has raised medians, however there are significant gaps in the median. Therefore, the existing functional classification for this segment is Boulevard with Intermittent Turn Lanes (maximum daily capacity of 28,000 vehicles per day).
- **From Lilac Road to Miller Road**, Valley Center Road is classified as a four-lane Major Road with Raised Medians per the County's Mobility Element Network. The existing condition along this portion of Valley Center Road includes a raised landscaped median with left turn pockets at key locations. The transition from Boulevard to Major Road increases the maximum daily capacity to 37,000 vehicles per day.
- **From Miller Road to Cole Grade Road**, Valley Center Road is classified as a four-lane Boulevard with Raised Medians. Through this section, medians haven been constructed that include left turn pockets at key locations. Therefore, the functional classification is consistent with the General Plan and the maximum daily capacity through this segment is 30,000 vehicles per day.

Levels of service (LOS) for roadway segments were calculated based on the capacity of the roadway determined by the existing functional classification and daily traffic volumes. **Table 1** presents the results of the existing conditions roadway segment level of service analysis. As shown, all of the roadway segments currently operate at acceptable levels of service (LOS D or better) based on daily capacity thresholds.

**Table 1: Existing Conditions Roadway Segment LOS**

Roadway	Segment	No. Lanes	Median Type	Roadway Classification <sup>1</sup>	LOS E Capacity	ADT	LOS
Valley Center Road	Woods Valley Road to Mirar de Valle Road	4	Undivided	Boulevard - 4.2B (w/ intermittent turn lanes)	28,000	24,550	D
	Mirar De Valle Road to Sunday Drive	4	Divided	Boulevard - 4.2B (w/ intermittent turn lanes)	28,000	24,412	D
	Sunday Drive to Lilac Road	4	Divided	Boulevard - 4.2B (w/ intermittent turn lanes)	28,000	24,384	D
	Lilac Road to Canyon Road	4	Divided	Major Road - 4.1A (w/ raised median)	37,000	26,069	C
	Canyon Road to Miller Road	4	Divided	Major Road - 4.1A (w/ raised median)	37,000	25,883	C
	Miller Road to Indian Creek Road	4	Divided	Boulevard - 4.2A (w/ raised median)	30,000	25,013	D
	Indian Creek Road to Cole Grade Road	4	Divided	Boulevard - 4.2A (w/ raised median)	30,000	25,064	D

**Notes:**

<sup>1</sup>Based on San Diego County Public Road Standards, 2012. LOS Thresholds are provided in **Attachment A**.  
 ADT = Average Daily Traffic; LOS = Level of Service

Although the study roadway segments along Valley Center Road are calculated to operate acceptably (LOS D or better) according to San Diego County Public Road Standards for level of service, the current daily volumes are approaching the deficient level of service threshold. The maximum daily volume to maintain LOS D for the segments classified as Boulevards with Intermittent Turn Lanes (4.2 B) is 25,000 vehicles per day. As shown, the segments from Woods Valley Road to Lilac Road are approaching this threshold.

Note that roadway segment level of service is generally used as long-range planning guideline to determine the roadway capacity and classification and are not always an accurate indicator of roadway performance. Typically, the performance and level of service of a roadway segment is heavily influenced by the ability of signalized intersections to accommodate peak hour flow. Therefore, peak hour operating conditions at the signalized and unsignalized intersections along the Valley Center Road corridor were evaluated.

**Intersection Evaluation**

To determine the existing operations of the study intersections, AM and PM peak hour intersection turning movement counts were collected on Tuesday, December 4, 2018 while schools were in session. AM peak period intersection counts were collected from 7:00 to 9:00 AM and PM peak period counts were collected from 4:00 to 6:00 PM. The vehicular counts used in this analysis reflect the highest one-hour volume of traffic in the peak period counted.

**Figure 3** shows peak period traffic counts being collected by a camera system at the intersection of Valley Center Road and Woods Valley Road.



Figure 3 – Intersection Count Location

The following intersections were analyzed in this technical memorandum:

- 1.) Valley Center Road / Woods Valley Road (Signalized)
- 2.) Valley Center Road / Mirar De Valle Road (One-Way Stop Controlled)
- 3.) Valley Center Road / Sunday Drive (One-Way Stop Controlled)
- 4.) Valley Center Road / Lilac Road (Signalized)
- 5.) Valley Center Road / Miller Road (One-Way Stop Controlled)
- 6.) Valley Center Road / Indian Creek Road (One-Way Stop Controlled)
- 7.) Valley Center Road / Cole Grade Road (Signalized)

Three of the seven study intersections are signalized and four are side-street stop controlled (referred to as one-way stop-controlled intersections in this memorandum). **Figure 4** illustrates the intersection lane configuration and traffic control at the study locations. **Figure 5** shows the AM and PM peak hour volumes at the study intersections and daily traffic volumes along the corridor. **Attachment B** contains the detailed peak hour count data.

**Table 2** summarizes the AM and PM peak hour levels of service (LOS) for all study intersections under existing conditions. Detailed analysis worksheets are contained in **Attachment C**. As shown, all study intersections are currently operating at acceptable levels of service (LOS D or better) except for the following two intersections:

- 2.) Valley Center Road / Mirar De Valle Road                      LOS E in the PM peak hour
- 3.) Valley Center Road / Sunday Drive                                LOS F in the PM peak hour

**Table 2: Existing Conditions AM/PM Peak Hour Intersection LOS**

Study Intersection		Traffic Control	Existing Conditions			
			AM		PM	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1 -	Valley Center Road / Woods Valley Road	Signal	7.5	A	9.0	A
2 -	Valley Center Road / Mirar De Valle Road	OWSC	29.7	D	<b>45.2</b>	<b>E<sup>2</sup></b>
3 -	Valley Center Road / Sunday Drive	OWSC	26.7	D	<b>51.7</b>	<b>F<sup>3</sup></b>
4 -	Valley Center Road / Lilac Road	Signal	17.5	B	13.5	B
5 -	Valley Center Road / Miller Road	OWSC	27.3	D	15.2	C
6 -	Valley Center Road / Indian Creek Road	OWSC	16.9	C	26.1	D
7 -	Valley Center Road / Cole Grade Road	Signal	31.3	C	33.5	C

**Note:** Deficient intersection operation indicated in **bold**.

<sup>1</sup> Average seconds of delay per vehicle.

<sup>2</sup> Eastbound left-turns = 14 vehicles during PM peak hour.

<sup>3</sup> Westbound left-turns = 1 vehicle during PM peak hour.

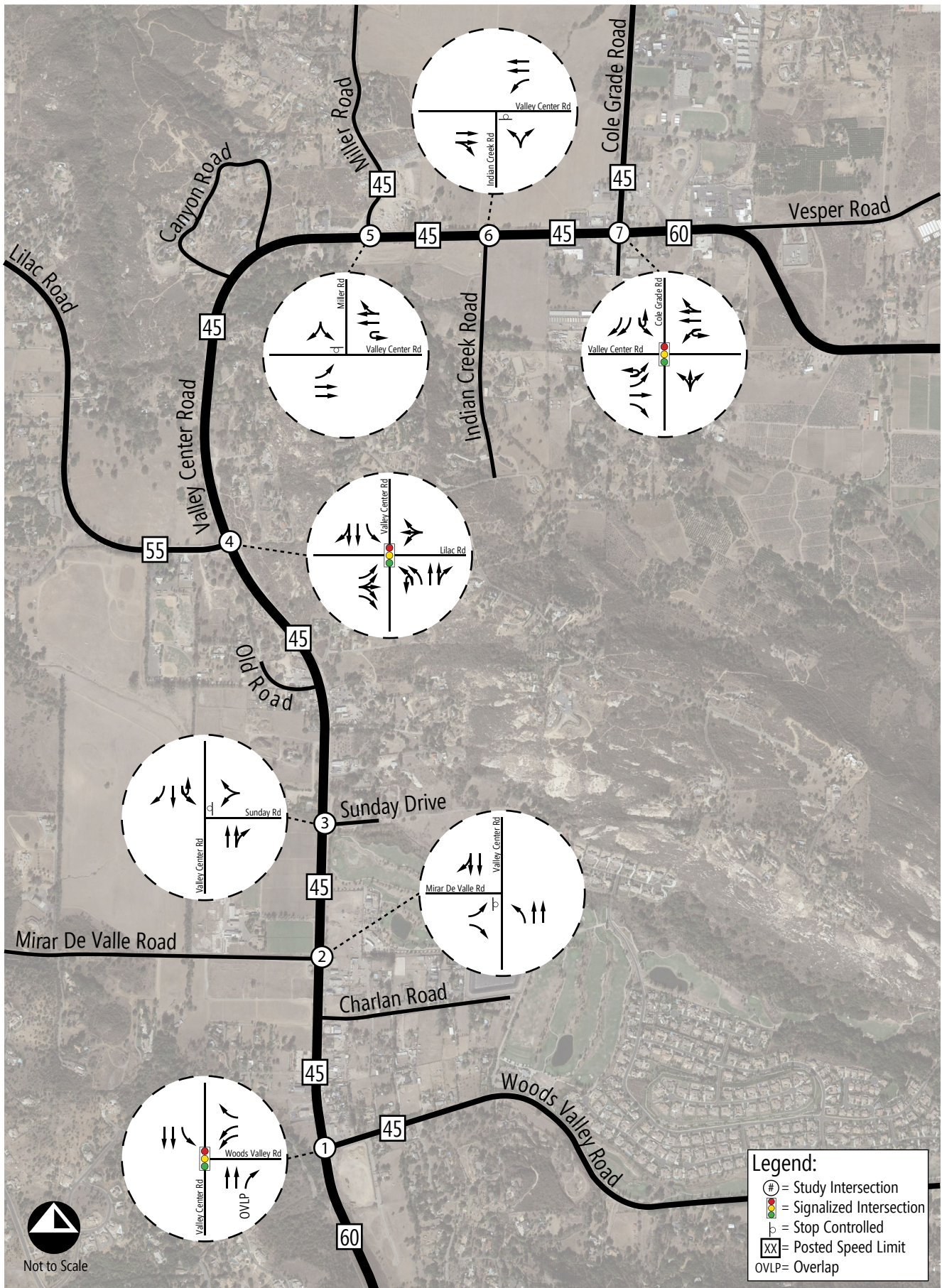
LOS = level of service.

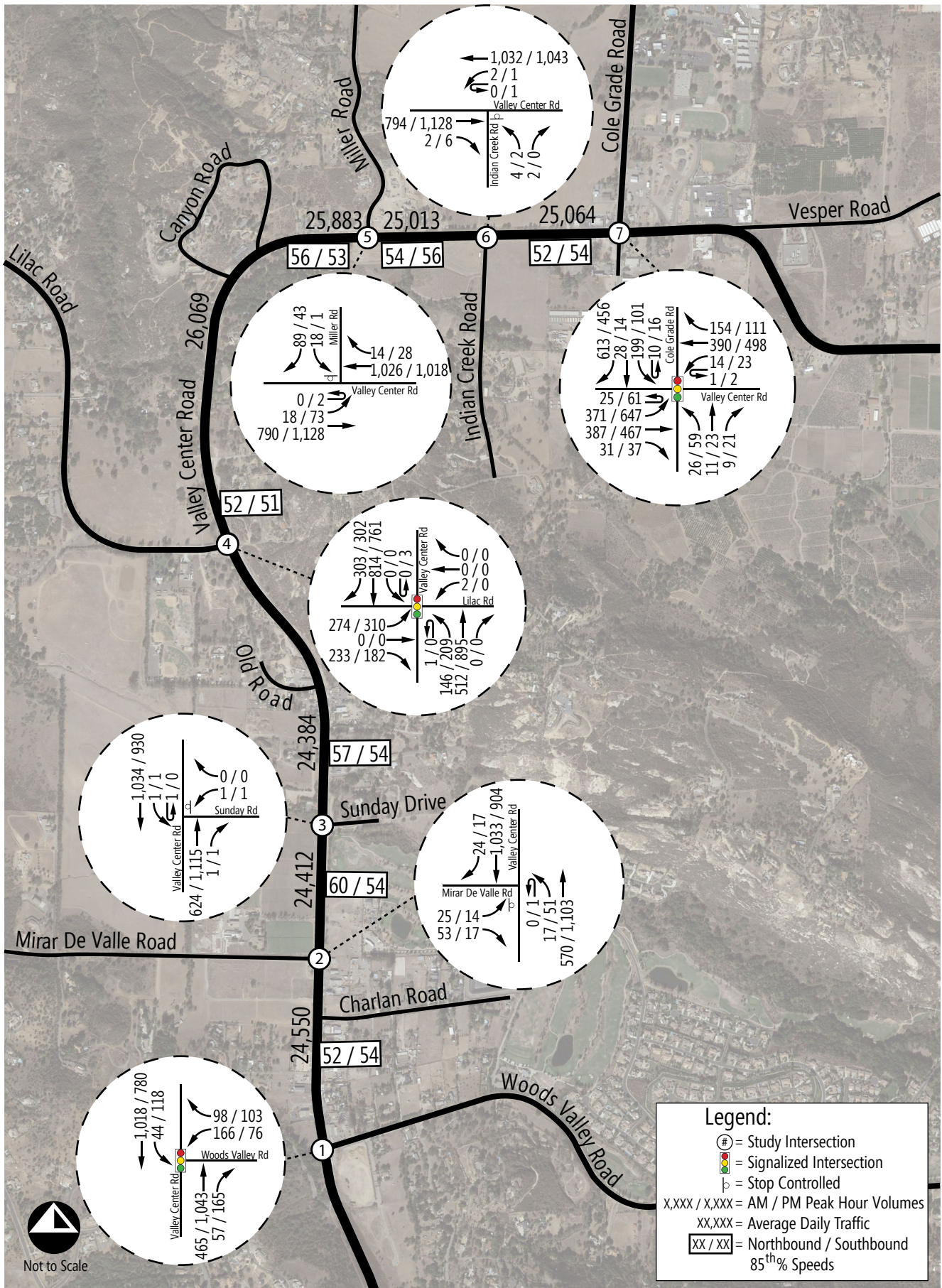
**OWSC = One-Way Stop Control, worst approach delay and LOS reported.**

At the unsignalized intersection of Valley Center Road / Sunday Drive, one vehicle was observed in the PM peak hour making a westbound left-turn onto Valley Center Road. Due to the high volume of traffic on Valley Center Road during the PM peak hour (1,115 vehicles northbound and 930 vehicles southbound), the one vehicle is estimated to wait approximately 51.7 seconds for an acceptable gap in traffic on Valley Center Road to turn left.

At the unsignalized intersection of Valley Center Road / Mirar De Valle Road, 14 vehicles were observed making the eastbound left onto Valley Center Road during the PM peak hour. The average delay per vehicle is 45.2 seconds due to the high volume of traffic on Valley Center Road and the time required to find acceptable gaps in traffic to enter the intersection.

At both of these two intersections, the raised median on Valley Center Road requires motorist to wait for acceptable gaps in traffic in both directions for the vehicle to cross the four travel lanes. At locations where there are striped medians, the side street stop delays are less as the vehicle can use the center turn lane to cross one direction of traffic at a time.





**Planned Traffic Control Improvements**

Several projects have been considered and approved in Valley Center that have not yet been constructed. The conditions of approval for some of these projects include traffic improvements including the construction of a traffic signal. Three locations along the corridor have been conditioned for the construction of a signal:

- Valley Center Road / Mirar De Valle Road
- Valley Center Road / Street A-1 (Park Circle development)
- Valley Center Road / Miller Road

Additional analysis, including the preparation of traffic signal warrants would need to be conducted at these locations. The traffic signal warrant criteria must be met prior to installing the traffic signal.

**Travel Speed**

The 24-hour speed data was collected along the corridor on Tuesday, December 4, 2018 using tube counts. The 85<sup>th</sup> percentile speeds collected represent the speed at which 85 percent of all vehicles are observed to travel over a 24-hour period at a specific point. The collected speed data are illustrated in **Figure 5** and reported in **Table 3**. Note that all of the 85<sup>th</sup> percentile speeds reported along Valley Center Road exceed the posted 45 mph speed limit. The highest 85<sup>th</sup> percentile speed along the corridor is 58 mph which occurs between Mirar De Valle Road and Sunday Drive. The speed surveys conducted along the corridor are contained in **Attachment D**.

**Table 3: Existing Conditions Speed Data Summary**

Roadway	Segment	No. Lanes	Median Type	Roadway Classification <sup>1</sup>	Posted Speed Limit (mph)	Direction	85th % Speeds (mph) <sup>2</sup>
Valley Center Road	Woods Valley Road to Mirar De Valle Road	4	Undivided	Boulevard - 4.2B (w/ intermittent turn lanes)	45	Northbound	52
						Southbound	54
	Mirar De Valle Road to Sunday Drive	4	Divided	Boulevard - 4.2B (w/ intermittent turn lanes)	45	Northbound	60
						Southbound	54
	Sunday Drive to Lilac Road	4	Divided	Boulevard - 4.2B (w/ intermittent turn lanes)	45	Northbound	57
						Southbound	54
	Lilac Road to Canyon Road	4	Divided	Major Road - 4.1A (w/ raised median)	45	Northbound	52
						Southbound	51
	Canyon Road to Miller Road	4	Divided	Major Road - 4.1A (w/ raised median)	45	Eastbound	56
						Westbound	53
	Miller Road to Indian Creek Road	4	Divided	Boulevard - 4.2A (w/ raised median)	45	Eastbound	54
						Westbound	56
	Indian Creek Road to Cole Grade Road	4	Divided	Boulevard - 4.2A (w/ raised median)	45	Eastbound	52
						Westbound	54

**Notes:**

<sup>1</sup> Based on San Diego County General Plan, Valley Center Mobility Element Network Appendix. However, the segments from Woods Valley Road to Lilac Road are not currently built to their Mobility Element classification. Therefore, the existing functional classification is used in this table.

<sup>2</sup> Actual speeds were collected on Tuesday, Dec. 4, 2018.



## CRASH ANALYSIS

Crash data was provided by the County for a five-year period from July 2013 through June 2018. During this time period a total of 176 crashes were reported between Woods Valley Road at the southwest end of the corridor to Vesper Road on the northeast end of the corridor.

A common method for evaluating the relative safety along the corridor is the crash rate analysis. The crash rate is calculated as follows:

$$\text{Crash Rate } \textcircled{R} = 100,000,000 * C / (365 * N * V * L)$$

Where: C = Total number of crashes along the segment  
 N = Number of years of data  
 V = Number of vehicles per day (both directions)  
 L = Length of the roadway segment (in miles)

The crash rate for the segment of Valley Center Road from Woods Valley Road to Cole Grade Road is 1.37 crashes per million vehicle miles (MVM). According to Caltrans 2018 Collision Data on California State Highways, the average crash rate for four-lane divided roadways in rural areas is reported to be 1.49 crashes per MVM and 1.05 crashes per MVM in urban areas. Therefore, the crash rate along Valley Center Road is below the rural area rate for a four-lane divide road.

**Figure 6** illustrates the distribution of crashes by crash type and collision factor along the corridor. Raw crash data is provided as **Attachment E**. The following summarizes the findings of the crash analysis.

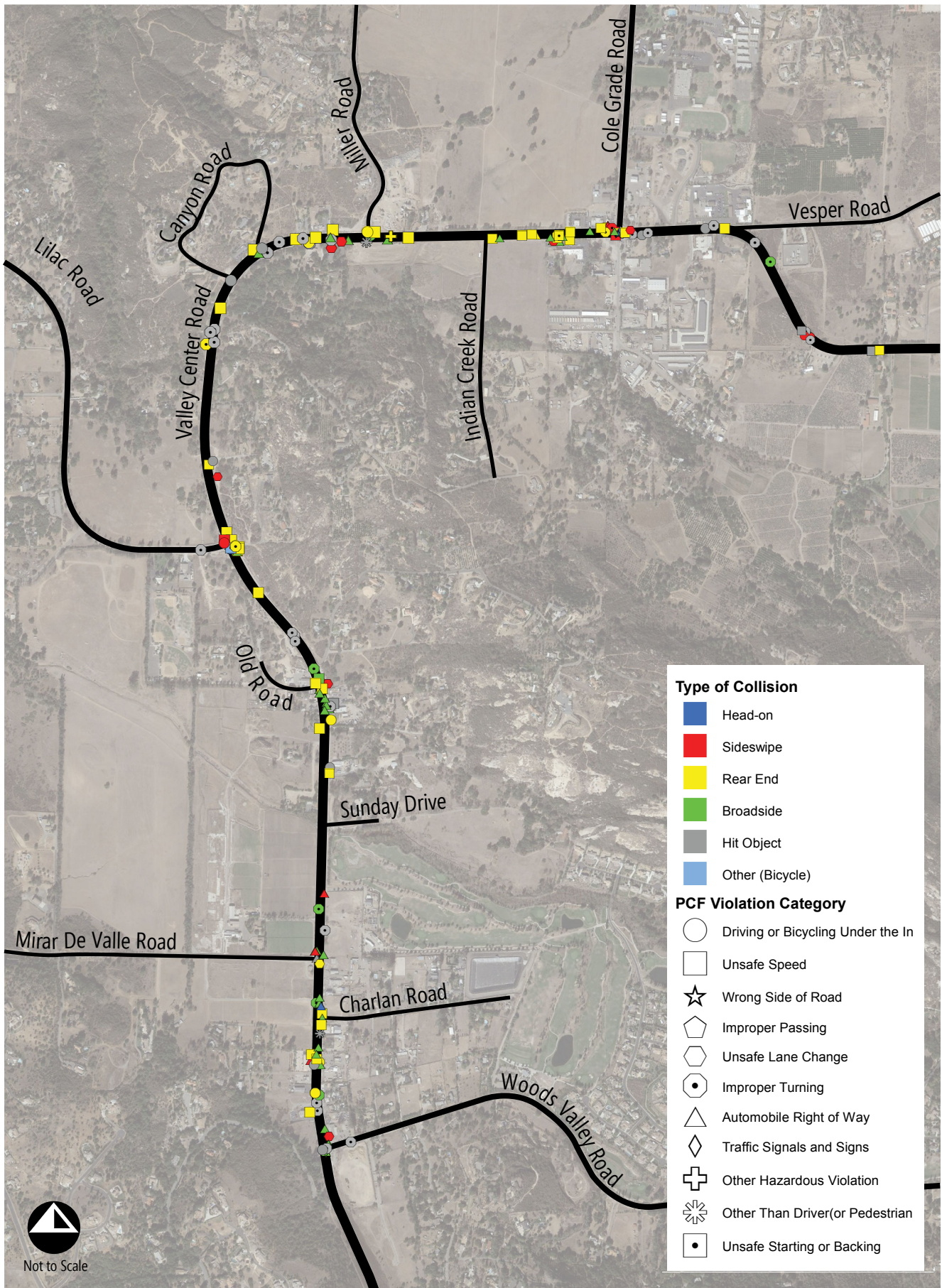
### Crash by Location and Severity

Of the 176 crashes, the majority occurred at the three signalized intersections of Cole Grade Road, Lilac Road and Woods Valley Road. Of the unsignalized intersections along the corridor, Miller Road and Vesper Road had the highest number of crashes with 23 crashes and 12 crashes respectively. **Table 4** summarize the crashes by location and severity. As shown in the table, one fatal crash occurred at Miller Road. A total of seven (7) crashes involved severe injuries and 18 involved other visible injuries. The majority of the crashes along the corridor, 108 out of 176 crashes reported, were property damage only.

**Table 4: Collision Severity by Location**

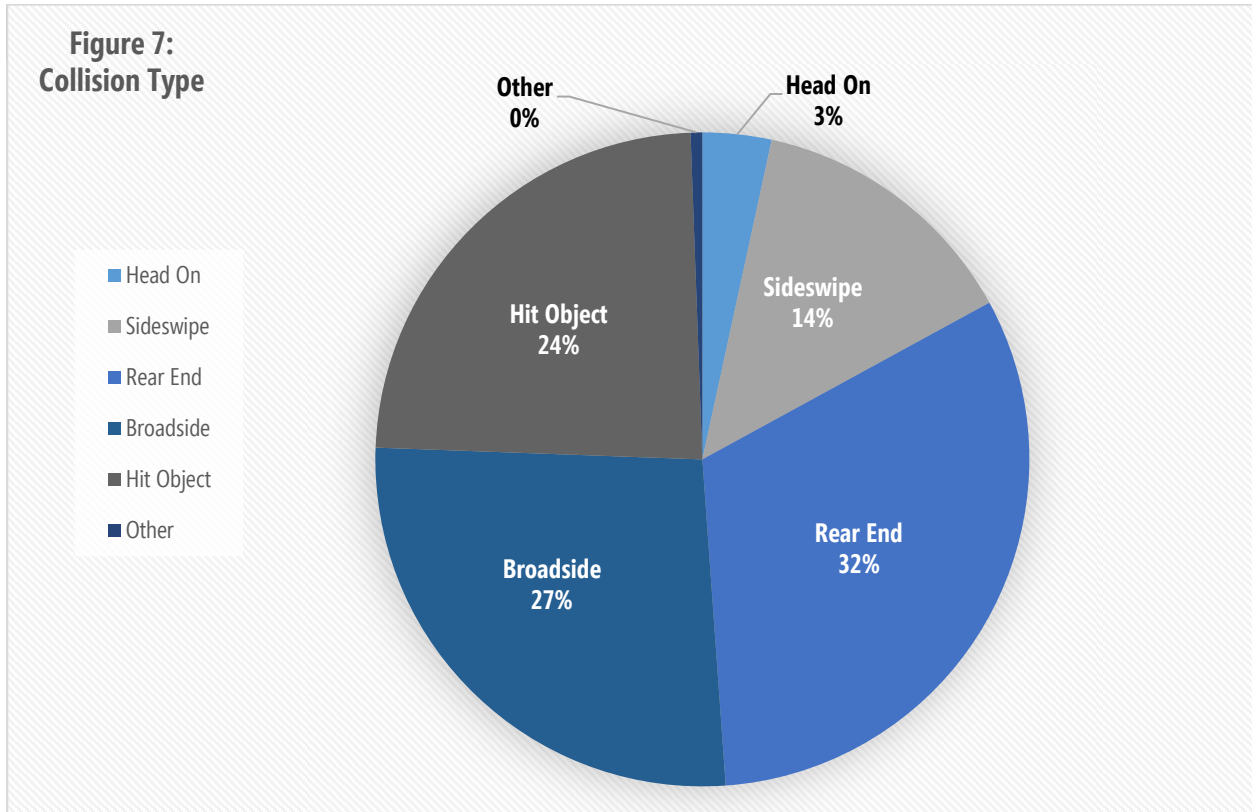
Crash Locations	Number of Crashes (2013-2018)	Crash Severity				
		Fatal	Severe	Other Visible Injury	Complaint of Pain	Property Damage Only
Woods Valley Road	27	0	1	1	8	17
Rinehart Lane	1	0	0	0	0	1
Charlan Road	4	0	0	1	0	3
Mirar de Valle Road	7	0	0	0	0	7
Old Road	14	0	1	3	1	9
Calle De Vista	4	0	0	0	1	3
Lilac Road	36	0	1	4	9	22
Chaparral Terrace	2	0	0	0	0	2
Canyon Road	1	0	0	1	0	0
Miller Road	23	1	1	5	3	13
Indian Creek Road	1	0	0	0	0	1
Cole Grade Road	44	0	0	2	16	26
Vesper Road	12	0	3	1	4	4
<b>Total</b>	<b>176</b>	<b>1</b>	<b>7</b>	<b>18</b>	<b>42</b>	<b>108</b>

Source: County of San Diego, Crossroads Database (6/2013-6/2018)



**Crash by Collision Type**

Of the 176 crashes reported, most were rear end (56 crashes), broadside (47 crashes) or hit object (42 crashes). As shown in **Figure 7**, these three collision types account for 83% of all crashes along the corridor. A breakdown of collision type by intersection is provided in **Table 5**.



**Table 5: Collision Type by Location**

Crash Locations	Number of Crashes (2013-2018)	Collision Type					
		Head On	Sideswipe	Rear End	Broadside	Hit Object	Other
Woods Valley Road	27	1	1	8	10	7	0
Rinehart Lane	1	0	1	0	0	0	0
Charlan Road	4	0	0	1	2	1	0
Mirar de Valle Road	7	0	2	0	3	2	0
Old Road	14	0	1	3	7	3	0
Calle De Vista	4	0	1	0	2	1	0
Lilac Road	36	3	6	12	6	8	1
Chaparral Terrace	2	0	0	1	0	1	0
Canyon Road	1	0	0	0	1	0	0
Miller Road	23	1	2	10	4	6	0
Indian Creek Road	1	0	0	0	1	0	0
Cole Grade Road	44	1	8	19	10	6	0
Vesper Road	12	0	2	2	1	7	0
<b>Total</b>	<b>176</b>	<b>6</b>	<b>24</b>	<b>56</b>	<b>47</b>	<b>42</b>	<b>1</b>

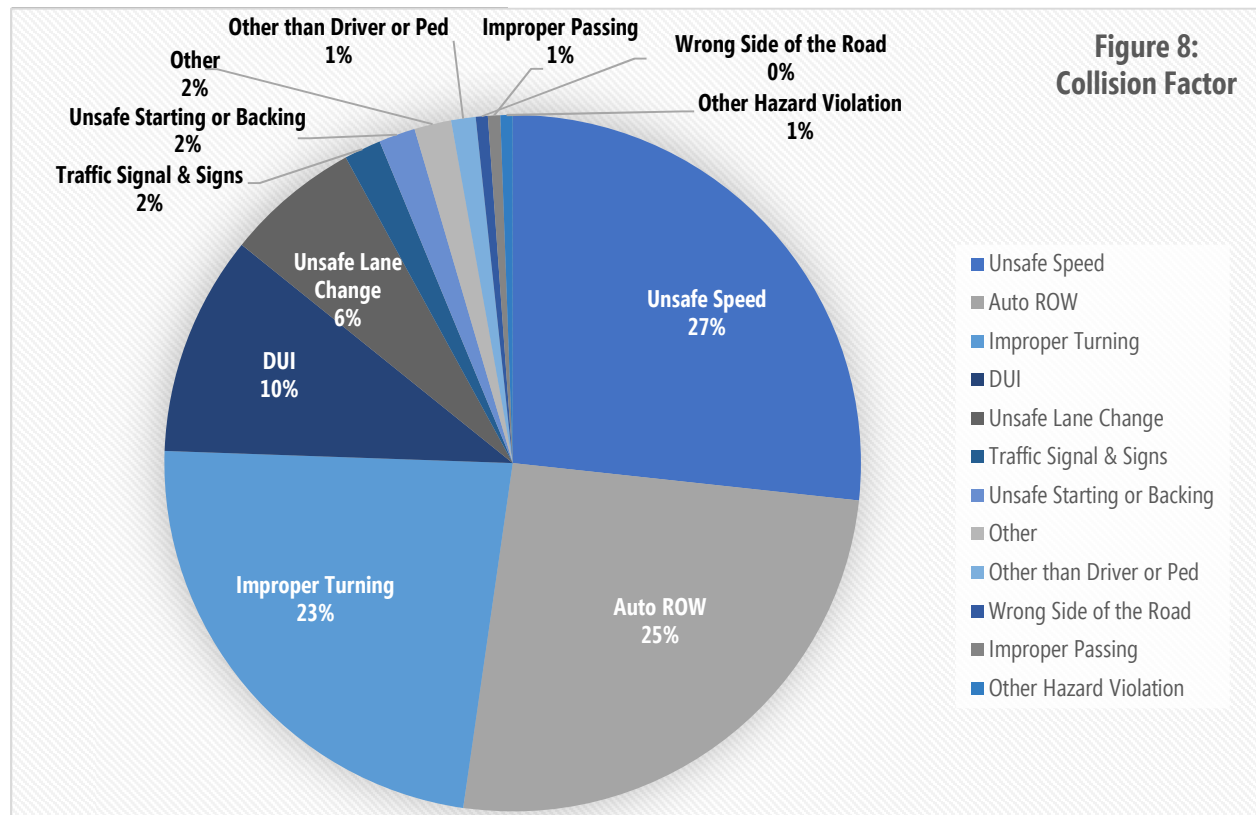
Source: County of San Diego, Crossroads Database (6/2013-6/2018)

The following is a brief discussion of issues and solutions by collision type:

- Rear End collisions typically occurred at signalized intersections. These commonly occur when a driver stops for a red light or slows for a turn and the following driver does not stop or slow. Additional turn pockets and modified signal timing are common solutions to address rear end collisions.
- Broadside collisions are a result of one vehicle crashing into another at a 90-degree angle. This typically occurs when left-turning vehicles turn in front of a through vehicle. For Valley Center Road, broadsides occurred at both signalized and unsignalized intersections. Possible corrective measures for broadside include adding left turn phasing signal, installing all-way stops or traffic signals, improve lighting and line of sight and modifications to signal timing.
- Hit Object indicates a driver collided with something other than a vehicle, pedestrian or bicyclist. It may include street signs, poles, parked vehicles, etc. For Valley Center Road, objects were hit at signalized and unsignalized intersection. Since there is no parking on Valley Center Road, reasonable improvements include improving line of sight, improving or adding street lights and moving objects further from the road.

**Crash by Collision Factor**

Of the 176 crashes reported, 76% of the crashes were attributed to unsafe speed (47 crashes), auto right-of-way violations (45 crashes) or improper turning (41 crashes). Driving under the influence (DUI) accounted for 18 of the 176 crashes reported along the corridor in the five-year period. **Figure 8** and **Table 6** summarize the collision factor data. Speed data provided with this report indicates that most drivers exceeded the posted speed limit. To reduce speed and reduce crashes associated with speed, traffic calming measures and/or geometric modifications to the road are necessary. Improper Turning and Auto ROW also correspond with the broadside collision type. Adding a raised median and consolidating the number of left turn and cross traffic locations will address the Improper Turning and and Auto ROW collision factor crashes.



**Pedestrian & Bicycle Involved Collisions**

Of the 176 collisions reported, one collision involved a bicycle. No pedestrian involved collisions were reported during the five-year period. The bicycle involved collision occurred at the intersection of Valley Center Road / Lilac Road. The collision resulted in injury and is attributed to a vehicle code violation.

**Time of Day Summary of Collisions**

Collision reports include a summary of the time of day, based on daylight, when the collision occurred. Based on the five-year data provided, the majority of the crashes reported occurred during daylight hours. A summary of crashes by time of day is provided below:

- Daylight – 106 crashes
- Dusk / Dawn – 5 crashes
- Dark - Street Lights – 31 crashes
- Dark - No Street Lights – 33 crashes
- Dark - Lights not Functioning – 1 crash

Therefore, lack of street lighting along the corridor does not appear to be a major factor in crashes on Valley Center Road.

**Table 6: Collision Factor by Location**

Crash Locations	Number of Crashes (2013-2018)	Collision Factor											
		Unsafe Speed	Auto ROW	Improper Turning	DUI	Unsafe Lane Change	Traffic Signal & Signs	Unsafe Starting or Backing	Other	Other than Driver or Ped	Wrong Side of the Road	Improper Passing	Other Hazard Violation
Woods Valley Road	27	5	8	6	4	2	2	0	0	0	0	0	0
Rinehart Lane	1	0	1	0	0	0	0	0	0	0	0	0	0
Charlan Road	4	1	1	1	0	0	0	0	0	1	0	0	0
Mirar de Valle Road	7	0	5	2	0	0	0	0	0	0	0	0	0
Old Road	14	5	6	2	1	0	0	0	0	0	0	0	0
Calle De Vista	4	0	1	3	0	0	0	0	0	0	0	0	0
Lilac Road	36	10	7	8	5	2	0	1	3	0	0	0	0
Chaparral Terrace	2	1	0	1	0	0	0	0	0	0	0	0	0
Canyon Road	1	0	1	0	0	0	0	0	0	0	0	0	0
Miller Road	23	7	3	4	4	2	0	0	0	1	1	0	1
Indian Creek Road	1	0	1	0	0	0	0	0	0	0	0	0	0
Cole Grade Road	44	14	11	7	3	5	1	2	0	0	0	1	0
Vesper Road	12	4	0	7	1	0	0	0	0	0	0	0	0
<b>Total</b>	<b>176</b>	<b>47</b>	<b>45</b>	<b>41</b>	<b>18</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>

Source: County of San Diego, Crossroads Database (6/2013-6/2018)

**EXISTING TRANSIT SERVICE**



NCTD operates the local bus service along Valley Center Road. NCTD’s Route 388 travels along Valley Center Road as shown in **Figure 9**, connecting Pala, Rincon, Valley Center and Escondido. The route travels between the Pala Casino and the Escondido Transit Center. The Escondido Transit Center provides regional connections to ten other transit services, four FLEX routes, two MTS routes, SPRINTER, Greyhound and Riverside Transit Authority (RTA).

Service is provided Monday through Friday, weekends and holidays. According to the NCTD website, the average headway is approximately two hours from 5:06 AM to 7:06 PM originating at Escondido Transit Center in the northbound direction. Originating at Pala Casino and in the southbound direction, service is from 5:59 AM to 9:04 PM.

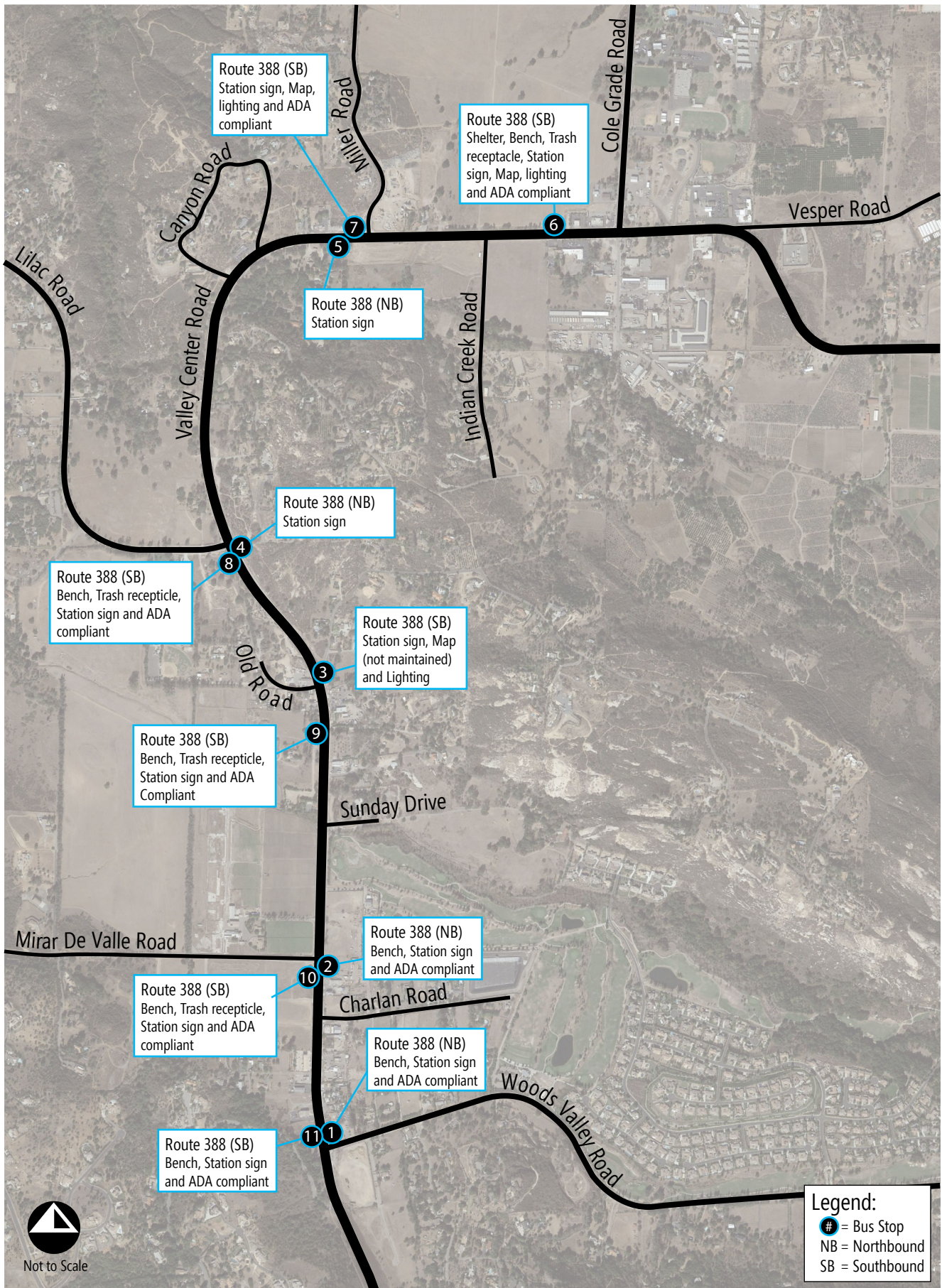
From Woods Valley Road to Cole Grade Road, there are eleven bus stops along Valley Center Road. The existing quality for each bus stop along Valley Center Road from Woods Valley Road to Cole Grade Road was evaluated based on the presence of the following amenities:

- Shelters
- Benches
- Trash receptacles
- Bus Stop Signs
- Maps/Wayfinding
- Lighting
- ADA compliancy

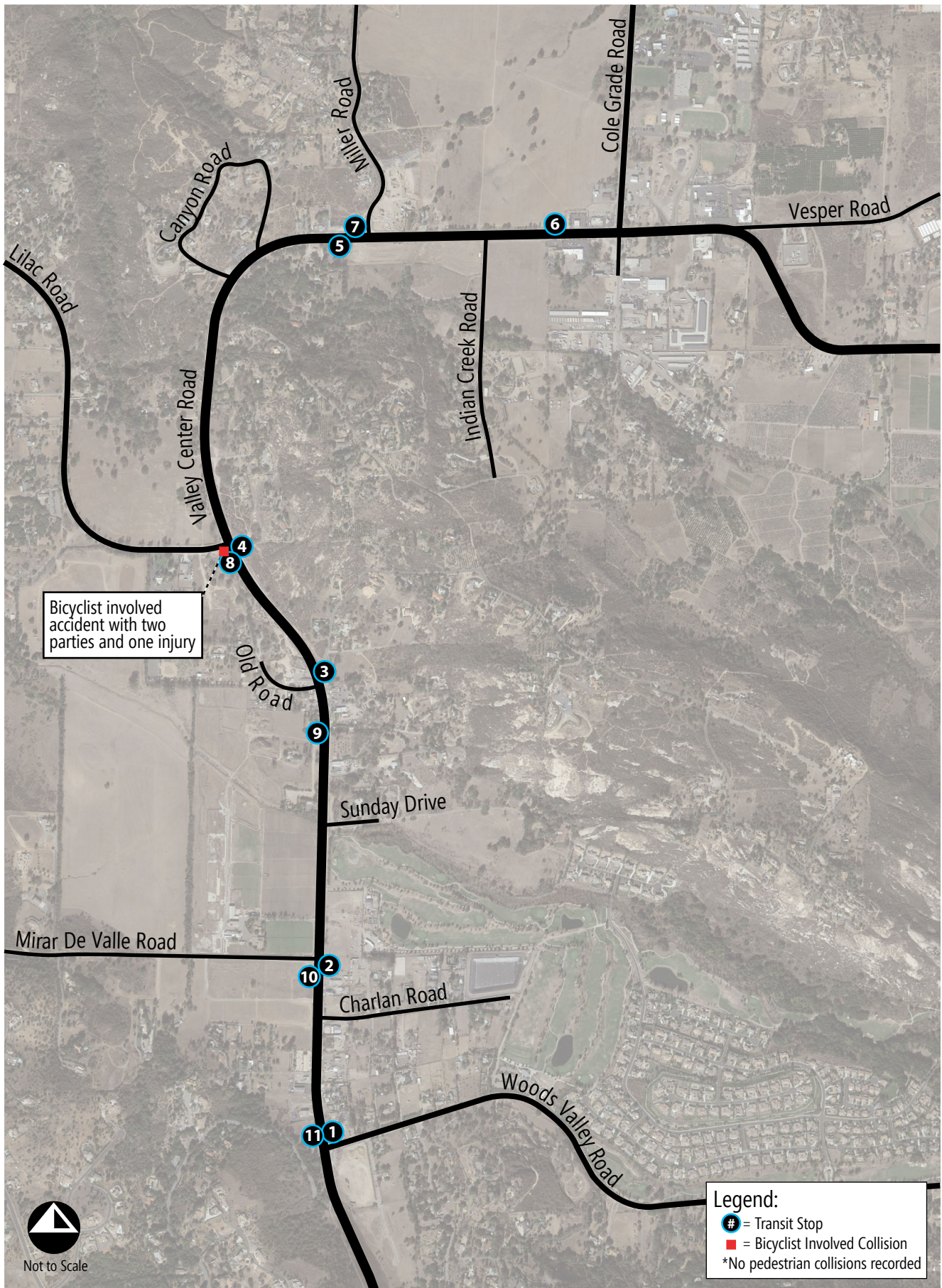
Figure 9: Derived from North County Transit District Rider’s Guide Effective October 7, 2018

The amenities per bus stop locations are described in **Table 7** and included in **Figure 10**. Crash data was obtained from the County of San Diego to determine the pedestrian and bicycle involved collision within 500 feet of a bus stop. This data was geocoded and mapped to display collision locations along the corridor, as shown in **Figure 11**. There was one bicycle and zero pedestrian involved collisions over the five-year period.

Boarding and alighting information was provided by NCTD via email on February 7, 2019. Based on this ridership information, the most active bus stops are adjacent to the Cole Grade Road intersection where the average daily boardings is 22 and alightings is 19. For the corridor as a whole, there are an average of 43 boardings and 44 alightings per day for all stops.







**Table 7: Bus Stop Amenities along Valley Center Road**

Bus Stop (Direction)	Available Amenities						
	Shelter	Bench	Trash Receptacle	Sign	Map	Lighting	ADA Compliant
1 Woods Valley Road (NB)		✓		✓			✓
2 Mirar De Valle Road (NB)		✓		✓			✓
3 Old Road (NB)				✓	*	✓	
4 Lilac Road (NB)				✓			
5 Miller Road (NB)				✓			
6 Cole Grade Road (SB)	✓	✓	✓	✓	✓	✓	✓
7 Miller Road (SB)				✓	✓	✓	✓
8 Lilac Road (SB)		✓	✓	✓			✓
9 Old Road (SB)		✓	✓	✓			✓
10 Mirar De Valle Road (SB)		✓	✓	✓			✓
11 Woods Valley Road (SB)		✓		✓			✓

**Note:** Bus Stop locations are illustrated in **Figure 10**.

Safety near a bus stop was evaluated within 500 feet of bus stops using collision data involving pedestrians and bicyclists obtained from the County of San Diego.

\* Facilities exist but not maintained.

BREEZE buses provide public transportation along Valley Center Road via Route 388 and can carry up to 70 passengers per bus. Currently, most bus stops along the route contain minimal amenities such as a bench and route sign as shown in **Figure 12**. Some of the stops require maintenance such as the bus route map and schedule display shown in **Figure 13**.



Figure 12: Typical Bus Stops with Bench and Sign



Figure 13: Bus route map/schedule display case

## EXISTING PEDESTRIAN CONDITIONS

Existing peak hour pedestrian activity was recorded on Tuesday, December 4, 2018. **Figure 14** illustrates the existing activity (See p. 20). As shown, very few pedestrians currently walk along the corridor during the AM and PM peak hours with a maximum of ten pedestrians recorded at Cole Grade Road. Existing pedestrian conditions along Valley Center Road within the study area were analyzed using the County's PGA methodology as established in the County's ATP. A PGA is a qualitative pedestrian survey that assesses the quality of the walking environment along roadway segments. The PGA point system and analysis methodology is described in detail in Attachment A of this memorandum.

Existing pedestrian conditions along the east side/south side of Valley Center Road from Woods Valley Road to Cole Grade Road generally consist of 4-foot wide sidewalks from Woods Valley Road to approximately 370 feet north of Mirar De Valle Road. Outside of this segment, there are no pedestrian facilities on the east side of Valley Center Road. There are goat trails (i.e. walking paths resulting from pedestrian activity along the unimproved area behind the curb shown in **Figure 15**) between where the sidewalk ends in the South Village and where it begins in the North Village near the Old Town Center. Although there are no improved pedestrian paths between the sections of concrete sidewalk, the walking surface is relatively free of obstructions and there are few driveways. Therefore, the conditions along the east and south side of Valley Center Road are identified as Good to Very Good using the Gap Analysis methodology outlined in the ATP.



Figure 15: Example of Existing Goat Trail

The pedestrian facilities on the west side and north side of Valley Center Road generally consist of 3- to 7-foot-wide decomposed granite (DG) walking surfaces. The Heritage Trail (shown in **Figure 16**) extends from Woods Valley Road to Cole Grade Road. Portions of the trail are flanked by split rail fencing. Other portions have no physical barrier between the road and the walking trail. Although the trail provides a good walking environment, two key issues resulting in average ratings along the trail are the lack of marked crosswalks on Valley Center Road and tripping hazards due to unmaintained DG pathways and concrete driveways. Erosion has resulted in potential trip hazards (illustrated in **Figure 17**) and therefore contributes to the quality score presented in Table 8.

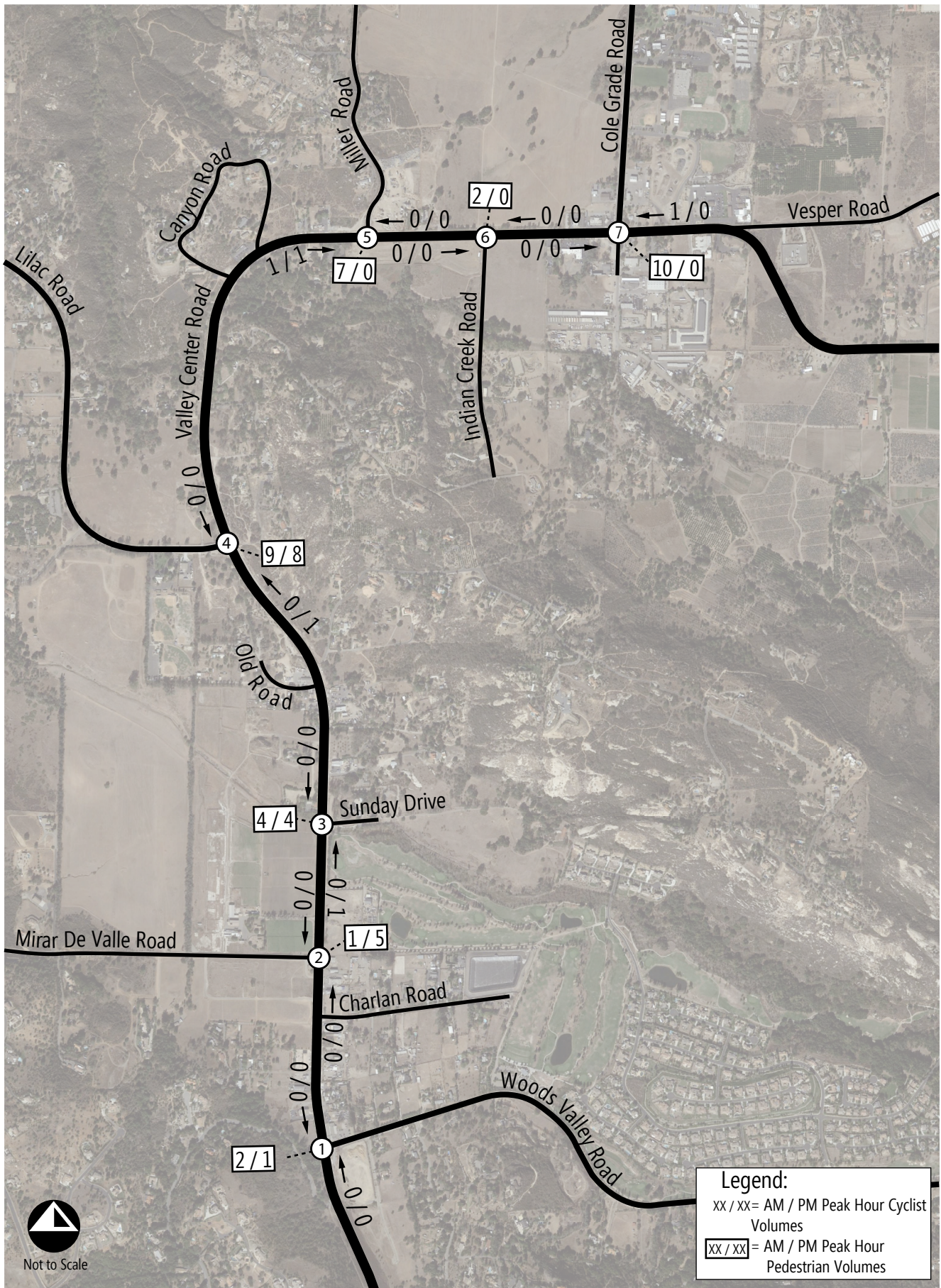
All existing curb ramps appear to meet County standards. All driveways are paved and concrete. Publicly maintained landscaping along most of the corridor is limited on the eastside with adolescent trees planted along the westside. Most of the limited shade is provided by tree canopies along residential properties. Results of the existing conditions PGA analysis are shown in **Table 8** and illustrated in **Figure 18a-18f**.

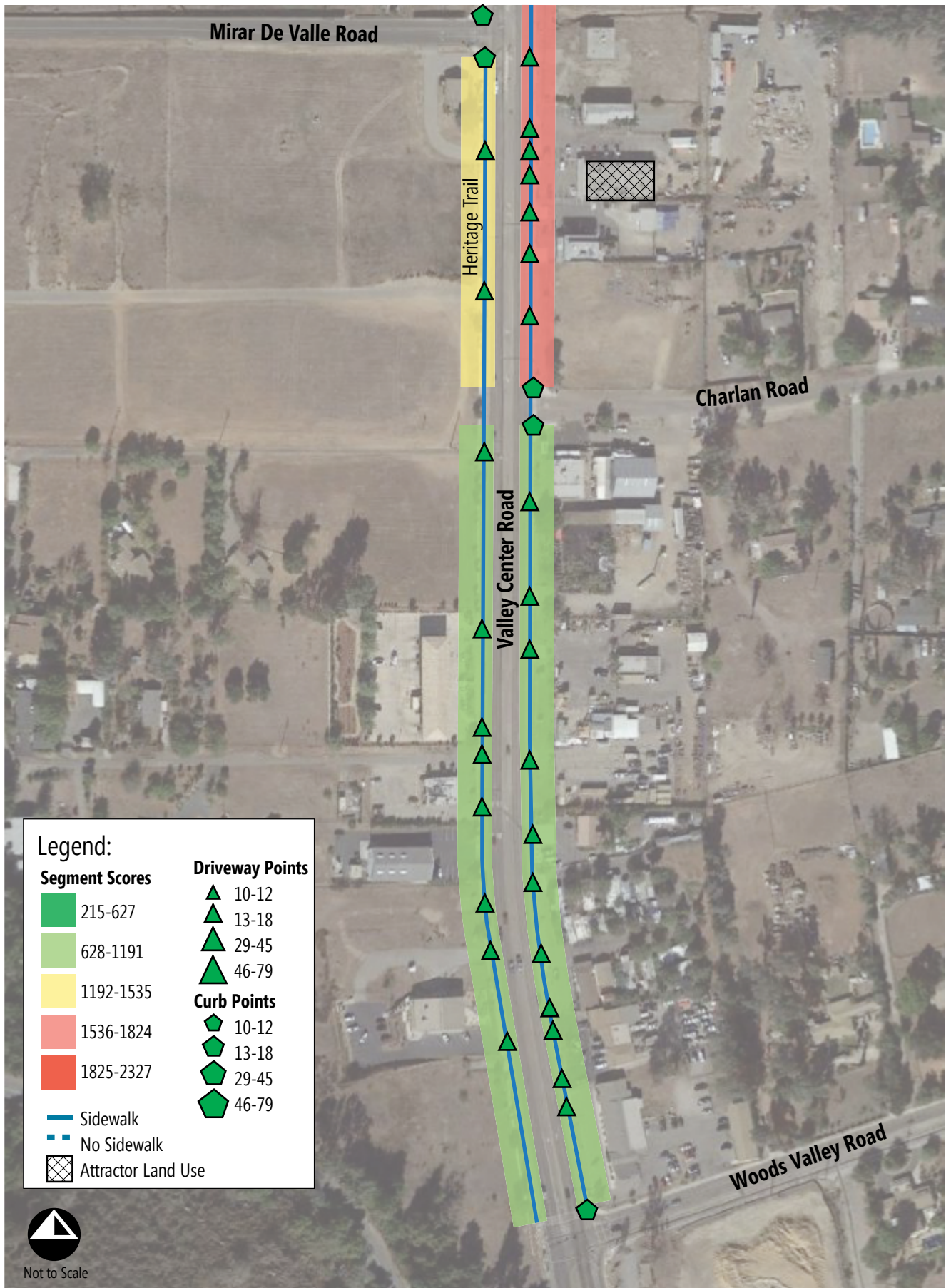


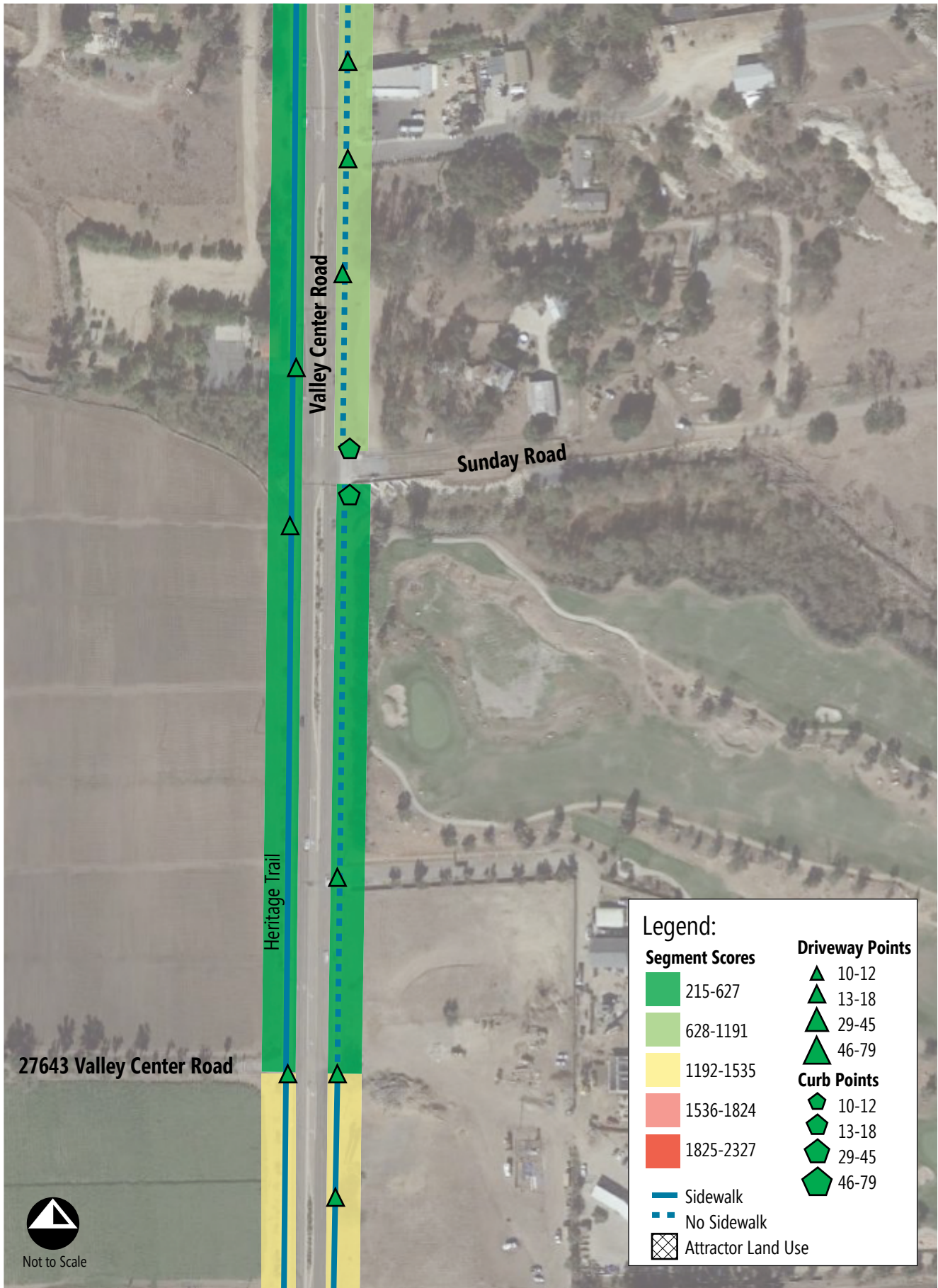
Figure 16: Heritage Trail with split rail fencing (looking westbound on Valley Center Rd.)

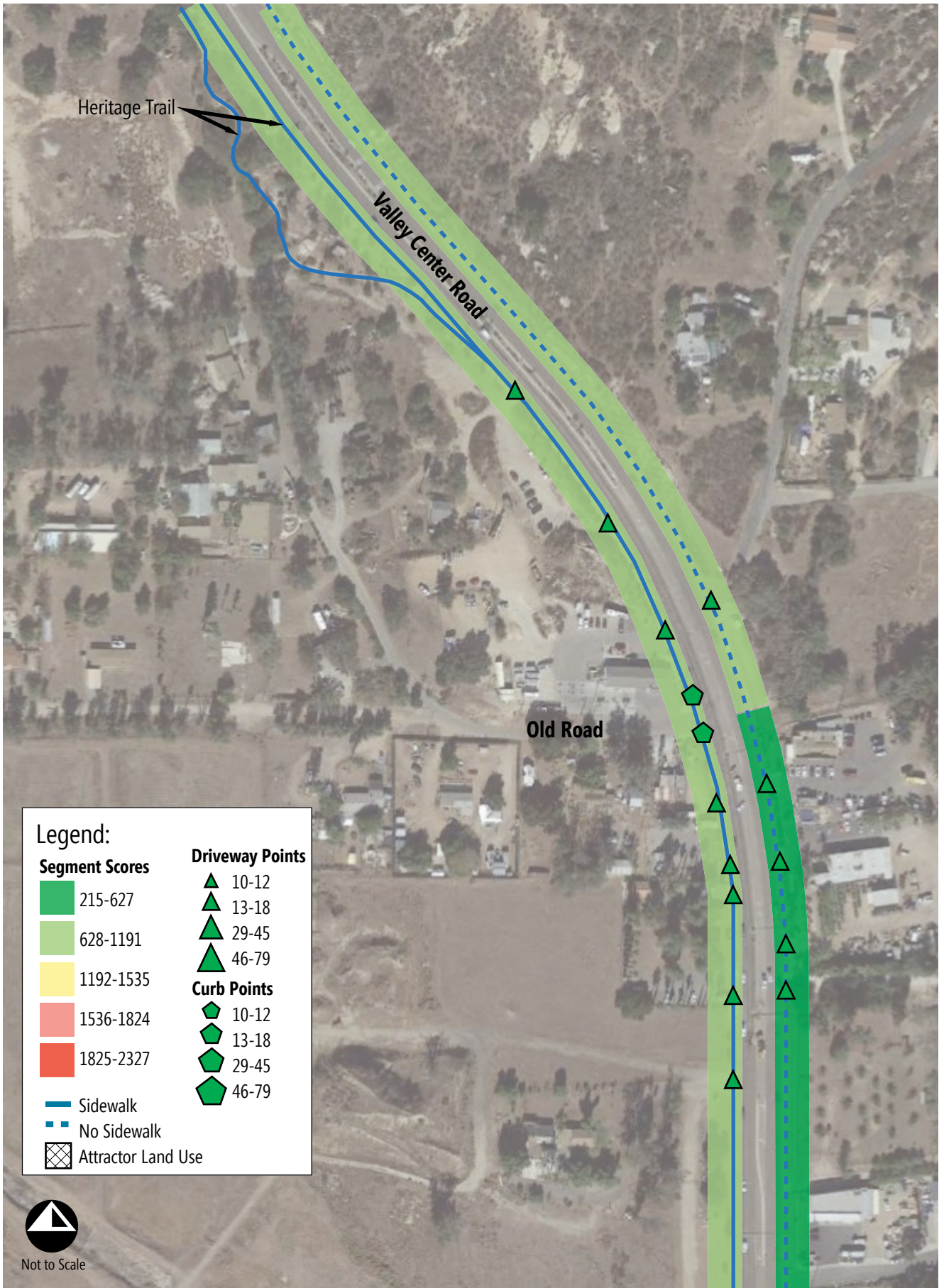


Figure 17: Example of trail erosion near concrete driveways.



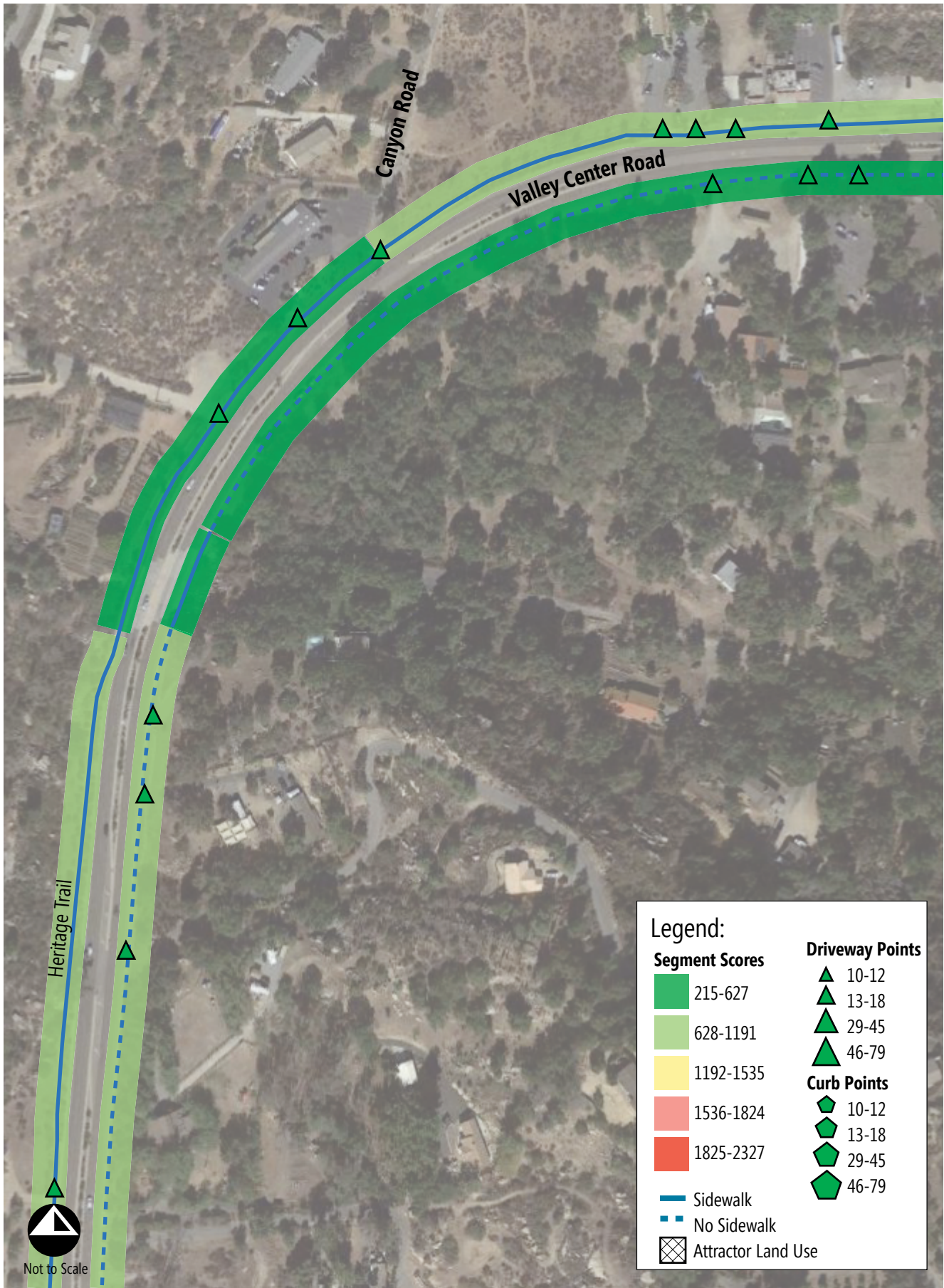


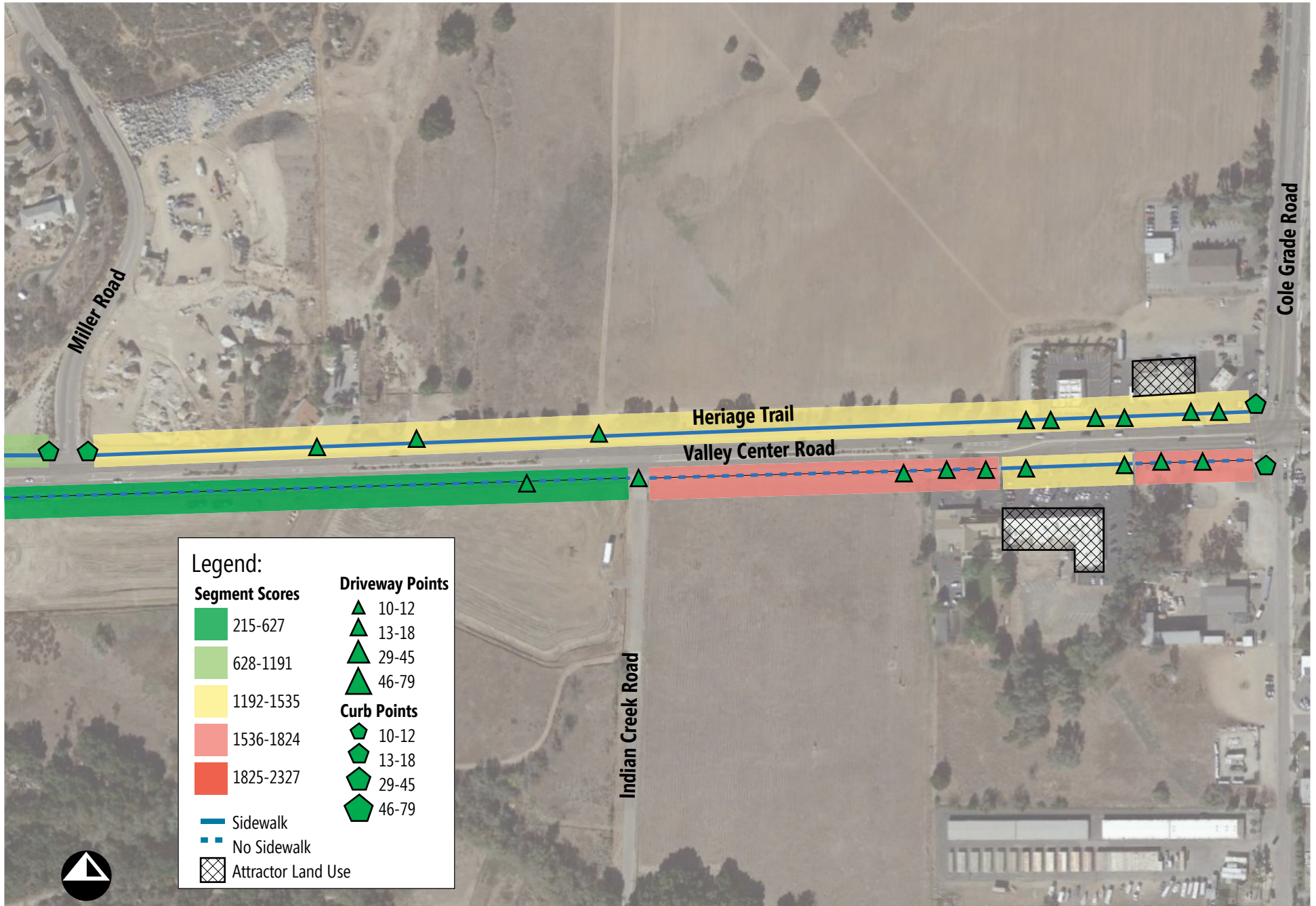












Not to Scale

**Table 8: Existing Pedestrian Conditions**

Segment		East / South Side of Valley Center Rd.		West / North Side of Valley Center Rd.	
		Total Score	Rating	Total Score	Rating
Valley Center Road	Woods Valley Road to Charlan Road	1150	Good	901	Good
	Charlan Road to Mirar De Valle Road	1646	Poor	1286	Average
	Mirar De Valle Road to 27634 Valley Center Road Driveway	1269	Average	1242	Average
	27634 Valley Center Road Driveway to Sunday Drive	608	Very Good	286	Very Good
	Sunday Drive to Old Road	690	Good	375	Very Good
	Old Road to Lilac Road	885	Good	769	Good
	Lilac Road to Valley Center Road Bridge (S)	672	Good	1043	Good
	Valley Center Road Bridge (S) to Valley Center Road Bridge (N)	392	Very Good	177	Very Good
	Valley Center Road Bridge (N) to Canyon Road (N)	470	Very Good	376	Very Good
	Canyon Road (N) to Miller Road	601	Very Good	1127	Good
	Miller Road to Indian Creek Road	557	Very Good	707	Good
	Indian Creek Road to Old Town Center Plaza Southern Boundary	1601	Poor	1375	Average
	Old Town Center Plaza Southern Boundary to Northern Boundary	1338	Average	1398	Average
Old Town Center Plaza Northern Boundary to Cole Grade Road	1717	Poor	1424	Average	

**Note:** Scores were derived from existing conditions observed on December 2018. Refer to **Attachment A** for point ranges & assignments.

Out of the 28 segments analyzed along Valley Center Road summarized in **Table 8**, the PGA rates seven (7) segments (25%) as very good, eight (8) segments (28%) as good, 10 segments (36%) as average, and three (3) segments (11%) as poor. The three segments that were rated “poor” include the east side of Valley Center Road from Charlan Road to Mirar De Valle Road, from Indian Creek Road to Old Town Center Plaza Southern Boundary, and from Old Town Center Plaza Northern Boundary to Cole Grade Road in the eastbound direction. There are no sidewalks, trails, or pedestrian facilities on these segments.

The quality of the existing marked crossing along and across Valley Center Road was evaluated by reviewing crosswalk amenities, design type and type of markings as shown in **Table 9** per County of San Diego ATP. Marked crosswalks along the corridor are only provided at signalized intersections and at a limited number of side street stop-controlled intersections. As shown, the signalized intersection crosswalk locations are rated “Strong” and the four unsignalized locations are rated “Needs Improvement” due to the lack of crosswalks along side streets. Marked crossings across Valley Center Road are more than half a mile apart, making it difficult for pedestrians to cross Valley Center Road. **Attachment F** contains the Pedestrian Gap Analysis & Intersection Crosswalk Worksheets.

**Table 9: Intersection Crosswalk Evaluation**

Study Intersection	Traffic Control	Score	Rating
1 - Valley Center Road / Woods Valley Road	Signal	4	Strong
2 - Valley Center Road / Mirar De Valle Road	OWSC	74	Needs Improvement
3 - Valley Center Road / Sunday Drive	OWSC	74	Needs Improvement
4 - Valley Center Road / Lilac Road	Signal	4	Strong
5 - Valley Center Road / Miller Road	OWSC	74	Needs Improvement
6 - Valley Center Road / Indian Creek Road	OWSC	74	Needs Improvement
7 - Valley Center Road / Cole Grade Road	Signal	4	Strong

**Note:** Scores were derived from existing conditions observed on December 2018.

OWSC = One Way Stop Control

## EXISTING BICYCLE CONDITIONS

Existing peak hour bicycle activity was collected on Tuesday, December 4, 2018. Bicycle activity data is provided in **Figure 14** (see p. 20). As shown, only one bicyclist is recorded using the bike lanes along the corridor during the AM and PM peak hours. Class II bicycle lanes are currently provided on both sides of Valley Center Road from Woods Valley Road to Cole Grade Road. There are no buffers separating the bicyclists from the vehicles along Valley Center Road. Portions of the bicycle lanes have loose fragments of asphalt due to the degrading surface of the existing roadway lanes, refer to **Figure 19**. Obstacles such as drainage inlets in the bike lane can be challenging for bicyclists as shown in **Figure 20**.

During the field verification and site observations conducted on December 21, 2018, very few bicyclists were observed using the Class II bike lanes. Those observed bicycling along the corridor rode on the sidewalk or along the Heritage Trail. The ATP recommends a Class IV separated Bikeway along Valley Center Road.

Existing bicycle facilities were assessed along Valley Center Road from Woods Valley Road to Cole Grade Road using a Level of Traffic Stress (LTS) analysis. LTS is a qualitative measure that assesses a bicyclist's level of discomfort or stress based on the quality of the bicycling environment and provided facilities. LTS scores range from LTS 1 (most comfortable, least stressful) to LTS 4 (least comfortable, most stressful). Scoring criteria used in the analysis is consistent with the methodology outlined in the County's ATP and summarized in Attachment A of this memorandum.

**Table 10** and **Figure 21** display the results of the LTS analysis conducted for the existing bicycle conditions along Valley Center Road.

As shown in Table 10, the current bicycle facilities along Valley Center Road result in a high level of bicycle stress (LTS 4) primarily attributed to the high vehicle speeds along the corridor. LTS 4 indicates that the most confident bicyclists (categorized as the "Strong and Fearless") would likely use the facility and those with less capabilities or confidence may not feel comfortable bicycling along Valley Center Road.



Figure 19: Class II bike lane with degraded surface.

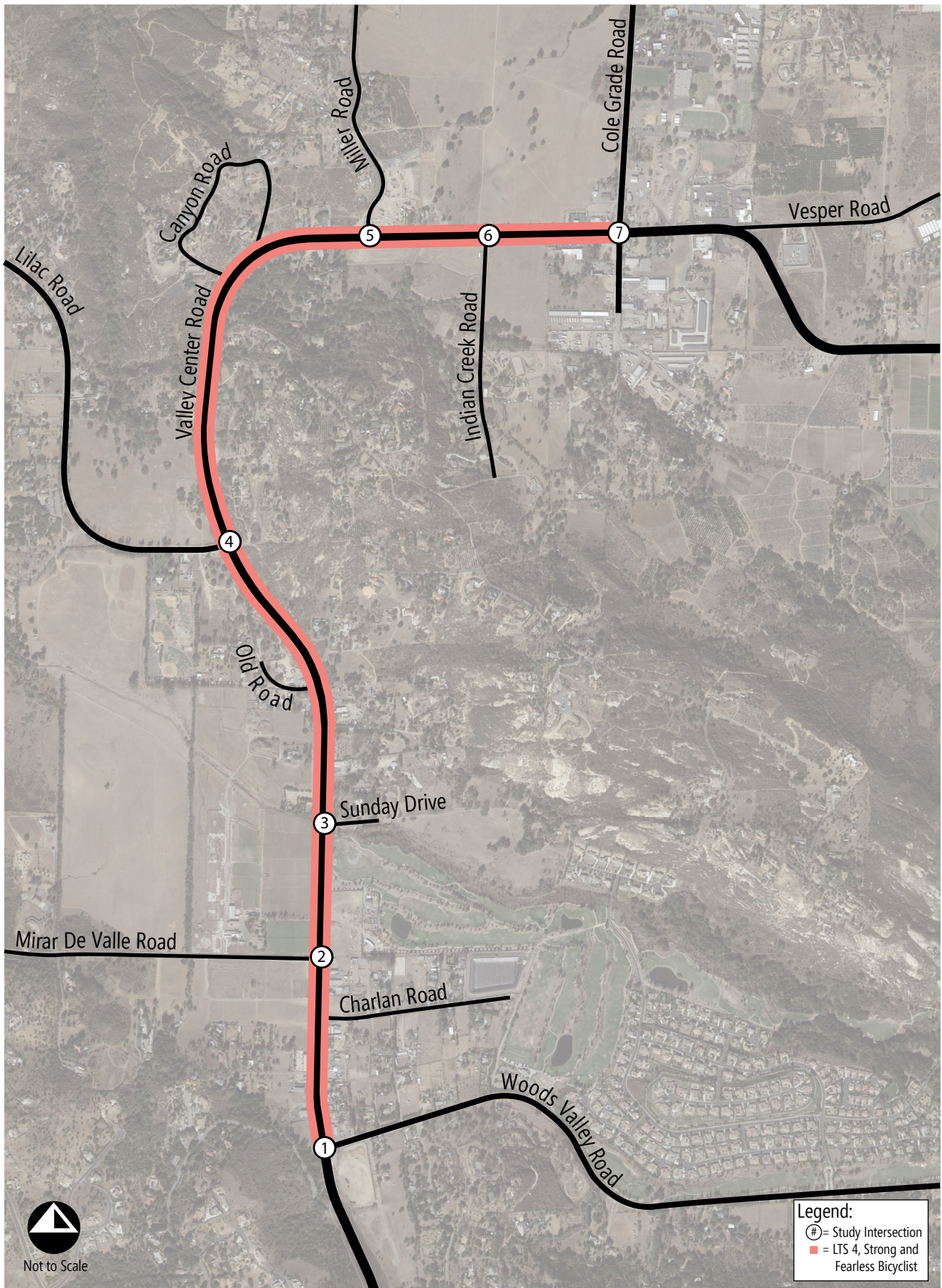


Figure 20: Class II bike lane with drainage inlet.

**Table 10: Level of Traffic Stress (LTS) Summary**

Roadway	Segment	No. Lanes	Facility Type	Roadway Classification <sup>1</sup>	Posted Speed Limit (mph)	Direction	LTS Score	Suitable for
Valley Center Road	Woods Valley Road to Mirar De Valle Road	4	Class II	Boulevard - 4.2B (w/ intermittent turn lanes)	45	Northbound	4	Strong and Fearless Bicyclists
						Southbound	4	Strong and Fearless Bicyclists
	Mirar De Valle Road to Sunday Drive	4	Class II	Boulevard - 4.2B (w/ intermittent turn lanes)	45	Northbound	4	Strong and Fearless Bicyclists
						Southbound	4	Strong and Fearless Bicyclists
	Sunday Drive to Lilac Road	4	Class II	Boulevard - 4.2B (w/ intermittent turn lanes)	45	Northbound	4	Strong and Fearless Bicyclists
						Southbound	4	Strong and Fearless Bicyclists
	Lilac Road to Canyon Road	4	Class II	Major Road - 4.1A (w/ raised median)	45	Northbound	4	Strong and Fearless Bicyclists
						Southbound	4	Strong and Fearless Bicyclists
	Canyon Road to Miller Road	4	Class II	Major Road - 4.1A (w/ raised median)	45	Eastbound	4	Strong and Fearless Bicyclists
						Westbound	4	Strong and Fearless Bicyclists
	Miller Road to Indian Creek Road	4	Class II	Boulevard - 4.2A (w/ raised median)	45	Eastbound	4	Strong and Fearless Bicyclists
						Westbound	4	Strong and Fearless Bicyclists
	Indian Creek Road to Cole Grade Road	4	Class II	Boulevard - 4.2A (w/ raised median)	45	Eastbound	4	Strong and Fearless Bicyclists
						Westbound	4	Strong and Fearless Bicyclists

**Note:** Scores were derived from existing conditions observed on December 2018.



## **KEY FOCUS AREAS**

After reviewing the results of the existing conditions analysis along Valley Center Road, specific issues are grouped into “key focus areas” that should be considered when identifying improvements along Valley Center Road. Key focus areas have been identified and discussed below:

### **Intersection Safety Improvements:**

Three intersections along the corridor were identified as having high crash rates. These three intersections should be evaluated further to address safety and operational concerns. A summary of the issues at these three locations is provided below:

- **Valley Center Road and Miller Road.** According to the crash data, one fatality occurred at this intersection. A total of 23 crashes have been reported which represents 13% of the 176 crashes over the last five years. Seven crashes are related to unsafe speeds and four crashes are related to improper turning. The pedestrian gap analysis indicates the crosswalk across the north leg of the intersection is deficient. Improvements at this location should focus on reducing auto crashes and improving visibility.
- **Valley Center Road and Cole Grade Road.** A total of 44 crashes were reported at this intersection which represents 25% of the 176 crashes reported along the corridor. Nineteen crashes involve rear-end collisions and ten crashes involve broadside collisions. Fourteen collisions are attributed to unsafe speeds which is the highest along the corridor. The pedestrian gap analysis indicates pedestrian facilities are rated “poor” along the south side of Valley Center Road near Cole Grade Road. Improvements at this location should focus on reducing auto crashes and improving visibility.
- **Valley Center Road and Lilac Road.** The crash reports indicate a total of 36 crashes occurred at this location which represents 20% of the 176 crashes reported along the corridor. Ten crashes are attributed to unsafe speeds and twelve are reported as rear-end collisions. The actual 85<sup>th</sup> percentile speeds at this location is 57 mph in the northbound direction and 54 mph in the southbound direction. Although the signalized intersection is currently operating at LOS B in both the AM and PM peak hours, improvements to reduce crashes and reduce speeds in this area should be considered.

### **Pedestrian Facility Improvements:**

Sidewalks are currently provided on the east side of Valley Center Road from Woods Valley Road to Mirar De Valle Road. However, there are no sidewalks, improved trails or defined pedestrian facilities along the east side of Valley Center Road from Mirar De Valle Road to Cole Grade Road which is approximately 10,500 linear feet. Pedestrian facilities are rated “poor” along the east and south side of Valley Center Road at the following two focus areas.

- **Valley Center Road from Cole Grade Road to the driveway serving the Old Town Center (approximately 275 feet west of Cole Grade Road).** This segment is adjacent to the Old Town Center which is considered an attractor since there is a deli, pharmacy and other small retail shops that people would walk to. However, there is no sidewalk, improved trail, or defined pedestrian facility on this segment. In addition, there are multiple driveways where pedestrian and vehicle conflicts can occur. Pedestrian facility improvements considered for this segment should be consistent with the rural character of the community.
- **Valley Center Road from Mirar De Valle Road to Charlan Road.** A post office and a small Market are located along this side of Valley Center Road that could attract pedestrians. Although a sidewalk is currently provided, the condition of the sidewalk is poor with multiple obstructions and weeds that impact the travel way. In addition, there are multiple driveways that create vehicle-pedestrian conflicts.

**Crosswalk Improvements:**

Marked pedestrian crosswalks across Valley Center Road are only provided at the signalized intersections at Cole Grade Road, Lilac Road and Woods Valley Road. To improve access for pedestrians and bicyclists along the corridor, additional marked crossings should be considered. Due to the width and speed of the road, additional treatments such as improved light at the marked crossing, control such as a HAWK beacon, pedestrian signal and/or flashing beacons should be installed. There are two key locations that should be considered for pedestrian crossings:

- **Valley Center Road and Mirar De Valle Road.** A bus stop, Valley Center Market and the Post Office are all located within 150 feet of the intersection on the east side of Valley Center Road. A crossing at this location would provide access to these activity centers.
  
- **Valley Center Road and Miller Road.** The bus stop is located on the south side of Valley Center Road approximately 125 feet from Miller Road with no crosswalk facilities for pedestrians to cross Valley Center Road to reach the retail center or Heritage Trail on the north side of Valley Center Road. In addition, future development is planned on the south side of the intersection that may increase pedestrian activity.

There are a total of 11 NCTD bus stops along the corridor serving both directions of travel. However, there is no controlled access for pedestrians to cross Valley Center Road at many of these locations. When considering additional intersection control and/or new pedestrian crossings, the location of and access to existing bus stops should be considered. Additional coordination with NCTD may be necessary.

**Future Development LOS Impacts:**

Development is planned along Valley Center Road in both the North and South Villages. As such, traffic generated by these developments may affect the operations of the existing side street stop-controlled intersections. As discussed in this report, the level of service for the side street stop-controlled intersection is based on available gaps in both directions of traffic. As traffic volume along Valley Center Road increases, the delay to vehicles on the side street will continue to increase. When considering alternatives for the corridor, modifications to intersection control at key locations should be considered. When considering medians along the corridor, the impact to the side streets should also be considered, as the median restricts the ability to cross one direction of traffic at a time and can impact side street delay.



**Michael Baker**  
INTERNATIONAL

# **Attachment A Methodology**

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## **Pedestrian Gap Analysis**

Roadway segments and intersections were evaluated for pedestrian quality using the PGA methodology as defined in the County of San Diego ATP. The PGA is a qualitative pedestrian survey that assesses the quality of the walking environment. The survey collects specific data about the elements based on the impact to County maintenance, ATP goals, health, economic diversity and an overall benefit to users. Based on the point system developed in the County of San Diego ATP, the maximum amount of points allocated to a segment is 4,000.

The PGA criteria includes:

- The condition of sidewalk/pathway and associated characteristics such as obstructions, slope, grade, and curb ramp configuration (25 percent = 1,000 points);
- Distance from pedestrian generators (25 percent = 1,000 points);
- Health Data supplied by the County Health and Human Services Agency (25 percent = 1,000 points);
- Socioeconomic data supplied by County Health and Human Services Agency (10 percent = 400 points);
- County Public Works Project Planning/Capital Improvement project list (10 percent = 400 points); and
- Proximity to schools (5 percent = 200 points).

Worksheets and point allocation are available at the end of this section. For the purpose of the corridor study, the evaluation of the existing condition of the sidewalk and paths was refined to focus on the critical conditions along the corridor including obstructions, sidewalk condition, driveway conditions, presence of curb ramps and other factors. The physical conditions evaluated are clearly described in the table provided later in this report.

The total points of individual street segments within study areas provide a comparison ranking utilizing weight allocation based on the six ranking factors stated above. Each street segment points scored are displayed in color brackets based on the color-coding point brackets displayed in the County of San Diego ATP. The color bracket point ranges are presented on **Table A-3**.

**Table A-3: PGA Bracket Point Ranges**

<b>Color Code</b>	<b>Pedestrian Quality</b>	<b>Point Range</b>
	Very Good	215 - 627
	Good	628 - 1191
	Average	1192 - 1535
	Poor	1536 - 1824

## Roadway Segment Analysis

The basis for roadway segment analysis is the ratio of daily volumes to LOS thresholds according to roadway classifications. The analysis results provide a planning-level assessment of whether a segment is under, approaching, or over capacity. **Table A-2** presents the roadway segment capacity and LOS standards contained in the San Diego County Public Road Standards.

**Table A-2: LOS Criteria for Roadway Segments**

Mobility Element Roads		Levels of Service (in ADT)					
Road Classification	Travel Lanes	A	B	C	D	E	
Expressway (6.1)	6	<36,000	<54,000	<70,000	<86,000	<108,000	
Prime Arterial (6.2)	6	<22,200	<37,000	<44,600	<50,000	<57,000	
Major Road	w/ Raised Median (4.1A)	4	<14,800	<24,700	<29,600	<33,400	<37,000
	w/ Intermittent Turn Lanes (4.1B)	4	<13,700	<22,800	<27,400	<30,800	<34,200
Boulevard	w/ Raised Median (4.2A)	4	<18,000	<21,000	<24,000	<27,000	<30,000
	w/ Intermittent Turn Lanes (4.2B)	4	<16,800	<19,600	<22,500	<25,000	<28,000
Community Collector	w/ Raised Median (2.1A)	2	<10,000	<11,700	<13,400	<15,000	<19,000
	w/ Continuous Left Turn Lane (2.1B)		<3,000	<6,000	<9,500	<13,500	<19,000
	w/ Intermittent Turn Lanes (2.1C)		<3,000	<6,000	<9,500	<13,500	<19,000
	W/ Passing Lane (2.1D)		<3,000	<6,000	<9,500	<13,500	<19,000
	No Median (2.1E)		<1,900	<4,100	<7,100	<10,900	<16,200
Light Collector	w/ Raised Median (2.2A)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	w/ Continuous Left Turn Lane (2.2B)		<3,000	<6,000	<9,500	<13,500	<19,000
	w/ Intermittent Turn Lanes (2.2C)		<3,000	<6,000	<9,500	<13,500	<19,000
	W/ Passing Lane (2.2D)		<3,000	<6,000	<9,500	<13,500	<19,000
	No Median (2.2E)		<1,900	<4,100	<7,100	<10,900	<16,200
	w/ Reduced Shoulder (2.2F)		<5,800	<6,800	<7,800	<8,700	<9,700
Minor Collector	w/ Raised Median (2.3A)	2	<3,000	<6,000	<7,000	<8,000	<9,000
	w/ Intermittent Turn Lanes(2.3B)		<3,000	<6,000	<7,000	<8,000	<9,000
	No Median (2.3C)		<1,900	<4,100	<6,000	<7,000	<8,000
Non-Mobility Element Roads		Levels of Service (in ADT)					
Road Classification	Travel Lanes	A	B	C	D	E	
Residential Collector	2	-	-	<4,500	-	-	
Rural Residential Collector	2	-	-	<4,500	-	-	
Residential Road	2	-	-	<1,500	-	-	
Rural Residential Road	2	-	-	<1,500	-	-	
Residential Cul-de-Sac or Loop Road	2	-	-	<200	-	-	

Source: County of San Diego, Public Roads Standards (March 2012).

## **Pedestrian Gap Analysis**

Roadway segments and intersections were evaluated for pedestrian quality using the Pedestrian Gap Analysis methodology (PGA) as defined in the County of San Diego Active Transportation Plan (ATP). The PGA is a qualitative pedestrian survey that assesses the quality of the walking environment. The survey collects specific data about the elements based on the impact to County maintenance, ATP goals, health, economic diversity and an overall benefit to users. Based on the point system developed in the County of San Diego ATP, the maximum amount of points allocated to a segment is 4,000.

The PGA criteria includes:

- The condition of sidewalk/pathway and associated characteristics such as obstructions, slope, grade, and curb ramp configuration (25 percent = 1,000 points);
- Distance from pedestrian generators (25 percent = 1,000 points);
- Health Data supplied by the County Health and Human Services Agency (25 percent = 1,000 points);
- Socioeconomic data supplied by County Health and Human Services Agency (10 percent = 400 points);
- County Public Works Project Planning/Capital Improvement project list (10 percent = 400 points); and
- Proximity to schools (5 percent = 200 points).

Worksheets and point allocation are available at the end of this section. For the purpose of the corridor study, the evaluation of the existing condition of the sidewalk and paths was refined to focus on the critical conditions along the corridor including obstructions, sidewalk condition, driveway conditions, presence of curb ramps and other factors. The physical conditions evaluated are clearly described in the table provided later in this report.

The total points of individual street segments within study areas provide a comparison ranking utilizing weight allocation based on the six ranking factors stated above. Each street segment points scored are displayed in color brackets based on the color-coding point brackets displayed in the County of San Diego ATP. The color bracket point ranges are presented on **Table A-3**.

**Table A-3: PGA Bracket Point Ranges**


<b>Color Code</b>	<b>Pedestrian Quality</b>	<b>Point Range</b>
	Very Good	215 - 627
	Good	628 - 1191
	Average	1192 - 1535
	Poor	1536 - 1824

**Level of Stress (LTS) Bicycle Analysis**

Existing bicycle facilities were assessed using a Level of Traffic Stress (LTS) analysis, consistent with the methodology outlined in the County Active Transportation Plan (ATP). LTS is a qualitative measure that assesses a bicyclist’s level of discomfort or stress based on the quality of the bicycling environment and provided facilities. LTS scores range from LTS 1 (most comfortable, least stressful) to LTS 4 (least comfortable, most stressful).

The levels of LTS analysis are generally in line with the Four Types of Transportation Cyclists in Portland population segmentation scheme developed from research and surveys conducted by the Portland Office of Transportation as show on **Table A-4**.<sup>1</sup>

**Table A-4: LTS Four Types of Transportation Cyclist**

 <p><i>LTS 1 Typical Users</i></p>	<p><b>LTS 1</b> – Represents the most comfortable and least stressful bicycling environment. LTS 1 is the level that is comfortable for most people, including children.</p>
 <p><i>LTS 2 Typical Users</i></p>	<p><b>LTS 2</b> – Represents a fairly comfortable and low-stress bicycling environment. LTS 2 is the level that is comfortable for the mainstream adult population.</p>
 <p><i>LTS 3 Typical Users</i></p>	<p><b>LTS 3</b> – Represents a fairly uncomfortable and high-stress bicycling environment. LTS 3 is the level that is comfortable for those who are confident in their bicycling abilities but prefer to have dedicated space while riding.</p>
 <p><i>LTS 4 Typical User</i></p>	<p><b>LTS 4</b> – Represents the least comfortable and most stressful bicycling environment. LTS 4 is tolerated only by the most seasoned and confident cyclists but is generally avoided by all other people who want to bike.</p>

The four types of cyclists range from “No Way No How,” representing individuals who are not interested in biking, to “Strong and Fearless,” which represents the most active and confident cyclists. People in the “Interested but Concerned” category, which represents approximately 60% of all bicycling activity, typically prefer to ride along facilities classified as LTS 1 or LTS 2. These facilities are physically separated from vehicular traffic with dedicated lanes for bicycling and minimal conflict points.

People in the “Enthusied and Confident” category, representing 7% of all bicycling activity, feel comfortable bicycling along a facility with an LTS 3 or better. People in the “Strong and Fearless” category represent less than 1% of bicycling activity who may tolerate bicycling along an LTS 4 facility, as they are the most experienced and confident. These bicyclists are generally seasoned bicycle commuters or recreational cyclists. Those in the “No Way No How” population segment will not ride a bicycle no matter how comfortable the facility is.

<sup>1</sup> Roger Geller, *Four Types of Cyclists* (Portland Office of Transportation), <https://www.portlandoregon.gov/transportation/article/264746>.

LTS analysis traditionally takes into account existing facilities—such as bike lanes, bike paths, bike routes, and any provided separation from vehicles—that are constructed. In general, roads with dedicated space for people biking are considered to be less stressful. The data used included the number of lanes in each direction, presence and type of bicycle facility, presence and type of median, speed, and functional class of the roadway.

The thresholds developed for the County of San Diego and used in this LTS analysis were adapted from those developed in the paper "[Low-Stress Bicycling and Network Connectivity](#)" prepared by the Mineta Transportation Institute.<sup>2</sup> Class II Bike Lanes are currently striped along Valley Center Road within the study area. **Table A-5** summarizes the criteria for roadways with a Class I or Class II bike facility as defined in the County's ATP.

**Table A-5: Criteria for Roadways with Bicycle Facilities**

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS ≥ 4
Street Width (through lanes per direction)	1	2, if directions are separated by a raised/striped median	More than 2, or 2 without a raised/striped median	(no effect)
Bike Facility Type	Class I	Class II	(no effect)	(no effect)
Speed	30 mph or less	(no effect)	35 mph	40 mph or more

**Source:** County of San Diego Active Transportation Plan.

**Note:** (no effect) = factor does not trigger an increase to this level of traffic stress

<sup>2</sup> Maaza C. Mekuria, Peter G. Furth, and Hilary Nixon, *Low-Stress Bicycling and Network Connectivity* (San Jose, CA: Mineta Transportation Institute, 2012), <http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf>.



## Condition of Sidewalk Point System

**FIELD INVENTORY CATEGORY**

Sidewalk	Curb Ramp	Driveway	Crosswalk
0.4	0.25	0.25	0.1

**SIDEWALK:**

	1				2			3					5				6			
Category Percentage	0.30				0.10			0.40					0.10				0.10			
Cumulative Percentage	0.12				0.04			0.16					0.04				0.04			
	a	b-d, g, h	e	f	a	b	c	ai-av	avi-aix	ax	bi-bv	ci-ciii	a	b	c	d	a	b	c	d
Category Percentage	0.50	0.05	0.10	0.35	0.80	0.15	0.05	0.10	0.20	0.30	0.20	0.20	0.05	0.15	0.30	0.50	0.05	0.15	0.30	0.50
Cumulative Percentage	0.060	0.006	0.012	0.042	0.032	0.006	0.002	0.016	0.032	0.048	0.032	0.032	0.002	0.006	0.012	0.020	0.002	0.006	0.012	0.020
Point Allocation*	60.0	6.0	12.0	42.0	32.0	6.0	2.0	16.0	32.0	48.0	32.0	32.0	2.0	6.0	12.0	20.0	2.0	6.0	12.0	20.0

**CURB RAMP:**

	1				2			3		4		5		6		7		8				
Category Percentage	0.30				0.05			0.1		0.1		0.1		0.05		0.1		0.2				
Cumulative Percentage	0.08				0.0125			0.025		0.025		0.025		0.0125		0.025		0.05				
	a	b	c	d	e	a-d	e	a	b	a	b	a	b	a	b	a	b	i-iii	iv	v	vi	vii
Category Percentage	0.60	0.20	0.05	0.00	0.15	0	1	0	1	0	1	0	1	0	1	0	1	0.3	0.5	0.2	0	0
Cumulative Percentage	0.045	0.015	0.004	0.000	0.011	0	0.0125	0	0.025	0	0.025	0	0.025	0	0.0125	0	0.025	0.015	0.025	0.01	0	0
Point Allocation*	45.0	15.0	3.8	0.0	11.3	0.0	12.5	0.0	25.0	0.0	25.0	0.0	25.0	0.0	12.5	0.0	25.0	15.0	25.0	10.0	0.0	0.0

**DRIVEWAY:**

	1				2			3					4				5				6				
Category Percentage	0.3				0.1			0.1					0.1				0.1				0.3				
Cumulative Percentage	0.075				0.025			0.025					0.025				0.025				0.075				
	a-c	d	e	f	a-f	g	a	b	c, d	e	a	b	c, d	e	a	b	c	d	i-v	vi	vii	viii	ix		
Category Percentage	0.05	0.15	0.60	0.20	0	1	0.05	0.15	0.3	0.5	0.05	0.15	0.3	0.5	0.3	0.15	0.05	0.5	0.1	0.3	0.4	0.2	0		
Cumulative Percentage	0.004	0.011	0.045	0.015	0.000	0.025	0.001	0.004	0.008	0.013	0.001	0.004	0.008	0.013	0.008	0.004	0.001	0.013	0.008	0.023	0.030	0.015	0.000		
Point Allocation*	3.8	11.3	45.0	15.0	0.0	25.0	1.3	3.8	7.5	12.5	1.3	3.8	7.5	12.5	7.5	3.8	1.3	12.5	7.5	22.5	30.0	15.0	0.0		

**CROSSWALK:**

	1		2				3		4	
Category Percentage	0.15		0.30				0.15		0.4	
Cumulative Percentage	0.015		0.030				0.015		0.04	
	a	b	a	b	c-d	e	a-f	g	a	b
Category Percentage	0.00	1.00	0.15	0.30	0.05	0.50	0.05	0.95	1.00	0.00
Cumulative Percentage	0.000	0.015	0.005	0.009	0.002	0.015	0.001	0.014	0.04	0
Point Allocation*	0.0	15.0	4.5	9.0	1.5	15.0	0.8	14.3	40.0	0.0

\* Assumes a basis of 1000 points is applied to each date point.



**Michael Baker**  
INTERNATIONAL

# **Attachment B Traffic Count Data & Signal Timing Sheets**

**CLASSIFICATION**

Valley Center Rd Bet. Woods Valley Rd & Charlan Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_001n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	16	5	0	1	0	0	0	0	0	0	0	0	22
00:15	0	22	5	0	1	0	0	0	0	0	0	0	0	28
00:30	0	17	4	0	2	1	0	0	0	0	0	0	0	24
00:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
01:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
01:15	0	14	3	0	0	0	0	0	0	0	0	0	0	17
01:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
01:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
02:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
02:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
02:30	0	5	2	0	0	0	0	0	0	0	1	0	0	8
02:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	4	1	0	1	0	0	0	0	0	0	0	0	6
03:30	0	6	1	0	1	0	0	0	0	0	0	0	0	8
03:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
04:15	0	9	1	1	1	0	0	1	1	0	0	0	0	14
04:30	0	20	3	0	1	0	0	1	1	0	0	0	0	26
04:45	0	10	6	0	2	0	0	0	0	0	0	0	0	18
05:00	0	21	6	1	2	1	0	0	0	0	0	0	0	31
05:15	0	36	10	1	4	1	0	1	0	0	0	0	0	53
05:30	0	49	23	1	5	0	0	0	1	0	0	0	0	79
05:45	0	52	14	1	7	1	0	0	0	0	0	0	0	75
06:00	0	82	14	0	6	0	0	0	0	0	0	0	0	102
06:15	0	90	17	0	6	2	0	0	1	0	0	0	0	116
06:30	0	91	33	2	9	2	0	0	1	0	0	0	0	138
06:45	0	103	31	2	10	2	0	0	3	0	0	0	0	151
07:00	1	100	25	2	14	1	0	0	1	0	1	0	0	145
07:15	0	93	30	0	14	2	0	0	1	0	0	0	0	140
07:30	0	93	29	1	7	1	0	2	1	0	0	0	0	134
07:45	0	114	31	3	11	0	0	0	2	0	0	0	0	161
08:00	0	106	27	1	17	3	0	1	2	0	0	0	0	157
08:15	0	88	24	1	12	1	0	0	0	0	0	0	0	126
08:30	0	95	20	2	18	0	0	0	3	0	0	0	0	138
08:45	0	82	21	1	11	0	0	0	1	0	0	0	0	116
09:00	0	76	31	1	10	6	0	0	0	0	0	0	0	124
09:15	0	84	19	2	8	2	0	0	1	0	0	0	0	116
09:30	1	91	25	6	14	2	0	0	0	0	0	0	0	139
09:45	1	101	31	3	13	0	0	0	3	0	0	0	0	152
10:00	0	84	23	1	8	1	0	1	1	0	0	0	0	119
10:15	0	98	23	0	13	1	0	0	1	0	0	0	0	136
10:30	0	105	23	3	14	2	0	0	3	0	0	0	0	150
10:45	0	103	26	0	19	0	0	2	1	0	0	0	0	151
11:00	0	113	31	0	15	2	0	0	4	0	1	0	0	166
11:15	1	96	31	1	8	4	0	1	1	0	0	0	0	143
11:30	0	106	22	2	10	0	0	0	2	0	0	0	0	142
11:45	0	142	33	4	15	1	0	0	2	0	0	0	0	197
12:00 PM	0	114	31	3	13	2	0	0	1	0	0	0	0	164
12:15	2	134	35	1	15	3	0	1	1	0	0	0	0	192
12:30	1	110	35	1	12	6	0	0	2	0	0	0	0	167
12:45	1	131	35	3	15	1	0	1	1	0	0	0	0	188
13:00	1	118	30	1	12	5	0	1	2	0	0	0	0	170
13:15	2	160	38	0	21	1	0	1	1	0	0	0	0	224
13:30	1	143	37	0	17	0	0	0	2	0	0	0	0	200
13:45	0	135	36	1	12	1	0	0	0	0	0	0	0	185
14:00	0	145	39	2	19	0	0	0	1	0	1	0	0	207
14:15	0	131	30	0	16	2	0	0	3	0	0	0	0	182
14:30	1	171	43	3	16	8	1	2	2	0	0	0	0	247
14:45	1	129	37	0	23	1	0	1	2	0	0	0	0	194
15:00	1	152	38	1	20	2	1	0	0	0	1	0	0	216
15:15	0	171	55	0	15	1	0	1	1	0	0	0	0	244
15:30	0	183	54	1	18	1	0	0	3	0	0	0	0	260
15:45	1	217	54	1	17	3	0	3	0	0	0	0	0	296
16:00	1	191	48	0	18	1	0	1	3	0	0	0	0	263
16:15	1	195	46	2	20	0	0	1	2	0	0	0	0	267
16:30	1	189	45	2	21	1	0	1	0	0	0	0	0	260
16:45	2	211	51	1	17	1	0	3	1	0	0	0	0	287
17:00	1	194	48	0	26	1	0	0	2	0	0	0	0	272
17:15	1	213	52	2	21	0	0	0	0	0	0	0	0	289
17:30	1	211	48	2	25	2	0	0	1	0	0	0	0	290
17:45	0	189	49	1	14	0	0	1	2	0	0	0	0	256
18:00	0	183	34	3	12	0	0	1	1	0	0	0	0	234
18:15	1	172	41	3	17	2	0	1	1	0	0	0	0	238
18:30	1	152	36	1	17	2	0	0	2	0	0	0	0	211
18:45	1	165	39	0	18	2	0	1	2	0	0	0	0	228
19:00	0	156	30	2	11	0	0	0	0	0	0	0	0	199
19:15	0	134	28	2	10	2	0	0	2	0	0	0	0	178
19:30	0	136	32	1	10	1	0	0	2	0	0	0	0	182
19:45	0	113	25	0	7	0	0	0	1	0	0	0	0	146
20:00	0	91	18	0	8	2	0	0	0	0	0	0	0	119
20:15	0	112	31	0	6	1	0	0	1	0	0	0	0	151
20:30	0	93	23	1	7	2	0	0	0	0	0	0	0	126
20:45	0	76	17	3	5	1	0	0	0	0	0	0	0	102
21:00	0	80	18	1	4	0	0	0	0	0	0	0	0	103
21:15	0	99	22	1	8	1	0	0	1	0	0	0	0	132
21:30	0	76	17	0	7	1	0	0	0	0	0	0	0	101
21:45	0	65	15	0	5	0	0	0	0	0	0	0	0	85
22:00	0	80	12	0	5	1	0	0	0	0	0	0	0	98
22:15	0	58	12	0	4	1	0	0	0	0	0	0	0	75
22:30	0	36	6	0	4	0	0	0	0	0	0	0	0	46
22:45	0	35	7	0	3	0	0	0	0	0	0	0	0	45
23:00	0	32	6	0	3	0	0	0	0	0	0	0	0	41
23:15	0	35	6	0	2	0	0	0	0	0	0	0	0	43
23:30	0	34	1	0	1	0	0	0	0	0	0	0	0	36
23:45	0	19	2	0	1	0	0	0	0	0	0	0	0	22
<b>Totals</b>	<b>27</b>	<b>8856</b>	<b>2208</b>	<b>89</b>	<b>910</b>	<b>101</b>	<b>2</b>	<b>31</b>	<b>84</b>	<b>5</b>				<b>12313</b>
<b>% of Totals</b>	<b>0%</b>	<b>72%</b>	<b>18%</b>	<b>1%</b>	<b>7%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>				<b>100%</b>

<b>AM Volumes</b>	4	2687	716	43	312	39	0	10	38	0	3	0	0	3852
<b>% AM</b>	0%	22%	6%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	31%
<b>AM Peak Hour Volume</b>														
<b>PM Volumes</b>	23	6169	1492	46	598	62	2	21	46	0	2	0	0	8461
<b>% PM</b>	0%	50%	12%	0%	5%	1%	0%	0%	0%	0%	0%	0%	0%	69%
<b>PM Peak Hour Volume</b>														
<b>Directional Peak Periods All Classes</b>	<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>				<b>Off Peak Volumes</b>	
<b>Volume</b>	1117				1490				2184				7522	
<b>%</b>	9%				12%				18%				61%	

<b>Classification Definitions</b>				
1 Motorcycles	4 Buses	7 > =4-Axle Single Units	10 >=6-Axle Single Trailers	13 >>7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

South Bound														
Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	22	4	0	1	0	0	0	0	0	0	0	0	27
00:15	0	18	3	0	3	0	0	0	0	0	0	0	0	24
00:30	0	19	6	0	2	0	0	0	0	0	0	0	0	27
00:45	0	12	3	0	1	0	0	0	0	0	0	0	0	16
01:00	0	14	2	0	1	0	0	0	0	0	0	0	0	17
01:15	0	21	3	0	2	0	0	0	1	0	0	0	0	27
01:30	0	3	3	0	1	0	0	0	0	0	0	0	0	7
01:45	0	12	2	0	2	0	0	0	0	0	0	0	0	16
02:00	0	13	1	0	1	0	0	0	0	0	0	0	0	15
02:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:30	0	15	2	0	2	0	0	0	0	0	0	0	0	19
02:45	0	12	1	0	1	0	0	0	1	0	0	0	0	15
03:00	0	16	1	0	1	0	0	0	0	0	0	0	0	18
03:15	0	14	3	0	1	0	0	0	0	0	0	0	0	18
03:30	0	11	3	0	1	0	0	0	0	0	0	0	0	15
03:45	0	15	4	0	2	0	0	0	0	0	0	0	0	21
04:00	0	22	4	0	1	0	0	0	1	0	0	0	0	28
04:15	0	26	8	0	4	0	0	0	0	0	0	0	0	38
04:30	0	22	6	0	5	1	0	0	0	0	0	0	0	34
04:45	1	45	10	0	6	1	0	1	1	1	0	1	0	66
05:00	1	49	25	1	14	1	0	0	0	0	0	0	0	91
05:15	0	67	26	0	14	1	0	0	1	0	0	0	0	109
05:30	0	106	29	0	22	0	0	1	1	0	0	0	0	159
05:45	0	104	30	1	19	2	0	0	0	0	0	0	0	156
06:00	0	121	38	0	19	0	0	1	1	0	0	0	0	180
06:15	1	154	36	1	29	2	0	3	0	0	0	0	0	226
06:30	0	172	43	2	34	1	0	1	0	0	0	0	0	253
06:45	0	153	42	1	27	0	0	2	2	0	0	0	0	227
07:00	1	189	45	2	34	6	0	0	0	0	0	0	0	277
07:15	1	191	39	0	28	0	0	1	1	0	0	0	0	261
07:30	0	196	48	1	29	0	0	1	2	0	2	0	0	279
07:45	0	170	46	0	27	3	0	2	1	0	0	0	0	254
08:00	1	151	40	0	29	7	0	2	2	0	0	0	0	232
08:15	1	204	43	0	34	5	0	0	1	0	1	0	0	289
08:30	0	158	39	2	30	2	0	2	3	0	0	0	0	236
08:45	0	120	25	0	21	0	0	0	1	0	1	0	0	168
09:00	0	144	31	1	24	0	0	2	1	0	0	0	0	203
09:15	0	141	28	0	22	1	0	2	1	0	0	0	0	194
09:30	0	144	35	2	18	2	0	0	1	0	0	0	0	202
09:45	0	140	29	4	21	0	2	0	0	0	0	0	0	196
10:00	1	131	31	0	18	0	0	1	2	0	1	0	0	185
10:15	0	134	37	1	17	3	0	2	2	0	0	0	0	196
10:30	1	122	23	3	16	3	0	4	0	0	1	0	0	183
10:45	1	106	25	1	25	1	0	1	1	0	0	0	0	161
11:00	0	123	24	0	23	0	0	1	0	0	0	0	0	171
11:15	1	135	37	1	23	2	0	0	4	0	0	0	0	203
11:30	1	111	24	0	18	0	0	0	0	1	0	0	0	156
11:45	0	104	27	1	17	1	0	0	0	0	0	0	0	150
12:00 PM	0	126	28	0	19	0	0	1	1	0	0	0	0	175
12:15	1	114	26	0	19	2	0	6	5	0	1	0	0	174
12:30	1	117	34	3	20	0	0	2	1	0	0	0	0	178
12:45	0	123	25	1	23	0	0	4	1	0	0	0	0	177
13:00	0	108	29	2	18	2	0	1	0	0	0	0	0	160
13:15	0	111	29	1	16	2	0	1	0	0	0	0	0	160
13:30	0	97	26	0	19	3	0	0	1	0	0	0	0	146
13:45	0	128	33	0	16	5	0	1	0	0	0	0	0	183
14:00	2	134	29	2	15	0	0	0	2	0	0	0	0	184
14:15	0	142	30	1	20	2	0	0	2	0	0	0	0	197
14:30	0	139	30	2	24	6	0	0	0	0	0	0	0	195
14:45	1	115	26	1	17	1	0	2	0	0	0	0	0	162
15:00	0	132	32	6	18	0	0	2	0	0	0	0	0	190
15:15	0	163	35	1	25	0	0	5	1	0	0	0	0	230
15:30	0	119	30	2	21	5	0	0	0	0	0	0	0	177
15:45	0	116	38	1	15	4	0	1	1	0	0	0	0	176
16:00	3	142	32	2	26	1	0	1	0	0	0	0	0	207
16:15	0	136	34	2	15	1	0	0	0	0	0	0	0	188
16:30	0	146	37	2	22	3	0	1	1	0	0	0	0	212
16:45	0	166	35	2	27	1	0	2	0	0	0	0	0	233
17:00	0	170	39	1	27	1	0	1	2	0	0	0	0	241
17:15	0	156	38	0	19	0	0	1	1	0	0	0	0	215
17:30	0	155	27	0	17	2	0	0	2	0	0	0	0	204
17:45	0	112	23	1	19	1	0	0	1	0	0	0	0	157
18:00	0	105	22	0	17	1	0	0	1	0	0	0	0	146
18:15	0	90	26	0	14	0	0	0	0	0	0	0	0	130
18:30	1	64	15	0	11	1	0	0	1	0	0	0	0	93
18:45	0	101	16	1	13	2	0	0	0	0	0	0	0	133
19:00	0	64	14	0	6	0	0	0	1	0	0	0	0	85
19:15	0	82	16	0	7	0	0	0	0	0	0	0	0	105
19:30	0	46	9	0	6	0	0	0	0	0	0	0	0	61
19:45	0	63	15	0	9	0	0	0	0	0	0	0	0	87
20:00	0	51	11	1	7	0	0	0	0	0	0	0	0	70
20:15	0	63	13	0	6	0	0	0	0	0	0	0	0	81
20:30	0	58	13	0	8	0	0	0	0	0	0	0	0	79
20:45	0	53	7	0	7	0	0	0	0	0	0	0	0	67
21:00	0	39	8	0	5	0	0	0	0	0	0	0	0	52
21:15	0	51	8	0	5	0	0	0	0	0	0	0	0	64
21:30	0	31	4	0	2	0	0	0	0	0	0	0	0	37
21:45	0	41	10	1	4	0	0	0	0	0	0	0	0	56
22:00	0	45	10	0	3	0	0	0	0	0	0	0	0	58
22:15	0	38	8	0	3	0	0	0	0	0	0	0	0	49
22:30	0	39	7	0	2	0	0	0	0	0	0	0	0	48
22:45	0	20	3	0	4	0	0	0	0	0	0	0	0	27
23:00	0	31	4	0	3	0	0	0	1	0	0	0	0	40
23:15	0	35	5	0	2	0	0	0	1	0	0	0	0	43
23:30	0	24	3	0	2	0	0	0	0	0	0	0	0	29
23:45	0	20	3	0	1	0	0	0	0	0	0	0	0	24
<b>Totals</b>	<b>21</b>	<b>8594</b>	<b>2010</b>	<b>65</b>	<b>1324</b>	<b>91</b>	<b>2</b>	<b>63</b>	<b>58</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>12237</b>
% of Totals	0%	70%	16%	1%	11%	1%	0%	1%	0%	0%	0%	0%	0%	100%

	12	4179	1017	27	709	45	2	30	32	0	8	0	0	6052
AM Volumes														
% AM	0%	34%	8%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	49%
AM Peak Hour														
Volume														
PM Volumes	9	4415	993	38	624	40	0	33	20	0	1	0	0	6180
% PM	0%	36%	8%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	51%
PM Peak Hour														
Volume														

Directional Peak Periods								
All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	1996	16%	1353	11%	1657	14%	7231	59%

Classification Definitions			
1	Motorcycles	4	Buses
2	Passenger Cars	5	2-Axle, 6-Tire Single Units
3	2-Axle, 4-Tire Single Units	6	3-Axle Single Units
7	>=4-Axle Single Units	8	<=4-Axle Single Trailers
9	>=5-Axle Single Trailers	10	>=6-Axle Single Trailers
11	<=5-Axle Multi-Trailers	12	6-Axle Multi-Trailers
13	>=7-Axle Multi-Trailers		

Summary

Table with columns: Time, #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, #11, #12, #13, Total. Rows represent hourly traffic counts from 00:00 AM to 23:45.

Summary statistics table including AM Volumes, PM Volumes, and Directional Peak Periods (AM 7-9, NOON 12-2, PM 4-6, Off Peak Volumes).

Classification Definitions table listing vehicle types and their corresponding classification numbers (1-13).

**CLASSIFICATION**

Valley Center Rd Bet. Woods Valley Rd &amp; Charlan Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_001n**North Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	67	15	0	4	1	0	0	0	0	0	0	0	87
01:00	0	36	7	0	1	0	0	0	0	0	0	0	0	44
02:00	0	26	7	0	0	0	0	0	0	0	1	0	0	34
03:00	0	17	3	0	2	0	0	0	0	0	0	0	0	22
04:00	0	47	11	1	5	0	0	2	2	0	0	0	0	68
05:00	0	158	53	4	18	3	0	1	1	0	0	0	0	238
06:00	0	366	95	4	31	6	0	0	5	0	0	0	0	507
07:00	1	400	115	6	46	4	0	2	5	0	1	0	0	580
08:00	0	371	92	5	58	4	0	1	6	0	0	0	0	537
09:00	2	352	106	12	45	10	0	0	4	0	0	0	0	531
10:00	0	390	95	4	54	4	0	3	6	0	0	0	0	556
11:00	1	457	117	7	48	7	0	1	9	0	1	0	0	648
12:00 PM	4	489	136	8	55	12	0	2	5	0	0	0	0	711
13:00	4	556	141	2	62	7	0	2	5	0	0	0	0	779
14:00	2	576	149	5	74	11	1	3	8	0	1	0	0	830
15:00	2	723	201	3	70	7	1	4	4	0	1	0	0	1016
16:00	5	786	190	5	76	3	0	6	6	0	0	0	0	1077
17:00	3	807	197	5	86	3	0	1	5	0	0	0	0	1107
18:00	3	672	150	7	64	6	0	3	6	0	0	0	0	911
19:00	0	539	115	5	38	3	0	0	5	0	0	0	0	705
20:00	0	372	89	4	26	6	0	0	1	0	0	0	0	498
21:00	0	320	72	2	24	2	0	0	1	0	0	0	0	421
22:00	0	209	37	0	16	2	0	0	0	0	0	0	0	264
23:00	0	120	15	0	7	0	0	0	0	0	0	0	0	142
<b>Totals</b>	<b>27</b>	<b>8856</b>	<b>2208</b>	<b>89</b>	<b>910</b>	<b>101</b>	<b>2</b>	<b>31</b>	<b>84</b>		<b>5</b>			<b>12313</b>
<b>% of Totals</b>	<b>0%</b>	<b>72%</b>	<b>18%</b>	<b>1%</b>	<b>7%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>		<b>0%</b>			<b>100%</b>

<b>AM Volumes</b>	4	2687	716	43	312	39	0	10	38	0	3	0	0	3852
<b>% AM</b>	0%	22%	6%	0%	3%	0%		0%	0%		0%			31%
<b>AM Peak Hour</b>	09:00	11:00	11:00	09:00	08:00	09:00		10:00	11:00		02:00			11:00
<b>Volume</b>	2	457	117	12	58	10		3	9		1			648
<b>PM Volumes</b>	23	6169	1492	46	598	62	2	21	46	0	2	0	0	8461
<b>% PM</b>	0%	50%	12%	0%	5%	1%	0%	0%	0%		0%			69%
<b>PM Peak Hour</b>	16:00	17:00	15:00	12:00	17:00	12:00	14:00	16:00	14:00		14:00			17:00
<b>Volume</b>	5	807	201	8	86	12	1	6	8		1			1107
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	1117	↔	9%	1490	↔	12%	2184	↔	18%	7522	↔	61%		

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd Bet. Woods Valley Rd &amp; Charlan Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_001s**South Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	71	16	0	7	0	0	0	0	0	0	0	0	94
01:00	0	50	10	0	6	0	0	0	1	0	0	0	0	67
02:00	0	47	4	0	4	0	0	0	1	0	0	0	0	56
03:00	0	56	11	0	5	0	0	0	0	0	0	0	0	72
04:00	1	115	28	0	16	2	0	1	2	0	1	0	0	166
05:00	1	326	110	2	69	4	0	1	2	0	0	0	0	515
06:00	1	600	159	4	109	3	0	7	3	0	0	0	0	886
07:00	2	746	181	5	118	9	0	4	4	0	2	0	0	1071
08:00	2	633	147	2	114	14	0	4	7	0	2	0	0	925
09:00	0	569	123	7	85	3	2	4	2	0	0	0	0	795
10:00	3	493	116	5	86	7	0	8	5	0	2	0	0	725
11:00	2	473	112	2	81	3	0	1	5	0	1	0	0	680
12:00 PM	2	480	113	4	81	2	0	13	8	0	1	0	0	704
13:00	0	444	117	3	69	12	0	3	1	0	0	0	0	649
14:00	3	524	114	6	76	9	0	2	4	0	0	0	0	738
15:00	0	530	135	10	79	9	0	8	2	0	0	0	0	773
16:00	3	590	138	8	90	6	0	4	1	0	0	0	0	840
17:00	0	593	127	3	82	4	0	2	6	0	0	0	0	817
18:00	1	360	79	1	55	4	0	0	2	0	0	0	0	502
19:00	0	255	54	0	28	0	0	0	1	0	0	0	0	338
20:00	0	225	43	1	28	0	0	0	0	0	0	0	0	297
21:00	0	162	30	1	16	0	0	0	0	0	0	0	0	209
22:00	0	142	28	0	12	0	0	0	0	0	0	0	0	182
23:00	0	110	15	1	8	0	0	1	1	0	0	0	0	136
<b>Totals</b>	<b>21</b>	<b>8594</b>	<b>2010</b>	<b>65</b>	<b>1324</b>	<b>91</b>	<b>2</b>	<b>63</b>	<b>58</b>		<b>9</b>			<b>12237</b>
<b>% of Totals</b>	<b>0%</b>	<b>70%</b>	<b>16%</b>	<b>1%</b>	<b>11%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>		<b>0%</b>			<b>100%</b>

<b>AM Volumes</b>	12	4179	1017	27	700	45	2	30	32	0	8	0	0	6052	
<b>% AM</b>	0%	34%	8%	0%	6%	0%	0%	0%	0%		0%			49%	
<b>AM Peak Hour</b>	10:00	07:00	07:00	09:00	07:00	08:00	09:00	10:00	08:00		07:00			07:00	
<b>Volume</b>	3	746	181	7	118	14	2	8	7		2			1071	
<b>PM Volumes</b>	9	4415	993	38	624	46	0	33	26	0	1	0	0	6185	
<b>% PM</b>	0%	36%	8%	0%	5%	0%		0%	0%		0%			51%	
<b>PM Peak Hour</b>	14:00	17:00	16:00	15:00	16:00	13:00		12:00	12:00		12:00			16:00	
<b>Volume</b>	3	593	138	10	90	12		13	8		1			840	
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>								
<b>All Classes</b>	Volume	%	Volume	%	Volume	%	Volume	%							
	1996	↔	16%	1353	↔	11%	1657	↔	14%	Volume				↔	59%

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd Bet. Woods Valley Rd &amp; Charlan Rd

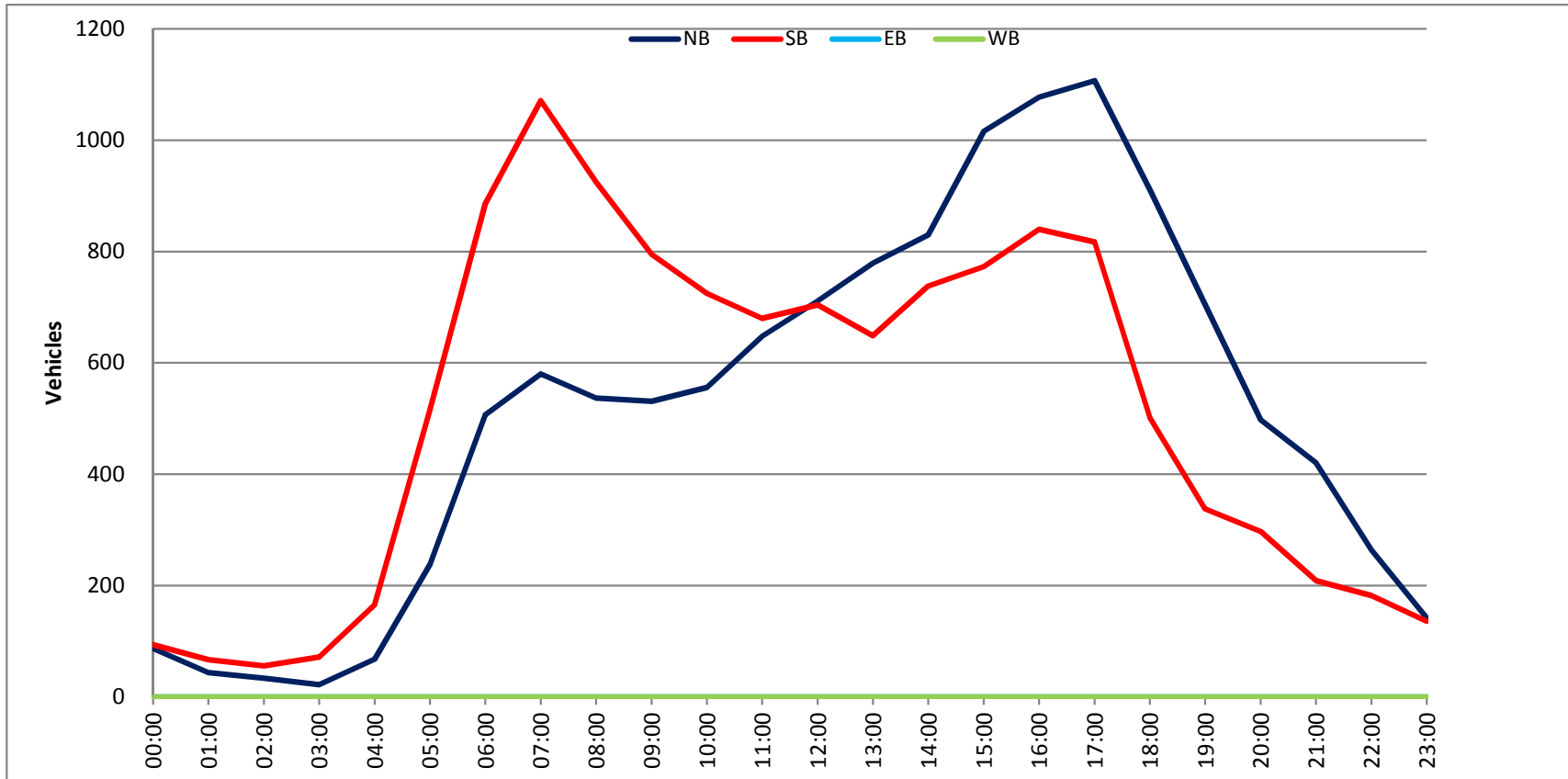
Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_001**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	138	31	0	11	1	0	0	0	0	0	0	0	181
01:00	0	86	17	0	7	0	0	0	1	0	0	0	0	111
02:00	0	73	11	0	4	0	0	0	1	0	1	0	0	90
03:00	0	73	14	0	7	0	0	0	0	0	0	0	0	94
04:00	1	162	39	1	21	2	0	3	4	0	1	0	0	234
05:00	1	484	163	6	87	7	0	2	3	0	0	0	0	753
06:00	1	966	254	8	140	9	0	7	8	0	0	0	0	1393
07:00	3	1146	296	11	164	13	0	6	9	0	3	0	0	1651
08:00	2	1004	239	7	172	18	0	5	13	0	2	0	0	1462
09:00	2	921	229	19	130	13	2	4	6	0	0	0	0	1326
10:00	3	883	211	9	140	11	0	11	11	0	2	0	0	1281
11:00	3	930	229	9	129	10	0	2	14	0	2	0	0	1328
12:00 PM	6	969	249	12	136	14	0	15	13	0	1	0	0	1415
13:00	4	1000	258	5	131	19	0	5	6	0	0	0	0	1428
14:00	5	1100	263	11	150	20	1	5	12	0	1	0	0	1568
15:00	2	1253	336	13	149	16	1	12	6	0	1	0	0	1789
16:00	8	1376	328	13	166	9	0	10	7	0	0	0	0	1917
17:00	3	1400	324	8	168	7	0	3	11	0	0	0	0	1924
18:00	4	1032	229	8	119	10	0	3	8	0	0	0	0	1413
19:00	0	794	169	5	66	3	0	0	6	0	0	0	0	1043
20:00	0	597	132	5	54	6	0	0	1	0	0	0	0	795
21:00	0	482	102	3	40	2	0	0	1	0	0	0	0	630
22:00	0	351	65	0	28	2	0	0	0	0	0	0	0	446
23:00	0	230	30	1	15	0	0	1	1	0	0	0	0	278
<b>Totals</b>	<b>48</b>	<b>17450</b>	<b>4218</b>	<b>154</b>	<b>2234</b>	<b>192</b>	<b>4</b>	<b>94</b>	<b>142</b>		<b>14</b>			<b>24550</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>17%</b>	<b>1%</b>	<b>9%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>		<b>0%</b>			<b>100%</b>

<b>AM Volumes</b>	16	6866	1733	70	1012	84	2	40	70	0	11	0	0	9904
<b>% AM</b>	0%	28%	7%	0%	4%	0%	0%	0%	0%		0%			40%
<b>AM Peak Hour</b>	07:00	07:00	07:00	09:00	08:00	08:00	09:00	10:00	11:00		07:00			07:00
<b>Volume</b>	3	1146	296	19	172	18	2	11	14		3			1651
<b>PM Volumes</b>	32	10584	2485	84	1222	108	2	54	72	0	3	0	0	14646
<b>% PM</b>	0%	43%	10%	0%	5%	0%	0%	0%	0%		0%			60%
<b>PM Peak Hour</b>	16:00	17:00	15:00	15:00	17:00	14:00	14:00	12:00	12:00		12:00			17:00
<b>Volume</b>	8	1400	336	13	168	20	1	15	13		1			1924
<b>Directional Peak Periods</b>			<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>		<b>Off Peak Volumes</b>	
<b>All Classes</b>			Volume		%	Volume		%	Volume		%	Volume		%
			3113	↔	13%	2843	↔	12%	3841	↔	16%	14753	↔	60%

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	





DAILY TOTALS					NB	SB			EB	WB	To
					12,313	12,237			0	0	24,
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TO
00:00	22	27	0	0	49	12:00	164	175	0	0	339
00:15	28	24	0	0	52	12:15	192	174	0	0	366
00:30	24	27	0	0	51	12:30	167	178	0	0	345
00:45	13	87	16	94	29	12:45	188	711	177	704	365
01:00	12	17	0	0	29	13:00	170	160	0	0	330
01:15	17	27	0	0	44	13:15	224	160	0	0	384
01:30	7	7	0	0	14	13:30	200	146	0	0	346
01:45	8	44	16	67	24	13:45	185	779	183	649	368
02:00	11	15	0	0	26	14:00	207	184	0	0	391
02:15	7	7	0	0	14	14:15	182	197	0	0	379
02:30	8	19	0	0	27	14:30	247	195	0	0	442
02:45	8	34	15	56	23	14:45	194	830	162	738	356
03:00	3	18	0	0	21	15:00	216	190	0	0	406
03:15	6	18	0	0	24	15:15	244	230	0	0	474
03:30	8	15	0	0	23	15:30	260	177	0	0	437
03:45	5	22	21	72	26	15:45	296	1016	176	773	472
04:00	10	28	0	0	38	16:00	263	207	0	0	470
04:15	14	38	0	0	52	16:15	267	188	0	0	455
04:30	26	34	0	0	60	16:30	260	212	0	0	472
04:45	18	68	66	166	84	16:45	287	1077	233	840	520
05:00	31	91	0	0	122	17:00	272	241	0	0	513
05:15	53	109	0	0	162	17:15	289	215	0	0	504
05:30	79	159	0	0	238	17:30	290	204	0	0	494
05:45	75	238	156	515	231	17:45	256	1107	157	817	413
06:00	102	180	0	0	282	18:00	234	146	0	0	380
06:15	116	226	0	0	342	18:15	238	130	0	0	368
06:30	138	253	0	0	391	18:30	211	93	0	0	304
06:45	151	507	227	886	378	18:45	228	911	133	502	361
07:00	145	277	0	0	422	19:00	199	85	0	0	284
07:15	140	261	0	0	401	19:15	178	105	0	0	283
07:30	134	279	0	0	413	19:30	182	61	0	0	243
07:45	161	580	254	1071	415	19:45	146	705	87	338	233
08:00	157	232	0	0	389	20:00	119	70	0	0	189
08:15	126	289	0	0	415	20:15	151	81	0	0	232
08:30	138	236	0	0	374	20:30	126	79	0	0	205
08:45	116	537	168	925	284	20:45	102	498	67	297	169
09:00	124	203	0	0	327	21:00	103	52	0	0	155
09:15	116	194	0	0	310	21:15	132	64	0	0	196
09:30	139	202	0	0	341	21:30	101	37	0	0	138
09:45	152	531	196	795	348	21:45	85	421	56	209	141
10:00	119	185	0	0	304	22:00	98	58	0	0	156
10:15	136	196	0	0	332	22:15	75	49	0	0	124
10:30	150	183	0	0	333	22:30	46	48	0	0	94
10:45	151	556	161	725	312	22:45	45	264	27	182	72
11:00	166	171	0	0	337	23:00	41	40	0	0	81
11:15	143	203	0	0	346	23:15	43	43	0	0	86
11:30	142	156	0	0	298	23:30	36	29	0	0	65
11:45	197	648	150	680	347	23:45	22	142	24	136	46
<b>TOTALS</b>	<b>3852</b>	<b>6052</b>			<b>9904</b>	<b>TOTALS</b>	<b>8461</b>	<b>6185</b>			
<b>SPLIT %</b>	<b>38.9%</b>	<b>61.1%</b>			<b>40.3%</b>	<b>SPLIT %</b>	<b>57.8%</b>	<b>42.2%</b>			

DAILY TOTALS					NB	SB			EB	WB	To
					12,313	12,237			0	0	24,
AM Peak Hour	11:45	07:00			07:00	PM Peak Hour	16:45	16:30			
AM Pk Volume	720	1071			1651	PM Pk Volume	1138	901			
Pk Hr Factor	0.914	0.960			0.978	Pk Hr Factor	0.981	0.935			
7 - 9 Volume	1117	1996	0	0	3113	4 - 6 Volume	2184	1657	0	0	
7 - 9 Peak Hour	07:15	07:00			07:00	4 - 6 Peak Hour	16:45	16:30			
7 - 9 Pk Volume	592	1071	0	0	1651	4 - 6 Pk Volume	1138	901	0	0	
Pk Hr Factor	0.919	0.960	0.000	0.000	0.978	Pk Hr Factor	0.981	0.935	0.000	0.000	



South Bound

Table with 14 columns: Time, #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, #11, #12, #13, Total. Rows represent 15-minute intervals from 00:00 AM to 23:45, plus a Totals row.

Summary table with 4 columns: AM Volumes, PM Volumes, Directional Peak Periods (All Classes), and Off Peak Volumes. Includes volume and percentage data for various peak periods.

Classification Definitions table with 4 columns: 1 Motorcycles, 4 Buses, 7 >=4-Axle Single Units, 10 >=6-Axle Single Trailers, 13 >=7-Axle Multi-Trailers, 2 Passenger Cars, 5 2-Axle, 6-Tire Single Units, 8 <=4-Axle Single Trailers, 11 <=5-Axle Multi-Trailers, 3 2-Axle, 6-Tire Single Units, 6 3-Axle Single Units, 9 5-Axle Single Trailers, 12 6-Axle Multi-Trailers.



**CLASSIFICATION**

Valley Center Rd Bet. Mirar De Valle Rd &amp; Sunday Dr

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_002n**North Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	62	15	0	8	0	0	0	1	0	0	0	0	86
01:00	0	30	5	0	5	0	0	0	0	0	0	0	0	40
02:00	0	22	5	0	4	0	0	1	0	0	0	0	0	32
03:00	0	17	3	0	4	0	0	0	0	0	0	0	0	24
04:00	0	46	9	1	7	0	0	2	2	0	0	0	0	67
05:00	0	155	47	3	27	0	0	1	0	0	0	0	0	233
06:00	0	358	105	5	42	1	0	4	4	0	0	0	0	519
07:00	0	408	110	1	67	3	0	5	8	0	0	0	0	602
08:00	2	369	108	0	60	6	0	3	2	0	0	0	0	550
09:00	1	339	105	6	57	4	0	2	8	0	0	0	0	522
10:00	2	390	105	6	70	0	0	3	6	0	0	0	0	582
11:00	4	418	128	6	62	5	0	0	14	0	0	0	0	637
12:00 PM	2	477	126	3	75	4	0	5	5	0	0	0	0	697
13:00	2	524	137	3	82	6	0	1	9	0	0	0	0	764
14:00	3	569	161	6	94	2	0	3	5	0	0	0	0	843
15:00	2	676	186	2	115	4	0	7	3	0	0	0	0	995
16:00	2	758	190	4	113	5	0	5	4	0	0	0	0	1081
17:00	5	751	194	5	115	3	0	6	4	0	0	0	0	1083
18:00	4	623	138	3	90	3	0	7	4	0	0	0	0	872
19:00	0	496	116	3	63	1	0	2	2	0	0	0	0	683
20:00	0	351	86	4	44	1	0	2	4	0	0	0	0	492
21:00	0	303	65	4	41	0	0	0	1	0	0	0	0	414
22:00	0	195	42	1	25	0	0	0	1	0	0	0	0	264
23:00	0	107	26	0	13	0	0	0	0	0	0	0	0	146
<b>Totals</b>	<b>29</b>	<b>8444</b>	<b>2212</b>	<b>66</b>	<b>1283</b>	<b>48</b>		<b>59</b>	<b>87</b>					<b>12228</b>
<b>% of Totals</b>	<b>0%</b>	<b>69%</b>	<b>18%</b>	<b>1%</b>	<b>10%</b>	<b>0%</b>		<b>0%</b>	<b>1%</b>					<b>100%</b>

<b>AM Volumes</b>	9	2614	745	28	413	19	0	21	45	0	0	0	0	3894
<b>% AM</b>	0%	21%	6%	0%	3%	0%		0%	0%					32%
<b>AM Peak Hour</b>	11:00	11:00	11:00	09:00	10:00	08:00		07:00	11:00					11:00
<b>Volume</b>	4	418	128	6	70	6		5	14					637
<b>PM Volumes</b>	20	5830	1467	38	870	29	0	38	42	0	0	0	0	8334
<b>% PM</b>	0%	48%	12%	0%	7%	0%		0%	0%					68%
<b>PM Peak Hour</b>	17:00	16:00	17:00	14:00	15:00	13:00		15:00	13:00					17:00
<b>Volume</b>	5	758	194	6	115	6		7	9					1083
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	1152	↔	9%	1461	↔	12%	2164	↔	18%	7451	↔	61%		

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd Bet. Mirar De Valle Rd &amp; Sunday Dr

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_002s**South Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	72	15	0	6	0	0	0	0	0	0	0	0	93
01:00	0	52	12	0	4	0	0	2	1	0	0	0	0	71
02:00	0	40	5	0	3	0	0	0	1	0	0	0	0	49
03:00	0	54	12	0	3	1	0	0	0	0	0	0	0	70
04:00	1	105	33	0	15	3	0	1	2	0	0	0	0	160
05:00	2	317	116	0	60	4	0	0	1	0	0	0	0	500
06:00	1	567	178	7	96	3	0	6	7	0	0	0	0	865
07:00	3	716	200	5	99	5	0	3	8	0	0	0	0	1039
08:00	2	653	163	4	105	7	0	3	6	0	0	0	0	943
09:00	0	538	134	6	81	7	1	5	7	0	0	0	0	779
10:00	3	505	128	3	81	5	0	6	5	0	0	0	0	736
11:00	4	478	121	7	72	4	0	2	3	0	0	0	0	691
12:00 PM	4	455	130	4	79	4	0	5	3	0	0	0	0	684
13:00	0	446	134	8	62	7	0	0	0	0	0	0	0	657
14:00	3	527	125	8	73	3	0	2	7	0	0	0	0	748
15:00	0	557	160	3	67	4	0	4	4	0	0	0	0	799
16:00	3	609	154	7	79	2	0	2	3	0	0	0	0	859
17:00	1	567	148	3	68	4	0	3	3	0	0	0	0	797
18:00	0	354	90	4	43	2	0	1	1	0	0	0	0	495
19:00	0	241	51	2	21	1	0	0	1	0	0	0	0	317
20:00	0	221	49	3	23	0	0	0	1	0	0	0	0	297
21:00	0	162	35	2	14	0	0	0	0	0	0	0	0	213
22:00	0	141	28	0	12	0	0	0	0	0	0	0	0	181
23:00	0	110	20	1	8	0	0	1	1	0	0	0	0	141
<b>Totals</b>	<b>27</b>	<b>8487</b>	<b>2241</b>	<b>77</b>	<b>1174</b>	<b>66</b>	<b>1</b>	<b>46</b>	<b>65</b>					<b>12184</b>
<b>% of Totals</b>	<b>0%</b>	<b>70%</b>	<b>18%</b>	<b>1%</b>	<b>10%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>					<b>100%</b>

<b>AM Volumes</b>	16	4097	1117	32	625	39	1	28	41	0	0	0	0	5996
<b>% AM</b>	0%	34%	9%	0%	5%	0%	0%	0%	0%					49%
<b>AM Peak Hour</b>	11:00	07:00	07:00	06:00	08:00	08:00	09:00	06:00	07:00					07:00
<b>Volume</b>	4	716	200	7	105	7	1	6	8					1039
<b>PM Volumes</b>	11	4390	1124	45	549	27	0	18	24	0	0	0	0	6188
<b>% PM</b>	0%	36%	9%	0%	5%	0%		0%	0%					51%
<b>PM Peak Hour</b>	12:00	16:00	15:00	13:00	12:00	13:00		12:00	14:00					16:00
<b>Volume</b>	4	609	160	8	79	7		5	7					859

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	1982	↔ 16%	1341	↔ 11%	1656	↔ 14%	7205	↔ 59%

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd Bet. Mirar De Valle Rd &amp; Sunday Dr

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_002**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	134	30	0	14	0	0	0	1	0	0	0	0	179
01:00	0	82	17	0	9	0	0	2	1	0	0	0	0	111
02:00	0	62	10	0	7	0	0	1	1	0	0	0	0	81
03:00	0	71	15	0	7	1	0	0	0	0	0	0	0	94
04:00	1	151	42	1	22	3	0	3	4	0	0	0	0	227
05:00	2	472	163	3	87	4	0	1	1	0	0	0	0	733
06:00	1	925	283	12	138	4	0	10	11	0	0	0	0	1384
07:00	3	1124	310	6	166	8	0	8	16	0	0	0	0	1641
08:00	4	1022	271	4	165	13	0	6	8	0	0	0	0	1493
09:00	1	877	239	12	138	11	1	7	15	0	0	0	0	1301
10:00	5	895	233	9	151	5	0	9	11	0	0	0	0	1318
11:00	8	896	249	13	134	9	0	2	17	0	0	0	0	1328
12:00 PM	6	932	256	7	154	8	0	10	8	0	0	0	0	1381
13:00	2	970	271	11	144	13	0	1	9	0	0	0	0	1421
14:00	6	1096	286	14	167	5	0	5	12	0	0	0	0	1591
15:00	2	1233	346	5	182	8	0	11	7	0	0	0	0	1794
16:00	5	1367	344	11	192	7	0	7	7	0	0	0	0	1940
17:00	6	1318	342	8	183	7	0	9	7	0	0	0	0	1880
18:00	4	977	228	7	133	5	0	8	5	0	0	0	0	1367
19:00	0	737	167	5	84	2	0	2	3	0	0	0	0	1000
20:00	0	572	135	7	67	1	0	2	5	0	0	0	0	789
21:00	0	465	100	6	55	0	0	0	1	0	0	0	0	627
22:00	0	336	70	1	37	0	0	0	1	0	0	0	0	445
23:00	0	217	46	1	21	0	0	1	1	0	0	0	0	287
<b>Totals</b>	<b>56</b>	<b>16931</b>	<b>4453</b>	<b>143</b>	<b>2457</b>	<b>114</b>	<b>1</b>	<b>105</b>	<b>152</b>					<b>24412</b>
<b>% of Totals</b>	<b>0%</b>	<b>69%</b>	<b>18%</b>	<b>1%</b>	<b>10%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>					<b>100%</b>

<b>AM Volumes</b>	25	6711	1862	60	1038	58	1	49	86	0	0	0	0	9890
<b>% AM</b>	0%	27%	8%	0%	4%	0%	0%	0%	0%					41%
<b>AM Peak Hour</b>	11:00	07:00	07:00	11:00	07:00	08:00	09:00	06:00	11:00					07:00
<b>Volume</b>	8	1124	310	13	166	13	1	10	17					1641
<b>PM Volumes</b>	31	10220	2591	83	1419	56	0	56	66	0	0	0	0	14522
<b>% PM</b>	0%	42%	11%	0%	6%	0%		0%	0%					59%
<b>PM Peak Hour</b>	12:00	16:00	15:00	14:00	16:00	13:00		15:00	14:00					16:00
<b>Volume</b>	6	1367	346	14	192	13		11	12					1940
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	3134	↔	13%	2802	↔	11%	3820	↔	16%	14656	↔	60%		

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

DAILY TOTALS												NB	SB	EB	WB	To
												12,228	12,184	0	0	24,
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TO					
00:00	19	26	0	0	45	12:00	160	177	0	0	337					
00:15	32	28	0	0	60	12:15	177	172	0	0	349					
00:30	24	26	0	0	50	12:30	163	162	0	0	325					
00:45	11	86	13	93	0	0	12:45	197	697	173	684	0	0	370		
01:00	12	19	0	0	31	13:00	167	164	0	0	331					
01:15	15	24	0	0	39	13:15	208	163	0	0	371					
01:30	9	8	0	0	17	13:30	215	141	0	0	356					
01:45	4	40	20	71	0	0	13:45	174	764	189	657	0	0	363		
02:00	11	8	0	0	19	14:00	201	209	0	0	410					
02:15	8	7	0	0	15	14:15	208	178	0	0	386					
02:30	4	20	0	0	24	14:30	232	192	0	0	424					
02:45	9	32	14	49	0	0	14:45	202	843	169	748	0	0	371		
03:00	3	20	0	0	23	15:00	196	210	0	0	406					
03:15	7	16	0	0	23	15:15	245	222	0	0	467					
03:30	9	14	0	0	23	15:30	255	180	0	0	435					
03:45	5	24	20	70	0	0	15:45	299	995	187	799	0	0	486		
04:00	11	27	0	0	38	16:00	267	199	0	0	466					
04:15	13	35	0	0	48	16:15	271	190	0	0	461					
04:30	24	36	0	0	60	16:30	267	222	0	0	489					
04:45	19	67	62	160	0	0	16:45	276	1081	248	859	0	0	524		
05:00	29	89	0	0	118	17:00	259	224	0	0	483					
05:15	47	117	0	0	164	17:15	295	228	0	0	523					
05:30	74	149	0	0	223	17:30	277	193	0	0	470					
05:45	83	233	145	500	0	0	17:45	252	1083	152	797	0	0	404		
06:00	108	177	0	0	285	18:00	223	151	0	0	374					
06:15	118	217	0	0	335	18:15	231	128	0	0	359					
06:30	133	250	0	0	383	18:30	207	87	0	0	294					
06:45	160	519	221	865	0	0	18:45	211	872	129	495	0	0	340		
07:00	140	266	0	0	406	19:00	194	86	0	0	280					
07:15	151	252	0	0	403	19:15	183	96	0	0	279					
07:30	139	264	0	0	403	19:30	165	50	0	0	215					
07:45	172	602	257	1039	0	0	19:45	141	683	85	317	0	0	226		
08:00	166	250	0	0	416	20:00	112	65	0	0	177					
08:15	126	289	0	0	415	20:15	144	79	0	0	223					
08:30	135	234	0	0	369	20:30	132	79	0	0	211					
08:45	123	550	170	943	0	0	20:45	104	492	74	297	0	0	178		
09:00	118	188	0	0	306	21:00	102	53	0	0	155					
09:15	131	206	0	0	337	21:15	130	61	0	0	191					
09:30	134	194	0	0	328	21:30	100	43	0	0	143					
09:45	139	522	191	779	0	0	21:45	82	414	56	213	0	0	138		
10:00	135	184	0	0	319	22:00	94	60	0	0	154					
10:15	144	203	0	0	347	22:15	79	47	0	0	126					
10:30	146	182	0	0	328	22:30	47	48	0	0	95					
10:45	157	582	167	736	0	0	22:45	44	264	26	181	0	0	70		
11:00	158	174	0	0	332	23:00	43	45	0	0	88					
11:15	153	198	0	0	351	23:15	38	35	0	0	73					
11:30	142	161	0	0	303	23:30	33	31	0	0	64					
11:45	184	637	158	691	0	0	23:45	32	146	30	141	0	0	62		
<b>TOTALS</b>	3894		5996		<b>9890</b>	<b>TOTALS</b>	8334		6188							
<b>SPLIT %</b>	39.4%		60.6%		<b>40.5%</b>	<b>SPLIT %</b>	57.4%		42.6%							

DAILY TOTALS												NB	SB	EB	WB	To
												12,228	12,184	0	0	24,
AM Peak Hour	11:45	07:30			07:30	PM Peak Hour	16:45	16:30								
AM Pk Volume	684	1060			1663	PM Pk Volume	1107	922								
Pk Hr Factor	0.929	0.917			0.969	Pk Hr Factor	0.938	0.929								
7 - 9 Volume	1152	1982	0	0	3134	4 - 6 Volume	2164	1656	0	0						
7 - 9 Peak Hour	07:15	07:30			07:30	4 - 6 Peak Hour	16:45	16:30								
7 - 9 Pk Volume	628	1060	0	0	1663	4 - 6 Pk Volume	1107	922	0	0						
Pk Hr Factor	0.913	0.917	0.000	0.000	0.969	Pk Hr Factor	0.938	0.929	0.000	0.000						





**CLASSIFICATION**

Valley Center Rd Bet. Sunday Dr & Old Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_003n

**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	12	4	0	3	0	0	0	0	0	0	0	0	19
00:15	0	21	5	0	7	0	0	0	0	0	0	0	0	33
00:30	0	15	6	0	3	0	0	0	1	0	0	0	0	25
00:45	0	8	2	0	1	0	0	0	0	0	0	0	0	11
01:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
01:15	0	10	3	0	2	0	0	0	0	0	0	0	0	15
01:30	0	6	1	0	2	0	0	0	0	0	0	0	0	9
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
02:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	7	2	0	1	0	0	0	0	0	0	0	0	10
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
03:15	0	2	1	0	2	0	0	0	0	0	0	0	0	5
03:30	0	6	2	0	1	0	0	0	0	0	0	0	0	9
03:45	0	3	1	0	2	0	0	0	0	0	0	0	0	6
04:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
04:15	0	8	1	0	2	0	0	2	0	0	0	0	0	13
04:30	0	17	3	0	0	0	0	1	0	0	0	0	0	21
04:45	0	13	4	0	2	0	0	0	1	0	0	0	0	20
05:00	0	19	5	0	5	0	0	0	0	0	0	0	0	29
05:15	0	34	7	0	2	0	0	0	0	0	0	0	0	43
05:30	0	49	16	1	7	1	0	0	0	0	0	0	0	74
05:45	0	56	12	0	12	0	0	2	1	0	0	0	0	83
06:00	0	73	19	1	6	0	0	0	1	0	0	0	0	100
06:15	0	79	23	0	11	3	0	0	0	0	0	0	0	116
06:30	0	84	26	1	12	1	0	0	1	0	0	0	0	125
06:45	0	111	35	0	13	3	0	6	4	0	0	0	0	172
07:00	0	92	21	1	15	3	0	1	0	0	0	0	0	133
07:15	0	107	26	0	17	2	0	2	2	0	0	0	0	156
07:30	1	91	24	1	17	2	0	1	2	0	0	0	0	139
07:45	1	125	30	1	16	0	0	0	3	0	0	0	0	176
08:00	0	116	33	1	17	0	0	3	1	0	0	0	0	171
08:15	1	82	27	0	16	1	0	0	0	0	0	0	0	127
08:30	0	89	30	1	14	0	0	1	0	0	0	0	0	135
08:45	0	87	23	1	14	1	0	0	1	0	0	0	0	127
09:00	0	75	23	0	12	2	0	0	0	0	0	0	0	112
09:15	0	92	30	1	10	0	0	1	0	0	0	0	0	134
09:30	1	83	23	2	15	3	0	0	1	0	0	0	0	128
09:45	0	103	29	1	15	1	0	2	0	0	0	0	0	151
10:00	0	87	26	0	16	1	0	1	3	0	0	0	0	134
10:15	1	93	25	1	14	1	0	0	0	0	0	0	0	135
10:30	1	104	28	1	18	1	0	0	0	0	0	0	0	153
10:45	0	112	24	0	17	0	0	0	2	0	0	0	0	155
11:00	0	107	24	1	17	2	0	2	2	0	0	0	0	155
11:15	1	100	27	2	15	2	0	1	2	0	0	0	0	150
11:30	0	99	28	0	18	2	0	0	1	0	0	0	0	148
11:45	1	115	37	2	21	0	0	1	2	0	0	0	0	179
12:00 PM	0	117	27	2	19	0	0	0	1	0	0	0	0	166
12:15	1	109	37	1	16	2	0	2	2	0	0	0	0	170
12:30	1	118	31	1	14	1	0	2	0	0	0	0	0	168
12:45	0	124	36	2	23	0	0	2	2	0	0	0	0	189
13:00	0	113	35	0	21	0	0	3	0	0	0	0	0	172
13:15	1	144	30	2	22	2	0	2	1	0	0	0	0	204
13:30	0	146	41	0	20	1	0	2	0	0	0	0	0	210
13:45	0	130	35	2	18	0	0	0	2	0	0	0	0	187
14:00	0	137	42	1	18	1	0	0	1	0	0	0	0	200
14:15	0	144	37	0	23	1	0	2	2	0	0	0	0	209
14:30	1	168	39	2	25	2	0	1	0	0	0	0	0	238
14:45	1	123	43	1	23	0	0	0	0	0	0	0	0	191
15:00	1	136	38	1	25	2	0	0	2	0	0	0	0	205
15:15	0	165	47	2	30	1	0	2	0	0	0	0	0	247
15:30	1	175	51	0	19	2	0	2	3	0	0	0	0	253
15:45	2	209	54	0	24	1	0	0	2	0	0	0	0	292
16:00	0	196	51	2	26	1	0	0	2	0	0	0	0	278
16:15	2	186	51	2	26	0	0	0	1	1	0	0	0	269
16:30	1	192	45	2	30	0	0	2	1	0	0	0	0	273
16:45	0	202	46	3	29	1	0	1	1	0	0	0	0	283
17:00	0	171	40	1	30	2	0	1	2	0	0	0	0	247
17:15	1	214	57	0	32	2	0	1	3	0	0	0	0	310
17:30	1	194	49	1	27	0	0	0	2	0	0	0	0	274
17:45	2	178	50	0	19	0	0	0	2	0	0	0	0	251
18:00	1	173	35	1	17	0	0	0	1	0	0	0	0	228
18:15	2	163	40	1	27	0	0	0	0	0	0	0	0	233
18:30	1	153	34	1	19	1	0	0	1	0	0	0	0	210
18:45	0	154	38	2	19	1	0	0	2	0	0	0	0	216
19:00	0	132	36	1	20	0	0	2	0	0	0	0	0	191
19:15	0	132	33	1	19	2	0	1	1	0	0	0	0	189
19:30	0	126	29	1	14	0	0	1	0	0	0	0	0	171
19:45	0	97	29	0	14	0	0	0	0	0	0	0	0	140
20:00	0	84	20	0	9	0	0	0	0	0	0	0	0	113
20:15	0	103	25	0	11	1	0	1	0	0	0	0	0	141
20:30	0	89	22	0	10	2	0	1	1	0	0	0	0	125
20:45	0	75	17	1	13	1	0	1	0	0	0	0	0	108
21:00	0	74	16	0	6	1	0	0	0	0	0	0	0	97
21:15	0	88	25	0	12	0	0	0	0	0	0	0	0	125
21:30	0	70	16	0	11	1	0	0	0	0	0	0	0	98
21:45	0	62	15	0	6	0	0	0	0	0	0	0	0	83
22:00	0	66	15	0	7	1	0	0	0	0	0	0	0	89
22:15	0	60	13	0	6	0	0	0	1	0	0	0	0	80
22:30	0	32	6	0	5	0	0	0	0	0	0	0	0	43
22:45	0	28	5	0	8	0	0	0	0	0	0	0	0	41
23:00	0	26	7	0	6	0	0	0	0	0	0	0	0	39
23:15	0	29	6	0	5	0	0	0	0	0	0	0	0	40
23:30	0	22	6	0	0	0	0	0	0	0	0	0	0	28
23:45	0	17	5	0	0	0	0	0	0	0	0	0	0	22
<b>Totals</b>	<b>28</b>	<b>8479</b>	<b>2225</b>	<b>57</b>	<b>1237</b>	<b>65</b>	<b>60</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>12221</b>
% of Totals	0%	69%	18%	0%	10%	1%	0%	1%	1%	1%	1%	1%	1%	100%

AM Volumes	2633	720	20	414	32	0	27	31	0	0	0	0	0	3885
% AM	22%	6%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%
AM Peak Hour														
PM Volumes	5846	1505	37	823	33	0	33	39	0	0	0	0	0	8336
% PM	48%	12%	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	68%
PM Peak Hour														
<b>Directional Peak Periods</b>	<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>				<b>Off Peak Volumes</b>	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
	1164	10%	1466	12%	2185	18%	7406	61%						

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	23	3	0	1	0	0	0	0	0	0	0	0	27
00:15	0	22	5	0	3	0	0	0	0	0	0	0	0	30
00:30	0	19	5	0	3	0	0	0	0	0	0	0	0	27
00:45	0	10	1	0	1	0	0	0	0	0	0	0	0	12
01:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
01:15	0	17	2	0	5	0	0	0	0	1	0	0	0	25
01:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
01:45	0	13	3	0	1	0	0	1	0	0	0	0	0	18
02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
02:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	13	2	0	3	0	0	0	0	0	0	0	0	18
02:45	0	11	1	0	1	0	0	0	0	1	0	0	0	14
03:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
03:15	0	15	2	0	0	0	0	0	0	0	0	0	0	17
03:30	0	12	3	0	0	0	0	0	0	0	0	0	0	15
03:45	0	11	3	0	5	0	0	0	0	0	0	0	0	19
04:00	0	20	5	0	1	0	0	0	1	0	0	0	0	27
04:15	0	27	6	0	2	1	0	0	0	0	0	0	0	36
04:30	0	23	5	0	6	1	0	0	0	0	0	0	0	35
04:45	1	40	10	0	7	0	0	1	1	0	0	0	0	60
05:00	1	43	22	0	19	0	0	0	0	0	0	0	0	85
05:15	1	80	21	0	16	0	0	0	1	0	0	0	0	119
05:30	0	102	31	1	14	1	0	0	0	0	0	0	0	149
05:45	0	97	30	0	20	1	0	0	0	0	0	0	0	148
06:00	0	120	32	1	19	0	0	0	0	0	0	0	0	172
06:15	1	143	32	0	30	2	0	0	2	0	0	0	0	210
06:30	0	169	37	2	39	1	0	1	3	0	0	0	0	252
06:45	0	142	41	1	35	1	1	0	1	0	0	0	0	222
07:00	1	202	40	0	26	0	0	1	2	0	0	0	0	272
07:15	1	188	42	1	18	0	0	0	0	0	0	0	0	250
07:30	1	200	42	1	32	0	0	2	1	0	0	0	0	279
07:45	1	149	57	0	25	2	0	1	2	0	0	0	0	248
08:00	0	179	39	0	34	1	1	2	1	0	0	0	0	257
08:15	2	205	52	2	26	1	0	2	6	0	0	0	0	296
08:30	0	170	40	1	25	1	0	1	1	0	0	0	0	239
08:45	0	126	25	0	16	2	0	0	2	0	0	0	0	171
09:00	0	143	29	0	16	1	0	0	6	0	0	0	0	195
09:15	0	137	33	2	28	0	0	1	0	0	0	0	0	201
09:30	0	144	36	1	14	1	0	1	0	0	0	0	0	197
09:45	0	145	30	0	14	1	1	2	1	0	0	0	0	194
10:00	1	129	32	1	20	2	0	1	2	0	0	0	0	188
10:15	0	141	30	0	14	0	0	2	1	0	0	0	0	188
10:30	1	136	25	1	21	2	0	1	2	0	0	0	0	189
10:45	1	110	21	0	27	0	0	1	1	0	0	0	0	161
11:00	0	130	26	1	20	1	0	2	1	0	0	0	0	181
11:15	2	144	33	0	18	0	0	0	2	0	0	0	0	199
11:30	1	111	25	1	21	1	0	0	1	0	0	0	0	161
11:45	0	104	30	2	14	1	0	1	0	0	0	0	0	152
12:00 PM	0	123	25	1	29	2	0	1	1	0	0	0	0	161
12:15	2	108	30	0	27	1	0	2	4	0	0	0	0	174
12:30	1	106	28	1	20	1	0	0	0	0	0	0	0	157
12:45	1	118	33	1	17	1	0	2	0	0	0	0	0	173
13:00	0	116	27	1	12	0	0	1	1	0	0	0	0	158
13:15	0	108	35	1	13	1	0	1	0	0	0	0	0	159
13:30	0	96	24	0	17	0	0	0	0	0	0	0	0	137
13:45	0	144	30	1	19	0	0	1	0	0	0	0	0	195
14:00	2	146	34	0	20	0	0	1	2	0	0	0	0	205
14:15	0	139	30	1	14	1	0	0	1	0	0	0	0	186
14:30	1	144	26	2	18	1	0	1	0	0	0	0	0	199
14:45	0	121	29	1	14	0	0	2	2	0	0	0	0	169
15:00	1	147	39	2	18	0	0	0	2	0	0	0	0	209
15:15	0	155	37	5	21	2	0	1	1	0	0	0	0	222
15:30	0	121	33	1	16	1	0	0	0	0	0	0	0	172
15:45	0	130	40	2	13	1	0	0	1	0	0	0	0	187
16:00	1	148	36	2	14	1	0	0	1	0	0	0	0	203
16:15	0	132	33	1	17	1	0	1	0	0	0	0	0	185
16:30	0	163	38	1	19	0	0	0	1	0	0	0	0	222
16:45	0	188	37	2	16	1	0	1	2	0	0	0	0	247
17:00	0	160	37	1	18	0	0	1	0	0	0	0	0	217
17:15	0	154	42	1	20	1	0	1	2	0	0	0	0	221
17:30	0	147	29	2	19	2	0	1	0	0	0	0	0	201
17:45	1	100	26	2	13	1	0	1	1	0	0	0	0	145
18:00	0	113	24	1	11	0	0	1	0	0	0	0	0	150
18:15	0	90	22	0	12	1	0	0	0	0	0	0	0	125
18:30	0	62	18	1	10	0	0	0	1	0	0	0	0	92
18:45	0	93	16	2	16	0	0	0	0	0	0	0	0	127
19:00	0	62	15	0	8	1	0	0	0	0	0	0	0	86
19:15	0	77	11	0	6	0	0	0	0	0	0	0	0	94
19:30	0	47	7	1	1	1	0	0	0	0	0	0	0	57
19:45	0	57	12	1	10	0	0	0	0	0	0	0	0	80
20:00	0	44	11	2	8	1	0	0	0	0	0	0	0	66
20:15	0	58	11	1	7	0	0	0	0	0	0	0	0	77
20:30	0	57	11	0	10	1	0	0	0	0	0	0	0	79
20:45	0	60	7	0	5	1	0	0	1	0	0	0	0	74
21:00	0	43	9	0	1	0	0	0	0	0	0	0	0	53
21:15	0	46	8	0	2	0	0	0	0	0	0	0	0	56
21:30	0	30	3	1	7	0	0	0	0	0	0	0	0	41
21:45	0	43	8	1	4	0	0	0	0	0	0	0	0	56
22:00	0	41	11	1	5	1	0	0	0	0	0	0	0	59
22:15	0	38	4	0	4	0	0	0	0	0	0	0	0	46
22:30	0	33	8	0	7	0	0	0	0	0	0	0	0	48
22:45	0	16	3	0	4	0	0	0	0	0	0	0	0	23
23:00	0	33	4	0	4	0	0	0	1	0	0	0	0	43
23:15	0	29	5	0	1	0	0	0	1	0	0	0	0	36
23:30	0	25	3	0	2	0	0	0	0	0	0	0	0	30
23:45	0	28	4	0	3	0	0	0	0	0	0	0	0	35
<b>Totals</b>	<b>26</b>	<b>8658</b>	<b>2011</b>	<b>69</b>	<b>1231</b>	<b>51</b>	<b>3</b>	<b>46</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12168</b>
% of Totals	0%	71%	17%	1%	10%	0%	0%	0%	1%	0%	0%	0%	0%	100%

Directional Peak Periods	All Classes	Volume	%	Volume	%	Volume	%	Volume	%
AM Volumes		16	42%	998	24%	659	20%	20	60%
PM Volumes		10	44%	1013	45%	572	25%	23	61%
Directional Peak Periods		26	16%	1334	11%	1641	13%	7182	59%
Off Peak Volumes									

Classification Definitions			
1	Motorcycles	4	Buses
2	Passenger Cars	5	2-Axle, 6-Tire Single Units
3	2-Axle, 4-Tire Single Units	6	3-Axle Single Units
7	>=4-Axle Single Units	10	>=6-Axle Single Trailers
8	<=4-Axle Single Trailers	11	<=5-Axle Multi-Trailers
9	>=4-Axle Single Trailers	12	6-Axle Multi-Trailers
13	>=7-Axle Multi-Trailers		

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_003

**Summary**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	35	7	0	4	0	0	0	0	0	0	0	0	46
00:15	0	43	10	0	10	0	0	0	0	0	0	0	0	63
00:30	0	34	11	0	6	0	0	0	1	0	0	0	0	52
00:45	0	18	3	0	2	0	0	0	0	0	0	0	0	23
01:00	0	25	5	0	1	0	0	0	0	0	0	0	0	31
01:15	0	27	5	0	7	0	0	0	1	0	0	0	0	40
01:30	0	12	4	0	2	0	0	0	0	0	0	0	0	18
01:45	0	16	3	0	1	0	0	1	0	0	0	0	0	21
02:00	0	15	2	0	1	0	0	0	0	0	0	0	0	18
02:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15
02:30	0	16	2	0	3	0	0	0	0	0	0	0	0	21
02:45	0	18	3	0	2	0	0	0	1	0	0	0	0	24
03:00	0	21	1	0	1	0	0	0	0	0	0	0	0	23
03:15	0	17	3	0	2	0	0	0	0	0	0	0	0	22
03:30	0	18	5	0	1	0	0	0	0	0	0	0	0	24
03:45	0	14	4	0	0	7	0	0	0	0	0	0	0	25
04:00	0	28	6	0	1	1	0	0	1	0	0	0	0	37
04:15	0	35	7	0	4	1	0	2	0	0	0	0	0	49
04:30	0	40	8	0	6	1	0	1	0	0	0	0	0	56
04:45	1	53	14	0	9	0	0	1	2	0	0	0	0	80
05:00	1	62	22	0	24	0	0	0	0	0	0	0	0	114
05:15	1	114	28	0	18	0	0	0	1	0	0	0	0	162
05:30	0	151	47	2	21	2	0	0	0	0	0	0	0	223
05:45	0	153	42	0	32	1	0	2	1	0	0	0	0	231
06:00	0	193	51	2	25	0	0	0	1	0	0	0	0	272
06:15	1	222	55	0	41	5	0	0	2	0	0	0	0	326
06:30	0	253	63	3	51	2	0	1	4	0	0	0	0	377
06:45	0	253	76	1	48	4	1	6	5	0	0	0	0	394
07:00	1	294	61	1	41	3	0	2	2	0	0	0	0	405
07:15	1	295	68	1	35	2	0	2	2	0	0	0	0	406
07:30	2	291	66	2	49	2	0	3	3	0	0	0	0	418
07:45	2	274	87	6	41	2	0	1	5	0	0	0	0	418
08:00	0	295	72	1	51	1	1	5	2	0	0	0	0	428
08:15	3	287	79	2	42	2	0	2	6	0	0	0	0	423
08:30	0	259	70	2	39	1	0	2	1	0	0	0	0	374
08:45	0	213	48	1	30	3	0	0	3	0	0	0	0	298
09:00	0	218	52	0	28	3	0	0	6	0	0	0	0	307
09:15	0	229	63	3	38	0	0	2	0	0	0	0	0	335
09:30	1	227	59	3	29	4	0	1	1	0	0	0	0	325
09:45	0	248	59	1	29	2	1	4	1	0	0	0	0	345
10:00	1	216	58	1	36	3	0	2	5	0	0	0	0	322
10:15	1	234	55	1	28	1	0	2	1	0	0	0	0	323
10:30	2	240	53	2	38	3	0	1	2	0	0	0	0	342
10:45	1	222	45	0	44	0	0	1	3	0	0	0	0	316
11:00	0	237	50	2	37	3	0	4	3	0	0	0	0	336
11:15	3	244	60	2	33	2	0	1	4	0	0	0	0	349
11:30	1	210	53	1	39	3	0	0	2	0	0	0	0	309
11:45	1	219	67	4	35	1	0	2	2	0	0	0	0	331
12:00 PM	0	240	52	3	46	2	0	1	1	0	0	0	0	347
12:15	3	217	67	1	43	3	0	4	6	0	0	0	0	344
12:30	2	224	59	2	34	2	0	2	0	0	0	0	0	325
12:45	1	242	69	3	40	1	0	4	2	0	0	0	0	362
13:00	0	229	62	1	33	0	0	4	1	0	0	0	0	330
13:15	1	252	65	3	35	3	0	3	1	0	0	0	0	369
13:30	0	242	65	4	37	1	0	2	0	0	0	0	0	347
13:45	0	274	65	3	37	0	0	1	2	0	0	0	0	382
14:00	2	283	76	1	38	1	0	1	3	0	0	0	0	405
14:15	0	283	67	1	37	2	0	2	3	0	0	0	0	395
14:30	2	312	65	4	43	3	0	2	0	0	0	0	0	431
14:45	1	244	72	2	37	0	0	2	2	0	0	0	0	360
15:00	2	283	77	3	43	2	0	0	4	0	0	0	0	414
15:15	0	320	84	7	51	3	0	3	1	0	0	0	0	469
15:30	1	296	84	1	35	3	0	2	3	0	0	0	0	425
15:45	2	339	94	2	37	2	0	0	3	0	0	0	0	479
16:00	1	344	87	4	40	2	0	0	3	0	0	0	0	481
16:15	2	318	84	3	43	1	0	2	1	0	0	0	0	454
16:30	1	355	83	3	49	0	0	2	2	0	0	0	0	495
16:45	0	390	83	5	45	2	0	2	3	0	0	0	0	530
17:00	0	331	77	2	48	2	0	2	2	0	0	0	0	464
17:15	1	368	99	1	52	3	0	2	5	0	0	0	0	531
17:30	1	341	78	3	46	1	0	2	3	0	0	0	0	475
17:45	3	278	76	2	32	1	0	1	3	0	0	0	0	396
18:00	1	286	59	2	28	0	0	1	1	0	0	0	0	378
18:15	2	253	62	1	39	1	0	0	0	0	0	0	0	358
18:30	1	215	52	2	29	1	0	0	2	0	0	0	0	302
18:45	0	247	54	4	35	1	0	0	2	0	0	0	0	349
19:00	0	194	51	1	28	1	0	0	0	0	0	0	0	277
19:15	0	209	44	1	25	2	0	1	1	0	0	0	0	283
19:30	0	173	36	2	15	1	0	1	0	0	0	0	0	228
19:45	0	154	41	1	24	0	0	0	0	0	0	0	0	220
20:00	0	128	31	2	17	1	0	0	0	0	0	0	0	179
20:15	0	151	36	1	18	1	0	1	0	0	0	0	0	218
20:30	0	146	33	0	20	3	0	1	1	0	0	0	0	204
20:45	0	135	24	1	18	2	0	1	1	0	0	0	0	182
21:00	0	117	25	0	7	1	0	0	0	0	0	0	0	150
21:15	0	134	33	0	14	0	0	0	0	0	0	0	0	181
21:30	0	100	19	1	18	1	0	0	0	0	0	0	0	139
21:45	0	105	22	1	16	0	0	0	0	0	0	0	0	139
22:00	0	107	26	1	12	2	0	0	0	0	0	0	0	148
22:15	0	98	17	0	10	0	0	0	1	0	0	0	0	126
22:30	0	65	14	0	12	0	0	0	0	0	0	0	0	91
22:45	0	44	8	0	12	0	0	0	0	0	0	0	0	64
23:00	0	59	11	0	10	0	0	0	1	0	0	0	0	82
23:15	0	58	11	0	6	0	0	0	1	0	0	0	0	76
23:30	0	47	9	0	2	0	0	0	0	0	0	0	0	58
23:45	0	45	0	0	3	0	0	0	0	0	0	0	0	57
<b>Totals</b>	<b>54</b>	<b>17137</b>	<b>4236</b>	<b>126</b>	<b>2468</b>	<b>116</b>	<b>3</b>	<b>106</b>	<b>138</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24388</b>
% of Totals	0%	70%	17%	5%	10%	0%	0%	0%	5%	0%	0%	0%	0%	100%

AM Volumes	% AM	PM Volumes	% PM
24	68%	1718	41%
0%	28%	7%	0%
07:30	07:30	07:30	07:30
7	115%	304	11
30	102%	2518	82
0%	42%	20%	0%
07:30	07:30	07:30	07:30
7	144%	349	35

**Classification Definitions**

1 Motorcycles	4 Buses	7 ≥-4-Axle Single Units	10 ≥-6-Axle Single Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers
3 2-Axle, 6-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers

**CLASSIFICATION**

Valley Center Rd Bet. Sunday Dr &amp; Old Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_003n**North Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	56	17	0	14	0	0	0	1	0	0	0	0	88
01:00	0	29	5	0	5	0	0	0	0	0	0	0	0	39
02:00	0	25	4	0	2	0	0	0	0	0	0	0	0	31
03:00	0	13	4	0	6	0	0	0	0	0	0	0	0	23
04:00	0	46	9	0	5	0	0	3	1	0	0	0	0	64
05:00	0	158	40	1	26	1	0	2	1	0	0	0	0	229
06:00	0	347	103	2	42	7	0	6	6	0	0	0	0	513
07:00	2	415	101	3	65	7	0	4	7	0	0	0	0	604
08:00	1	374	113	3	61	2	0	4	2	0	0	0	0	560
09:00	1	353	105	4	52	6	0	3	1	0	0	0	0	525
10:00	2	396	103	2	65	3	0	1	5	0	0	0	0	577
11:00	2	421	116	5	71	6	0	4	7	0	0	0	0	632
12:00 PM	2	468	131	6	72	3	0	6	5	0	0	0	0	693
13:00	1	533	141	4	81	3	0	7	3	0	0	0	0	773
14:00	2	572	161	4	89	4	0	3	3	0	0	0	0	838
15:00	4	685	190	3	98	6	0	4	7	0	0	0	0	997
16:00	3	776	193	9	111	2	0	4	5	0	0	0	0	1103
17:00	4	757	196	2	108	4	0	2	9	0	0	0	0	1082
18:00	4	643	147	5	82	2	0	0	4	0	0	0	0	887
19:00	0	487	127	3	67	2	0	4	1	0	0	0	0	691
20:00	0	351	84	1	43	4	0	3	1	0	0	0	0	487
21:00	0	294	72	0	35	2	0	0	0	0	0	0	0	403
22:00	0	186	39	0	26	1	0	0	1	0	0	0	0	253
23:00	0	94	24	0	11	0	0	0	0	0	0	0	0	129
<b>Totals</b>	<b>28</b>	<b>8479</b>	<b>2225</b>	<b>57</b>	<b>1237</b>	<b>65</b>		<b>60</b>	<b>70</b>					<b>12221</b>
% of Totals	0%	69%	18%	0%	10%	1%		0%	1%					100%

<b>AM Volumes</b>	8	2633	720	20	414	32	0	27	31	0	0	0	0	3885
% AM	0%	22%	6%	0%	3%	0%		0%	0%					32%
<b>AM Peak Hour</b>	07:00	11:00	11:00	11:00	11:00	06:00		06:00	07:00					11:00
Volume	2	421	116	5	71	7		6	7					632
<b>PM Volumes</b>	20	5846	1505	37	823	33	0	33	39	0	0	0	0	8336
% PM	0%	48%	12%	0%	7%	0%		0%	0%					68%
<b>PM Peak Hour</b>	15:00	16:00	17:00	16:00	16:00	15:00		13:00	17:00					16:00
Volume	4	776	196	9	111	6		7	9					1103
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	1164	↔	10%	1466	↔	12%	2185	↔	18%	7406	↔	61%		

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd Bet. Sunday Dr &amp; Old Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_003s**South Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	74	14	0	8	0	0	0	0	0	0	0	0	96
01:00	0	51	12	0	6	0	0	1	1	0	0	0	0	71
02:00	0	38	4	0	4	0	0	0	1	0	0	0	0	47
03:00	0	57	9	0	5	0	0	0	0	0	0	0	0	71
04:00	1	110	26	0	15	3	0	1	2	0	0	0	0	158
05:00	2	322	104	1	69	2	0	0	1	0	0	0	0	501
06:00	1	574	142	4	123	4	1	1	6	0	0	0	0	856
07:00	4	739	181	7	101	2	0	4	5	0	0	0	0	1043
08:00	2	680	156	3	101	5	1	5	10	0	0	0	0	963
09:00	0	569	128	3	72	3	1	4	7	0	0	0	0	787
10:00	3	516	108	2	82	4	0	5	6	0	0	0	0	726
11:00	3	489	114	4	73	3	0	3	4	0	0	0	0	693
12:00 PM	4	455	116	3	93	5	0	5	4	0	0	0	0	685
13:00	0	464	116	3	61	1	0	3	1	0	0	0	0	649
14:00	3	550	119	4	66	2	0	4	5	0	0	0	0	753
15:00	1	553	149	10	68	4	0	1	4	0	0	0	0	790
16:00	1	631	144	6	66	3	0	2	4	0	0	0	0	857
17:00	1	561	134	6	70	3	0	5	4	0	0	0	0	784
18:00	0	358	80	4	49	1	0	1	1	0	0	0	0	494
19:00	0	243	45	2	25	2	0	0	0	0	0	0	0	317
20:00	0	219	40	3	30	3	0	0	1	0	0	0	0	296
21:00	0	162	28	2	14	0	0	0	0	0	0	0	0	206
22:00	0	128	26	1	20	1	0	0	0	0	0	0	0	176
23:00	0	115	16	1	10	0	0	1	1	0	0	0	0	144
<b>Totals</b>	<b>26</b>	<b>8658</b>	<b>2011</b>	<b>69</b>	<b>1231</b>	<b>51</b>	<b>3</b>	<b>46</b>	<b>68</b>					<b>12163</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>17%</b>	<b>1%</b>	<b>10%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>					<b>100%</b>

<b>AM Volumes</b>	16	4219	998	24	659	26	3	24	43	0	0	0	0	6012
<b>% AM</b>	0%	35%	8%	0%	5%	0%	0%	0%	0%					49%
<b>AM Peak Hour</b>	07:00	07:00	07:00	07:00	06:00	08:00	06:00	08:00	08:00					07:00
<b>Volume</b>	4	739	181	7	123	5	1	5	10					1043
<b>PM Volumes</b>	10	4439	1013	45	572	25	0	22	25	0	0	0	0	6151
<b>% PM</b>	0%	36%	8%	0%	5%	0%		0%	0%					51%
<b>PM Peak Hour</b>	12:00	16:00	15:00	15:00	12:00	12:00		12:00	14:00					16:00
<b>Volume</b>	4	631	149	10	93	5		5	5					857

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes				
	Volume	%	Volume	%	Volume	%	Volume	%			
2006	↔	16%	1334	↔	11%	1641	↔	13%	7182	↔	59%

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd Bet. Sunday Dr &amp; Old Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_003**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	130	31	0	22	0	0	0	1	0	0	0	0	184
01:00	0	80	17	0	11	0	0	1	1	0	0	0	0	110
02:00	0	63	8	0	6	0	0	0	1	0	0	0	0	78
03:00	0	70	13	0	11	0	0	0	0	0	0	0	0	94
04:00	1	156	35	0	20	3	0	4	3	0	0	0	0	222
05:00	2	480	144	2	95	3	0	2	2	0	0	0	0	730
06:00	1	921	245	6	165	11	1	7	12	0	0	0	0	1369
07:00	6	1154	282	10	166	9	0	8	12	0	0	0	0	1647
08:00	3	1054	269	6	162	7	1	9	12	0	0	0	0	1523
09:00	1	922	233	7	124	9	1	7	8	0	0	0	0	1312
10:00	5	912	211	4	147	7	0	6	11	0	0	0	0	1303
11:00	5	910	230	9	144	9	0	7	11	0	0	0	0	1325
12:00 PM	6	923	247	9	165	8	0	11	9	0	0	0	0	1378
13:00	1	997	257	7	142	4	0	10	4	0	0	0	0	1422
14:00	5	1122	280	8	155	6	0	7	8	0	0	0	0	1591
15:00	5	1238	339	13	166	10	0	5	11	0	0	0	0	1787
16:00	4	1407	337	15	177	5	0	6	9	0	0	0	0	1960
17:00	5	1318	330	8	178	7	0	7	13	0	0	0	0	1866
18:00	4	1001	227	9	131	3	0	1	5	0	0	0	0	1381
19:00	0	730	172	5	92	4	0	4	1	0	0	0	0	1008
20:00	0	570	124	4	73	7	0	3	2	0	0	0	0	783
21:00	0	456	100	2	49	2	0	0	0	0	0	0	0	609
22:00	0	314	65	1	46	2	0	0	1	0	0	0	0	429
23:00	0	209	40	1	21	0	0	1	1	0	0	0	0	273
<b>Totals</b>	<b>54</b>	<b>17137</b>	<b>4236</b>	<b>126</b>	<b>2468</b>	<b>116</b>	<b>3</b>	<b>106</b>	<b>138</b>					<b>24384</b>
<b>% of Totals</b>	<b>0%</b>	<b>70%</b>	<b>17%</b>	<b>1%</b>	<b>10%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>					<b>100%</b>

<b>AM Volumes</b>	24	6852	1718	44	1073	58	3	51	74	0	0	0	0	9897
<b>% AM</b>	0%	28%	7%	0%	4%	0%	0%	0%	0%					41%
<b>AM Peak Hour</b>	07:00	07:00	07:00	07:00	07:00	06:00	06:00	08:00	06:00					07:00
<b>Volume</b>	6	1154	282	10	166	11	1	9	12					1647
<b>PM Volumes</b>	30	10285	2518	82	1395	58	0	55	64	0	0	0	0	14487
<b>% PM</b>	0%	42%	10%	0%	6%	0%		0%	0%					59%
<b>PM Peak Hour</b>	12:00	16:00	15:00	16:00	17:00	15:00		12:00	17:00					16:00
<b>Volume</b>	6	1407	339	15	178	10		11	13					1960

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	3170	↔ 13%	2800	↔ 11%	3826	↔ 16%	14588	↔ 60%

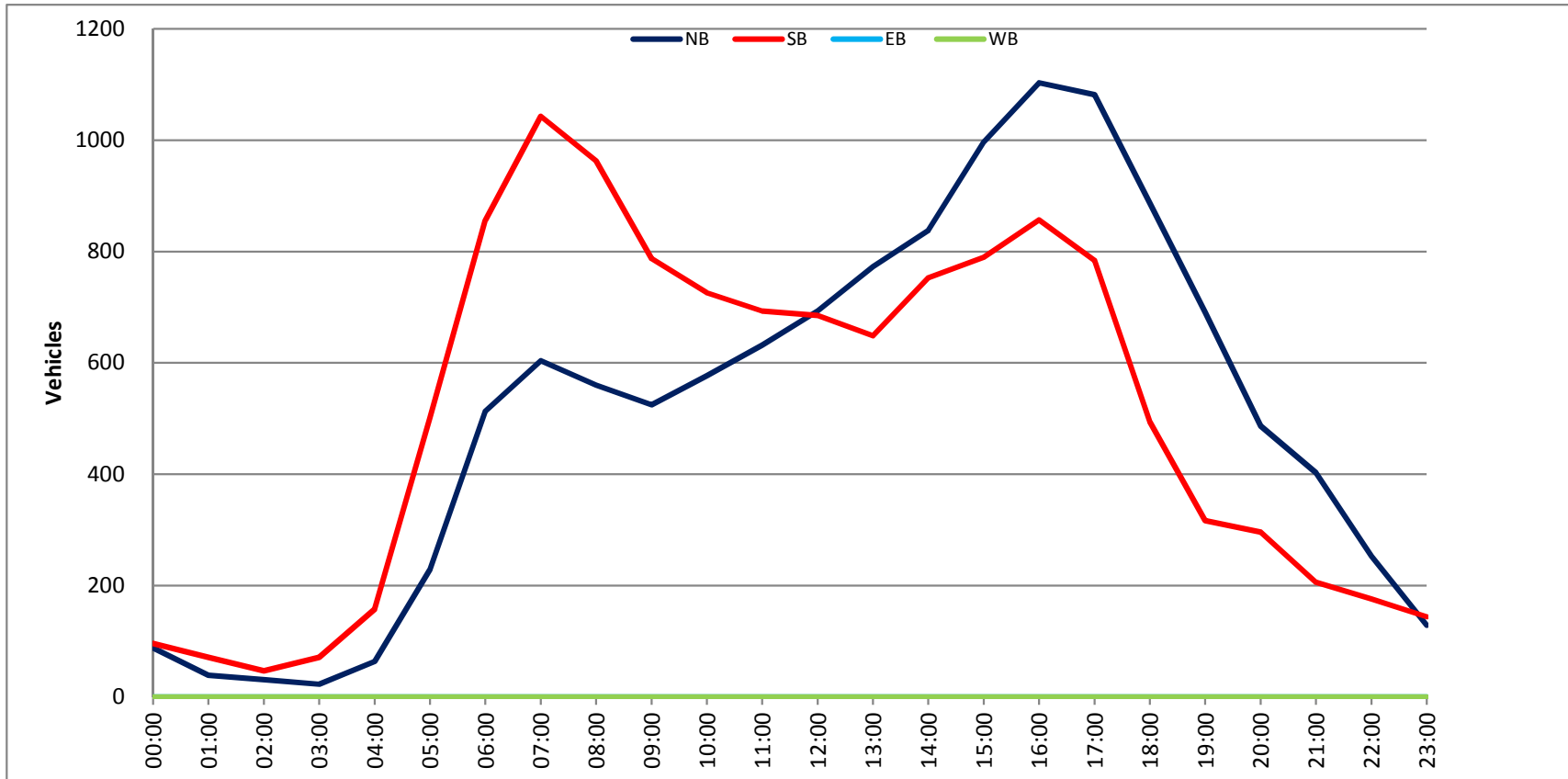
**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

DAILY TOTALS					NB	SB	EB		WB		To
					12,221	12,163	0		0		24,3
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	19	27	0	0	46	12:00	166	181	0	0	347
00:15	33	30	0	0	63	12:15	170	174	0	0	344
00:30	25	27	0	0	52	12:30	168	157	0	0	325
00:45	11	88	12	96	23	12:45	189	693	173	685	362
01:00	12	19	0	0	31	13:00	172	158	0	0	330
01:15	15	25	0	0	40	13:15	204	159	0	0	363
01:30	9	9	0	0	18	13:30	210	137	0	0	347
01:45	3	39	18	71	21	13:45	187	773	195	649	382
02:00	9	9	0	0	18	14:00	200	205	0	0	405
02:15	9	6	0	0	15	14:15	209	186	0	0	395
02:30	3	18	0	0	21	14:30	238	193	0	0	431
02:45	10	31	14	47	24	14:45	191	838	169	753	360
03:00	3	20	0	0	23	15:00	205	209	0	0	414
03:15	5	17	0	0	22	15:15	247	222	0	0	469
03:30	9	15	0	0	24	15:30	253	172	0	0	425
03:45	6	23	19	71	25	15:45	292	997	187	790	479
04:00	10	27	0	0	37	16:00	278	203	0	0	481
04:15	13	36	0	0	49	16:15	269	185	0	0	454
04:30	21	35	0	0	56	16:30	273	222	0	0	495
04:45	20	64	60	158	80	16:45	283	1103	247	857	530
05:00	29	85	0	0	114	17:00	247	217	0	0	464
05:15	43	119	0	0	162	17:15	310	221	0	0	531
05:30	74	149	0	0	223	17:30	274	201	0	0	475
05:45	83	229	148	501	231	17:45	251	1082	145	784	396
06:00	100	172	0	0	272	18:00	228	150	0	0	378
06:15	116	210	0	0	326	18:15	233	125	0	0	358
06:30	125	252	0	0	377	18:30	210	92	0	0	302
06:45	172	513	222	856	394	18:45	216	887	127	494	343
07:00	133	272	0	0	405	19:00	191	86	0	0	277
07:15	156	250	0	0	406	19:15	189	94	0	0	283
07:30	139	279	0	0	418	19:30	171	57	0	0	228
07:45	176	604	242	1043	418	19:45	140	691	80	317	220
08:00	171	257	0	0	428	20:00	113	66	0	0	179
08:15	127	296	0	0	423	20:15	141	77	0	0	218
08:30	135	239	0	0	374	20:30	125	79	0	0	204
08:45	127	560	171	963	298	20:45	108	487	74	296	182
09:00	112	195	0	0	307	21:00	97	53	0	0	150
09:15	134	201	0	0	335	21:15	125	56	0	0	181
09:30	128	197	0	0	325	21:30	98	41	0	0	139
09:45	151	525	194	787	345	21:45	83	403	56	206	139
10:00	134	188	0	0	322	22:00	89	59	0	0	148
10:15	135	188	0	0	323	22:15	80	46	0	0	126
10:30	153	189	0	0	342	22:30	43	48	0	0	91
10:45	155	577	161	726	316	22:45	41	253	23	176	64
11:00	155	181	0	0	336	23:00	39	43	0	0	82
11:15	150	199	0	0	349	23:15	40	36	0	0	76
11:30	148	161	0	0	309	23:30	28	30	0	0	58
11:45	179	632	152	693	331	23:45	22	129	35	144	57
<b>TOTALS</b>	<b>3885</b>	<b>6012</b>			<b>9897</b>	<b>TOTALS</b>	<b>8336</b>	<b>6151</b>			
<b>SPLIT %</b>	<b>39.3%</b>	<b>60.7%</b>			<b>40.6%</b>	<b>SPLIT %</b>	<b>57.5%</b>	<b>42.5%</b>			

DAILY TOTALS					NB	SB	EB		WB		To
					12,221	12,163	0		0		24,3
AM Peak Hour	11:45	07:30			07:30	PM Peak Hour	16:45	16:30			
AM Pk Volume	683	1074			1687	PM Pk Volume	1114	907			
Pk Hr Factor	0.954	0.907			0.985	Pk Hr Factor	0.898	0.918			
7 - 9 Volume	1164	2006	0	0	3170	4 - 6 Volume	2185	1641	0	0	
7 - 9 Peak Hour	07:15	07:30			07:30	4 - 6 Peak Hour	16:45	16:30			
7 - 9 Pk Volume	642	1074	0	0	1687	4 - 6 Pk Volume	1114	907	0	0	
Pk Hr Factor	0.912	0.907	0.000	0.000	0.985	Pk Hr Factor	0.898	0.918	0.000	0.000	





CLASSIFICATION  
Valley Center Rd N/O Liac Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_004n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	11	5	0	1	0	0	0	0	0	0	0	0	17
00:15	0	17	4	0	3	0	0	0	0	0	0	0	0	24
00:30	0	16	6	1	3	0	0	0	0	0	0	0	0	26
00:45	0	13	2	0	1	0	0	0	0	0	0	0	0	16
01:00	0	9	1	0	1	0	0	0	0	0	0	0	0	11
01:15	0	11	3	0	1	0	0	0	0	0	0	0	0	15
01:30	0	8	1	0	1	0	0	0	0	0	0	0	0	10
01:45	0	3	1	0	1	0	0	0	0	0	0	0	0	5
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:15	0	7	1	0	1	0	0	0	0	0	0	0	0	9
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
03:00	0	2	0	0	1	0	0	1	0	0	0	0	0	4
03:15	0	7	2	0	2	0	0	0	0	0	0	0	0	11
03:30	0	9	2	0	2	0	0	0	0	0	0	0	0	13
03:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
04:00	0	8	1	0	3	0	0	0	0	0	0	0	0	12
04:15	0	12	2	0	1	0	0	0	0	0	0	0	0	15
04:30	0	20	3	1	2	0	0	1	0	0	0	0	0	27
04:45	0	14	5	0	3	0	0	1	0	0	0	0	0	23
05:00	0	22	7	1	5	0	0	0	0	0	0	0	0	35
05:15	0	29	6	0	4	0	0	0	0	0	0	0	0	39
05:30	0	60	17	0	10	0	0	0	0	0	0	0	0	87
05:45	0	65	16	0	11	0	0	0	0	0	0	0	0	92
06:00	0	81	21	1	9	0	0	0	0	0	0	0	0	112
06:15	0	80	29	0	11	0	0	0	0	0	0	0	0	120
06:30	0	108	32	1	10	0	0	1	0	0	0	0	0	152
06:45	0	128	33	2	18	0	0	4	0	0	0	0	0	185
07:00	0	131	35	1	23	0	0	1	0	0	0	0	0	191
07:15	0	139	41	2	24	0	0	1	2	0	0	0	0	209
07:30	0	115	33	1	17	0	0	2	0	0	0	0	0	168
07:45	0	139	37	1	21	0	0	2	1	0	0	0	0	201
08:00	0	148	41	1	21	0	0	3	0	0	0	0	0	214
08:15	1	109	28	2	16	1	0	1	0	0	0	0	0	158
08:30	1	90	29	0	18	1	0	1	0	0	0	0	0	140
08:45	0	97	28	0	17	1	0	2	0	0	0	0	0	145
09:00	0	76	22	1	12	1	0	1	1	0	0	0	0	114
09:15	1	102	31	0	18	0	0	5	0	0	0	0	0	157
09:30	1	104	29	0	15	0	0	1	0	0	0	0	0	150
09:45	0	97	30	1	23	0	0	2	1	0	0	0	0	154
10:00	0	106	33	1	17	1	0	1	0	0	0	0	0	159
10:15	0	109	28	1	20	0	0	1	0	0	0	0	0	159
10:30	1	112	30	1	21	0	0	1	0	0	0	0	0	166
10:45	0	121	26	1	21	1	0	1	0	0	0	0	0	171
11:00	1	109	26	2	21	0	0	1	0	0	0	0	0	160
11:15	0	104	36	0	23	0	0	4	0	0	0	0	0	167
11:30	0	105	34	0	16	0	0	0	1	0	0	0	0	156
11:45	0	128	37	2	21	0	0	0	0	0	0	0	0	188
12:00 PM	1	118	33	2	23	0	0	1	0	0	0	0	0	178
12:15	0	123	34	0	16	0	0	1	0	0	0	0	0	174
12:30	1	127	33	1	19	1	0	1	0	0	0	0	0	183
12:45	1	132	40	0	19	0	0	1	0	0	0	0	0	193
13:00	0	117	36	1	17	1	0	1	0	0	0	0	0	173
13:15	0	159	38	1	23	0	0	0	0	0	0	0	0	221
13:30	1	147	42	2	21	0	0	0	0	0	0	0	0	213
13:45	1	138	35	1	21	0	0	0	1	0	0	0	0	197
14:00	1	137	38	2	24	0	0	3	0	0	0	0	0	205
14:15	1	176	45	0	23	0	0	0	0	0	0	0	0	245
14:30	1	195	44	1	27	1	0	2	0	0	0	0	0	271
14:45	0	136	38	0	26	1	0	1	0	0	0	0	0	202
15:00	1	150	38	1	25	0	0	2	0	0	0	0	0	217
15:15	0	167	50	0	29	1	0	0	1	0	0	0	0	248
15:30	0	183	54	3	26	0	0	2	0	0	0	0	0	268
15:45	1	200	54	0	27	1	0	5	0	0	0	0	0	288
16:00	0	200	54	2	27	0	0	2	0	0	0	0	0	285
16:15	0	224	54	0	33	0	0	0	0	0	0	0	0	311
16:30	0	204	53	1	32	1	0	0	2	0	0	0	0	293
16:45	0	223	58	2	24	0	0	5	0	0	0	0	0	312
17:00	0	191	50	2	27	1	0	2	0	0	0	0	0	273
17:15	0	217	62	0	30	0	0	3	1	0	0	0	0	313
17:30	1	219	52	1	37	0	0	2	0	0	0	0	0	312
17:45	0	191	47	1	21	0	0	0	0	0	0	0	0	260
18:00	0	175	33	2	19	0	0	2	0	0	0	0	0	231
18:15	1	168	34	2	22	0	0	0	0	0	0	0	0	227
18:30	1	176	45	0	22	0	0	0	0	0	0	0	0	244
18:45	1	150	36	0	19	0	0	1	0	0	0	0	0	207
19:00	1	130	27	0	15	1	0	2	0	0	0	0	0	176
19:15	0	145	29	0	16	0	0	1	0	0	0	0	0	191
19:30	1	130	33	1	15	0	0	2	0	0	0	0	0	182
19:45	0	103	23	0	10	0	0	1	0	0	0	0	0	137
20:00	0	76	20	0	8	1	0	0	0	0	0	0	0	105
20:15	1	102	32	0	12	0	0	1	0	0	0	0	0	148
20:30	0	84	23	0	10	1	0	1	0	0	0	0	0	119
20:45	0	70	19	0	8	0	0	0	0	0	0	0	0	97
21:00	0	64	12	1	6	0	0	0	0	0	0	0	0	83
21:15	0	83	27	0	12	0	0	0	0	0	0	0	0	122
21:30	0	86	16	0	10	0	0	0	0	0	0	0	0	112
21:45	0	56	13	0	8	0	0	0	0	0	0	0	0	77
22:00	0	57	14	0	5	0	0	0	0	0	0	0	0	76
22:15	0	59	16	0	5	0	0	0	0	0	0	0	0	80
22:30	0	39	6	0	5	0	0	0	0	0	0	0	0	50
22:45	0	30	5	0	3	0	0	0	0	0	0	0	0	38
23:00	0	25	5	0	3	0	0	0	0	0	0	0	0	33
23:15	0	28	7	0	4	0	0	0	0	0	0	0	0	39
23:30	0	20	5	0	2	0	0	0	0	0	0	0	0	27
23:45	0	22	4	0	1	0	0	0	0	0	0	0	0	27
Totals	23	9150	2405	55	1327	17		84	11					13072
% of Totals	0%	70%	18%	0%	10%	0%		1%	0%					100%

AM Volumes	6	2998	839	25	490	6	0	39	6	0	0	0	0	4409
% AM	0%	23%	6%	0%	4%	0%		0%	0%					34%
AM Peak Hour Volume														
PM Volumes	17	6152	1566	30	837	11	0	45	5	0	0	0	0	8663
% PM	0%	47%	12%	0%	6%	0%		0%	0%					66%
PM Peak Hour Volume														
Directional Peak Periods All Classes	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
Volume	1426				1532				2359				7755	
%	11%				12%				18%				59%	

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION  
Valley Center Rd N/O Lilac Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_004s

South Bound

Table with columns: Time, #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, #11, #12, #13, Total. Rows represent 15-minute intervals from 00:00 AM to 23:45, with a Totals row at the bottom.

Summary table with columns: AM Volumes, PM Volumes, Directional Peak Periods (AM 7-9, NOON 12-2, PM 4-6, Off Peak Volumes). Includes sub-rows for % of Totals and Volume.

Classification Definitions table listing categories 1 through 13: 1 Motorcycles, 2 Passenger Cars, 3 2-Axle, 4-Tire Single Units, 4 Buses, 5 2-Axle, 6-Tire Single Units, 6 3-Axle Single Units, 7 >=4-Axle Single Units, 8 <=4-Axle Single Trailers, 9 5-Axle Single Trailers, 10 >=6-Axle Single Trailers, 11 <=5-Axle Multi-Trailers, 12 6-Axle Multi-Trailers, 13 >=7-Axle Multi-Trailers.

**CLASSIFICATION**

Valley Center Rd N/O Lilac Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_004

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	33	10	0	3	0	0	0	0	0	0	0	0	46
00:15	0	40	9	0	5	0	0	0	0	0	0	0	0	54
00:30	0	37	10	1	4	0	0	0	0	0	0	0	0	52
00:45	0	25	3	0	2	0	0	0	0	0	0	0	0	30
01:00	0	25	4	0	2	0	0	0	0	0	0	0	0	31
01:15	0	27	9	0	2	0	0	0	1	0	0	0	0	39
01:30	0	14	3	0	1	0	0	0	0	0	0	0	0	18
01:45	0	16	3	0	3	0	0	0	0	0	0	0	0	22
02:00	0	12	3	0	0	1	0	0	0	0	0	0	0	16
02:15	0	14	2	0	1	0	0	0	0	0	0	0	0	17
02:30	0	22	1	0	2	1	0	0	0	0	0	0	0	26
02:45	0	18	4	0	2	0	0	0	1	0	0	0	0	25
03:00	0	24	0	0	3	0	0	1	0	0	0	0	0	28
03:15	0	27	4	0	3	0	0	0	0	0	0	0	0	34
03:30	0	23	4	0	4	0	0	0	0	0	0	0	0	31
03:45	0	19	7	0	1	0	0	0	1	0	0	0	0	28
04:00	0	25	9	0	7	0	0	0	1	0	0	0	0	42
04:15	0	39	8	0	4	0	0	0	0	0	0	0	0	51
04:30	0	45	8	1	5	1	0	1	0	0	0	0	0	61
04:45	0	52	14	0	10	1	0	2	1	0	0	0	0	80
05:00	0	68	30	1	18	0	0	0	0	0	0	0	0	117
05:15	1	103	25	0	18	0	0	0	1	0	0	0	0	148
05:30	0	154	47	1	21	0	0	0	0	0	0	0	0	223
05:45	0	158	42	0	25	0	0	0	0	0	0	0	0	225
06:00	0	195	48	2	25	0	0	0	0	0	0	0	0	270
06:15	0	231	61	2	33	0	0	1	1	0	0	0	0	329
06:30	1	285	74	2	42	1	0	2	4	0	0	0	0	409
06:45	0	278	78	4	39	1	0	4	0	0	0	0	0	404
07:00	0	345	78	2	51	1	0	3	2	0	0	0	0	482
07:15	0	335	77	3	49	0	0	1	3	0	0	0	0	468
07:30	0	325	83	1	52	0	0	2	4	0	0	0	0	467
07:45	0	321	96	2	52	1	0	4	2	0	0	0	0	478
08:00	0	346	86	2	55	2	0	3	2	0	0	0	0	496
08:15	2	317	83	2	42	2	0	3	5	0	0	0	0	456
08:30	1	267	68	0	44	1	0	2	2	0	0	0	0	385
08:45	1	216	49	1	46	1	0	2	1	0	0	0	0	317
09:00	0	218	56	2	36	2	0	1	5	0	0	0	0	320
09:15	1	243	57	0	39	1	0	5	0	0	0	0	0	346
09:30	1	232	59	1	30	0	0	2	0	0	0	0	0	325
09:45	0	214	60	2	45	1	1	3	1	0	0	0	0	327
10:00	0	240	63	2	36	2	0	1	2	0	0	0	0	346
10:15	2	232	68	2	41	1	0	2	2	0	0	0	0	350
10:30	2	238	57	2	51	1	0	4	1	0	0	0	0	356
10:45	0	234	49	1	34	1	0	1	1	0	0	0	0	321
11:00	1	241	56	3	47	1	0	2	0	0	0	0	0	351
11:15	1	239	69	0	42	0	0	4	1	0	0	0	0	356
11:30	1	224	63	1	38	1	0	0	2	0	0	0	0	330
11:45	0	266	71	3	40	1	0	1	0	0	0	0	0	382
12:00 PM	1	259	60	2	44	0	0	1	0	0	0	0	0	366
12:15	1	237	65	0	36	0	0	3	4	0	0	0	0	346
12:30	1	244	63	2	40	1	0	1	2	0	0	0	0	354
12:45	1	245	72	0	35	1	0	3	0	0	0	0	0	357
13:00	0	244	60	1	32	2	0	1	0	0	0	0	0	340
13:15	1	272	70	1	41	0	0	1	1	0	0	0	0	386
13:30	1	268	73	3	42	0	0	0	0	0	0	0	0	387
13:45	1	284	69	3	34	1	0	1	1	0	0	0	0	394
14:00	2	296	73	3	45	1	0	5	0	0	0	0	0	425
14:15	2	318	78	1	45	0	0	0	0	0	0	0	0	444
14:30	2	337	72	2	46	2	0	2	2	0	0	0	0	465
14:45	0	285	74	2	43	1	0	1	1	0	0	0	0	407
15:00	1	349	82	4	47	1	0	3	1	0	0	0	0	488
15:15	0	347	92	2	52	2	0	0	1	0	0	0	0	496
15:30	0	324	96	4	47	2	0	2	0	0	0	0	0	475
15:45	1	371	95	1	47	1	0	5	0	0	0	0	0	521
16:00	3	362	88	3	49	1	0	2	1	0	0	0	0	509
16:15	1	390	93	0	58	0	0	0	0	0	0	0	0	542
16:30	0	407	101	1	62	1	0	0	3	0	0	0	0	575
16:45	0	428	102	3	50	1	0	5	1	0	0	0	0	590
17:00	0	371	90	2	48	1	0	2	1	0	0	0	0	515
17:15	0	401	104	0	50	0	0	3	1	0	0	0	0	559
17:30	1	374	86	1	50	0	0	3	1	0	0	0	0	516
17:45	1	314	79	2	42	0	0	0	0	0	0	0	0	438
18:00	0	286	58	2	31	0	0	3	0	0	0	0	0	380
18:15	1	276	58	2	36	0	0	0	0	0	0	0	0	373
18:30	1	253	65	0	29	0	0	0	1	0	0	0	0	349
18:45	1	249	53	1	30	0	0	0	1	0	0	0	0	335
19:00	1	202	42	0	21	1	0	2	0	0	0	0	0	269
19:15	0	229	46	0	24	0	0	1	0	0	0	0	0	300
19:30	1	185	41	1	21	0	0	2	0	0	0	0	0	251
19:45	0	171	43	0	18	0	0	1	0	0	0	0	0	233
20:00	0	134	27	0	14	1	0	0	0	0	0	0	0	176
20:15	1	166	46	0	16	0	0	1	0	0	0	0	0	232
20:30	0	167	34	0	21	0	0	1	0	0	0	0	0	224
20:45	0	126	30	0	15	0	0	0	0	0	0	0	0	171
21:00	0	119	19	1	10	0	0	0	0	0	0	0	0	149
21:15	0	132	37	0	18	0	0	0	0	0	0	0	0	187
21:30	0	121	23	0	15	0	0	0	0	0	0	0	0	159
21:45	0	108	21	0	11	0	0	0	0	0	0	0	0	140
22:00	0	104	25	0	9	0	0	0	0	0	0	0	0	138
22:15	0	104	22	0	7	0	0	0	0	0	0	0	0	133
22:30	0	85	13	0	8	0	0	0	0	0	0	0	0	106
22:45	0	52	8	0	6	0	0	0	0	0	0	0	0	66
23:00	0	62	16	0	9	0	0	0	1	0	0	0	0	79
23:15	0	59	14	0	6	0	0	0	1	0	0	0	0	80
23:30	0	49	10	0	5	0	0	0	0	0	0	0	0	64
23:45	0	54	9	0	2	0	0	0	0	0	0	0	0	65
Totals	42	18521	4559	96	2621	48	1	116	67					26069
% of Totals	0%	71%	17%	0%	10%	0%	0%	0%	0%					100%

<b>AM Volumes</b>	15	7302	1869	49	1153	20	1	57	45	0	0	0	0	10513
% AM	0%	28%	7%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	40%
AM Peak Hour	10:15	07:35	07:38	06:38	07:35	07:45	09:00	07:30	07:38					07:35
Volume	5	1271	345	11	208	6	1	12	13					1905
<b>PM Volumes</b>	27	11219	2691	50	1466	22	0	57	22	0	0	0	0	15554
% PM	0%	43%	10%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	60%
PM Peak Hour	13:45	16:30	16:38	14:45	14:45	14:00		16:30	12:00					16:38
Volume	7	1607	397	12	213	6		13	6					2233
<b>Directional Peak Periods</b>	<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>				<b>Off Peak Volumes</b>	
<b>All Classes</b>	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%		
	3549	14%	2930	11%	4244	16%	15346	59%						

<b>Classification Definitions</b>	1	Motorcycles	4	Buses	7	>=4-Axle Single Units	10	>=6-Axle Single Trailers	13	>=7-Axle Multi-Trailers
	2	Passenger Cars	5	2-Axle, 6-Tire Single Units	8	<=4-Axle Single Trailers	11	<=5-Axle Multi-Trailers		
	3	2-Axle, 4-Tire Single Units	6	3-Axle Single Units	9	<=4-Axle Trailers	12	6-Axle Multi-Trailers		

# CLASSIFICATION

## Valley Center Rd N/O Lilac Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_004n

### North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	57	17	1	8	0	0	0	0	0	0	0	0	83
01:00	0	31	6	0	4	0	0	0	0	0	0	0	0	41
02:00	0	19	4	0	1	0	0	0	0	0	0	0	0	24
03:00	0	23	6	0	5	0	0	1	0	0	0	0	0	35
04:00	0	54	11	1	9	0	0	2	0	0	0	0	0	77
05:00	0	176	46	1	30	0	0	0	0	0	0	0	0	253
06:00	0	397	115	4	48	0	0	5	0	0	0	0	0	569
07:00	0	524	146	5	85	0	0	6	3	0	0	0	0	769
08:00	2	444	126	3	72	3	0	7	0	0	0	0	0	657
09:00	2	379	112	2	68	1	0	9	2	0	0	0	0	575
10:00	1	448	117	4	79	2	0	4	0	0	0	0	0	655
11:00	1	446	133	4	81	0	0	5	1	0	0	0	0	671
12:00 PM	3	500	140	3	77	1	0	4	0	0	0	0	0	728
13:00	2	561	151	5	82	1	0	1	1	0	0	0	0	804
14:00	3	644	165	3	100	2	0	6	0	0	0	0	0	923
15:00	2	700	196	4	107	2	0	9	1	0	0	0	0	1021
16:00	0	851	219	5	116	1	0	7	2	0	0	0	0	1201
17:00	1	818	211	4	115	1	0	7	1	0	0	0	0	1158
18:00	3	669	148	4	82	0	0	3	0	0	0	0	0	909
19:00	2	508	112	1	56	1	0	6	0	0	0	0	0	686
20:00	1	332	94	0	38	2	0	2	0	0	0	0	0	469
21:00	0	289	68	1	36	0	0	0	0	0	0	0	0	394
22:00	0	185	41	0	18	0	0	0	0	0	0	0	0	244
23:00	0	95	21	0	10	0	0	0	0	0	0	0	0	126
<b>Totals</b>	<b>23</b>	<b>9150</b>	<b>2405</b>	<b>55</b>	<b>1327</b>	<b>17</b>		<b>84</b>	<b>11</b>					<b>13072</b>
<b>% of Totals</b>	<b>0%</b>	<b>70%</b>	<b>18%</b>	<b>0%</b>	<b>10%</b>	<b>0%</b>		<b>1%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	6	2998	839	25	490	6	0	39	6	0	0	0	0	4409
<b>% AM</b>	0%	23%	6%	0%	4%	0%		0%	0%					34%
<b>AM Peak Hour</b>	08:00	07:00	07:00	07:00	07:00	08:00		09:00	07:00					07:00
<b>Volume</b>	2	524	146	5	85	3		9	3					769
<b>PM Volumes</b>	17	6152	1566	30	837	11	0	45	5	0	0	0	0	8663
<b>% PM</b>	0%	47%	12%	0%	6%	0%		0%	0%					66%
<b>PM Peak Hour</b>	12:00	16:00	16:00	13:00	16:00	14:00		15:00	16:00					16:00
<b>Volume</b>	3	851	219	5	116	2		9	2					1201
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume	%	Volume	%	Volume	%	Volume	%						
	1426	↔ 11%	1532	↔ 12%	2359	↔ 18%	7755	↔ 59%						

### Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

## Valley Center Rd N/O Lilac Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_004s

**South Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	78	15	0	6	0	0	0	0	0	0	0	0	99
01:00	0	51	13	0	4	0	0	0	1	0	0	0	0	69
02:00	0	47	6	0	4	2	0	0	1	0	0	0	0	60
03:00	0	70	9	0	6	0	0	0	1	0	0	0	0	86
04:00	0	107	28	0	17	2	0	1	2	0	0	0	0	157
05:00	1	307	98	1	52	0	0	0	1	0	0	0	0	460
06:00	1	592	146	6	91	2	0	2	3	0	0	0	0	843
07:00	0	802	188	3	119	2	0	4	8	0	0	0	0	1126
08:00	2	702	160	2	115	3	0	3	10	0	0	0	0	997
09:00	0	528	120	3	82	3	1	2	4	0	0	0	0	743
10:00	3	496	120	3	83	3	0	4	6	0	0	0	0	718
11:00	2	524	126	3	86	3	0	2	2	0	0	0	0	748
12:00 PM	1	484	120	1	78	1	0	4	6	0	0	0	0	695
13:00	1	507	121	3	67	2	0	2	0	0	0	0	0	703
14:00	3	592	132	5	79	2	0	2	3	0	0	0	0	818
15:00	0	691	169	7	86	4	0	1	1	0	0	0	0	959
16:00	4	736	165	2	103	2	0	0	3	0	0	0	0	1015
17:00	1	642	148	1	75	0	0	1	2	0	0	0	0	870
18:00	0	395	86	1	44	0	0	1	1	0	0	0	0	528
19:00	0	279	60	0	28	0	0	0	0	0	0	0	0	367
20:00	0	261	43	0	30	0	0	0	0	0	0	0	0	334
21:00	0	191	32	0	18	0	0	0	0	0	0	0	0	241
22:00	0	160	27	0	12	0	0	0	0	0	0	0	0	199
23:00	0	129	22	0	9	0	0	1	1	0	0	0	0	162
<b>Totals</b>	<b>19</b>	<b>9371</b>	<b>2154</b>	<b>41</b>	<b>1294</b>	<b>31</b>	<b>1</b>	<b>30</b>	<b>56</b>					<b>12997</b>
% of Totals	0%	72%	17%	0%	10%	0%	0%	0%	0%					100%

<b>AM Volumes</b>	9	4304	1029	21	665	20	1	18	39	0	0	0	0	6106
% AM	0%	33%	8%	0%	5%	0%	0%	0%	0%					47%
<b>AM Peak Hour</b>	10:00	07:00	07:00	06:00	07:00	08:00	09:00	07:00	08:00					07:00
Volume	3	802	188	6	119	3	1	4	10					1126
<b>PM Volumes</b>	10	5067	1125	20	629	11	0	12	17	0	0	0	0	6891
% PM	0%	39%	9%	0%	5%	0%	0%	0%	0%					53%
<b>PM Peak Hour</b>	16:00	16:00	15:00	15:00	16:00	15:00		12:00	12:00					16:00
Volume	4	736	169	7	103	4		4	6					1015
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume	%	Volume	%	Volume	%	Volume	%						
	2123	↔	16%	1398	↔	11%	1885	↔	15%	7591	↔	58%		

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

# CLASSIFICATION

## Valley Center Rd N/O Lilac Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_004

### Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	135	32	1	14	0	0	0	0	0	0	0	0	182
01:00	0	82	19	0	8	0	0	0	1	0	0	0	0	110
02:00	0	66	10	0	5	2	0	0	1	0	0	0	0	84
03:00	0	93	15	0	11	0	0	1	1	0	0	0	0	121
04:00	0	161	39	1	26	2	0	3	2	0	0	0	0	234
05:00	1	483	144	2	82	0	0	0	1	0	0	0	0	713
06:00	1	989	261	10	139	2	0	7	3	0	0	0	0	1412
07:00	0	1326	334	8	204	2	0	10	11	0	0	0	0	1895
08:00	4	1146	286	5	187	6	0	10	10	0	0	0	0	1654
09:00	2	907	232	5	150	4	1	11	6	0	0	0	0	1318
10:00	4	944	237	7	162	5	0	8	6	0	0	0	0	1373
11:00	3	970	259	7	167	3	0	7	3	0	0	0	0	1419
12:00 PM	4	984	260	4	155	2	0	8	6	0	0	0	0	1423
13:00	3	1068	272	8	149	3	0	3	1	0	0	0	0	1507
14:00	6	1236	297	8	179	4	0	8	3	0	0	0	0	1741
15:00	2	1391	365	11	193	6	0	10	2	0	0	0	0	1980
16:00	4	1587	384	7	219	3	0	7	5	0	0	0	0	2216
17:00	2	1460	359	5	190	1	0	8	3	0	0	0	0	2028
18:00	3	1064	234	5	126	0	0	4	1	0	0	0	0	1437
19:00	2	787	172	1	84	1	0	6	0	0	0	0	0	1053
20:00	1	593	137	0	68	2	0	2	0	0	0	0	0	803
21:00	0	480	100	1	54	0	0	0	0	0	0	0	0	635
22:00	0	345	68	0	30	0	0	0	0	0	0	0	0	443
23:00	0	224	43	0	19	0	0	1	1	0	0	0	0	288
<b>Totals</b>	<b>42</b>	<b>18521</b>	<b>4559</b>	<b>96</b>	<b>2621</b>	<b>48</b>	<b>1</b>	<b>114</b>	<b>67</b>					<b>26069</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>17%</b>	<b>0%</b>	<b>10%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	15	7302	1868	46	1155	26	1	57	45	0	0	0	0	10515
<b>% AM</b>	0%	28%	7%	0%	4%	0%	0%	0%	0%					40%
<b>AM Peak Hour</b>	08:00	07:00	07:00	06:00	07:00	08:00	09:00	09:00	07:00					07:00
<b>Volume</b>	4	1326	334	10	204	6	1	11	11					1895
<b>PM Volumes</b>	27	11219	2691	50	1466	22	0	57	22	0	0	0	0	15554
<b>% PM</b>	0%	43%	10%	0%	6%	0%		0%	0%					60%
<b>PM Peak Hour</b>	14:00	16:00	16:00	15:00	16:00	15:00		15:00	12:00					16:00
<b>Volume</b>	6	1587	384	11	219	6		10	6					2216

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	3549	↔ 14%	2930	↔ 11%	4244	↔ 16%	15346	↔ 59%

### Classification Definitions

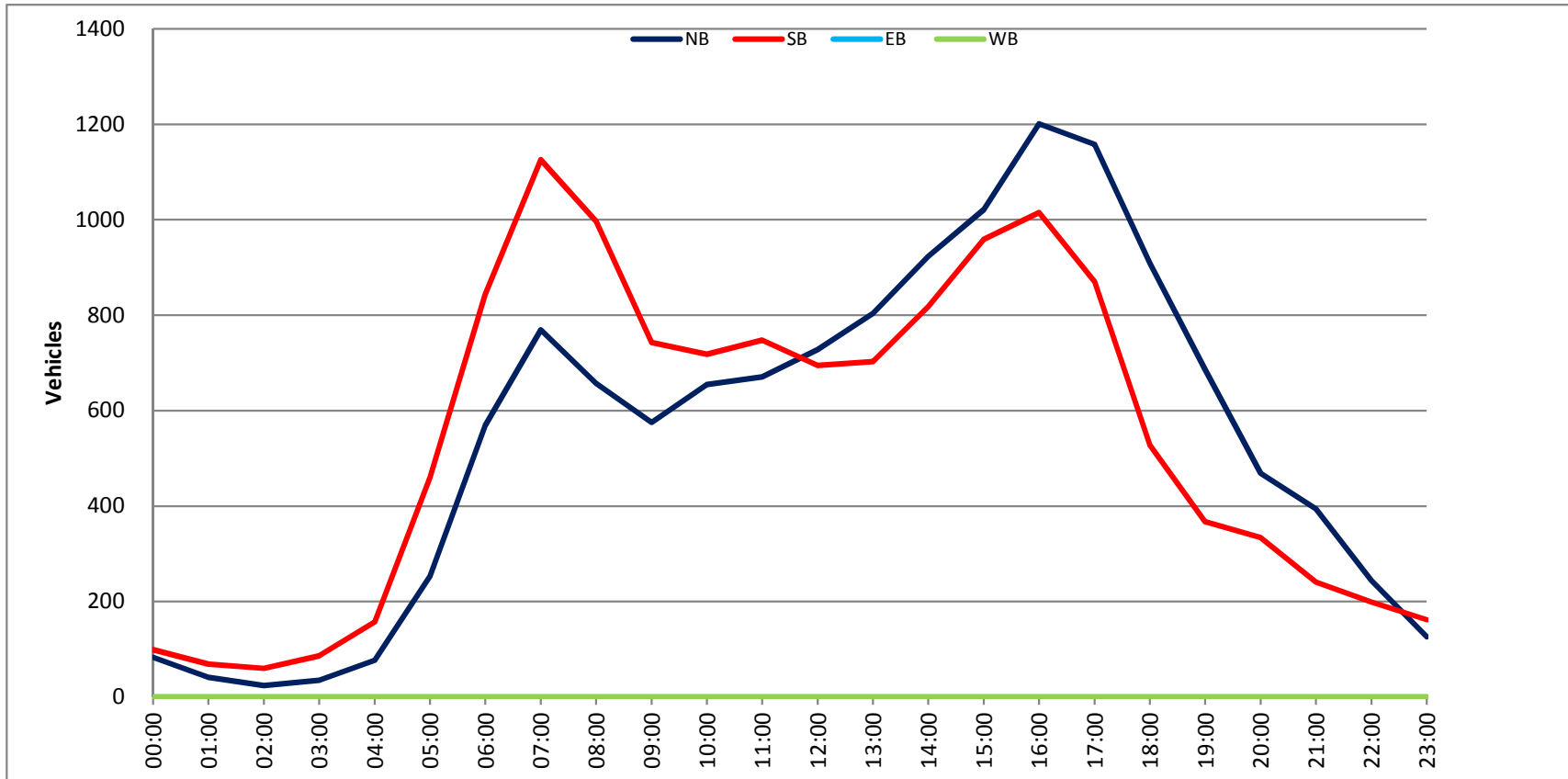
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

DAILY TOTALS					NB	SB						To		
					13,072	12,997						26,		
							0	WB						
							0							
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TO			
00:00	17	29	0	0	46	12:00	178	188	0	0	366			
00:15	24	30	0	0	54	12:15	174	172	0	0	346			
00:30	26	26	0	0	52	12:30	183	171	0	0	354			
00:45	16	83	14	99	0	0	193	728	164	695	0	357		
01:00	11	20	0	0	31	13:00	173	167	0	0	340			
01:15	15	24	0	0	39	13:15	221	165	0	0	386			
01:30	10	8	0	0	18	13:30	213	174	0	0	387			
01:45	5	41	17	69	0	0	197	804	197	703	0	394		
02:00	6	10	0	0	16	14:00	205	220	0	0	425			
02:15	9	8	0	0	17	14:15	245	199	0	0	444			
02:30	3	23	0	0	26	14:30	271	194	0	0	465			
02:45	6	24	19	60	0	0	202	923	205	818	0	407		
03:00	4	24	0	0	28	15:00	217	271	0	0	488			
03:15	11	23	0	0	34	15:15	248	248	0	0	496			
03:30	13	18	0	0	31	15:30	268	207	0	0	475			
03:45	7	35	21	86	0	0	288	1021	233	959	0	521		
04:00	12	30	0	0	42	16:00	285	224	0	0	509			
04:15	15	36	0	0	51	16:15	311	231	0	0	542			
04:30	27	34	0	0	61	16:30	293	282	0	0	575			
04:45	23	77	57	157	0	0	312	1201	278	1015	0	590		
05:00	35	82	0	0	117	17:00	273	242	0	0	515			
05:15	39	109	0	0	148	17:15	313	246	0	0	559			
05:30	87	136	0	0	223	17:30	312	204	0	0	516			
05:45	92	253	133	460	0	0	225	1158	178	870	0	438		
06:00	112	158	0	0	270	18:00	231	149	0	0	380			
06:15	120	209	0	0	329	18:15	227	146	0	0	373			
06:30	152	257	0	0	409	18:30	244	105	0	0	349			
06:45	185	569	219	843	0	0	207	909	128	528	0	335		
07:00	191	291	0	0	482	19:00	176	93	0	0	269			
07:15	209	259	0	0	468	19:15	191	109	0	0	300			
07:30	168	299	0	0	467	19:30	182	69	0	0	251			
07:45	201	769	277	1126	0	0	137	686	96	367	0	233		
08:00	214	282	0	0	496	20:00	105	71	0	0	176			
08:15	158	298	0	0	456	20:15	148	84	0	0	232			
08:30	140	245	0	0	385	20:30	119	105	0	0	224			
08:45	145	657	172	997	0	0	317	1654	97	469	74	334	0	171
09:00	114	206	0	0	320	21:00	83	66	0	0	149			
09:15	157	189	0	0	346	21:15	122	65	0	0	187			
09:30	150	175	0	0	325	21:30	112	47	0	0	159			
09:45	154	575	173	743	0	0	327	1318	77	394	63	241	0	140
10:00	159	187	0	0	346	22:00	76	62	0	0	138			
10:15	159	191	0	0	350	22:15	80	53	0	0	133			
10:30	166	190	0	0	356	22:30	50	56	0	0	106			
10:45	171	655	150	718	0	0	321	1373	38	244	28	199	0	66
11:00	160	191	0	0	351	23:00	33	46	0	0	79			
11:15	167	189	0	0	356	23:15	39	41	0	0	80			
11:30	156	174	0	0	330	23:30	27	37	0	0	64			
11:45	188	671	194	748	0	0	382	1419	27	126	38	162	0	65
<b>TOTALS</b>	4409		6106		10515		<b>TOTALS</b>	8663		6891				
<b>SPLIT %</b>	41.9%		58.1%		40.3%		<b>SPLIT %</b>	55.7%		44.3%				

DAILY TOTALS					NB	SB						To
					13,072	12,997						26,
							0	WB				
							0					

AM Peak Hour	07:15	07:30			07:15	PM Peak Hour	16:45	16:30			
AM Pk Volume	792	1156			1909	PM Pk Volume	1210	1048			
Pk Hr Factor	0.925	0.967			0.962	Pk Hr Factor	0.966	0.929			
7 - 9 Volume	1426	2123	0	0	3549	4 - 6 Volume	2359	1885	0	0	
7 - 9 Peak Hour	07:15	07:30			07:15	4 - 6 Peak Hour	16:45	16:30			
7 - 9 Pk Volume	792	1156	0	0	1909	4 - 6 Pk Volume	1210	1048	0	0	
Pk Hr Factor	0.925	0.967	0.000	0.000	0.962	Pk Hr Factor	0.966	0.929	0.000	0.000	





Prepared by National Data & Surveying Services  
**CLASSIFICATION**  
 Valley Center Rd E/O Canyon Rd

Day: Tuesday  
 Date: 12/4/2018

City: Valley Center  
 Project #: CA18\_4474\_005e

**East Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	11	2	0	5	0	0	0	0	0	0	0	0	18
00:15	0	16	5	0	1	0	0	0	0	0	0	0	0	22
00:30	0	20	3	0	2	0	0	0	1	0	0	0	0	26
00:45	0	11	3	0	1	0	0	0	0	0	0	0	0	15
01:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
01:15	0	11	2	0	1	0	0	0	0	0	0	0	0	14
01:30	0	5	1	0	3	0	0	0	0	0	0	0	0	9
01:45	0	5	3	0	0	0	0	0	0	0	0	0	0	8
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
03:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12
03:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	6	3	0	2	1	0	0	0	0	0	0	0	12
04:15	0	7	3	0	2	0	0	0	0	0	0	0	0	12
04:30	0	24	6	0	0	0	0	1	0	0	0	0	0	31
04:45	0	16	5	0	3	0	0	0	0	0	0	0	0	24
05:00	0	22	4	1	4	0	0	0	0	0	0	0	0	31
05:15	0	30	7	0	6	0	0	0	0	0	0	0	0	43
05:30	0	53	18	0	13	0	0	0	0	0	0	0	0	84
05:45	0	71	14	0	8	0	0	0	0	0	0	0	0	93
06:00	0	80	19	0	10	0	0	0	0	0	0	0	0	109
06:15	0	84	21	0	10	0	0	0	0	0	0	0	0	115
06:30	0	111	29	2	14	0	0	0	0	0	0	0	0	156
06:45	0	121	40	1	20	1	0	0	0	0	0	0	0	183
07:00	0	124	35	1	20	1	0	0	0	0	0	0	0	181
07:15	0	160	41	1	22	1	0	1	0	0	0	0	0	226
07:30	0	130	26	1	18	1	0	0	0	0	0	0	0	176
07:45	0	142	34	2	21	1	0	0	0	0	0	0	0	200
08:00	1	150	35	1	22	1	0	1	0	0	0	0	0	211
08:15	0	114	34	1	20	0	0	0	1	0	0	0	0	170
08:30	0	86	30	1	20	2	0	0	0	0	0	0	0	139
08:45	0	109	21	0	15	0	0	0	1	0	0	0	0	146
09:00	0	78	22	0	19	0	0	1	1	0	0	0	0	121
09:15	0	107	27	1	14	0	0	0	1	0	0	0	0	150
09:30	0	96	20	0	23	0	0	1	0	0	0	0	0	140
09:45	0	96	27	3	23	1	0	1	0	0	0	0	0	151
10:00	0	109	35	0	18	1	0	1	1	0	0	0	0	165
10:15	0	106	27	1	17	0	0	0	0	0	0	0	0	151
10:30	0	113	35	0	18	0	0	1	0	0	0	0	0	167
10:45	0	129	25	0	14	0	0	0	0	0	0	0	0	168
11:00	0	111	28	0	17	2	0	1	0	0	0	0	0	159
11:15	1	118	26	1	22	1	0	1	0	0	0	0	0	170
11:30	0	108	27	1	15	0	0	0	1	0	0	0	0	152
11:45	0	124	37	0	21	0	0	0	1	0	0	0	0	183
12:00 PM	3	116	23	2	22	0	0	0	0	0	0	0	0	166
12:15	0	126	30	2	16	0	0	2	0	0	0	0	0	176
12:30	0	127	31	2	19	1	0	0	1	0	0	0	0	181
12:45	1	130	37	1	16	0	0	0	1	0	0	0	0	186
13:00	0	127	29	1	14	2	0	0	1	0	0	0	0	174
13:15	3	146	33	1	29	1	0	1	0	0	0	0	0	214
13:30	0	153	36	1	23	0	0	0	0	0	0	0	0	213
13:45	0	137	46	1	23	0	0	0	0	0	0	0	0	207
14:00	0	139	27	1	23	1	0	2	0	0	0	0	0	193
14:15	0	183	38	0	22	1	0	1	2	0	0	0	0	247
14:30	1	190	46	1	21	2	0	0	0	0	0	0	0	261
14:45	0	146	31	0	16	0	0	1	0	0	0	0	0	194
15:00	0	154	42	1	19	0	0	1	0	0	0	0	0	217
15:15	0	161	46	0	32	1	0	1	0	0	0	0	0	241
15:30	0	178	53	2	34	2	0	1	2	0	0	0	0	272
15:45	0	203	45	4	29	0	0	1	0	0	0	0	0	282
16:00	0	197	50	0	36	0	0	0	1	0	0	0	0	284
16:15	0	214	52	0	29	2	0	0	1	0	0	0	0	298
16:30	0	195	51	1	30	2	0	0	0	0	0	0	0	279
16:45	0	238	45	1	26	0	0	2	1	0	0	0	0	313
17:00	0	202	46	0	31	1	0	1	1	0	0	0	0	282
17:15	0	235	52	0	31	1	0	1	1	0	0	0	0	321
17:30	1	201	48	2	33	1	0	1	1	0	0	0	0	288
17:45	0	192	49	0	20	0	0	0	1	0	0	0	0	262
18:00	0	170	30	0	19	0	0	0	0	0	0	0	0	219
18:15	0	171	33	0	18	1	0	1	0	0	0	0	0	224
18:30	0	194	37	1	26	0	0	0	1	0	0	0	0	259
18:45	1	160	36	0	17	1	0	0	0	0	0	0	0	215
19:00	0	131	25	0	16	0	0	0	0	0	0	0	0	172
19:15	0	137	31	1	21	0	0	0	0	0	0	0	0	190
19:30	0	125	31	0	15	0	0	1	1	0	0	0	0	173
19:45	0	101	21	0	10	0	0	0	1	0	0	0	0	133
20:00	0	79	18	0	13	0	0	1	0	0	0	0	0	111
20:15	0	101	22	0	14	0	0	0	0	0	0	0	0	137
20:30	0	90	28	0	8	0	0	0	0	0	0	0	0	126
20:45	0	68	14	0	12	0	0	0	0	0	0	0	0	94
21:00	0	59	13	1	11	0	0	0	0	0	0	0	0	84
21:15	0	80	22	0	8	0	0	0	0	0	0	0	0	110
21:30	1	87	11	0	11	0	0	0	0	0	0	0	0	110
21:45	0	66	12	0	5	0	0	0	0	0	0	0	0	83
22:00	0	52	11	0	6	0	0	0	0	0	0	0	0	69
22:15	0	65	9	0	4	0	0	0	0	0	0	0	0	78
22:30	0	45	8	0	1	0	0	0	0	0	0	0	0	54
22:45	0	21	8	0	4	0	0	0	0	0	0	0	0	33
23:00	0	30	4	0	0	0	0	0	0	0	0	0	0	34
23:15	0	35	3	0	5	0	0	0	0	0	0	0	0	43
23:30	0	24	4	0	2	0	0	0	0	0	0	0	0	30
23:45	0	19	3	0	2	0	0	0	0	0	0	0	0	24
<b>Totals</b>	<b>13</b>	<b>9277</b>	<b>2208</b>	<b>46</b>	<b>1327</b>	<b>34</b>	<b>29</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>12959</b>
% of Totals	0%	72%	17%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	100%

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	1449	↔ 11%	1517	↔ 12%	2327	↔ 18%	7666	↔ 59%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

West Bound

Table with 15 columns: Time, #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, #11, #12, #13, Total. Rows include time intervals from 00:00 AM to 23:45 and a Totals row.

Summary table with columns for AM Volumes, PM Volumes, and Directional Peak Periods. Includes sub-totals for AM Peak Hour, PM Peak Hour, and peak periods (AM 7-9, NOON 12-2, PM 4-6, Off Peak Volumes).

Classification Definitions table listing vehicle types and their corresponding classification codes: 1 Motorcycles, 2 Passenger Cars, 3 2-Axle, 6-Tire Single Units, 4 Buses, 5 2-Axle, 6-Tire Single Units, 6 3-Axle Single Units, 7 >=4-Axle Single Units, 8 <=4-Axle Single Trailers, 9 <=4-Axle Single Trailers, 10 >=6-Axle Single Trailers, 11 <=5-Axle Multi-Trailers, 12 6-Axle Multi-Trailers, 13 >=7-Axle Multi-Trailers.



**CLASSIFICATION**

Valley Center Rd E/O Canyon Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_005e**East Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	58	13	0	9	0	0	0	1	0	0	0	0	81
01:00	0	31	7	0	5	0	0	0	0	0	0	0	0	43
02:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
03:00	0	33	4	0	0	0	0	0	0	0	0	0	0	37
04:00	0	53	17	0	7	1	0	1	0	0	0	0	0	79
05:00	0	176	43	1	31	0	0	0	0	0	0	0	0	251
06:00	0	396	109	3	54	1	0	0	0	0	0	0	0	563
07:00	0	556	136	5	81	4	0	1	0	0	0	0	0	783
08:00	1	459	120	3	77	3	0	1	2	0	0	0	0	666
09:00	0	377	96	4	79	1	0	3	2	0	0	0	0	562
10:00	0	457	122	1	67	1	0	2	1	0	0	0	0	651
11:00	1	461	118	2	75	3	0	2	2	0	0	0	0	664
12:00 PM	4	499	121	7	73	1	0	2	2	0	0	0	0	709
13:00	3	563	144	4	89	3	0	1	1	0	0	0	0	808
14:00	1	658	142	2	82	4	0	4	2	0	0	0	0	895
15:00	0	696	186	7	114	3	0	4	2	0	0	0	0	1012
16:00	0	844	198	2	121	4	0	2	3	0	0	0	0	1174
17:00	1	830	195	2	115	3	0	3	4	0	0	0	0	1153
18:00	1	695	136	1	80	2	0	1	1	0	0	0	0	917
19:00	0	494	108	1	62	0	0	1	2	0	0	0	0	668
20:00	0	338	82	0	47	0	0	1	0	0	0	0	0	468
21:00	1	292	58	1	35	0	0	0	0	0	0	0	0	387
22:00	0	183	36	0	15	0	0	0	0	0	0	0	0	234
23:00	0	108	14	0	9	0	0	0	0	0	0	0	0	131
<b>Totals</b>	<b>13</b>	<b>9277</b>	<b>2208</b>	<b>46</b>	<b>1327</b>	<b>34</b>		<b>29</b>	<b>25</b>					<b>12959</b>
<b>% of Totals</b>	<b>0%</b>	<b>72%</b>	<b>17%</b>	<b>0%</b>	<b>10%</b>	<b>0%</b>		<b>0%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	2	3077	788	19	485	14	0	10	8	0	0	0	0	4403
<b>% AM</b>	0%	24%	6%	0%	4%	0%		0%	0%					34%
<b>AM Peak Hour</b>	08:00	07:00	07:00	07:00	07:00	07:00		09:00	08:00					07:00
<b>Volume</b>	1	556	136	5	81	4		3	2					783
<b>PM Volumes</b>	11	6200	1420	27	842	20	0	19	17	0	0	0	0	8556
<b>% PM</b>	0%	48%	11%	0%	6%	0%		0%	0%					66%
<b>PM Peak Hour</b>	12:00	16:00	16:00	12:00	16:00	14:00		14:00	17:00					16:00
<b>Volume</b>	4	844	198	7	121	4		4	4					1174

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	1449	↔ 11%	1517	↔ 12%	2327	↔ 18%	7666	↔ 59%

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd E/O Canyon Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_005w**West Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	80	10	0	8	0	0	0	0	0	0	0	0	98
01:00	0	59	10	0	3	0	0	1	0	0	0	0	0	73
02:00	1	50	5	1	4	0	0	0	0	0	0	0	0	61
03:00	0	63	10	1	10	0	0	0	0	0	0	0	0	84
04:00	0	115	19	0	20	1	0	0	0	0	0	0	0	155
05:00	1	327	78	1	50	0	0	0	0	0	0	0	0	457
06:00	1	619	139	1	84	0	0	0	0	0	0	0	0	844
07:00	0	828	159	2	99	1	0	3	3	0	0	0	0	1095
08:00	0	743	140	2	101	2	0	3	4	0	0	0	0	995
09:00	0	550	113	2	68	1	0	2	1	0	0	0	0	737
10:00	1	515	112	1	74	1	0	3	2	0	0	0	0	709
11:00	1	537	118	1	79	0	0	1	3	0	0	0	0	740
12:00 PM	0	496	96	4	70	1	0	2	2	0	0	0	0	671
13:00	0	514	118	1	65	1	0	1	1	0	0	0	0	701
14:00	3	620	117	3	83	0	0	3	3	0	0	0	0	832
15:00	1	725	152	4	75	1	0	3	3	0	0	0	0	964
16:00	1	752	161	1	88	3	0	0	1	0	0	0	0	1007
17:00	0	632	137	2	81	3	0	4	3	0	0	0	0	862
18:00	1	405	82	1	46	3	0	1	2	0	0	0	0	541
19:00	0	277	51	3	28	2	0	2	1	0	0	0	0	364
20:00	1	247	49	4	24	2	0	0	0	0	0	0	0	327
21:00	0	182	35	2	21	1	0	0	0	0	0	0	0	241
22:00	0	154	32	0	18	0	0	0	0	0	0	0	0	204
23:00	0	132	18	0	12	0	0	0	0	0	0	0	0	162
<b>Totals</b>	<b>12</b>	<b>9622</b>	<b>1961</b>	<b>37</b>	<b>1211</b>	<b>23</b>		<b>29</b>	<b>29</b>					<b>12924</b>
<b>% of Totals</b>	<b>0%</b>	<b>74%</b>	<b>15%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>		<b>0%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	5	4486	913	12	600	6	0	13	13	0	0	0	0	6048
<b>% AM</b>	0%	35%	7%	0%	5%	0%		0%	0%					47%
<b>AM Peak Hour</b>	02:00	07:00	07:00	07:00	08:00	08:00		07:00	08:00					07:00
<b>Volume</b>	1	828	159	2	101	2		3	4					1095
<b>PM Volumes</b>	7	5136	1048	25	611	17	0	16	16	0	0	0	0	6876
<b>% PM</b>	0%	40%	8%	0%	5%	0%		0%	0%					53%
<b>PM Peak Hour</b>	14:00	16:00	16:00	12:00	16:00	16:00		17:00	14:00					16:00
<b>Volume</b>	3	752	161	4	88	3		4	3					1007
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume	%	Volume	%	Volume	%	Volume	%						
	2090	↔ 16%	1372	↔ 11%	1869	↔ 14%	7593	↔ 59%						

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd E/O Canyon Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_005**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	138	23	0	17	0	0	0	1	0	0	0	0	179
01:00	0	90	17	0	8	0	0	1	0	0	0	0	0	116
02:00	1	70	8	1	4	0	0	0	0	0	0	0	0	84
03:00	0	96	14	1	10	0	0	0	0	0	0	0	0	121
04:00	0	168	36	0	27	2	0	1	0	0	0	0	0	234
05:00	1	503	121	2	81	0	0	0	0	0	0	0	0	708
06:00	1	1015	248	4	138	1	0	0	0	0	0	0	0	1407
07:00	0	1384	295	7	180	5	0	4	3	0	0	0	0	1878
08:00	1	1202	260	5	178	5	0	4	6	0	0	0	0	1661
09:00	0	927	209	6	147	2	0	5	3	0	0	0	0	1299
10:00	1	972	234	2	141	2	0	5	3	0	0	0	0	1360
11:00	2	998	236	3	154	3	0	3	5	0	0	0	0	1404
12:00 PM	4	995	217	11	143	2	0	4	4	0	0	0	0	1380
13:00	3	1077	262	5	154	4	0	2	2	0	0	0	0	1509
14:00	4	1278	259	5	165	4	0	7	5	0	0	0	0	1727
15:00	1	1421	338	11	189	4	0	7	5	0	0	0	0	1976
16:00	1	1596	359	3	209	7	0	2	4	0	0	0	0	2181
17:00	1	1462	332	4	196	6	0	7	7	0	0	0	0	2015
18:00	2	1100	218	2	126	5	0	2	3	0	0	0	0	1458
19:00	0	771	159	4	90	2	0	3	3	0	0	0	0	1032
20:00	1	585	131	4	71	2	0	1	0	0	0	0	0	795
21:00	1	474	93	3	56	1	0	0	0	0	0	0	0	628
22:00	0	337	68	0	33	0	0	0	0	0	0	0	0	438
23:00	0	240	32	0	21	0	0	0	0	0	0	0	0	293
<b>Totals</b>	<b>25</b>	<b>18899</b>	<b>4169</b>	<b>83</b>	<b>2538</b>	<b>57</b>		<b>58</b>	<b>54</b>					<b>25883</b>
<b>% of Totals</b>	<b>0%</b>	<b>73%</b>	<b>16%</b>	<b>0%</b>	<b>10%</b>	<b>0%</b>		<b>0%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	7	7563	1701	31	1085	20	0	23	21	0	0	0	0	10451
<b>% AM</b>	0%	29%	7%	0%	4%	0%		0%	0%					40%
<b>AM Peak Hour</b>	11:00	07:00	07:00	07:00	07:00	07:00		09:00	08:00					07:00
<b>Volume</b>	2	1384	295	7	180	5		5	6					1878
<b>PM Volumes</b>	18	11336	2468	52	1453	37	0	35	33	0	0	0	0	15432
<b>% PM</b>	0%	44%	10%	0%	6%	0%		0%	0%					60%
<b>PM Peak Hour</b>	12:00	16:00	16:00	12:00	16:00	16:00		14:00	17:00					16:00
<b>Volume</b>	4	1596	359	11	209	7		7	7					2181
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	3539	↔	14%	2889	↔	11%	4196	↔	16%	15259	↔	59%		

**Classification Definitions**

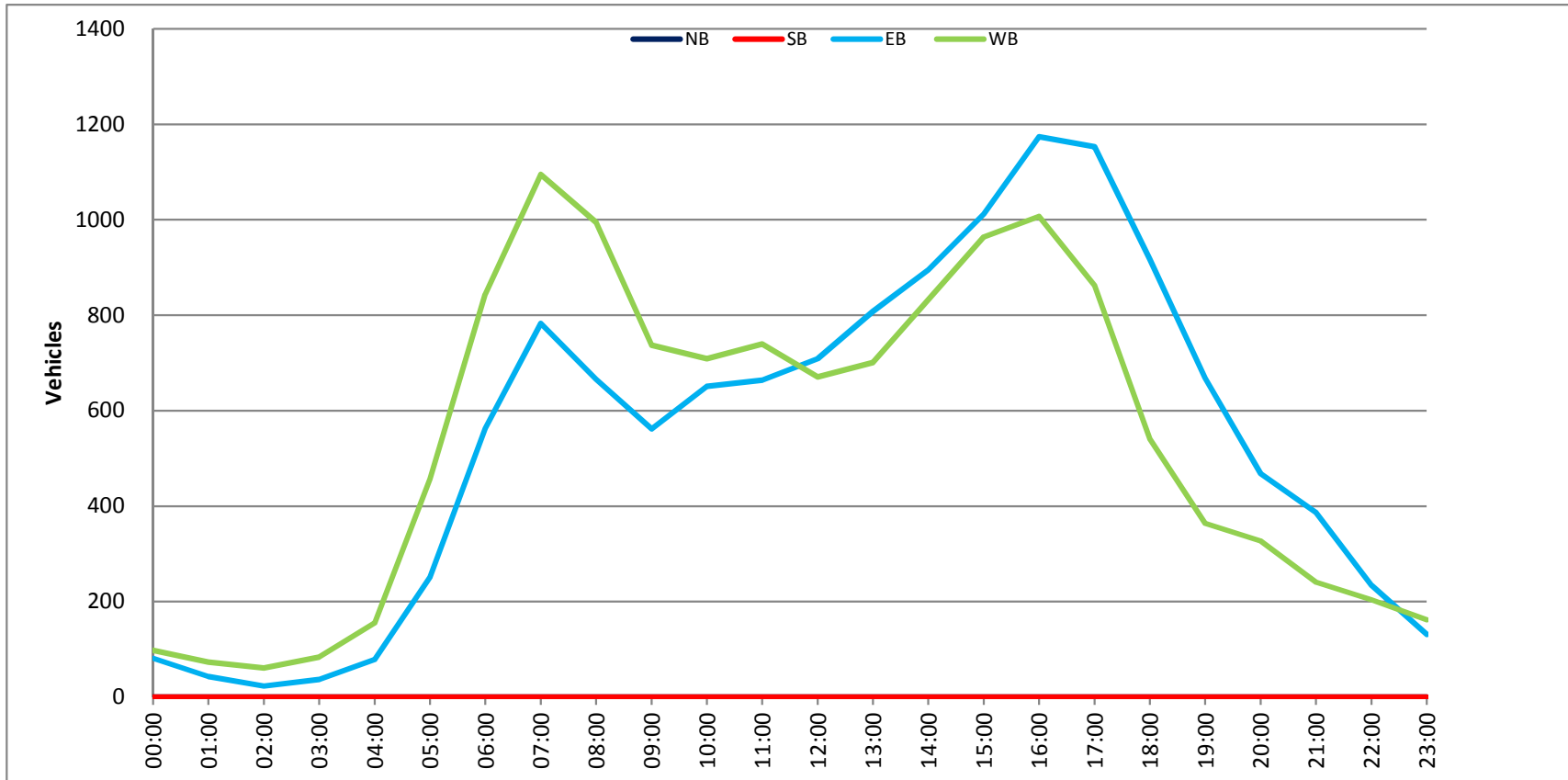
<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

Prepared by NDS/ATD

DAILY TOTALS					NB	SB					To			
					0	0	EB	WB			25,			
							12,959	12,924						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	18	35	53	12:00	0	0	166	170	336			
00:15	0	0	22	28	50	12:15	0	0	176	174	350			
00:30	0	0	26	23	49	12:30	0	0	181	166	347			
00:45	0	0	15	81	12	98	12:45	0	0	186	709	161	671	347
01:00	0	0	12	22	34	13:00	0	0	174	168	342			
01:15	0	0	14	24	38	13:15	0	0	214	159	373			
01:30	0	0	9	9	18	13:30	0	0	213	183	396			
01:45	0	0	8	43	18	73	13:45	0	0	207	808	191	701	398
02:00	0	0	4	12	16	14:00	0	0	193	229	422			
02:15	0	0	12	7	19	14:15	0	0	247	195	442			
02:30	0	0	3	25	28	14:30	0	0	261	188	449			
02:45	0	0	4	23	17	61	14:45	0	0	194	895	220	832	414
03:00	0	0	7	22	29	15:00	0	0	217	268	485			
03:15	0	0	10	23	33	15:15	0	0	241	247	488			
03:30	0	0	12	21	33	15:30	0	0	272	203	475			
03:45	0	0	8	37	18	84	15:45	0	0	282	1012	246	964	528
04:00	0	0	12	31	43	16:00	0	0	284	208	492			
04:15	0	0	12	34	46	16:15	0	0	298	235	533			
04:30	0	0	31	36	67	16:30	0	0	279	273	552			
04:45	0	0	24	79	54	155	16:45	0	0	313	1174	291	1007	604
05:00	0	0	31	82	113	17:00	0	0	282	246	528			
05:15	0	0	43	113	156	17:15	0	0	321	235	556			
05:30	0	0	84	130	214	17:30	0	0	288	215	503			
05:45	0	0	93	251	132	457	17:45	0	0	262	1153	166	862	428
06:00	0	0	109	158	267	18:00	0	0	219	153	372			
06:15	0	0	115	209	324	18:15	0	0	224	149	373			
06:30	0	0	156	252	408	18:30	0	0	259	114	373			
06:45	0	0	183	563	225	844	18:45	0	0	215	917	125	541	340
07:00	0	0	181	291	472	19:00	0	0	172	96	268			
07:15	0	0	226	251	477	19:15	0	0	190	99	289			
07:30	0	0	176	290	466	19:30	0	0	173	70	243			
07:45	0	0	200	783	263	1095	19:45	0	0	133	668	99	364	232
08:00	0	0	211	287	498	20:00	0	0	111	67	178			
08:15	0	0	170	297	467	20:15	0	0	137	87	224			
08:30	0	0	139	236	375	20:30	0	0	126	101	227			
08:45	0	0	146	666	175	995	20:45	0	0	94	468	72	327	166
09:00	0	0	121	204	325	21:00	0	0	84	71	155			
09:15	0	0	150	182	332	21:15	0	0	110	65	175			
09:30	0	0	140	175	315	21:30	0	0	110	45	155			
09:45	0	0	151	562	176	737	21:45	0	0	83	387	60	241	143
10:00	0	0	165	176	341	22:00	0	0	69	70	139			
10:15	0	0	151	191	342	22:15	0	0	78	48	126			
10:30	0	0	167	184	351	22:30	0	0	54	57	111			
10:45	0	0	168	651	158	709	22:45	0	0	33	234	29	204	62
11:00	0	0	159	191	350	23:00	0	0	34	51	85			
11:15	0	0	170	190	360	23:15	0	0	43	38	81			
11:30	0	0	152	169	321	23:30	0	0	30	35	65			
11:45	0	0	183	664	190	740	23:45	0	0	24	131	38	162	62
<b>TOTALS</b>			4403	6048	<b>10451</b>	<b>TOTALS</b>			8556	6876				
<b>SPLIT %</b>			42.1%	57.9%	<b>40.4%</b>	<b>SPLIT %</b>			55.4%	44.6%				

DAILY TOTALS					NB	SB					To
					0	0	EB	WB			25,
							12,959	12,924			
AM Peak Hour			07:15	07:30	07:15	PM Peak Hour			16:45	16:15	
AM Pk Volume			813	1137	1904	PM Pk Volume			1204	1045	
Pk Hr Factor			0.899	0.957	0.956	Pk Hr Factor			0.938	0.898	
7 - 9 Volume	0	0	1449	2090	3539	4 - 6 Volume	0	0	2327	1869	
7 - 9 Peak Hour			07:15	07:30	07:15	4 - 6 Peak Hour			16:45	16:15	
7 - 9 Pk Volume	0	0	813	1137	1904	4 - 6 Pk Volume	0	0	1204	1045	
Pk Hr Factor	0.000	0.000	0.899	0.957	0.956	Pk Hr Factor	0.000	0.000	0.938	0.898	





East Bound

Main data table with columns: Time, #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, #11, #12, #13, Total. Rows include time intervals from 00:00 AM to 23:45 and a Totals row.

Summary table with columns: AM Volumes, PM Volumes, Directional Peak Periods (AM 7-9, NOON 12-2, PM 4-6), Off Peak Volumes. Includes volume and percentage data.

Classification Definitions table listing categories and corresponding axle counts, such as Motorcycles, Buses, Passenger Cars, etc.



CLASSIFICATION

Valley Center Rd Bet. Miller Rd & Indian Creek Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_006

Summary

Table with columns: Time, #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, #11, #12, #13, Total. Rows represent 15-minute intervals from 00:00 AM to 23:45.

Summary statistics table including AM Volumes, PM Volumes, and Directional Peak Periods (AM 7-9, NOON 12-2, PM 4-6, Off Peak Volumes).

Classification Definitions table listing vehicle types and their corresponding classification numbers (1-13).

**CLASSIFICATION**

Valley Center Rd Bet. Miller Rd &amp; Indian Creek Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_006e**East Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	63	15	0	2	0	0	0	1	0	0	0	0	81
01:00	0	33	5	0	1	0	0	0	0	0	0	0	0	39
02:00	0	17	2	0	1	0	0	0	0	0	0	0	0	20
03:00	0	31	5	0	0	0	0	0	0	0	0	0	0	36
04:00	0	56	15	0	4	1	0	2	0	0	0	0	0	78
05:00	0	170	60	2	18	0	0	0	0	0	0	0	0	250
06:00	0	407	105	7	25	2	0	1	1	0	0	0	0	548
07:00	0	568	132	9	61	7	1	3	2	0	0	0	0	783
08:00	1	474	106	3	61	2	0	0	1	0	0	0	0	648
09:00	0	376	101	8	59	1	0	0	1	0	1	0	0	547
10:00	0	444	120	3	59	1	0	3	1	0	0	0	0	631
11:00	1	457	134	0	59	3	1	2	4	0	0	0	0	661
12:00 PM	5	483	124	5	54	3	0	2	0	0	1	0	0	677
13:00	7	577	139	2	66	1	0	0	1	0	1	0	0	794
14:00	2	663	140	4	75	3	0	1	1	0	0	0	0	889
15:00	2	663	189	8	87	1	0	3	1	0	0	0	0	954
16:00	1	840	197	2	95	3	0	2	3	0	0	0	0	1143
17:00	1	818	195	3	97	1	0	0	0	0	0	0	0	1115
18:00	1	681	121	1	61	0	0	0	1	0	0	0	0	866
19:00	0	497	101	1	44	0	0	0	0	0	0	0	0	643
20:00	0	332	76	0	27	1	0	0	0	0	0	0	0	436
21:00	2	277	63	1	21	0	0	0	0	0	0	0	0	364
22:00	0	190	23	1	14	0	0	0	0	0	0	0	0	228
23:00	0	108	17	0	2	0	0	0	0	0	0	0	0	127
<b>Totals</b>	<b>23</b>	<b>9225</b>	<b>2185</b>	<b>60</b>	<b>993</b>	<b>30</b>	<b>2</b>	<b>19</b>	<b>18</b>		<b>3</b>			<b>12558</b>
% of Totals	0%	73%	17%	0%	8%	0%	0%	0%	0%		0%			100%

AM Volumes	2	3096	800	32	350	17	2	11	11	0	1	0	0	4322
% AM	0%	25%	6%	0%	3%	0%	0%	0%	0%		0%			34%
AM Peak Hour	08:00	07:00	11:00	07:00	07:00	07:00	07:00	07:00	11:00		09:00			07:00
Volume	1	568	134	9	61	7	1	3	4		1			783
PM Volumes	21	6129	1385	28	643	13	0	8	7	0	2	0	0	8236
% PM	0%	49%	11%	0%	5%	0%		0%	0%		0%			66%
PM Peak Hour	13:00	16:00	16:00	15:00	17:00	12:00		15:00	16:00		12:00			16:00
Volume	7	840	197	8	97	3		3	3		1			1143
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	1431	↔	11%	1471	↔	12%	2258	↔	18%	7398	↔	59%		

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd Bet. Miller Rd &amp; Indian Creek Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_006w**West Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	85	10	0	0	0	0	0	0	0	0	0	0	96
01:00	0	65	5	0	0	0	0	0	1	0	0	0	0	71
02:00	0	48	2	1	2	2	0	0	1	0	0	0	0	56
03:00	0	63	13	1	2	0	0	0	1	0	0	0	0	80
04:00	0	103	25	0	14	1	0	1	2	0	0	0	0	146
05:00	1	269	117	3	39	1	0	0	1	0	0	0	0	431
06:00	1	581	148	8	68	3	0	3	4	0	1	0	0	817
07:00	1	740	173	4	76	3	1	1	4	0	3	0	0	1006
08:00	1	697	162	3	87	4	0	4	3	0	4	0	0	965
09:00	0	496	107	5	69	3	0	3	5	0	0	0	0	688
10:00	1	475	124	3	77	2	0	6	3	0	3	0	0	694
11:00	2	491	149	3	69	3	0	3	0	1	1	0	0	722
12:00 PM	3	465	124	3	61	4	0	2	5	0	2	0	0	669
13:00	0	469	140	5	59	4	0	2	2	0	0	0	0	681
14:00	3	566	134	6	69	5	0	3	4	0	0	0	0	790
15:00	4	695	166	11	55	3	0	1	3	0	0	0	0	938
16:00	6	714	169	1	79	6	1	0	2	0	1	0	0	979
17:00	2	618	147	1	54	5	0	2	1	0	0	0	0	830
18:00	1	386	88	1	34	1	0	1	1	0	0	0	0	513
19:00	0	307	53	0	18	0	0	0	0	0	0	0	0	378
20:00	0	248	53	1	17	0	0	0	0	0	0	0	0	319
21:00	0	193	27	3	7	0	0	0	0	0	0	0	0	230
22:00	0	160	32	0	2	0	0	0	0	0	0	0	0	194
23:00	0	143	15	1	2	0	0	0	1	0	0	0	0	162
<b>Totals</b>	<b>27</b>	<b>9077</b>	<b>2183</b>	<b>64</b>	<b>960</b>	<b>50</b>	<b>2</b>	<b>32</b>	<b>44</b>	<b>1</b>	<b>15</b>			<b>12455</b>
<b>% of Totals</b>	<b>0%</b>	<b>73%</b>	<b>18%</b>	<b>1%</b>	<b>8%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>			<b>100%</b>

<b>AM Volumes</b>	8	4113	1035	31	503	22	1	21	25	1	12	0	0	5772
<b>% AM</b>	0%	33%	8%	0%	4%	0%	0%	0%	0%	0%	0%			46%
<b>AM Peak Hour</b>	11:00	07:00	07:00	06:00	08:00	08:00	07:00	10:00	09:00	11:00	08:00			07:00
<b>Volume</b>	2	740	173	8	87	4	1	6	5	1	4			1006
<b>PM Volumes</b>	19	4964	1148	33	457	28	1	11	19	0	3	0	0	6683
<b>% PM</b>	0%	40%	9%	0%	4%	0%	0%	0%	0%		0%			54%
<b>PM Peak Hour</b>	16:00	16:00	16:00	15:00	16:00	16:00	16:00	14:00	12:00		12:00			16:00
<b>Volume</b>	6	714	169	11	79	6	1	3	5		2			979
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume	%	Volume	%	Volume	%	Volume	%						
	1971	↔ 16%	1350	↔ 11%	1809	↔ 15%	7325	↔ 59%						

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd Bet. Miller Rd &amp; Indian Creek Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_006**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	148	25	0	2	0	0	0	1	0	0	0	0	177
01:00	0	98	10	0	1	0	0	0	1	0	0	0	0	110
02:00	0	65	4	1	3	2	0	0	1	0	0	0	0	76
03:00	0	94	18	1	2	0	0	0	1	0	0	0	0	116
04:00	0	159	40	0	18	2	0	3	2	0	0	0	0	224
05:00	1	439	177	5	57	1	0	0	1	0	0	0	0	681
06:00	1	988	253	15	93	5	0	4	5	0	1	0	0	1365
07:00	1	1308	305	13	137	10	2	4	6	0	3	0	0	1789
08:00	2	1171	268	6	148	6	0	4	4	0	4	0	0	1613
09:00	0	872	208	13	128	4	0	3	6	0	1	0	0	1235
10:00	1	919	244	6	136	3	0	9	4	0	3	0	0	1325
11:00	3	948	283	3	128	6	1	5	4	1	1	0	0	1383
12:00 PM	8	948	248	8	115	7	0	4	5	0	3	0	0	1346
13:00	7	1046	279	7	125	5	0	2	3	0	1	0	0	1475
14:00	5	1229	274	10	144	8	0	4	5	0	0	0	0	1679
15:00	6	1358	355	19	142	4	0	4	4	0	0	0	0	1892
16:00	7	1554	366	3	174	9	1	2	5	0	1	0	0	2122
17:00	3	1436	342	4	151	6	0	2	1	0	0	0	0	1945
18:00	2	1067	209	2	95	1	0	1	2	0	0	0	0	1379
19:00	0	804	154	1	62	0	0	0	0	0	0	0	0	1021
20:00	0	580	129	1	44	1	0	0	0	0	0	0	0	755
21:00	2	470	90	4	28	0	0	0	0	0	0	0	0	594
22:00	0	350	55	1	16	0	0	0	0	0	0	0	0	422
23:00	0	251	32	1	4	0	0	0	1	0	0	0	0	289
<b>Totals</b>	<b>50</b>	<b>18302</b>	<b>4368</b>	<b>124</b>	<b>1953</b>	<b>80</b>	<b>4</b>	<b>51</b>	<b>62</b>	<b>1</b>	<b>18</b>			<b>25013</b>
<b>% of Totals</b>	<b>0%</b>	<b>73%</b>	<b>17%</b>	<b>0%</b>	<b>8%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>			<b>100%</b>

<b>AM Volumes</b>	10	7209	1835	63	853	39	3	32	36	1	13	0	0	10094		
<b>% AM</b>	0%	29%	7%	0%	3%	0%	0%	0%	0%	0%	0%			40%		
<b>AM Peak Hour</b>	11:00	07:00	07:00	06:00	08:00	07:00	07:00	10:00	07:00	11:00	08:00			07:00		
<b>Volume</b>	3	1308	305	15	148	10	2	9	6	1	4			1789		
<b>PM Volumes</b>	40	11093	2533	61	1100	41	1	19	26	0	5	0	0	14919		
<b>% PM</b>	0%	44%	10%	0%	4%	0%	0%	0%	0%		0%			60%		
<b>PM Peak Hour</b>	12:00	16:00	16:00	15:00	16:00	16:00	16:00	12:00	12:00		12:00			16:00		
<b>Volume</b>	8	1554	366	19	174	9	1	4	5		3			2122		
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>									
<b>All Classes</b>	Volume		%		Volume		%		Volume		%		Volume		%	
	3402		↔ 14%		2821		↔ 11%		4067		↔ 16%		14723		↔ 59%	

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

DAILY TOTALS		NB		SB		EB		WB		To				
		0		0		12,558		12,455		25,				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TO			
00:00	0	0	19	37	56	12:00	0	0	156	173	329			
00:15	0	0	21	24	45	12:15	0	0	177	174	351			
00:30	0	0	25	24	49	12:30	0	0	179	162	341			
00:45	0	0	16	81	11	96	12:45	0	0	165	677	160	669	325
01:00	0	0	12	23	35	13:00	0	0	176	162	338			
01:15	0	0	14	21	35	13:15	0	0	203	164	367			
01:30	0	0	7	9	16	13:30	0	0	210	163	373			
01:45	0	0	6	39	18	71	13:45	0	0	205	794	192	681	397
02:00	0	0	4	11	15	14:00	0	0	197	213	410			
02:15	0	0	10	6	16	14:15	0	0	230	189	419			
02:30	0	0	3	22	25	14:30	0	0	263	171	434			
02:45	0	0	3	20	17	56	14:45	0	0	199	889	217	790	416
03:00	0	0	7	20	27	15:00	0	0	215	259	474			
03:15	0	0	8	23	31	15:15	0	0	221	250	471			
03:30	0	0	12	20	32	15:30	0	0	246	198	444			
03:45	0	0	9	36	17	80	15:45	0	0	272	954	231	938	503
04:00	0	0	11	30	41	16:00	0	0	281	203	484			
04:15	0	0	11	33	44	16:15	0	0	294	223	517			
04:30	0	0	30	30	60	16:30	0	0	267	265	532			
04:45	0	0	26	78	53	146	16:45	0	0	301	1143	288	979	589
05:00	0	0	31	81	112	17:00	0	0	270	248	518			
05:15	0	0	44	106	150	17:15	0	0	310	225	535			
05:30	0	0	83	123	206	17:30	0	0	286	208	494			
05:45	0	0	92	250	121	431	17:45	0	0	249	1115	149	830	398
06:00	0	0	106	156	262	18:00	0	0	215	142	357			
06:15	0	0	122	194	316	18:15	0	0	205	140	345			
06:30	0	0	148	241	389	18:30	0	0	235	111	346			
06:45	0	0	172	548	226	817	18:45	0	0	211	866	120	513	331
07:00	0	0	183	248	431	19:00	0	0	169	93	262			
07:15	0	0	222	244	466	19:15	0	0	180	101	281			
07:30	0	0	178	274	452	19:30	0	0	168	84	252			
07:45	0	0	200	783	240	1006	19:45	0	0	126	643	100	378	226
08:00	0	0	211	282	493	20:00	0	0	113	67	180			
08:15	0	0	164	283	447	20:15	0	0	127	85	212			
08:30	0	0	136	225	361	20:30	0	0	111	101	212			
08:45	0	0	137	648	175	965	20:45	0	0	85	436	66	319	151
09:00	0	0	122	187	309	21:00	0	0	80	68	148			
09:15	0	0	139	167	306	21:15	0	0	107	61	168			
09:30	0	0	133	163	296	21:30	0	0	104	41	145			
09:45	0	0	153	547	171	688	21:45	0	0	73	364	60	230	133
10:00	0	0	155	172	327	22:00	0	0	69	66	135			
10:15	0	0	148	190	338	22:15	0	0	75	47	122			
10:30	0	0	156	169	325	22:30	0	0	50	52	102			
10:45	0	0	172	631	163	694	22:45	0	0	34	228	29	194	63
11:00	0	0	152	178	330	23:00	0	0	32	50	82			
11:15	0	0	169	182	351	23:15	0	0	39	38	77			
11:30	0	0	157	167	324	23:30	0	0	29	36	65			
11:45	0	0	183	661	195	722	23:45	0	0	27	127	38	162	65
<b>TOTALS</b>			4322	5772	10094	<b>TOTALS</b>			8236	6683				
<b>SPLIT %</b>			42.8%	57.2%	40.4%	<b>SPLIT %</b>			55.2%	44.8%				

DAILY TOTALS		NB		SB		EB		WB		To
		0		0		12,558		12,455		25,
AM Peak Hour			07:15	07:30	07:15	PM Peak Hour			16:45	16:30
AM Pk Volume			811	1079	1851	PM Pk Volume			1167	1026
Pk Hr Factor			0.913	0.953	0.939	Pk Hr Factor			0.941	0.891
7 - 9 Volume	0	0	1431	1971	3402	4 - 6 Volume	0	0	2258	1809
7 - 9 Peak Hour			07:15	07:30	07:15	4 - 6 Peak Hour			16:45	16:30
7 - 9 Pk Volume	0	0	811	1079	1851	4 - 6 Pk Volume	0	0	1167	1026
Pk Hr Factor	0.000	0.000	0.913	0.953	0.939	Pk Hr Factor	0.000	0.000	0.941	0.891





East Bound

Table with columns: Time, #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, #11, #12, #13, Total. Rows include hourly intervals from 00:00 AM to 23:45 and a Totals row.

Summary tables for AM, PM, and Directional Peak Periods. Includes sub-tables for AM Volumes, PM Volumes, and Directional Peak Periods (All Classes) with Volume and % breakdowns.

Classification Definitions table mapping vehicle types (e.g., Motorcycles, Buses, Passenger Cars) to classification codes (1-13).

**CLASSIFICATION**

Valley Center Rd Bet. Indian Creek Rd & Cole Grade Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_007w

**West Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	29	6	0	2	0	0	0	0	0	0	0	0	37
00:15	0	17	5	0	2	0	0	0	0	0	0	0	0	24
00:30	0	20	3	0	1	0	0	0	0	0	0	0	0	24
00:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
01:00	0	19	3	0	1	0	0	0	0	0	0	0	0	23
01:15	0	18	4	0	1	0	0	0	1	0	0	0	0	24
01:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
01:45	0	14	3	0	1	0	0	0	0	0	0	0	0	18
02:00	0	9	1	0	1	1	0	0	0	0	0	0	0	12
02:15	0	4	3	0	0	0	0	0	0	0	0	0	0	6
02:30	0	16	3	0	2	1	0	0	1	0	0	0	0	23
02:45	0	13	3	1	1	0	0	0	0	0	0	0	0	18
03:00	0	16	2	1	2	0	0	0	0	0	0	0	0	21
03:15	0	17	4	0	1	0	0	0	0	0	0	0	0	22
03:30	0	14	3	0	2	0	0	0	1	0	0	0	0	20
03:45	0	11	5	0	1	0	0	0	0	0	0	0	0	17
04:00	0	18	8	0	2	0	0	0	1	0	0	0	0	29
04:15	0	25	7	0	1	0	0	0	0	0	0	0	0	33
04:30	0	22	5	0	3	1	0	0	0	0	0	0	0	31
04:45	0	33	9	0	6	1	0	1	1	0	0	0	0	51
05:00	0	42	26	1	11	0	0	0	0	0	0	0	0	80
05:15	0	66	25	0	12	0	0	0	1	0	0	0	0	104
05:30	0	83	29	0	10	1	0	0	0	0	0	0	0	123
05:45	0	82	25	1	13	0	0	0	0	0	0	0	0	121
06:00	0	112	29	2	13	1	0	0	0	0	0	0	0	157
06:15	0	134	38	2	18	1	0	1	1	0	0	0	0	195
06:30	0	158	46	2	29	3	0	1	2	0	0	0	0	241
06:45	0	145	53	0	17	5	0	0	2	0	0	0	0	222
07:00	0	173	46	0	22	3	0	0	2	2	0	0	0	246
07:15	0	179	44	2	20	1	0	1	2	0	0	0	0	249
07:30	0	189	50	1	28	2	0	0	3	0	1	0	0	274
07:45	0	162	57	1	19	0	0	1	0	0	0	0	0	241
08:00	0	192	62	1	23	3	0	0	1	0	0	0	0	282
08:15	1	199	50	2	21	0	0	0	3	0	1	0	0	277
08:30	1	157	50	1	18	0	0	1	1	0	0	0	0	229
08:45	1	115	27	1	26	2	0	1	2	0	1	0	0	176
09:00	0	130	33	1	16	0	0	1	5	0	0	0	0	186
09:15	1	121	27	2	16	0	0	1	0	0	0	0	0	168
09:30	0	119	28	0	14	2	0	1	0	0	0	0	0	166
09:45	1	115	31	0	22	0	1	1	0	0	0	0	0	171
10:00	1	121	29	1	12	2	0	1	2	0	1	0	0	170
10:15	0	133	40	0	20	1	0	1	1	0	0	0	0	196
10:30	0	112	29	2	23	0	0	2	0	0	1	0	0	169
10:45	0	121	24	0	17	1	0	1	1	0	0	0	0	165
11:00	0	119	36	0	17	3	0	2	0	0	0	0	0	177
11:15	0	126	37	1	16	0	0	2	1	0	0	0	0	183
11:30	1	118	34	1	14	0	0	1	1	0	1	0	0	170
11:45	0	142	36	0	14	1	0	1	0	0	0	0	0	194
12:00 PM	0	128	34	0	12	1	0	2	1	0	0	0	0	177
12:15	0	122	32	1	16	0	0	1	5	0	0	0	0	177
12:30	0	107	36	1	18	1	0	0	0	0	1	0	0	164
12:45	1	107	32	0	12	3	0	2	0	0	0	0	0	157
13:00	1	117	29	0	12	0	0	0	0	0	0	0	0	159
13:15	0	108	43	0	14	1	0	0	1	0	0	0	0	167
13:30	1	104	37	1	16	2	0	0	0	0	0	0	0	161
13:45	0	142	35	1	11	3	0	0	1	0	0	0	0	193
14:00	0	159	38	1	16	0	0	1	0	0	0	0	0	215
14:15	0	133	33	0	20	1	0	1	1	0	0	0	0	189
14:30	0	131	29	1	13	3	0	0	2	0	0	0	0	178
14:45	1	152	48	1	12	1	0	0	2	0	0	0	0	217
15:00	0	194	46	1	20	0	0	0	1	0	0	0	0	262
15:15	0	183	44	0	18	2	0	1	2	0	0	0	0	250
15:30	0	137	48	1	12	0	0	1	1	0	0	0	0	200
15:45	1	167	44	2	14	1	0	0	1	0	0	0	0	230
16:00	0	148	36	0	18	0	0	2	0	0	0	0	0	204
16:15	0	157	45	2	17	2	0	0	0	0	0	0	0	223
16:30	1	182	54	2	24	2	0	0	1	0	0	0	0	266
16:45	0	217	47	0	19	1	0	0	0	0	0	0	0	284
17:00	1	179	51	2	19	2	0	1	0	0	0	0	0	255
17:15	1	158	45	1	14	1	0	0	1	0	0	0	0	221
17:30	0	161	38	1	11	0	0	1	0	0	0	0	0	213
17:45	1	101	34	1	13	0	0	1	1	0	0	0	0	152
18:00	1	105	30	0	7	2	0	0	1	0	0	0	0	146
18:15	1	93	31	2	9	0	0	1	0	0	0	0	0	137
18:30	0	69	30	2	7	0	0	0	1	0	0	0	0	109
18:45	1	89	16	1	12	0	0	0	1	0	0	0	0	120
19:00	0	72	16	6	5	5	0	0	0	0	0	0	0	95
19:15	0	75	19	1	3	0	0	0	0	0	0	0	0	98
19:30	0	45	13	1	5	1	0	0	0	0	0	0	0	65
19:45	0	71	20	1	7	1	0	0	0	0	0	0	0	100
20:00	0	48	13	1	3	1	0	0	0	0	0	0	0	66
20:15	0	61	19	1	3	0	0	0	0	0	0	0	0	84
20:30	0	77	16	0	8	1	0	0	0	0	0	0	0	102
20:45	0	53	13	0	5	0	0	0	0	0	0	0	0	71
21:00	0	52	7	0	4	0	0	0	0	0	0	0	0	63
21:15	0	42	14	0	5	0	0	0	0	0	0	0	0	61
21:30	0	32	6	0	2	0	0	0	0	0	0	0	0	40
21:45	0	47	9	1	3	0	0	0	0	0	0	0	0	60
22:00	0	53	12	0	4	0	0	0	0	0	0	0	0	69
22:15	0	40	5	0	1	0	0	0	0	0	0	0	0	46
22:30	0	41	9	0	2	0	0	0	0	0	0	0	0	52
22:45	0	22	6	0	1	0	0	0	0	0	0	0	0	29
23:00	0	38	9	0	5	1	3	0	1	0	0	0	0	58
23:15	0	28	5	0	2	0	0	0	0	0	0	0	0	35
23:30	0	27	6	0	3	0	0	0	0	0	0	0	0	36
23:45	0	32	4	0	1	0	0	0	0	0	0	0	0	37
<b>Totals</b>	<b>19</b>	<b>8801</b>	<b>2406</b>	<b>61</b>	<b>1007</b>	<b>68</b>	<b>1</b>	<b>37</b>	<b>62</b>	<b>7</b>	<b></b>	<b></b>	<b></b>	<b>12470</b>
% of Totals	0%	71%	19%	0%	8%	1%	0%	0%	0%	0%	0%			100%

AM Volumes	12	4800	1280	31	470	33	0	15	23	0	1	0	0	6687
% AM	0%	32%	9%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	46%
AM Peak Hour														
Volume														
PM Volumes	12	4800	1280	31	470	33	0	15	23	0	1	0	0	6687
% PM	0%	39%	10%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	54%
PM Peak Hour														
Volume														
Directional Peak Periods														
All Classes	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
	1974	16%	1355	11%	1818	15%	7323	59%						

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 8-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

### CLASSIFICATION

Valley Center Rd Bet. Indian Creek Rd & Cole Grade Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_007

**Summary**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	42	10	0	4	0	0	0	0	0	0	0	0	56
00:15	0	31	8	0	5	0	0	0	0	0	0	0	0	44
00:30	0	35	8	0	3	0	0	0	1	0	0	0	0	47
00:45	0	23	4	0	1	0	0	0	0	0	0	0	0	28
01:00	0	28	5	0	2	0	0	0	0	0	0	0	0	35
01:15	0	26	8	0	3	0	0	0	1	0	0	0	0	38
01:30	0	10	3	0	1	0	0	0	0	0	0	0	0	14
01:45	0	19	4	0	1	0	0	0	0	0	0	0	0	24
02:00	0	12	2	0	1	1	0	0	0	0	0	0	0	16
02:15	0	11	4	0	2	0	0	0	0	0	0	0	0	17
02:30	0	17	4	0	2	1	0	0	1	0	0	0	0	25
02:45	0	16	5	1	1	0	0	0	0	0	0	0	0	23
03:00	0	20	3	1	3	0	0	1	0	0	0	0	0	28
03:15	0	22	5	0	3	0	0	0	0	0	0	0	0	30
03:30	0	21	7	0	3	0	0	0	1	0	0	0	0	32
03:45	0	18	7	0	2	0	0	0	0	0	0	0	0	27
04:00	0	25	10	0	4	0	0	0	2	0	0	0	0	41
04:15	0	34	9	0	2	0	0	0	0	0	0	0	0	45
04:30	0	43	9	0	5	1	0	0	1	0	0	0	0	59
04:45	0	49	14	0	10	1	0	1	1	0	0	0	0	76
05:00	0	63	31	1	16	0	0	0	0	0	0	0	0	111
05:15	0	96	32	0	18	0	0	0	1	0	0	0	0	147
05:30	0	136	45	0	21	2	0	0	1	0	0	0	0	205
05:45	0	145	42	1	25	0	0	0	1	0	0	0	0	214
06:00	0	184	51	3	24	2	0	0	0	0	0	0	0	264
06:15	0	214	65	2	31	1	0	1	2	5	0	0	0	316
06:30	1	260	75	2	44	3	0	2	5	5	0	0	0	392
06:45	1	259	87	2	35	7	0	2	3	0	0	0	0	396
07:00	1	285	85	2	45	5	1	0	5	5	0	0	0	429
07:15	1	323	90	2	47	3	0	2	3	0	2	0	0	473
07:30	1	305	85	3	51	2	0	2	3	0	1	0	0	453
07:45	1	299	93	4	41	0	0	3	5	0	0	0	0	440
08:00	1	331	102	3	47	5	0	0	2	0	0	0	0	491
08:15	2	310	84	4	42	0	0	0	3	0	1	0	0	446
08:30	1	250	75	2	33	0	0	3	2	0	1	0	0	367
08:45	1	201	57	1	44	3	0	2	2	0	1	0	0	312
09:00	0	202	58	1	28	1	0	3	11	0	0	0	0	304
09:15	1	213	55	2	30	1	1	0	4	1	0	0	0	307
09:30	0	207	56	2	28	4	0	3	1	0	0	0	0	301
09:45	2	212	61	1	40	0	1	2	5	0	1	0	0	325
10:00	1	222	58	1	28	2	0	3	5	0	1	0	0	321
10:15	0	231	68	0	38	3	0	3	1	0	0	0	0	344
10:30	0	212	60	3	37	2	0	4	0	0	1	0	0	319
10:45	1	243	54	2	35	1	0	3	2	0	0	0	0	341
11:00	0	212	61	1	39	5	0	4	1	0	0	0	0	323
11:15	2	235	75	3	37	0	0	3	5	0	1	0	0	361
11:30	1	222	61	1	31	1	0	0	2	0	1	0	0	320
11:45	1	270	73	1	34	1	0	3	0	0	0	0	0	389
12:00 PM	1	225	65	1	32	3	0	3	3	0	0	0	0	331
12:15	0	237	64	3	38	2	0	3	5	0	0	0	0	352
12:30	3	234	65	3	37	2	0	0	0	0	1	0	0	345
12:45	2	211	65	0	32	4	0	2	0	0	0	0	0	316
13:00	2	236	68	1	31	2	0	1	4	0	0	0	0	345
13:15	0	239	82	0	35	2	0	1	1	0	0	0	0	360
13:30	1	246	83	2	42	4	0	1	1	0	0	0	0	380
13:45	1	283	74	2	34	4	0	0	3	0	0	0	0	401
14:00	0	286	76	3	41	0	0	4	3	0	0	0	0	413
14:15	0	287	82	0	44	2	0	1	4	0	0	0	0	420
14:30	1	306	79	1	48	4	0	2	3	0	1	0	0	445
14:45	1	281	87	3	38	1	0	2	2	0	0	0	0	417
15:00	1	341	91	2	45	1	0	0	2	0	2	0	0	485
15:15	0	327	86	2	45	2	0	2	5	0	0	0	0	469
15:30	2	299	95	3	38	2	0	1	2	0	1	0	0	443
15:45	2	346	98	4	45	1	0	2	6	0	1	0	0	505
16:00	0	334	91	1	45	2	0	1	3	0	2	0	0	479
16:15	0	355	106	4	49	4	1	1	0	0	0	0	0	526
16:30	2	360	99	3	54	3	0	1	4	0	1	0	0	527
16:45	0	419	109	1	52	2	0	0	4	0	0	0	0	587
17:00	1	359	102	2	48	2	0	2	5	0	2	0	0	524
17:15	2	362	106	1	47	3	0	3	5	0	0	0	0	528
17:30	1	361	94	3	43	0	0	3	0	0	0	0	0	506
17:45	2	263	80	2	39	2	0	3	7	0	2	0	0	400
18:00	1	254	72	2	30	3	0	3	0	0	1	0	0	366
18:15	1	236	67	2	31	0	0	2	3	0	0	0	0	342
18:30	1	228	73	3	30	2	0	0	1	0	1	0	0	339
18:45	1	236	55	3	35	0	0	0	2	0	0	0	0	332
19:00	0	189	48	3	24	2	0	1	3	0	0	0	0	269
19:15	1	201	51	2	21	0	0	1	3	0	0	0	0	280
19:30	0	162	45	2	22	1	0	2	1	0	0	0	0	235
19:45	0	157	43	1	19	3	0	2	0	0	0	0	0	225
20:00	0	124	35	1	15	2	0	1	0	0	0	0	0	178
20:15	0	149	46	1	15	0	0	0	6	0	0	0	0	211
20:30	0	154	38	0	19	1	0	0	0	0	0	0	0	214
20:45	0	110	28	1	14	2	0	0	2	0	0	0	0	157
21:00	0	104	21	1	12	0	0	1	2	0	0	0	0	141
21:15	0	112	39	0	16	0	0	0	2	0	0	0	0	169
21:30	0	105	26	0	14	2	0	0	2	0	0	0	0	149
21:45	0	96	21	3	11	1	0	0	0	0	0	0	0	131
22:00	0	98	26	1	12	0	0	1	0	0	0	0	0	138
22:15	0	92	19	0	10	1	0	0	1	0	0	0	0	123
22:30	0	79	17	0	7	0	0	0	1	0	0	0	0	104
22:45	0	47	12	0	4	0	0	0	0	0	0	0	0	63
23:00	0	61	15	0	6	0	0	0	1	0	0	0	0	84
23:15	0	55	12	0	7	0	0	0	0	0	0	0	0	74
23:30	0	48	11	0	6	0	0	0	0	0	0	0	0	65
23:45	0	51	8	0	2	0	0	0	0	0	0	0	0	61
<b>Totals</b>	<b>52</b>	<b>17182</b>	<b>4845</b>	<b>124</b>	<b>2410</b>	<b>132</b>	<b>3</b>	<b>108</b>	<b>181</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25064</b>
<b>% of Totals</b>	0%	69%	19%	0%	10%	1%	0%	0%	1%	0%	0%	0%	0%	100%

AM Volumes	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
AM Peak Hour	5	152	370	14	186	18	5	1015	86	14	18	3	0	1851
PM Volumes	32	10344	2877	72	1383	74	1	50	101	0	16	0	0	14954
PM Peak Hour	7	1501	416	12	203	12	1	11	18	5	0	0	0	2166

Directional Peak Periods	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
All Classes	Volume 3411	Volume 2830	Volume 4077	Volume 14746
	% 14%	% 11%	% 16%	% 59%

- Classification Definitions**
- 1 Motorcycles
  - 2 Passenger Cars
  - 3 2-Axle, 6-Tire Single Units
  - 4 Buses
  - 5 2-Axle, 6-Tire Single Units
  - 6 3-Axle Single Units
  - 7 >=4-Axle Single Units
  - 8 <=4-Axle Single Trailers
  - 9 >=5-Axle Single Trailers
  - 10 >=6-Axle Single Trailers
  - 11 <=5-Axle Multi-Trailers
  - 12 <=6-Axle Multi-Trailers
  - 13 >=7-Axle Multi-Trailers

**CLASSIFICATION**

Valley Center Rd Bet. Indian Creek Rd &amp; Cole Grade Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_007e**East Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	55	15	0	8	0	0	0	1	0	0	0	0	79
01:00	0	27	8	0	4	0	0	0	0	0	0	0	0	39
02:00	0	14	6	0	2	0	0	0	0	0	0	0	0	22
03:00	0	23	8	0	5	0	0	1	0	0	0	0	0	37
04:00	0	53	13	0	9	0	0	0	2	0	0	0	0	77
05:00	0	167	45	0	34	1	0	0	2	0	0	0	0	249
06:00	2	368	112	3	57	3	0	3	5	0	0	0	0	553
07:00	4	503	156	6	95	4	1	5	9	0	2	0	0	785
08:00	2	429	129	5	78	3	0	3	2	0	1	0	0	652
09:00	1	349	111	3	58	4	0	7	12	0	1	0	0	546
10:00	1	421	118	3	66	4	0	8	4	0	0	0	0	625
11:00	3	434	127	4	80	3	0	5	6	0	1	0	0	663
12:00 PM	5	443	125	5	81	6	0	4	0	0	0	0	0	669
13:00	2	533	163	3	89	6	0	3	7	0	0	0	0	806
14:00	3	585	176	4	110	2	0	7	8	0	1	0	0	896
15:00	4	632	188	7	109	3	0	3	10	0	4	0	0	960
16:00	1	764	223	5	122	6	1	3	13	0	4	0	0	1142
17:00	3	746	214	3	120	4	0	8	15	0	4	0	0	1117
18:00	1	598	160	5	91	3	0	3	4	0	2	0	0	867
19:00	1	445	119	4	66	4	0	5	7	0	0	0	0	651
20:00	0	298	86	1	44	3	0	1	4	0	0	0	0	437
21:00	0	244	73	1	38	3	0	1	6	0	0	0	0	366
22:00	0	160	42	1	25	1	0	1	2	0	0	0	0	232
23:00	0	90	22	0	12	0	0	0	0	0	0	0	0	124
<b>Totals</b>	<b>33</b>	<b>8381</b>	<b>2439</b>	<b>63</b>	<b>1403</b>	<b>63</b>	<b>2</b>	<b>71</b>	<b>119</b>		<b>20</b>			<b>12594</b>
<b>% of Totals</b>	<b>0%</b>	<b>67%</b>	<b>19%</b>	<b>1%</b>	<b>11%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>		<b>0%</b>			<b>100%</b>

<b>AM Volumes</b>	13	2843	848	24	496	22	1	32	43	0	5	0	0	4327
<b>% AM</b>	0%	23%	7%	0%	4%	0%	0%	0%	0%		0%			34%
<b>AM Peak Hour</b>	07:00	07:00	07:00	07:00	07:00	07:00	07:00	10:00	09:00		07:00			07:00
<b>Volume</b>	4	503	156	6	95	4	1	8	12		2			785
<b>PM Volumes</b>	20	5538	1591	39	907	41	1	39	76	0	15	0	0	8267
<b>% PM</b>	0%	44%	13%	0%	7%	0%	0%	0%	1%		0%			66%
<b>PM Peak Hour</b>	12:00	16:00	16:00	15:00	16:00	12:00	16:00	17:00	17:00		15:00			16:00
<b>Volume</b>	5	764	223	7	122	6	1	8	15		4			1142
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume	%	Volume	%	Volume	%	Volume	%						
	1437	↔ 11%	1475	↔ 12%	2259	↔ 18%	7423	↔ 59%						

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd Bet. Indian Creek Rd &amp; Cole Grade Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_007w**West Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	76	15	0	5	0	0	0	0	0	0	0	0	96
01:00	0	56	12	0	3	0	0	0	1	0	0	0	0	72
02:00	0	42	9	1	4	2	0	0	1	0	0	0	0	59
03:00	0	58	14	1	6	0	0	0	1	0	0	0	0	80
04:00	0	98	29	0	12	2	0	1	2	0	0	0	0	144
05:00	0	273	105	2	46	1	0	0	1	0	0	0	0	428
06:00	0	549	166	6	77	10	0	2	5	0	0	0	0	815
07:00	0	703	197	5	89	6	0	2	7	0	1	0	0	1010
08:00	3	663	189	5	88	5	0	2	7	0	2	0	0	964
09:00	2	485	119	3	68	2	1	5	6	0	0	0	0	691
10:00	1	487	122	3	72	4	0	5	4	0	2	0	0	700
11:00	1	505	143	2	61	4	0	5	2	0	1	0	0	724
12:00 PM	1	464	134	2	58	5	0	5	5	0	1	0	0	675
13:00	2	471	144	2	53	6	0	0	2	0	0	0	0	680
14:00	1	575	148	3	61	5	0	2	4	0	0	0	0	799
15:00	1	681	182	4	64	3	0	2	5	0	0	0	0	942
16:00	1	704	182	4	78	5	0	0	3	0	0	0	0	977
17:00	3	599	168	5	57	3	0	3	3	0	0	0	0	841
18:00	3	356	107	5	35	2	0	2	2	0	0	0	0	512
19:00	0	263	68	4	20	2	0	1	0	0	0	0	0	358
20:00	0	239	61	2	19	2	0	0	0	0	0	0	0	323
21:00	0	173	36	1	14	0	0	0	0	0	0	0	0	224
22:00	0	156	32	0	8	0	0	0	0	0	0	0	0	196
23:00	0	125	24	1	9	0	0	0	1	0	0	0	0	160
<b>Totals</b>	<b>19</b>	<b>8801</b>	<b>2406</b>	<b>61</b>	<b>1007</b>	<b>69</b>	<b>1</b>	<b>37</b>	<b>62</b>		<b>7</b>			<b>12470</b>
<b>% of Totals</b>	<b>0%</b>	<b>71%</b>	<b>19%</b>	<b>0%</b>	<b>8%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>		<b>0%</b>			<b>100%</b>

<b>AM Volumes</b>	7	3995	1120	28	531	36	1	22	37	0	6	0	0	5783
<b>% AM</b>	0%	32%	9%	0%	4%	0%	0%	0%	0%		0%			46%
<b>AM Peak Hour</b>	08:00	07:00	07:00	06:00	07:00	06:00	09:00	09:00	07:00		08:00			07:00
<b>Volume</b>	3	703	197	6	89	10	1	5	7		2			1010
<b>PM Volumes</b>	12	4806	1286	33	476	33	0	15	25	0	1	0	0	6687
<b>% PM</b>	0%	39%	10%	0%	4%	0%		0%	0%		0%			54%
<b>PM Peak Hour</b>	17:00	16:00	15:00	17:00	16:00	13:00		12:00	12:00		12:00			16:00
<b>Volume</b>	3	704	182	5	78	6		5	5		1			977
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	1974	↔	16%	1355	↔	11%	1818	↔	15%	7323	↔	59%		

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd Bet. Indian Creek Rd &amp; Cole Grade Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_007**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	131	30	0	13	0	0	0	1	0	0	0	0	175
01:00	0	83	20	0	7	0	0	0	1	0	0	0	0	111
02:00	0	56	15	1	6	2	0	0	1	0	0	0	0	81
03:00	0	81	22	1	11	0	0	1	1	0	0	0	0	117
04:00	0	151	42	0	21	2	0	1	4	0	0	0	0	221
05:00	0	440	150	2	80	2	0	0	3	0	0	0	0	677
06:00	2	917	278	9	134	13	0	5	10	0	0	0	0	1368
07:00	4	1206	353	11	184	10	1	7	16	0	3	0	0	1795
08:00	5	1092	318	10	166	8	0	5	9	0	3	0	0	1616
09:00	3	834	230	6	126	6	1	12	18	0	1	0	0	1237
10:00	2	908	240	6	138	8	0	13	8	0	2	0	0	1325
11:00	4	939	270	6	141	7	0	10	8	0	2	0	0	1387
12:00 PM	6	907	259	7	139	11	0	9	5	0	1	0	0	1344
13:00	4	1004	307	5	142	12	0	3	9	0	0	0	0	1486
14:00	4	1160	324	7	171	7	0	9	12	0	1	0	0	1695
15:00	5	1313	370	11	173	6	0	5	15	0	4	0	0	1902
16:00	2	1468	405	9	200	11	1	3	16	0	4	0	0	2119
17:00	6	1345	382	8	177	7	0	11	18	0	4	0	0	1958
18:00	4	954	267	10	126	5	0	5	6	0	2	0	0	1379
19:00	1	708	187	8	86	6	0	6	7	0	0	0	0	1009
20:00	0	537	147	3	63	5	0	1	4	0	0	0	0	760
21:00	0	417	109	2	52	3	0	1	6	0	0	0	0	590
22:00	0	316	74	1	33	1	0	1	2	0	0	0	0	428
23:00	0	215	46	1	21	0	0	0	1	0	0	0	0	284
<b>Totals</b>	<b>52</b>	<b>17182</b>	<b>4845</b>	<b>124</b>	<b>2410</b>	<b>132</b>	<b>3</b>	<b>108</b>	<b>181</b>		<b>27</b>			<b>25064</b>
<b>% of Totals</b>	<b>0%</b>	<b>69%</b>	<b>19%</b>	<b>0%</b>	<b>10%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>		<b>0%</b>			<b>100%</b>

<b>AM Volumes</b>	20	6838	1968	52	1027	58	2	54	80	0	11	0	0	10110
<b>% AM</b>	0%	27%	8%	0%	4%	0%	0%	0%	0%		0%			40%
<b>AM Peak Hour</b>	08:00	07:00	07:00	07:00	07:00	06:00	07:00	10:00	09:00		07:00			07:00
<b>Volume</b>	5	1206	353	11	184	13	1	13	18		3			1795
<b>PM Volumes</b>	32	10344	2877	72	1383	74	1	54	101	0	16	0	0	14954
<b>% PM</b>	0%	41%	11%	0%	6%	0%	0%	0%	0%		0%			60%
<b>PM Peak Hour</b>	12:00	16:00	16:00	15:00	16:00	13:00	16:00	17:00	17:00		15:00			16:00
<b>Volume</b>	6	1468	405	11	200	12	1	11	18		4			2119
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	3411	↔	14%	2830	↔	11%	4077	↔	16%	14746	↔	59%		

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

Prepared by NDS/ATD

DAILY TOTALS					NB	SB					To			
					0	0	EB	WB			25,			
							12,594	12,470						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TO			
00:00	0	0	19	37	56	12:00	0	0	154	177	331			
00:15	0	0	20	24	44	12:15	0	0	175	177	352			
00:30	0	0	23	24	47	12:30	0	0	181	164	345			
00:45	0	0	17	79	11	96	12:45	0	0	159	669	157	675	316
01:00	0	0	12	23	35	13:00	0	0	186	159	345			
01:15	0	0	14	24	38	13:15	0	0	193	167	360			
01:30	0	0	7	7	14	13:30	0	0	219	161	380			
01:45	0	0	6	39	18	72	13:45	0	0	208	806	193	680	401
02:00	0	0	4	12	16	14:00	0	0	198	215	413			
02:15	0	0	11	6	17	14:15	0	0	231	189	420			
02:30	0	0	2	23	25	14:30	0	0	267	178	445			
02:45	0	0	5	22	18	59	14:45	0	0	200	896	217	799	417
03:00	0	0	7	21	28	15:00	0	0	223	262	485			
03:15	0	0	8	22	30	15:15	0	0	219	250	469			
03:30	0	0	12	20	32	15:30	0	0	243	200	443			
03:45	0	0	10	37	17	80	15:45	0	0	275	960	230	942	505
04:00	0	0	12	29	41	16:00	0	0	275	204	479			
04:15	0	0	12	33	45	16:15	0	0	303	223	526			
04:30	0	0	28	31	59	16:30	0	0	261	266	527			
04:45	0	0	25	77	51	144	16:45	0	0	303	1142	284	977	587
05:00	0	0	31	80	111	17:00	0	0	269	255	524			
05:15	0	0	43	104	147	17:15	0	0	307	221	528			
05:30	0	0	82	123	205	17:30	0	0	293	213	506			
05:45	0	0	93	249	121	428	17:45	0	0	248	1117	152	841	400
06:00	0	0	107	157	264	18:00	0	0	220	146	366			
06:15	0	0	121	195	316	18:15	0	0	205	137	342			
06:30	0	0	151	241	392	18:30	0	0	230	109	339			
06:45	0	0	174	553	222	815	18:45	0	0	212	867	120	512	332
07:00	0	0	183	246	429	19:00	0	0	174	95	269			
07:15	0	0	224	249	473	19:15	0	0	182	98	280			
07:30	0	0	179	274	453	19:30	0	0	170	65	235			
07:45	0	0	199	785	241	1010	19:45	0	0	125	651	100	358	225
08:00	0	0	209	282	491	20:00	0	0	112	66	178			
08:15	0	0	169	277	446	20:15	0	0	127	84	211			
08:30	0	0	138	229	367	20:30	0	0	112	102	214			
08:45	0	0	136	652	176	964	20:45	0	0	86	437	71	323	157
09:00	0	0	118	186	304	21:00	0	0	78	63	141			
09:15	0	0	139	168	307	21:15	0	0	108	61	169			
09:30	0	0	135	166	301	21:30	0	0	109	40	149			
09:45	0	0	154	546	171	691	21:45	0	0	71	366	60	224	131
10:00	0	0	151	170	321	22:00	0	0	69	69	138			
10:15	0	0	148	196	344	22:15	0	0	77	46	123			
10:30	0	0	150	169	319	22:30	0	0	52	52	104			
10:45	0	0	176	625	165	700	22:45	0	0	34	232	29	196	63
11:00	0	0	146	177	323	23:00	0	0	32	52	84			
11:15	0	0	178	183	361	23:15	0	0	39	35	74			
11:30	0	0	150	170	320	23:30	0	0	29	36	65			
11:45	0	0	189	663	194	724	23:45	0	0	24	124	37	160	61
<b>TOTALS</b>			4327	5783	<b>10110</b>	<b>TOTALS</b>			8267	6687				
<b>SPLIT %</b>			42.8%	57.2%	<b>40.3%</b>	<b>SPLIT %</b>			55.3%	44.7%				

DAILY TOTALS					NB	SB					To
					0	0	EB	WB			25,
							12,594	12,470			
AM Peak Hour			07:15	07:30	07:15	PM Peak Hour			16:45	16:15	
AM Pk Volume			811	1074	1857	PM Pk Volume			1172	1028	
Pk Hr Factor			0.905	0.952	0.946	Pk Hr Factor			0.954	0.905	
7 - 9 Volume	0	0	1437	1974	3411	4 - 6 Volume	0	0	2259	1818	
7 - 9 Peak Hour			07:15	07:30	07:15	4 - 6 Peak Hour			16:45	16:15	
7 - 9 Pk Volume	0	0	811	1074	1857	4 - 6 Pk Volume	0	0	1172	1028	
Pk Hr Factor	0.000	0.000	0.905	0.952	0.946	Pk Hr Factor	0.000	0.000	0.954	0.905	





**North Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
00:15	0	29	1	0	0	0	0	0	0	0	0	0	0	30
00:30	0	24	0	0	0	0	0	0	1	0	0	0	0	25
00:45	0	17	0	0	0	0	0	0	0	0	0	0	0	17
01:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
01:15	0	19	0	0	0	0	0	0	0	0	0	0	0	19
01:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
01:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
02:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
02:30	0	7	0	0	0	0	0	0	0	0	1	0	0	8
02:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
03:30	0	7	1	0	1	0	0	0	0	0	0	0	0	9
03:45	0	6	0	0	1	0	0	0	0	0	0	0	0	7
04:00	0	6	1	0	2	1	0	0	0	0	1	0	0	11
04:15	0	9	1	0	2	1	0	0	0	0	0	0	0	13
04:30	0	23	0	0	0	0	0	1	1	0	0	0	0	25
04:45	0	19	0	0	1	0	0	0	0	0	0	0	0	20
05:00	0	25	2	0	1	0	0	0	0	0	0	0	0	28
05:15	0	44	2	1	1	0	0	0	1	0	0	0	0	49
05:30	0	58	6	0	12	2	0	0	1	0	0	0	0	79
05:45	1	64	13	0	4	1	0	0	0	0	0	0	0	83
06:00	0	74	2	1	13	0	0	0	0	0	0	0	0	90
06:15	2	99	2	0	4	1	0	0	1	0	0	0	0	109
06:30	0	103	13	0	17	1	0	0	0	0	0	0	0	134
06:45	1	115	6	0	11	2	0	0	2	0	0	0	0	137
07:00	0	110	13	0	7	2	0	0	1	0	0	0	0	133
07:15	0	116	13	0	8	1	0	0	0	0	0	0	0	138
07:30	0	116	12	1	4	1	0	1	0	0	0	0	0	135
07:45	2	129	9	0	11	3	0	0	0	0	0	0	0	154
08:00	0	111	23	0	6	1	0	0	0	0	0	0	0	141
08:15	0	109	23	0	5	0	0	0	0	0	0	0	0	137
08:30	0	95	20	0	16	1	0	0	2	0	0	0	0	134
08:45	0	106	12	0	4	0	0	0	1	0	0	0	0	123
09:00	0	104	21	0	10	2	0	0	0	0	0	0	0	137
09:15	1	105	16	1	5	1	0	0	1	0	0	0	0	130
09:30	0	97	30	0	5	1	0	1	0	0	0	0	0	134
09:45	0	107	22	1	10	1	0	0	1	1	1	0	0	144
10:00	0	102	14	0	10	0	0	1	1	0	0	0	0	128
10:15	0	113	21	0	12	0	0	0	0	0	0	0	0	146
10:30	0	115	20	0	13	1	0	1	2	0	0	0	0	152
10:45	0	125	21	0	17	1	0	0	0	0	0	0	0	164
11:00	0	119	21	0	12	2	0	0	1	0	0	0	0	155
11:15	0	145	13	0	7	1	0	1	0	0	1	0	0	168
11:30	0	142	13	1	7	1	0	1	0	0	0	0	0	165
11:45	0	147	28	0	11	2	0	0	0	0	0	0	0	188
12:00 PM	1	126	27	0	11	0	0	0	0	0	0	0	0	165
12:15	0	162	16	0	6	1	0	0	0	0	0	0	0	185
12:30	1	140	23	0	13	1	0	0	1	0	0	0	0	179
12:45	0	163	29	0	4	1	0	1	0	0	0	0	0	198
13:00	2	130	30	0	10	2	0	1	0	0	0	0	0	175
13:15	1	165	36	0	20	0	0	0	0	0	0	0	0	222
13:30	2	159	27	1	17	1	0	0	1	0	0	0	0	208
13:45	1	156	43	0	1	1	0	0	1	0	0	0	0	203
14:00	0	173	46	1	14	1	0	0	2	0	0	0	0	237
14:15	0	160	37	0	11	1	0	0	1	0	0	0	0	210
14:30	0	189	35	0	12	2	0	0	1	0	0	0	0	239
14:45	0	162	21	0	8	1	0	1	1	0	2	0	0	196
15:00	0	181	23	0	13	1	0	0	1	0	1	0	0	220
15:15	1	192	35	0	16	1	0	0	0	0	1	0	0	246
15:30	1	216	39	1	11	1	0	0	0	0	1	0	0	270
15:45	1	254	31	0	10	3	0	0	0	0	0	0	0	299
16:00	1	216	35	0	14	0	0	0	0	0	1	0	0	267
16:15	0	228	29	0	17	2	0	1	0	0	0	0	0	277
16:30	2	235	36	0	16	1	0	0	1	0	0	0	0	291
16:45	1	272	29	0	0	2	0	1	0	0	0	0	0	305
17:00	1	231	45	1	17	0	0	0	0	0	0	0	0	295
17:15	0	240	38	0	13	1	0	0	0	0	0	0	0	292
17:30	0	244	45	2	9	4	0	1	0	0	0	0	0	305
17:45	0	236	30	0	3	1	0	0	0	0	0	0	0	270
18:00	0	237	22	0	9	1	0	0	1	0	0	0	0	270
18:15	0	230	31	0	11	2	0	0	0	0	0	0	0	274
18:30	1	197	28	0	12	0	0	0	1	0	0	0	0	239
18:45	0	209	30	0	13	1	0	0	0	0	0	0	0	253
19:00	0	214	17	0	7	2	0	0	0	0	0	0	0	240
19:15	0	178	9	0	0	1	0	0	0	0	0	0	0	188
19:30	0	173	20	1	1	1	0	0	1	0	0	0	0	197
19:45	0	156	6	0	0	1	0	0	0	0	0	0	0	163
20:00	0	124	7	0	2	0	0	0	0	0	0	0	0	133
20:15	0	141	13	0	0	1	0	0	0	0	0	0	0	155
20:30	0	137	7	0	1	0	0	0	0	0	0	0	0	145
20:45	0	97	6	0	8	0	0	0	0	0	0	0	0	111
21:00	0	107	9	0	2	1	0	0	0	0	0	0	0	119
21:15	0	132	8	0	6	1	0	0	0	0	0	0	0	147
21:30	0	104	14	0	2	0	0	0	0	0	0	0	0	120
21:45	0	80	12	0	2	1	0	0	0	0	0	0	0	95
22:00	0	105	8	0	0	0	0	0	0	0	0	0	0	113
22:15	0	79	2	0	2	0	0	0	1	0	0	0	0	84
22:30	0	49	2	0	2	0	0	0	0	0	0	0	0	53
22:45	0	53	1	0	0	0	0	0	0	0	0	0	0	54
23:00	0	42	1	0	2	0	0	0	0	0	0	0	0	45
23:15	0	31	3	0	2	0	0	0	0	0	0	0	0	36
23:30	0	29	0	0	0	0	0	0	0	0	0	0	0	29
23:45	0	24	0	0	1	0	0	0	0	0	0	0	0	25
Totals	24	10712	1459	13	601	73	12	32	1	10				12937
% of Totals	0%	83%	11%	0%	5%	1%	0%	0%	0%	0%				100%

AM Volumes	7	3154	418	6	250	31	0	7	17	1	4	0	0	3895		
% AM	0%	24%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	30%		
AM Peak Hour Volume																
PM Volumes	17	7558	1041	7	351	42	0	5	15	0	6	0	0	9042		
% PM	0%	58%	8%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	70%		
PM Peak Hour Volume																
Directional Peak Periods	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes			
All Classes	Volume		%	Volume		%	Volume		%	Volume		%	Volume		%	
	1095	←→	8%	1535	←→	12%	2302	←→	18%	8005	←→	62%				

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**South Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	28	4	0	1	0	0	0	0	0	0	0	0	33
00:15	0	19	5	0	2	0	0	0	0	0	0	0	0	26
00:30	0	19	5	0	1	0	0	0	0	0	0	0	0	25
00:45	0	12	2	0	1	0	0	0	0	0	0	0	0	15
01:00	0	19	3	0	1	0	0	0	0	0	0	0	0	23
01:15	0	23	3	0	1	0	0	1	0	0	0	0	0	28
01:30	0	4	2	1	0	0	0	0	0	0	0	0	0	7
01:45	0	14	2	0	2	0	0	0	0	0	0	0	0	18
02:00	0	13	1	0	0	0	0	1	0	0	0	0	0	15
02:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
02:30	0	17	2	0	2	0	0	0	0	0	0	0	0	21
02:45	0	13	2	0	1	0	0	0	1	0	0	0	0	17
03:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
03:15	0	18	3	0	1	0	0	0	0	0	0	0	0	22
03:30	0	15	3	0	0	0	0	0	0	0	0	0	0	18
03:45	0	14	5	0	0	2	0	0	0	0	0	0	0	21
04:00	0	22	3	0	1	0	0	0	1	0	0	0	0	27
04:15	0	38	10	0	4	0	0	0	0	0	0	0	0	52
04:30	0	28	7	0	4	1	0	0	0	0	0	0	0	40
04:45	0	51	8	0	6	1	0	1	1	0	1	0	0	69
05:00	0	63	22	0	10	1	0	0	0	0	0	0	0	96
05:15	0	87	28	1	13	1	0	0	0	0	0	0	0	130
05:30	0	122	28	0	21	0	0	0	0	0	0	0	0	171
05:45	0	119	29	1	21	0	0	0	0	0	0	0	0	170
06:00	0	141	40	0	15	2	0	0	0	0	0	0	0	198
06:15	1	197	43	0	28	1	0	4	0	0	0	0	0	274
06:30	1	212	42	2	49	1	0	3	0	0	0	0	0	290
06:45	0	174	45	2	18	0	0	0	0	0	0	0	0	239
07:00	0	219	44	1	33	3	0	3	0	0	0	0	0	303
07:15	0	246	45	1	23	3	0	1	0	0	0	0	0	319
07:30	0	206	42	2	23	0	0	1	2	0	1	0	0	277
07:45	0	217	53	0	25	0	0	0	0	0	0	0	0	296
08:00	0	188	43	0	26	1	0	0	0	0	0	0	0	258
08:15	1	219	47	0	26	1	0	1	1	0	0	0	0	296
08:30	1	183	38	1	21	0	0	0	1	0	0	0	0	245
08:45	0	144	30	1	17	2	0	0	0	0	0	0	0	194
09:00	0	156	31	0	19	0	0	1	1	0	0	0	0	208
09:15	0	174	36	2	20	2	0	0	1	0	0	0	0	235
09:30	1	163	33	2	19	0	0	2	1	0	0	0	0	221
09:45	0	151	30	1	17	1	0	0	0	0	0	0	0	200
10:00	0	139	29	1	16	2	0	1	0	0	0	0	0	188
10:15	1	165	34	2	19	0	0	1	1	0	0	0	0	223
10:30	1	165	34	0	19	1	0	1	1	0	0	0	0	222
10:45	0	132	28	1	15	0	0	1	0	0	0	0	0	177
11:00	1	138	28	0	17	2	0	0	0	0	0	0	0	186
11:15	0	146	35	1	15	0	0	2	1	0	0	0	0	200
11:30	0	124	23	0	18	2	0	0	0	0	1	0	0	168
11:45	0	135	30	0	16	0	0	1	0	0	0	0	0	182
12:00 PM	0	130	30	0	17	2	0	1	0	0	0	0	0	190
12:15	1	127	27	1	17	2	0	3	1	0	0	0	0	179
12:30	1	129	30	1	16	0	0	1	0	0	0	0	0	178
12:45	0	123	22	0	20	1	0	2	0	0	0	0	0	168
13:00	1	121	33	0	17	0	0	0	0	0	0	0	0	172
13:15	0	126	29	2	12	0	0	0	0	0	0	0	0	170
13:30	0	115	24	0	19	2	0	0	0	0	0	0	0	160
13:45	0	143	29	0	11	0	0	0	0	0	0	0	0	183
14:00	0	155	31	0	15	0	0	1	0	0	0	0	0	202
14:15	0	155	25	0	17	2	0	0	0	0	0	0	0	199
14:30	0	135	27	1	17	1	0	0	2	0	0	0	0	183
14:45	0	155	22	0	20	1	0	1	0	0	0	0	0	199
15:00	1	197	31	0	17	0	0	0	0	0	0	0	0	246
15:15	0	177	31	2	23	3	0	2	0	0	0	0	0	238
15:30	1	133	32	2	18	3	0	0	0	0	0	0	0	189
15:45	0	165	32	2	11	0	0	0	0	0	0	0	0	210
16:00	2	138	30	0	16	2	0	0	0	0	0	0	0	188
16:15	1	155	29	1	13	3	0	0	0	0	0	0	0	202
16:30	1	184	31	2	17	2	0	1	0	0	0	0	0	238
16:45	0	195	35	2	19	2	0	1	0	0	0	0	0	254
17:00	0	183	30	0	19	2	0	0	0	0	0	0	0	234
17:15	0	163	31	1	15	2	0	0	0	0	0	0	0	212
17:30	0	161	24	1	13	1	0	1	2	0	0	0	0	200
17:45	0	113	20	0	17	0	0	0	0	0	0	0	0	150
18:00	0	114	17	0	10	0	0	1	0	0	0	0	0	142
18:15	0	105	29	1	11	1	0	0	0	0	0	0	0	147
18:30	1	74	17	0	8	0	0	0	1	0	0	0	0	101
18:45	0	97	12	1	9	0	0	0	0	0	0	0	0	119
19:00	0	70	12	0	6	0	0	0	0	0	0	0	0	95
19:15	0	93	11	1	4	0	0	0	0	0	0	0	0	109
19:30	0	54	6	0	5	0	0	0	0	0	0	0	0	65
19:45	0	79	13	1	6	1	0	0	0	0	0	0	0	100
20:00	1	54	8	0	3	0	0	0	0	0	0	0	0	66
20:15	0	63	13	0	1	1	0	0	0	0	0	0	0	79
20:30	0	81	11	0	7	0	0	0	0	0	0	0	0	99
20:45	0	62	5	1	4	0	0	0	0	0	0	0	0	72
21:00	0	51	8	1	4	0	0	0	0	0	0	0	0	64
21:15	0	55	7	1	2	0	0	0	0	0	0	0	0	65
21:30	0	33	4	1	1	0	0	0	0	0	0	0	0	39
21:45	0	48	8	1	3	0	0	0	0	0	0	0	0	60
22:00	0	56	8	0	4	0	0	0	0	0	0	0	0	68
22:15	0	42	7	0	3	0	0	0	0	0	0	0	0	52
22:30	0	41	6	0	3	0	0	0	0	0	0	0	0	50
22:45	0	24	3	0	2	0	0	0	0	0	0	0	0	29
23:00	0	40	5	0	2	0	0	1	1	0	0	0	0	49
23:15	0	34	6	0	2	0	0	0	0	0	0	0	0	42
23:30	0	30	6	0	0	0	0	0	0	0	0	0	0	36
23:45	0	31	5	0	1	0	0	0	0	0	0	0	0	37
<b>Totals</b>	<b>19</b>	<b>9934</b>	<b>1971</b>	<b>53</b>	<b>1088</b>	<b>61</b>	<b>0</b>	<b>43</b>	<b>20</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13192</b>
% of Totals	0%	75%	15%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	100%

AM Volumes	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes				
	Volume	%			Volume	%			Volume	%			Volume	%			
% AM	4	49%	106%	24	58%	0	26	13	0	3	0	0	0	0	0	0	66%
AM Peak Hour	10:15	07:00	07:30	06:30	06:15	06:30	06:15	07:30	04:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	51%
Volume	3	88	35	4	108	7	3	1	0	0	0	0	0	0	0	0	135%
PM Volumes	11	50%	90%	29	49%	33	0	17	7	0	0	0	0	0	0	0	65%
% PM	0%	38%	7%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	49%
PM Peak Hour	15:30	15:30	16:30	15:00	14:45	16:00	12:00	14:45	16:00	11:45	14:45	16:00	11:45	14:45	16:00	11:45	163%
Volume	4	75	127	6	78	6	7	2	2	0	0	0	0	0	0	0	93%

Classification Definitions			
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers
3 2-Axle, 6-Tire Single Units	6 3-Axle Single Units	9 >=4-Axle Trailers	12 6-Axle Multi-Trailers

CLASSIFICATION

Valley Center Rd S/O Ridge Ranch Rd

Day: Tuesday
Date: 12/4/2018

City: Valley Center
Project #: CA18\_4474\_008

Summary

Table with columns: Time, #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, #11, #12, #13, Total. Rows show traffic volume for each 15-minute interval from 00:00 AM to 23:45.

Summary of peak periods and volumes. Includes rows for AM, PM, and Off Peak Volumes, and a table for Directional Peak Periods (AM 7-9, NOON 12-2, PM 4-6, Off Peak Volumes).

Classification Definitions table mapping numbers to vehicle types: 1 Motorcycles, 2 Passenger Cars, 3 2-Axle, 6-Tire Single Units, 4 Buses, 5 2-Axle, 6-Tire Single Units, 6 3-Axle Single Units, 7 >=4-Axle Single Units, 8 <=4-Axle Single Trailers, 9 >=4-Axle Single Trailers, 10 >=6-Axle Single Trailers, 11 <=5-Axle Multi-Trailers, 12 6-Axle Multi-Trailers, 13 >=7-Axle Multi-Trailers.

**CLASSIFICATION**

Valley Center Rd S/O Ridge Ranch Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_008n**North Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	90	2	0	0	0	0	0	1	0	0	0	0	93
01:00	0	50	0	0	0	0	0	0	0	0	0	0	0	50
02:00	0	35	1	0	0	0	0	0	0	0	1	0	0	37
03:00	0	27	2	0	2	0	0	0	0	0	0	0	0	31
04:00	0	57	2	0	5	2	0	1	1	0	1	0	0	69
05:00	1	191	23	1	18	3	0	0	2	0	0	0	0	239
06:00	3	391	23	1	45	4	0	0	3	0	0	0	0	470
07:00	2	471	47	1	30	7	0	1	1	0	0	0	0	560
08:00	0	421	78	0	31	2	0	0	3	0	0	0	0	535
09:00	1	413	89	2	30	5	0	1	2	1	1	0	0	545
10:00	0	455	76	0	52	2	0	2	3	0	0	0	0	590
11:00	0	553	75	1	37	6	0	2	1	0	1	0	0	676
12:00 PM	2	591	95	0	34	3	0	1	1	0	0	0	0	727
13:00	6	610	136	1	48	4	0	0	3	0	0	0	0	808
14:00	0	684	139	1	45	5	0	1	5	0	2	0	0	882
15:00	3	843	128	1	50	6	0	0	1	0	3	0	0	1035
16:00	4	951	129	0	47	5	0	2	1	0	1	0	0	1140
17:00	1	951	158	3	42	6	0	1	0	0	0	0	0	1162
18:00	1	873	111	0	45	4	0	0	2	0	0	0	0	1036
19:00	0	721	52	1	8	5	0	0	1	0	0	0	0	788
20:00	0	499	33	0	11	1	0	0	0	0	0	0	0	544
21:00	0	423	43	0	12	3	0	0	0	0	0	0	0	481
22:00	0	286	13	0	4	0	0	0	1	0	0	0	0	304
23:00	0	126	4	0	5	0	0	0	0	0	0	0	0	135
<b>Totals</b>	<b>24</b>	<b>10712</b>	<b>1459</b>	<b>13</b>	<b>601</b>	<b>73</b>		<b>12</b>	<b>32</b>	<b>1</b>	<b>10</b>			<b>12937</b>
<b>% of Totals</b>	<b>0%</b>	<b>83%</b>	<b>11%</b>	<b>0%</b>	<b>5%</b>	<b>1%</b>		<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>			<b>100%</b>

<b>AM Volumes</b>	7	3154	418	6	250	31	0	7	17	1	4	0	0	3895
<b>% AM</b>	0%	24%	3%	0%	2%	0%		0%	0%	0%	0%			30%
<b>AM Peak Hour</b>	06:00	11:00	09:00	09:00	10:00	07:00		10:00	06:00	09:00	02:00			11:00
<b>Volume</b>	3	553	89	2	52	7		2	3	1	1			676
<b>PM Volumes</b>	17	7558	1041	7	351	42	0	5	15	0	6	0	0	9042
<b>% PM</b>	0%	58%	8%	0%	3%	0%		0%	0%		0%			70%
<b>PM Peak Hour</b>	13:00	16:00	17:00	17:00	15:00	15:00		16:00	14:00		15:00			17:00
<b>Volume</b>	6	951	158	3	50	6		2	5		3			1162
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	1095	↔	8%	1535	↔	12%	2302	↔	18%	8005	↔	62%		

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd S/O Ridge Ranch Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_008s**South Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	78	16	0	5	0	0	0	0	0	0	0	0	99
01:00	0	60	10	1	4	0	0	1	0	0	0	0	0	76
02:00	0	51	7	0	3	0	0	1	1	0	0	0	0	63
03:00	0	66	12	0	3	0	0	0	0	0	0	0	0	81
04:00	0	139	28	0	15	2	0	1	2	0	1	0	0	188
05:00	0	391	107	2	65	2	0	0	0	0	0	0	0	567
06:00	2	724	170	4	90	4	0	7	0	0	0	0	0	1001
07:00	0	888	184	5	104	6	0	5	2	0	1	0	0	1195
08:00	2	734	158	2	90	4	0	1	2	0	0	0	0	993
09:00	1	644	130	5	75	3	0	3	3	0	0	0	0	864
10:00	2	601	125	4	69	3	0	4	2	0	0	0	0	810
11:00	1	543	116	1	66	4	0	3	1	0	1	0	0	736
12:00 PM	2	509	109	2	70	5	0	7	1	0	0	0	0	705
13:00	1	505	115	2	59	2	0	1	0	0	0	0	0	685
14:00	0	600	105	1	69	4	0	2	2	0	0	0	0	783
15:00	2	672	126	6	69	6	0	2	0	0	0	0	0	883
16:00	4	672	125	5	65	9	0	2	0	0	0	0	0	882
17:00	0	620	102	2	64	5	0	1	2	0	0	0	0	796
18:00	1	390	75	2	38	1	0	1	1	0	0	0	0	509
19:00	0	302	42	2	21	1	0	0	1	0	0	0	0	369
20:00	1	260	36	2	17	0	0	0	0	0	0	0	0	316
21:00	0	187	27	4	10	0	0	0	0	0	0	0	0	228
22:00	0	163	24	0	12	0	0	0	0	0	0	0	0	199
23:00	0	135	22	1	5	0	0	1	0	0	0	0	0	164
<b>Totals</b>	<b>19</b>	<b>9934</b>	<b>1971</b>	<b>53</b>	<b>1088</b>	<b>61</b>		<b>43</b>	<b>20</b>		<b>3</b>			<b>13192</b>
<b>% of Totals</b>	<b>0%</b>	<b>75%</b>	<b>15%</b>	<b>0%</b>	<b>8%</b>	<b>0%</b>		<b>0%</b>	<b>0%</b>		<b>0%</b>			<b>100%</b>

<b>AM Volumes</b>	8	4919	1063	24	589	28	0	26	13	0	3	0	0	6673
<b>% AM</b>	0%	37%	8%	0%	4%	0%		0%	0%		0%			51%
<b>AM Peak Hour</b>	06:00	07:00	07:00	07:00	07:00	07:00		06:00	09:00		04:00			07:00
<b>Volume</b>	2	888	184	5	104	6		7	3		1			1195
<b>PM Volumes</b>	11	5015	908	29	499	33	0	17	7	0	0	0	0	6519
<b>% PM</b>	0%	38%	7%	0%	4%	0%		0%	0%					49%
<b>PM Peak Hour</b>	16:00	15:00	15:00	15:00	12:00	16:00		12:00	14:00					15:00
<b>Volume</b>	4	672	126	6	70	9		7	2					883
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	2188	↔	17%	1390	↔	11%	1678	↔	13%	7936	↔	60%		

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd S/O Ridge Ranch Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_008**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	168	18	0	5	0	0	0	1	0	0	0	0	192
01:00	0	110	10	1	4	0	0	1	0	0	0	0	0	126
02:00	0	86	8	0	3	0	0	1	1	0	1	0	0	100
03:00	0	93	14	0	5	0	0	0	0	0	0	0	0	112
04:00	0	196	30	0	20	4	0	2	3	0	2	0	0	257
05:00	1	582	130	3	83	5	0	0	2	0	0	0	0	806
06:00	5	1115	193	5	135	8	0	7	3	0	0	0	0	1471
07:00	2	1359	231	6	134	13	0	6	3	0	1	0	0	1755
08:00	2	1155	236	2	121	6	0	1	5	0	0	0	0	1528
09:00	2	1057	219	7	105	8	0	4	5	1	1	0	0	1409
10:00	2	1056	201	4	121	5	0	6	5	0	0	0	0	1400
11:00	1	1096	191	2	103	10	0	5	2	0	2	0	0	1412
12:00 PM	4	1100	204	2	104	8	0	8	2	0	0	0	0	1432
13:00	7	1115	251	3	107	6	0	1	3	0	0	0	0	1493
14:00	0	1284	244	2	114	9	0	3	7	0	2	0	0	1665
15:00	5	1515	254	7	119	12	0	2	1	0	3	0	0	1918
16:00	8	1623	254	5	112	14	0	4	1	0	1	0	0	2022
17:00	1	1571	260	5	106	11	0	2	2	0	0	0	0	1958
18:00	2	1263	186	2	83	5	0	1	3	0	0	0	0	1545
19:00	0	1023	94	3	29	6	0	0	2	0	0	0	0	1157
20:00	1	759	69	2	28	1	0	0	0	0	0	0	0	860
21:00	0	610	70	4	22	3	0	0	0	0	0	0	0	709
22:00	0	449	37	0	16	0	0	0	1	0	0	0	0	503
23:00	0	261	26	1	10	0	0	1	0	0	0	0	0	299
<b>Totals</b>	<b>43</b>	<b>20646</b>	<b>3430</b>	<b>66</b>	<b>1689</b>	<b>134</b>		<b>55</b>	<b>52</b>	<b>1</b>	<b>13</b>			<b>26129</b>
<b>% of Totals</b>	<b>0%</b>	<b>79%</b>	<b>13%</b>	<b>0%</b>	<b>6%</b>	<b>1%</b>		<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>			<b>100%</b>

<b>AM Volumes</b>	15	8073	1481	30	839	59	0	33	30	1	7	0	0	10568
<b>% AM</b>	0%	31%	6%	0%	3%	0%		0%	0%	0%	0%			40%
<b>AM Peak Hour</b>	06:00	07:00	08:00	09:00	06:00	07:00		06:00	08:00	09:00	04:00			07:00
<b>Volume</b>	5	1359	236	7	135	13		7	5	1	2			1755
<b>PM Volumes</b>	28	12573	1949	36	850	75	0	22	22	0	6	0	0	15561
<b>% PM</b>	0%	48%	7%	0%	3%	0%		0%	0%		0%			60%
<b>PM Peak Hour</b>	16:00	16:00	17:00	15:00	15:00	16:00		12:00	14:00		15:00			16:00
<b>Volume</b>	8	1623	260	7	119	14		8	7		3			2022
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	3283	↔	13%	2925	↔	11%	3980	↔	15%	15941	↔	61%		

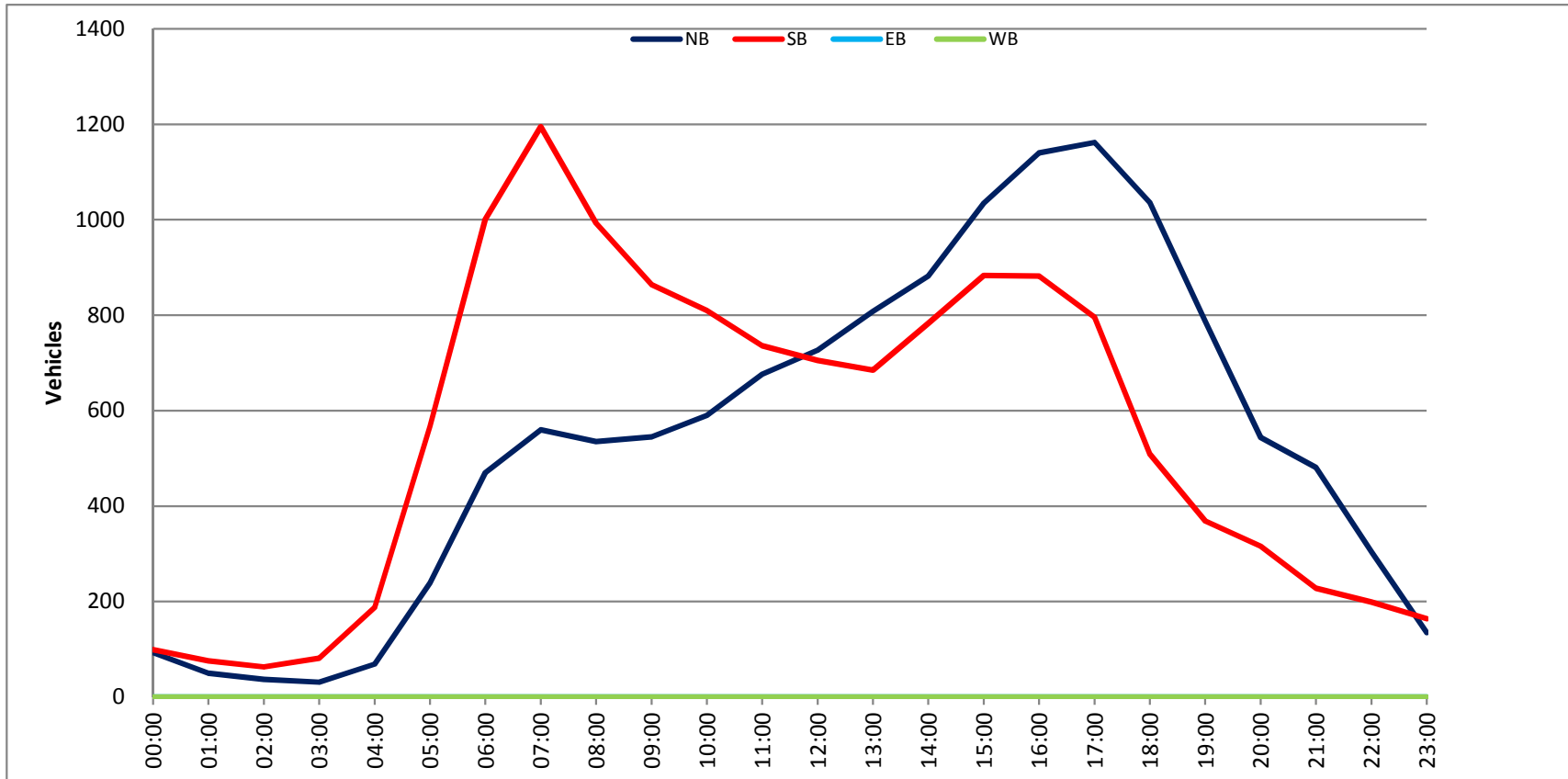
**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

DAILY TOTALS					NB	SB						To
					12,937	13,192						26,
							0	WB				
							0					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	21	33	0	0	54	12:00	165	180	0	0	345	
00:15	30	26	0	0	56	12:15	185	179	0	0	364	
00:30	25	25	0	0	50	12:30	179	178	0	0	357	
00:45	17	93	15	99	32	12:45	198	727	168	705	366	
01:00	15	23	0	0	38	13:00	175	172	0	0	347	
01:15	19	28	0	0	47	13:15	222	170	0	0	392	
01:30	9	7	0	0	16	13:30	208	160	0	0	368	
01:45	7	50	18	76	25	13:45	203	808	183	685	386	
02:00	13	15	0	0	28	14:00	237	202	0	0	439	
02:15	10	10	0	0	20	14:15	210	199	0	0	409	
02:30	8	21	0	0	29	14:30	239	183	0	0	422	
02:45	6	37	17	63	23	14:45	196	882	199	783	395	
03:00	6	20	0	0	26	15:00	220	246	0	0	466	
03:15	9	22	0	0	31	15:15	246	238	0	0	484	
03:30	9	18	0	0	27	15:30	270	189	0	0	459	
03:45	7	31	21	81	28	15:45	299	1035	210	883	509	
04:00	11	27	0	0	38	16:00	267	188	0	0	455	
04:15	13	52	0	0	65	16:15	277	202	0	0	479	
04:30	25	40	0	0	65	16:30	291	238	0	0	529	
04:45	20	69	69	188	89	16:45	305	1140	254	882	559	
05:00	28	96	0	0	124	17:00	295	234	0	0	529	
05:15	49	130	0	0	179	17:15	292	212	0	0	504	
05:30	79	171	0	0	250	17:30	305	200	0	0	505	
05:45	83	239	170	567	253	17:45	270	1162	150	796	420	
06:00	90	198	0	0	288	18:00	270	142	0	0	412	
06:15	109	274	0	0	383	18:15	274	147	0	0	421	
06:30	134	290	0	0	424	18:30	239	101	0	0	340	
06:45	137	470	239	1001	376	18:45	253	1036	119	509	372	
07:00	133	303	0	0	436	19:00	240	95	0	0	335	
07:15	138	319	0	0	457	19:15	188	109	0	0	297	
07:30	135	277	0	0	412	19:30	197	65	0	0	262	
07:45	154	560	296	1195	450	19:45	163	788	100	369	263	
08:00	141	258	0	0	399	20:00	133	66	0	0	199	
08:15	137	296	0	0	433	20:15	155	79	0	0	234	
08:30	134	245	0	0	379	20:30	145	99	0	0	244	
08:45	123	535	194	993	317	20:45	111	544	72	316	183	
09:00	137	208	0	0	345	21:00	119	64	0	0	183	
09:15	130	235	0	0	365	21:15	147	65	0	0	212	
09:30	134	221	0	0	355	21:30	120	39	0	0	159	
09:45	144	545	200	864	344	21:45	95	481	60	228	155	
10:00	128	188	0	0	316	22:00	113	68	0	0	181	
10:15	146	223	0	0	369	22:15	84	52	0	0	136	
10:30	152	222	0	0	374	22:30	53	50	0	0	103	
10:45	164	590	177	810	341	22:45	54	304	29	199	83	
11:00	155	186	0	0	341	23:00	45	49	0	0	94	
11:15	168	200	0	0	368	23:15	36	42	0	0	78	
11:30	165	168	0	0	333	23:30	29	36	0	0	65	
11:45	188	676	182	736	370	23:45	25	135	37	164	62	
<b>TOTALS</b>	3895		6673		<b>10568</b>	<b>TOTALS</b>	9042		6519			
<b>SPLIT %</b>	36.9%		63.1%		<b>40.4%</b>	<b>SPLIT %</b>	58.1%		41.9%			

DAILY TOTALS					NB	SB						To
					12,937	13,192						26,
							0	WB				
							0					
AM Peak Hour	11:45	07:00			07:00	PM Peak Hour	16:45	16:30				
AM Pk Volume	717	1195			1755	PM Pk Volume	1197	938				
Pk Hr Factor	0.953	0.937			0.960	Pk Hr Factor	0.981	0.923				
7 - 9 Volume	1095	2188	0	0	3283	4 - 6 Volume	2302	1678	0	0		
7 - 9 Peak Hour	07:15	07:00			07:00	4 - 6 Peak Hour	16:45	16:30				
7 - 9 Pk Volume	568	1195	0	0	1755	4 - 6 Pk Volume	1197	938	0	0		
Pk Hr Factor	0.922	0.937	0.000	0.000	0.960	Pk Hr Factor	0.981	0.923	0.000	0.000		





**CLASSIFICATION**

Valley Center Rd E/O Lizard Rocks Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_009e

**East Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
00:15	0	10	4	0	0	0	0	0	0	0	0	0	0	14
00:30	0	20	1	0	0	0	0	0	0	0	0	0	0	21
00:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	0	0	0	0	0	0	0	0	1	0	0	3
03:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:45	0	2	1	0	1	0	0	0	0	0	0	0	0	4
04:00	0	8	2	0	1	1	0	0	1	0	0	0	0	13
04:15	0	7	1	0	1	0	0	0	0	0	0	0	0	9
04:30	0	16	3	1	0	0	0	1	1	0	0	0	0	22
04:45	0	11	3	0	1	0	0	0	1	0	0	0	0	16
05:00	0	15	5	1	0	0	0	0	0	0	0	0	0	21
05:15	0	16	5	0	4	0	0	0	0	0	0	0	0	25
05:30	0	25	10	2	0	0	0	0	0	0	0	0	0	37
05:45	0	35	13	0	5	1	0	0	0	0	0	0	0	54
06:00	0	49	12	4	1	0	0	0	0	0	0	0	0	66
06:15	0	33	11	3	5	1	0	0	0	0	0	0	0	53
06:30	0	51	15	1	2	1	0	0	0	0	0	0	0	70
06:45	0	55	15	4	3	2	0	0	0	0	0	0	0	79
07:00	0	56	16	2	11	3	0	0	1	0	0	0	0	89
07:15	0	71	22	4	10	0	0	0	0	0	0	0	0	107
07:30	0	99	24	1	10	2	0	1	0	0	0	0	0	137
07:45	0	121	34	3	8	1	0	1	1	0	0	0	0	169
08:00	0	114	26	2	9	0	0	1	1	0	0	0	0	153
08:15	0	82	15	0	11	0	0	2	0	0	0	0	0	110
08:30	0	55	11	1	8	1	0	0	0	0	0	0	0	76
08:45	0	51	7	0	9	0	1	0	0	0	0	0	0	68
09:00	0	58	15	0	14	0	0	0	0	1	0	0	0	88
09:15	0	63	16	1	6	1	0	2	1	0	0	0	0	90
09:30	0	58	14	2	5	0	0	0	1	0	0	0	0	80
09:45	0	67	13	3	10	0	1	0	0	0	0	0	0	94
10:00	0	70	14	2	12	0	0	0	2	0	0	0	0	100
10:15	0	70	15	1	9	0	0	1	0	0	0	0	0	96
10:30	0	63	19	0	8	1	0	0	0	0	0	0	0	91
10:45	0	84	11	2	10	2	0	0	1	0	0	0	0	110
11:00	0	61	11	1	10	1	1	0	0	0	0	0	0	85
11:15	0	60	20	0	2	2	0	1	0	0	0	0	0	85
11:30	0	70	13	1	8	0	0	0	1	0	0	0	0	93
11:45	0	85	24	1	9	0	0	1	0	0	0	0	0	120
12:00 PM	0	72	16	0	12	0	1	0	0	0	0	0	0	101
12:15	0	73	12	0	8	1	0	0	0	0	0	0	0	94
12:30	0	82	11	2	6	0	0	1	2	0	0	0	0	104
12:45	0	50	20	0	6	0	0	0	0	0	0	0	0	76
13:00	0	79	13	0	7	2	0	0	0	0	0	0	0	101
13:15	0	78	16	0	10	0	0	0	1	0	0	0	0	105
13:30	0	81	21	0	11	0	0	0	0	0	0	0	0	113
13:45	0	78	24	2	5	0	1	0	3	0	0	0	0	113
14:00	0	79	19	1	7	0	0	0	0	0	0	0	0	106
14:15	0	98	14	3	7	0	0	0	1	0	0	0	0	123
14:30	0	116	13	5	10	1	0	0	0	0	0	0	0	145
14:45	0	98	13	3	5	2	0	1	0	0	0	0	0	122
15:00	0	120	27	4	13	1	0	1	0	0	0	0	0	166
15:15	0	83	24	0	5	0	0	0	0	0	0	0	0	112
15:30	0	99	20	2	4	0	0	0	0	0	0	0	0	125
15:45	0	118	29	1	9	1	0	0	0	0	0	0	0	158
16:00	0	107	13	1	7	0	0	0	0	0	0	0	0	128
16:15	0	116	35	0	11	1	0	0	0	0	0	0	0	163
16:30	0	110	17	0	9	1	0	0	0	0	0	0	0	137
16:45	0	108	32	1	8	0	0	0	0	0	0	0	0	149
17:00	0	95	19	1	12	0	0	0	0	0	0	0	0	127
17:15	0	110	28	1	4	1	0	0	1	0	0	0	0	145
17:30	0	110	16	1	7	0	0	0	0	0	0	0	0	134
17:45	0	106	22	1	7	0	0	0	0	0	0	0	0	136
18:00	0	92	17	1	3	0	0	0	0	0	0	0	0	113
18:15	0	74	12	0	5	0	0	0	0	0	0	0	0	91
18:30	0	98	14	0	3	0	0	0	0	0	0	0	0	115
18:45	0	90	17	0	3	0	0	1	0	0	0	0	0	111
19:00	0	66	8	0	4	0	0	0	0	0	0	0	0	78
19:15	0	65	9	0	4	0	0	0	0	0	0	0	0	78
19:30	0	89	16	1	4	0	0	0	0	0	0	0	0	110
19:45	0	64	10	0	2	0	0	0	0	0	0	0	0	76
20:00	0	52	8	0	2	0	0	0	0	0	0	0	0	62
20:15	0	57	14	0	4	0	0	0	0	0	0	0	0	75
20:30	0	68	8	0	3	0	0	0	0	0	0	0	0	79
20:45	0	23	8	1	1	0	0	0	0	0	0	0	0	33
21:00	0	36	9	2	0	0	0	0	0	0	0	0	0	47
21:15	0	45	9	0	0	0	0	0	0	0	0	0	0	54
21:30	0	33	11	0	0	0	0	0	0	0	0	0	0	44
21:45	0	42	8	0	0	0	0	0	0	0	0	0	0	50
22:00	0	34	8	1	1	0	0	0	0	0	0	0	0	44
22:15	0	36	3	0	0	0	0	0	0	0	0	0	0	39
22:30	0	31	1	0	0	0	0	0	0	0	0	0	0	32
22:45	0	8	4	0	1	0	0	0	0	0	0	0	0	13
23:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
23:15	0	19	2	0	0	0	0	0	0	0	0	0	0	21
23:30	0	16	0	0	0	0	0	0	0	0	0	0	0	16
23:45	0	12	2	0	1	0	0	0	0	0	0	0	0	15
<b>Totals</b>		<b>5300</b>	<b>1128</b>	<b>78</b>	<b>434</b>	<b>31</b>	<b>5</b>	<b>15</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7011</b>
<b>% of Totals</b>		<b>76%</b>	<b>16%</b>	<b>1%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

<b>AM Volumes</b>	0	1869	449	43	203	20	3	11	12	0	2	0	0	2612
<b>% AM</b>		27%	6%	1%	3%	0%	0%	0%	0%	0%	0%	0%	0%	37%
<b>AM Peak Hour Volume</b>														
<b>PM Volumes</b>	0	3431	677	35	231	11	2	4	8	0	0	0	0	4399
<b>% PM</b>		49%	10%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	63%
<b>PM Peak Hour Volume</b>														
<b>Directional Peak Periods All Classes</b>														
		<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>			
		Volume	%	Volume	%	Volume	%	Volume	%	Volume	%			
		909	↔ 13%	807	↔ 12%	1119	↔ 16%	4176	↔ 60%					

Classification Definitions				
1 Motorcycles	4 Buses	7 > =4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

West Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	20	4	0	3	0	0	0	0	0	0	0	0	27
00:15	0	12	4	0	1	0	0	0	0	0	0	0	0	17
00:30	0	17	2	0	3	0	0	0	0	0	0	0	0	22
00:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	10	2	0	1	0	0	0	0	0	0	0	0	13
01:15	0	16	2	0	2	0	0	0	0	0	0	0	0	20
01:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:45	0	6	3	0	1	0	0	0	0	0	0	0	0	10
02:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
02:15	0	9	1	0	1	0	0	0	0	0	0	0	0	11
02:30	0	14	2	0	1	0	0	0	0	0	0	0	0	17
02:45	0	9	1	1	2	0	0	0	0	0	0	0	0	13
03:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14
03:15	0	11	1	0	1	0	0	0	0	0	0	0	0	13
03:30	0	9	1	0	1	0	0	0	0	0	0	0	0	11
03:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
04:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
04:15	0	12	1	0	1	1	0	0	0	0	0	0	0	15
04:30	0	15	2	0	1	1	0	0	0	0	0	0	0	19
04:45	0	17	2	0	2	0	0	0	0	0	0	0	0	21
05:00	0	17	5	0	3	0	0	0	0	0	0	0	0	25
05:15	0	24	9	0	3	0	0	0	1	0	0	0	0	37
05:30	0	38	8	1	5	0	0	0	0	0	0	0	0	52
05:45	1	37	13	0	6	0	0	0	0	0	0	0	0	57
06:00	0	51	12	0	9	0	0	0	0	0	0	0	0	72
06:15	0	51	16	1	12	0	0	0	1	0	0	0	0	81
06:30	0	63	19	2	10	0	0	0	0	0	0	0	0	94
06:45	1	70	17	1	12	0	0	1	0	0	0	0	0	102
07:00	0	81	25	4	12	0	0	0	0	0	0	0	0	122
07:15	0	83	23	2	9	0	0	0	1	0	0	0	0	118
07:30	1	88	29	4	9	0	0	0	0	0	0	0	0	131
07:45	2	78	19	4	16	1	1	1	0	0	0	0	0	121
08:00	1	106	28	5	15	2	0	0	0	0	0	0	0	157
08:15	1	89	26	2	17	1	0	0	0	0	0	0	0	136
08:30	0	58	21	0	12	1	0	2	0	0	0	0	0	94
08:45	0	62	17	0	13	0	0	0	1	0	0	0	0	93
09:00	1	65	19	1	13	0	0	0	3	0	0	0	0	102
09:15	0	48	13	0	8	2	0	0	0	0	0	0	0	71
09:30	0	54	12	0	12	0	0	1	0	0	0	0	0	79
09:45	0	57	15	3	11	2	2	1	0	0	0	0	0	91
10:00	0	55	13	0	11	0	0	0	1	0	0	0	0	80
10:15	0	59	19	2	8	2	1	1	1	0	0	0	0	93
10:30	1	66	15	1	8	0	3	3	1	1	0	0	0	95
10:45	0	44	19	0	10	1	0	0	0	0	0	0	0	74
11:00	0	52	13	1	11	0	1	1	0	0	0	0	0	79
11:15	0	84	11	0	15	0	0	0	0	0	0	0	0	110
11:30	0	61	14	0	13	2	1	0	0	0	0	0	0	91
11:45	0	71	14	1	13	1	0	0	0	0	0	0	0	98
12:00 PM	0	73	15	2	13	2	0	0	0	1	0	0	0	106
12:15	0	66	12	1	16	1	1	1	0	0	0	0	0	98
12:30	1	70	13	0	12	1	0	1	0	0	0	0	0	98
12:45	0	74	16	1	17	1	0	0	0	0	0	0	0	109
13:00	0	68	15	0	11	2	0	0	0	0	0	0	0	96
13:15	0	71	18	0	7	1	0	0	0	0	0	0	0	97
13:30	0	69	18	0	15	1	0	0	0	0	0	0	0	103
13:45	0	70	23	0	7	3	0	0	0	0	0	0	0	103
14:00	0	75	20	1	12	1	0	0	0	0	0	0	0	109
14:15	0	77	17	1	12	2	1	0	0	0	0	0	0	110
14:30	0	69	15	1	15	0	0	2	0	0	0	0	0	102
14:45	1	93	19	1	6	1	0	1	1	0	0	0	0	122
15:00	0	125	22	10	13	0	1	1	0	0	0	0	0	172
15:15	0	93	31	2	14	2	1	1	0	0	0	0	0	144
15:30	0	86	27	1	18	1	0	0	0	0	0	0	0	133
15:45	1	95	26	5	9	1	0	0	1	0	0	0	0	138
16:00	0	97	20	0	8	0	1	0	0	0	0	0	0	126
16:15	1	93	27	0	13	1	0	0	0	0	0	0	0	135
16:30	1	122	31	2	13	0	0	0	0	0	0	0	0	169
16:45	0	104	23	2	16	0	0	0	0	0	0	0	0	145
17:00	0	108	20	0	10	0	0	0	0	0	0	0	0	138
17:15	2	113	26	1	11	1	0	1	1	0	0	0	0	156
17:30	0	77	17	0	13	0	0	0	0	0	0	0	0	108
17:45	0	64	20	0	15	1	0	0	0	0	0	0	0	100
18:00	0	62	13	0	11	0	0	0	0	0	0	0	0	86
18:15	0	63	13	1	7	0	0	0	0	0	0	0	0	84
18:30	0	55	15	0	8	0	0	0	0	0	0	0	0	77
18:45	1	57	11	1	7	0	0	0	0	0	0	0	0	77
19:00	0	40	10	0	5	0	0	0	0	0	0	0	0	61
19:15	0	48	11	0	7	0	0	0	0	0	0	0	0	66
19:30	1	37	9	0	6	1	0	0	0	0	0	0	0	54
19:45	0	49	6	1	6	0	0	0	0	0	0	0	0	62
20:00	1	26	4	0	4	0	0	0	0	0	0	0	0	35
20:15	0	42	10	0	5	0	0	0	0	0	0	0	0	57
20:30	0	39	6	0	5	0	0	0	0	0	0	0	0	50
20:45	0	40	9	0	6	0	0	0	0	0	0	0	0	55
21:00	0	41	5	1	3	0	0	0	0	0	0	0	0	50
21:15	0	39	7	0	3	0	0	0	0	0	0	0	0	49
21:30	0	25	3	1	4	0	0	0	0	0	0	0	0	39
21:45	0	38	6	1	3	0	0	0	0	0	0	0	0	48
22:00	0	42	8	0	2	0	0	0	0	0	0	0	0	52
22:15	0	27	3	0	4	0	0	0	0	0	0	0	0	34
22:30	0	37	7	0	5	0	0	0	0	0	0	0	0	49
22:45	0	16	2	0	2	0	0	0	0	0	0	0	0	20
23:00	0	34	5	1	3	0	0	0	0	0	0	0	0	43
23:15	0	24	3	0	3	0	0	0	0	0	0	0	0	30
23:30	0	22	3	0	2	0	0	0	0	0	0	0	0	27
23:45	0	23	6	0	1	0	0	0	0	0	0	0	0	30
Totals	19	4910	1166	74	726	41	11	15	14	2				6978
% of Totals	0%	70%	17%	1%	10%	1%	0%	0%	0%	0%				100%

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	972	←→ 14%	810	←→ 12%	1077	←→ 15%	4119	←→ 59%

Classification Definitions			
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers
3 2-Axle, 8-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers

CLASSIFICATION

Valley Center Rd E/O Lizard Rocks Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_009

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	25	7	0	3	0	0	0	0	0	0	0	0	35
00:15	0	22	8	0	1	0	0	0	0	0	0	0	0	31
00:30	0	37	3	0	3	0	0	0	0	0	0	0	0	43
00:45	0	16	0	0	0	0	0	0	0	0	0	0	0	16
01:00	0	15	2	0	1	0	0	0	0	0	0	0	0	18
01:15	0	23	4	0	2	0	0	0	0	0	0	0	0	29
01:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
01:45	0	8	3	0	1	0	0	0	0	0	0	0	0	12
02:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
02:15	0	10	1	0	1	0	0	0	0	0	0	0	0	13
02:30	0	16	2	0	1	0	0	0	0	0	0	0	0	19
02:45	0	11	2	1	2	0	0	0	0	0	0	0	0	16
03:00	0	13	2	0	1	0	0	0	0	0	1	0	0	17
03:15	0	17	1	0	1	0	0	0	0	0	0	0	0	19
03:30	0	14	2	0	1	0	0	0	0	0	0	0	0	17
03:45	0	11	2	0	1	0	0	0	0	0	0	0	0	14
04:00	0	16	4	0	2	1	0	0	1	0	0	0	0	24
04:15	0	19	2	0	2	1	0	0	0	0	0	0	0	24
04:30	0	31	5	1	1	1	0	1	1	0	0	0	0	41
04:45	0	28	5	0	3	0	0	0	1	0	0	0	0	37
05:00	0	32	10	1	3	0	0	0	0	0	0	0	0	46
05:15	0	40	14	0	7	0	0	0	1	0	0	0	0	62
05:30	0	63	18	3	5	0	0	0	0	0	0	0	0	89
05:45	1	72	26	0	11	1	0	0	0	0	0	0	0	111
06:00	0	100	24	4	10	0	0	0	0	0	0	0	0	138
06:15	0	84	27	4	17	1	0	0	1	0	0	0	0	134
06:30	0	114	34	3	12	1	0	0	0	0	0	0	0	164
06:45	1	125	32	5	15	2	0	1	0	0	0	0	0	181
07:00	0	137	41	6	23	3	0	0	1	0	0	0	0	211
07:15	0	154	45	6	19	0	0	0	1	0	0	0	0	225
07:30	1	187	53	5	19	2	0	1	0	0	0	0	0	268
07:45	2	199	58	7	24	2	1	1	1	0	0	0	0	290
08:00	1	220	54	7	24	2	0	1	1	0	0	0	0	310
08:15	1	171	41	2	28	1	0	2	0	0	0	0	0	246
08:30	0	113	32	1	20	2	0	2	0	0	0	0	0	170
08:45	0	113	24	0	22	0	1	0	1	0	0	0	0	161
09:00	1	123	34	1	27	0	0	0	3	0	1	0	0	190
09:15	0	111	29	1	14	3	0	2	1	0	0	0	0	161
09:30	0	112	26	2	17	0	0	1	1	0	0	0	0	159
09:45	0	124	28	6	21	2	3	1	0	0	0	0	0	185
10:00	0	125	27	2	23	0	0	0	3	0	0	0	0	180
10:15	0	129	34	3	17	2	1	2	1	0	0	0	0	189
10:30	1	129	34	1	16	1	0	3	0	1	0	0	0	186
10:45	0	128	30	2	20	3	0	0	1	0	0	0	0	184
11:00	0	113	24	2	21	1	2	1	0	0	0	0	0	164
11:15	0	144	31	0	17	2	0	1	0	0	0	0	0	195
11:30	0	131	27	1	21	2	1	0	1	0	0	0	0	184
11:45	0	156	38	2	20	1	0	1	0	0	0	0	0	218
12:00 PM	0	145	31	2	25	2	1	0	0	1	0	0	0	207
12:15	0	139	24	1	24	2	1	1	0	0	0	0	0	192
12:30	1	152	24	2	18	1	0	2	2	0	0	0	0	202
12:45	0	124	36	1	23	1	0	0	0	0	0	0	0	185
13:00	0	147	28	0	18	4	0	0	0	0	0	0	0	197
13:15	0	140	34	0	17	1	0	0	1	0	0	0	0	202
13:30	0	150	39	0	26	1	0	0	0	0	0	0	0	216
13:45	0	148	47	2	12	3	1	0	3	0	0	0	0	216
14:00	0	154	39	2	19	1	0	0	0	0	0	0	0	215
14:15	0	175	31	4	19	2	1	0	1	0	0	0	0	233
14:30	0	185	28	6	25	1	0	0	2	0	0	0	0	247
14:45	1	191	31	4	11	3	0	1	1	0	0	0	0	244
15:00	0	245	49	14	26	1	1	2	0	0	0	0	0	338
15:15	0	176	55	2	19	2	1	1	0	0	0	0	0	256
15:30	0	185	47	3	22	1	0	0	0	0	0	0	0	258
15:45	1	213	55	6	18	2	0	0	1	0	0	0	0	296
16:00	0	204	31	1	15	0	1	0	0	0	0	0	0	254
16:15	1	209	62	0	24	2	0	0	0	0	0	0	0	298
16:30	1	232	48	2	22	1	0	0	0	0	0	0	0	306
16:45	0	212	55	3	24	0	0	0	0	0	0	0	0	294
17:00	0	203	39	1	22	0	0	0	0	0	0	0	0	265
17:15	2	223	54	2	15	2	0	1	2	0	0	0	0	301
17:30	0	187	31	3	21	0	0	0	0	0	0	0	0	243
17:45	0	170	42	1	22	1	0	0	0	0	0	0	0	236
18:00	0	154	30	1	14	0	0	0	0	0	0	0	0	199
18:15	0	137	25	1	12	0	0	0	0	0	0	0	0	175
18:30	0	153	29	0	11	0	0	0	0	0	0	0	0	193
18:45	1	147	28	1	10	0	0	1	0	0	0	0	0	188
19:00	0	112	18	0	9	0	0	0	0	0	0	0	0	139
19:15	0	113	20	0	11	0	0	0	0	0	0	0	0	144
19:30	1	126	25	1	10	1	0	0	0	0	0	0	0	164
19:45	0	113	16	1	8	0	0	0	0	0	0	0	0	138
20:00	1	78	12	0	6	0	0	0	0	0	0	0	0	97
20:15	0	99	24	1	14	0	0	0	0	0	0	0	0	133
20:30	0	107	14	0	8	0	0	0	0	0	0	0	0	129
20:45	0	63	17	1	7	0	0	0	0	0	0	0	0	88
21:00	0	77	14	3	3	0	0	0	0	0	0	0	0	97
21:15	0	84	16	0	3	0	0	0	0	0	0	0	0	103
21:30	0	58	14	1	4	0	0	0	0	0	0	0	0	77
21:45	0	80	14	1	3	0	0	0	0	0	0	0	0	98
22:00	0	76	16	1	3	0	0	0	0	0	0	0	0	96
22:15	0	63	6	0	4	0	0	0	0	0	0	0	0	73
22:30	0	68	8	0	5	0	0	0	0	0	0	0	0	81
22:45	0	24	6	0	3	0	0	0	0	0	0	0	0	33
23:00	0	49	10	0	3	0	0	0	0	0	0	0	0	68
23:15	0	43	5	0	3	0	0	0	0	0	0	0	0	51
23:30	0	38	3	0	2	0	0	0	0	0	0	0	0	43
23:45	0	35	8	0	2	0	0	0	0	0	0	0	0	45
Totals	19	10210	2292	152	1160	72	16	30	34	2	2			13989
% of Totals	0%	73%	16%	1%	8%	1%	0%	0%	0%	0%	0%			100%

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	1881	13%	1617	12%	2196	16%	8295	59%

Classification Definitions			
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers
3 2-Axle, 8-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers

**CLASSIFICATION**

Valley Center Rd E/O Lizard Rocks Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_009e**East Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	45	8	0	0	0	0	0	0	0	0	0	0	53
01:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
02:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
03:00	0	15	2	0	1	0	0	0	0	0	1	0	0	19
04:00	0	42	9	1	3	1	0	1	3	0	0	0	0	60
05:00	0	91	33	3	9	1	0	0	0	0	0	0	0	137
06:00	0	188	53	12	11	4	0	0	0	0	0	0	0	268
07:00	0	347	96	10	39	6	0	2	2	0	0	0	0	502
08:00	0	302	59	3	37	1	1	3	1	0	0	0	0	407
09:00	0	246	58	6	35	1	1	2	2	0	1	0	0	352
10:00	0	287	59	5	39	3	0	1	3	0	0	0	0	397
11:00	0	276	68	3	29	3	1	2	1	0	0	0	0	383
12:00 PM	0	277	59	2	32	1	1	1	2	0	0	0	0	375
13:00	0	316	74	2	33	2	1	0	4	0	0	0	0	432
14:00	0	391	59	12	29	3	0	1	1	0	0	0	0	496
15:00	0	420	100	7	31	2	0	1	0	0	0	0	0	561
16:00	0	441	97	2	35	2	0	0	0	0	0	0	0	577
17:00	0	421	85	4	30	1	0	0	1	0	0	0	0	542
18:00	0	354	60	1	14	0	0	1	0	0	0	0	0	430
19:00	0	284	43	1	14	0	0	0	0	0	0	0	0	342
20:00	0	200	38	1	10	0	0	0	0	0	0	0	0	249
21:00	0	156	37	2	0	0	0	0	0	0	0	0	0	195
22:00	0	109	16	1	2	0	0	0	0	0	0	0	0	128
23:00	0	62	9	0	1	0	0	0	0	0	0	0	0	72
<b>Totals</b>		<b>5300</b>	<b>1126</b>	<b>78</b>	<b>434</b>	<b>31</b>	<b>5</b>	<b>15</b>	<b>20</b>		<b>2</b>			<b>7011</b>
<b>% of Totals</b>		<b>76%</b>	<b>16%</b>	<b>1%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>		<b>0%</b>			<b>100%</b>

<b>AM Volumes</b>	0	1869	449	43	203	20	3	11	12	0	2	0	0	2612
<b>% AM</b>		27%	6%	1%	3%	0%	0%	0%	0%		0%			37%
<b>AM Peak Hour</b>		07:00	07:00	06:00	07:00	07:00	08:00	08:00	04:00		03:00			07:00
<b>Volume</b>		347	96	12	39	6	1	3	3		1			502
<b>PM Volumes</b>	0	3431	677	35	231	11	2	4	8	0	0	0	0	4399
<b>% PM</b>		49%	10%	0%	3%	0%	0%	0%	0%					63%
<b>PM Peak Hour</b>		16:00	15:00	14:00	16:00	14:00	12:00	12:00	13:00					16:00
<b>Volume</b>		441	100	12	35	3	1	1	4					577
<b>Directional Peak Periods</b>		<b>AM 7-9</b>				<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>		
<b>All Classes</b>		Volume		%	Volume		%	Volume		%	Volume		%	
		909	↔	13%	807	↔	12%	1119	↔	16%	4176	↔	60%	

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd E/O Lizard Rocks Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_009w**West Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	55	10	0	7	0	0	0	0	0	0	0	0	72
01:00	0	35	8	0	4	0	0	0	0	0	0	0	0	47
02:00	0	32	6	1	4	0	0	0	0	0	0	0	0	43
03:00	0	40	5	0	3	0	0	0	0	0	0	0	0	48
04:00	0	52	7	0	5	2	0	0	0	0	0	0	0	66
05:00	1	116	35	1	17	0	0	0	1	0	0	0	0	171
06:00	1	235	64	4	43	0	0	1	1	0	0	0	0	349
07:00	3	330	96	14	46	1	1	0	1	0	0	0	0	492
08:00	2	315	92	7	57	4	0	2	1	0	0	0	0	480
09:00	1	224	59	4	44	4	2	2	3	0	0	0	0	343
10:00	1	224	66	3	37	3	1	4	2	1	0	0	0	342
11:00	0	268	52	2	50	3	2	1	0	0	0	0	0	378
12:00 PM	1	283	56	4	58	5	1	2	0	1	0	0	0	411
13:00	0	278	74	0	40	7	0	0	0	0	0	0	0	399
14:00	1	314	71	4	45	4	1	0	3	0	0	0	0	443
15:00	1	399	106	18	54	4	2	2	1	0	0	0	0	587
16:00	2	416	101	4	50	1	1	0	0	0	0	0	0	575
17:00	2	362	83	1	50	2	0	1	1	0	0	0	0	502
18:00	1	237	52	2	33	0	0	0	0	0	0	0	0	325
19:00	1	180	36	1	24	1	0	0	0	0	0	0	0	243
20:00	1	147	29	0	20	0	0	0	0	0	0	0	0	197
21:00	0	143	21	3	13	0	0	0	0	0	0	0	0	180
22:00	0	122	20	0	13	0	0	0	0	0	0	0	0	155
23:00	0	103	17	1	9	0	0	0	0	0	0	0	0	130
<b>Totals</b>	<b>19</b>	<b>4910</b>	<b>1166</b>	<b>74</b>	<b>726</b>	<b>41</b>	<b>11</b>	<b>15</b>	<b>14</b>	<b>2</b>				<b>6978</b>
<b>% of Totals</b>	<b>0%</b>	<b>70%</b>	<b>17%</b>	<b>1%</b>	<b>10%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>				<b>100%</b>

<b>AM Volumes</b>	9	1926	500	36	317	17	6	10	9	1	0	0	0	2831
<b>% AM</b>	0%	28%	7%	1%	5%	0%	0%	0%	0%	0%				41%
<b>AM Peak Hour</b>	07:00	07:00	07:00	07:00	08:00	08:00	09:00	10:00	09:00	10:00				07:00
<b>Volume</b>	3	330	96	14	57	4	2	4	3	1				492
<b>PM Volumes</b>	10	2984	666	38	409	24	5	5	5	1	0	0	0	4147
<b>% PM</b>	0%	43%	10%	1%	6%	0%	0%	0%	0%	0%				59%
<b>PM Peak Hour</b>	16:00	16:00	15:00	15:00	12:00	13:00	15:00	12:00	14:00	12:00				15:00
<b>Volume</b>	2	416	106	18	58	7	2	2	3	1				587

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	972	↔ 14%	810	↔ 12%	1077	↔ 15%	4119	↔ 59%

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd E/O Lizard Rocks Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_009**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	100	18	0	7	0	0	0	0	0	0	0	0	125
01:00	0	51	10	0	4	0	0	0	0	0	0	0	0	65
02:00	0	46	8	1	4	0	0	0	0	0	0	0	0	59
03:00	0	55	7	0	4	0	0	0	0	0	1	0	0	67
04:00	0	94	16	1	8	3	0	1	3	0	0	0	0	126
05:00	1	207	68	4	26	1	0	0	1	0	0	0	0	308
06:00	1	423	117	16	54	4	0	1	1	0	0	0	0	617
07:00	3	677	192	24	85	7	1	2	3	0	0	0	0	994
08:00	2	617	151	10	94	5	1	5	2	0	0	0	0	887
09:00	1	470	117	10	79	5	3	4	5	0	1	0	0	695
10:00	1	511	125	8	76	6	1	5	5	1	0	0	0	739
11:00	0	544	120	5	79	6	3	3	1	0	0	0	0	761
12:00 PM	1	560	115	6	90	6	2	3	2	1	0	0	0	786
13:00	0	594	148	2	73	9	1	0	4	0	0	0	0	831
14:00	1	705	130	16	74	7	1	1	4	0	0	0	0	939
15:00	1	819	206	25	85	6	2	3	1	0	0	0	0	1148
16:00	2	857	198	6	85	3	1	0	0	0	0	0	0	1152
17:00	2	783	168	5	80	3	0	1	2	0	0	0	0	1044
18:00	1	591	112	3	47	0	0	1	0	0	0	0	0	755
19:00	1	464	79	2	38	1	0	0	0	0	0	0	0	585
20:00	1	347	67	1	30	0	0	0	0	0	0	0	0	446
21:00	0	299	58	5	13	0	0	0	0	0	0	0	0	375
22:00	0	231	36	1	15	0	0	0	0	0	0	0	0	283
23:00	0	165	26	1	10	0	0	0	0	0	0	0	0	202
<b>Totals</b>	<b>19</b>	<b>10210</b>	<b>2292</b>	<b>152</b>	<b>1160</b>	<b>72</b>	<b>16</b>	<b>30</b>	<b>34</b>	<b>2</b>	<b>2</b>			<b>13989</b>
<b>% of Totals</b>	<b>0%</b>	<b>73%</b>	<b>16%</b>	<b>1%</b>	<b>8%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>			<b>100%</b>

<b>AM Volumes</b>	9	3795	949	79	520	37	9	21	21	1	2	0	0	5443
<b>% AM</b>	0%	27%	7%	1%	4%	0%	0%	0%	0%	0%	0%			39%
<b>AM Peak Hour</b>	07:00	07:00	07:00	07:00	08:00	07:00	09:00	08:00	09:00	10:00	03:00			07:00
<b>Volume</b>	3	677	192	24	94	7	3	5	5	1	1			994
<b>PM Volumes</b>	10	6415	1343	73	640	35	7	9	13	1	0	0	0	8546
<b>% PM</b>	0%	46%	10%	1%	5%	0%	0%	0%	0%	0%				61%
<b>PM Peak Hour</b>	16:00	16:00	15:00	15:00	12:00	13:00	12:00	12:00	13:00	12:00				16:00
<b>Volume</b>	2	857	206	25	90	9	2	3	4	1				1152

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	1881	↔ 13%	1617	↔ 12%	2196	↔ 16%	8295	↔ 59%

**Classification Definitions**

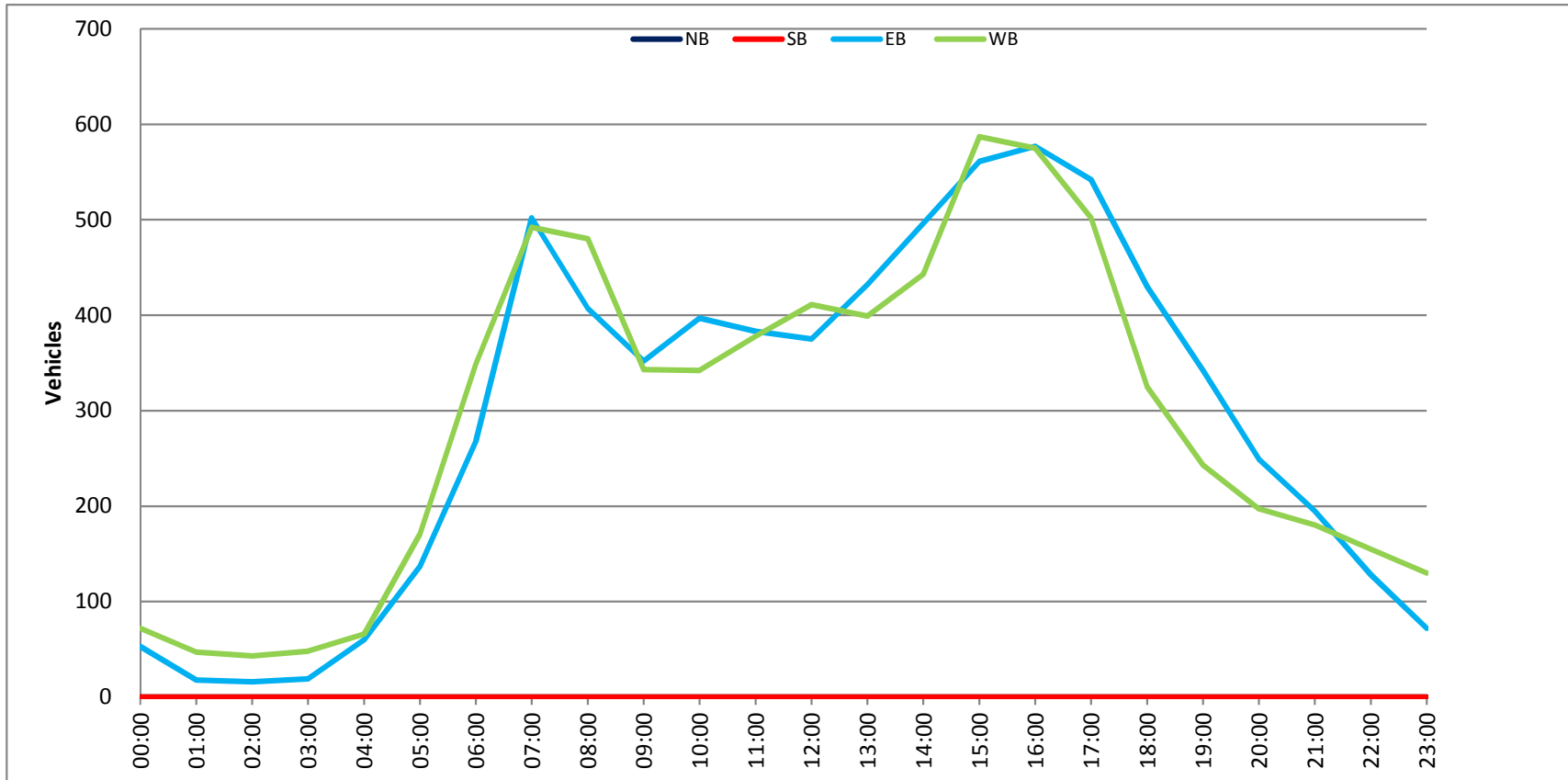
<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

Prepared by NDS/ATD

DAILY TOTALS					NB	SB					To			
					0	0	EB	WB				13,		
							7,011	6,978						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	8	27	35	12:00	0	0	101	106	207			
00:15	0	0	14	17	31	12:15	0	0	94	98	192			
00:30	0	0	21	22	43	12:30	0	0	104	98	202			
00:45	0	0	10	53	6	72	12:45	0	0	76	375	109	411	185
01:00	0	0	5	13	18	13:00	0	0	101	96	197			
01:15	0	0	9	20	29	13:15	0	0	105	97	202			
01:30	0	0	2	4	6	13:30	0	0	113	103	216			
01:45	0	0	2	18	10	47	13:45	0	0	113	432	103	399	216
02:00	0	0	4	8	12	14:00	0	0	106	109	215			
02:15	0	0	7	5	12	14:15	0	0	123	110	233			
02:30	0	0	2	17	19	14:30	0	0	145	102	247			
02:45	0	0	3	16	13	43	14:45	0	0	122	496	122	443	244
03:00	0	0	3	14	17	15:00	0	0	166	172	338			
03:15	0	0	6	13	19	15:15	0	0	112	144	256			
03:30	0	0	6	11	17	15:30	0	0	125	133	258			
03:45	0	0	4	19	10	48	15:45	0	0	158	561	138	587	296
04:00	0	0	13	11	24	16:00	0	0	128	126	254			
04:15	0	0	9	15	24	16:15	0	0	163	135	298			
04:30	0	0	22	19	41	16:30	0	0	137	169	306			
04:45	0	0	16	60	21	66	16:45	0	0	149	577	145	575	294
05:00	0	0	21	25	46	17:00	0	0	127	138	265			
05:15	0	0	25	37	62	17:15	0	0	145	156	301			
05:30	0	0	37	52	89	17:30	0	0	134	108	242			
05:45	0	0	54	137	57	171	17:45	0	0	136	542	100	502	236
06:00	0	0	66	72	138	18:00	0	0	113	86	199			
06:15	0	0	53	81	134	18:15	0	0	91	84	175			
06:30	0	0	70	94	164	18:30	0	0	115	78	193			
06:45	0	0	79	268	102	349	18:45	0	0	111	430	77	325	188
07:00	0	0	89	122	211	19:00	0	0	78	61	139			
07:15	0	0	107	118	225	19:15	0	0	78	66	144			
07:30	0	0	137	131	268	19:30	0	0	110	54	164			
07:45	0	0	169	502	121	492	19:45	0	0	76	342	62	243	138
08:00	0	0	153	157	310	20:00	0	0	62	35	97			
08:15	0	0	110	136	246	20:15	0	0	75	57	132			
08:30	0	0	76	94	170	20:30	0	0	79	50	129			
08:45	0	0	68	407	93	480	20:45	0	0	33	249	55	197	88
09:00	0	0	88	102	190	21:00	0	0	47	50	97			
09:15	0	0	90	71	161	21:15	0	0	54	49	103			
09:30	0	0	80	79	159	21:30	0	0	44	33	77			
09:45	0	0	94	352	91	343	21:45	0	0	50	195	48	180	98
10:00	0	0	100	80	180	22:00	0	0	44	52	96			
10:15	0	0	96	93	189	22:15	0	0	39	34	73			
10:30	0	0	91	95	186	22:30	0	0	32	49	81			
10:45	0	0	110	397	74	342	22:45	0	0	13	128	20	155	33
11:00	0	0	85	79	164	23:00	0	0	20	43	63			
11:15	0	0	85	110	195	23:15	0	0	21	30	51			
11:30	0	0	93	91	184	23:30	0	0	16	27	43			
11:45	0	0	120	383	98	378	23:45	0	0	15	72	30	130	45
<b>TOTALS</b>			2612	2831	<b>5443</b>	<b>TOTALS</b>			4399	4147				
<b>SPLIT %</b>			48.0%	52.0%	<b>38.9%</b>	<b>SPLIT %</b>			51.5%	48.5%				

DAILY TOTALS					NB	SB					To	
					0	0	EB	WB				13,
							7,011	6,978				
AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			15:45	16:30		
AM Pk Volume			569	545	1114	PM Pk Volume			586	608		
Pk Hr Factor			0.842	0.868	0.898	Pk Hr Factor			0.899	0.899		
7 - 9 Volume	0	0	909	972	1881	4 - 6 Volume	0	0	1119	1077		
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:00	16:30		
7 - 9 Pk Volume	0	0	569	545	1114	4 - 6 Pk Volume	0	0	577	608		
Pk Hr Factor	0.000	0.000	0.842	0.868	0.898	Pk Hr Factor	0.000	0.000	0.885	0.899		





CLASSIFICATION
Valley Center Rd S/O Vesper Rd

Day: Tuesday
Date: 12/4/2018

City: Valley Center
Project #: CA18\_4474\_010n

North Bound

Main traffic volume table with columns: Time, #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, #11, #12, #13, Total. Rows range from 00:00 AM to 23:45.

Summary table with columns: AM Volumes, PM Volumes, Directional Peak Periods, Off Peak Volumes. Rows include peak hour volumes and percentages for AM 7-9, NOON 12-2, PM 4-6, and Off Peak periods.

Classification Definitions table listing categories and counts: 1 Motorcycles, 2 Passenger Cars, 3 2-Axle, 4-Tire Single Units, 4 Buses, 5 2-Axle, 6-Tire Single Units, 6 3-Axle Single Units, 7 >=4-Axle Single Units, 8 <=4-Axle Single Trailers, 9 5-Axle Single Trailers, 10 >=6-Axle Single Trailers, 11 <=5-Axle Multi-Trailers, 12 6-Axle Multi-Trailers, 13 >=7-Axle Multi-Trailers.

### CLASSIFICATION

Valley Center Rd S/O Vesper Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_010s

#### South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
00:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13
00:30	0	16	1	0	0	0	0	0	0	0	0	0	0	17
00:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	0	0	0	0	0	0	0	0	0	1	0	2
03:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:45	0	2	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	5	1	0	1	1	0	0	0	0	0	0	0	8
04:15	0	7	0	0	1	0	0	0	1	0	0	0	0	9
04:30	0	11	2	1	0	0	0	1	1	0	0	0	0	16
04:45	0	14	2	0	0	0	0	1	0	0	0	0	0	17
05:00	0	15	5	0	0	0	0	0	0	0	0	0	0	21
05:15	0	13	4	0	3	0	0	0	0	0	0	0	0	20
05:30	0	28	6	1	1	0	0	0	0	0	0	0	0	36
05:45	0	32	11	0	5	0	0	0	0	0	0	0	0	48
06:00	0	40	9	4	1	1	0	0	0	0	0	0	0	55
06:15	0	31	14	3	3	1	0	0	0	0	0	0	0	52
06:30	0	51	10	0	0	1	0	0	0	0	0	0	0	62
06:45	0	50	11	5	4	1	0	0	0	0	0	0	0	71
07:00	0	42	11	1	9	1	0	0	1	0	0	0	0	65
07:15	0	70	14	2	7	1	0	0	0	0	0	0	0	94
07:30	0	87	19	3	10	1	0	1	0	0	0	0	0	121
07:45	0	131	24	2	16	1	0	1	1	0	0	0	0	166
08:00	0	98	15	3	9	0	0	1	1	0	0	0	0	127
08:15	0	91	14	0	9	0	0	1	0	0	0	0	0	115
08:30	0	51	12	1	6	1	0	0	0	0	0	0	0	71
08:45	0	40	7	0	3	0	1	0	0	0	0	0	0	51
09:00	0	56	9	0	6	0	0	0	0	0	0	0	0	71
09:15	0	60	8	1	4	1	0	1	0	0	1	0	0	77
09:30	0	52	11	0	7	0	0	1	0	0	0	0	0	71
09:45	0	53	11	2	6	0	1	0	1	0	0	0	0	74
10:00	0	61	9	3	14	0	0	0	2	0	0	0	0	89
10:15	0	62	12	1	4	0	0	1	0	0	0	0	0	80
10:30	0	57	13	0	7	1	0	0	0	0	0	0	0	78
10:45	0	74	10	1	8	0	0	0	1	0	0	0	0	94
11:00	0	49	8	1	6	3	1	1	0	0	0	0	0	69
11:15	0	63	7	0	3	1	0	1	0	0	0	0	0	75
11:30	0	59	10	1	3	0	0	0	1	0	0	0	0	74
11:45	0	75	17	0	9	0	0	0	0	0	0	0	0	101
12:00 PM	0	65	11	0	10	0	1	0	0	0	0	0	0	87
12:15	0	64	12	0	9	0	0	0	0	0	0	0	0	85
12:30	0	72	7	0	6	1	0	1	2	0	0	0	0	89
12:45	0	52	11	0	4	0	0	0	0	0	0	0	0	67
13:00	0	58	10	0	5	1	0	0	0	0	0	0	0	74
13:15	1	67	10	0	7	1	0	0	1	0	0	0	0	87
13:30	0	72	15	0	8	0	0	0	0	0	0	0	0	95
13:45	0	67	18	1	6	0	1	0	3	0	0	0	0	96
14:00	0	62	11	1	2	0	0	0	0	0	0	0	0	76
14:15	0	87	17	3	5	0	0	0	1	0	0	0	0	113
14:30	0	101	11	5	6	1	0	0	0	0	0	0	0	124
14:45	1	106	4	3	5	1	0	0	0	0	0	0	0	120
15:00	0	107	16	1	9	2	0	0	1	0	0	0	0	136
15:15	0	76	15	3	4	0	0	0	0	0	0	0	0	98
15:30	0	77	11	2	2	0	0	0	0	0	0	0	0	92
15:45	0	98	25	0	3	1	0	0	0	0	0	0	0	127
16:00	0	93	9	2	8	0	0	0	0	0	0	0	0	112
16:15	0	97	20	0	11	0	0	0	0	0	0	0	0	128
16:30	0	93	13	0	8	0	0	0	0	0	0	0	0	114
16:45	0	81	23	1	3	0	0	0	0	0	0	0	0	108
17:00	0	91	14	0	8	0	0	0	0	0	0	0	0	113
17:15	0	96	17	0	6	1	0	0	1	0	0	0	0	121
17:30	0	103	9	1	3	0	0	0	0	0	0	0	0	116
17:45	0	95	13	1	7	0	0	0	0	0	0	0	0	116
18:00	0	77	15	1	2	0	0	0	0	0	0	0	0	95
18:15	0	73	10	0	3	0	0	0	0	0	0	0	0	86
18:30	0	80	12	0	2	0	0	0	0	0	0	0	0	94
18:45	0	86	11	0	3	0	0	0	0	0	0	0	0	100
19:00	0	64	6	6	7	0	5	0	0	0	0	0	0	75
19:15	0	56	10	0	1	0	0	0	0	0	0	0	0	67
19:30	0	77	11	0	2	0	0	0	0	0	0	0	0	90
19:45	0	59	8	1	1	0	0	0	0	0	0	0	0	69
20:00	0	44	4	0	1	0	0	0	0	0	0	0	0	49
20:15	0	54	14	0	14	0	0	0	0	0	0	0	0	71
20:30	0	58	2	0	2	0	0	0	0	0	0	0	0	62
20:45	0	33	2	1	1	0	0	0	0	0	0	0	0	37
21:00	0	30	5	1	2	0	0	0	0	0	0	0	0	38
21:15	0	43	3	0	0	0	0	0	0	0	0	0	0	46
21:30	0	32	7	0	0	0	0	0	0	0	0	0	0	39
21:45	0	43	4	0	0	1	0	0	0	0	0	0	0	48
22:00	0	33	5	1	1	0	0	0	0	0	0	0	0	40
22:15	0	35	2	0	0	0	0	0	0	0	0	0	0	37
22:30	0	22	0	0	0	0	0	0	0	0	0	0	0	22
22:45	0	13	2	0	1	0	0	0	0	0	0	0	0	16
23:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
23:15	0	19	2	0	0	0	0	0	0	0	0	0	0	21
23:30	0	14	0	0	0	0	0	0	0	0	0	0	0	14
23:45	0	15	1	0	0	0	0	0	0	0	0	0	0	16
Totals	2	4773	784	65	333	25	5	12	20	0	2	0	0	6023
% of Totals	0%	79%	13%	1%	6%	0%	0%	0%	0%	0%	0%	0%	0%	100%

Directional Peak Periods	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
All Classes	Volume 810	Volume 680	Volume 928	Volume 3605
	13%	11%	15%	60%

- Classification Definitions**
- 1 Motorcycles
  - 4 Buses
  - 7 >=4-Axle Single Units
  - 10 >=6-Axle Single Trailers
  - 2 Passenger Cars
  - 5 2-Axle, 6-Tire Single Units
  - 8 <=4-Axle Single Trailers
  - 11 <=5-Axle Multi-Trailers
  - 3 2-Axle, 8-Tire Single Units
  - 6 3-Axle Single Units
  - 9 5-Axle Single Trailers
  - 12 6-Axle Multi-Trailers
  - 13 >=7-Axle Multi-Trailers

### CLASSIFICATION

Valley Center Rd S/O Vesper Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_010

Summary														
Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	28	3	0	0	0	0	0	0	0	0	0	0	31
00:15	0	29	5	0	0	0	0	0	0	0	0	0	0	34
00:30	0	35	3	0	0	0	0	0	0	0	0	0	0	38
00:45	0	22	0	0	0	0	0	0	0	0	0	0	0	22
01:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21
01:15	0	32	1	0	0	0	0	0	0	0	0	0	0	33
01:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
01:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15
02:00	0	10	1	0	0	1	0	0	0	0	0	0	0	12
02:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11
02:30	0	20	1	0	0	1	0	0	0	0	0	0	0	22
02:45	0	12	2	1	1	0	0	0	0	0	0	0	0	16
03:00	0	16	0	1	0	0	0	0	0	0	0	1	0	18
03:15	0	22	0	0	0	0	0	0	0	0	0	0	0	22
03:30	0	18	1	0	0	0	0	0	0	0	0	0	0	19
03:45	0	9	3	0	1	0	0	0	0	0	0	0	0	13
04:00	0	14	4	0	2	1	0	0	0	0	0	0	0	21
04:15	0	20	1	0	1	0	0	0	1	0	0	0	0	23
04:30	0	24	3	1	1	1	1	0	1	1	0	0	0	32
04:45	0	25	3	0	3	0	0	0	1	0	0	0	0	32
05:00	0	30	18	0	3	0	0	0	1	0	0	0	0	41
05:15	0	30	12	2	5	0	0	0	1	0	0	0	0	50
05:30	0	57	21	2	3	0	0	0	0	0	0	0	0	83
05:45	0	55	23	0	7	0	0	0	0	0	0	0	0	85
06:00	0	74	22	5	2	1	0	0	0	0	0	0	0	104
06:15	0	77	27	3	10	1	0	0	1	0	0	0	0	119
06:30	0	108	26	0	8	1	0	0	1	0	0	0	0	149
06:45	0	95	29	7	13	2	0	0	1	0	0	0	0	147
07:00	0	106	33	3	13	2	0	1	1	1	0	0	0	159
07:15	0	137	36	4	14	1	0	0	1	0	0	0	0	193
07:30	0	155	46	4	16	3	0	1	0	0	0	0	0	225
07:45	0	201	48	4	13	1	0	2	1	0	0	0	0	268
08:00	0	196	41	10	16	2	0	1	1	0	0	0	0	267
08:15	0	173	41	3	20	1	0	1	2	0	0	0	0	241
08:30	0	99	31	1	14	1	0	2	0	0	0	0	0	148
08:45	0	89	18	0	16	0	1	0	1	0	0	0	0	125
09:00	0	109	24	1	13	0	0	0	3	0	0	0	0	150
09:15	0	103	16	1	8	3	0	1	1	6	1	0	0	134
09:30	0	94	23	0	17	0	0	2	0	0	0	0	0	136
09:45	0	95	21	5	16	0	1	2	1	0	0	0	0	141
10:00	0	114	19	3	24	0	0	0	3	0	0	0	0	163
10:15	0	102	30	2	13	1	0	1	1	0	0	0	0	150
10:30	0	105	27	1	15	1	0	3	1	0	0	0	0	151
10:45	0	121	25	1	15	0	0	0	1	0	0	0	0	163
11:00	0	93	21	2	16	3	1	2	0	0	0	0	0	138
11:15	0	128	20	0	12	1	0	1	0	0	0	0	0	162
11:30	0	111	20	1	14	1	0	0	1	0	0	0	0	148
11:45	1	131	27	1	17	1	0	0	0	0	0	0	0	178
12:00 PM	0	125	28	0	18	1	1	1	0	0	0	0	0	174
12:15	0	114	22	0	22	0	0	1	0	0	0	0	0	159
12:30	0	129	16	1	14	2	0	2	2	0	0	0	0	166
12:45	0	117	23	0	16	0	0	0	0	0	0	0	0	156
13:00	0	115	23	0	15	2	0	0	0	0	0	0	0	155
13:15	2	126	24	0	13	1	0	0	1	0	0	0	0	167
13:30	0	126	29	0	18	1	0	0	0	0	0	0	0	174
13:45	0	118	38	1	13	3	1	0	3	0	0	0	0	177
14:00	1	128	25	2	11	1	0	0	0	0	0	0	0	168
14:15	0	157	33	4	14	1	0	0	1	0	0	0	0	210
14:30	0	161	28	6	15	1	0	0	2	0	0	0	0	213
14:45	1	176	21	3	4	7	1	0	1	1	0	0	0	213
15:00	0	219	39	13	16	2	0	2	0	0	0	0	0	291
15:15	0	159	38	5	14	1	0	1	0	0	0	0	0	218
15:30	0	148	30	4	16	0	0	0	0	0	0	0	0	198
15:45	0	184	45	6	18	2	0	0	0	0	0	0	0	255
16:00	3	161	22	3	21	0	0	2	0	0	0	0	0	210
16:15	0	185	43	0	14	1	0	0	0	0	0	0	0	253
16:30	0	178	45	0	22	0	0	0	0	0	0	0	0	245
16:45	0	164	53	3	19	0	0	0	0	0	0	0	0	239
17:00	0	188	37	0	28	0	0	0	0	0	0	0	0	253
17:15	0	188	44	0	20	1	0	1	1	0	0	0	0	255
17:30	0	181	23	2	16	0	0	1	1	0	0	0	0	225
17:45	0	141	29	2	22	0	0	0	0	0	0	0	0	194
18:00	0	128	24	1	13	0	0	0	0	0	0	0	0	166
18:15	0	128	20	0	12	0	0	0	0	0	0	0	0	160
18:30	0	124	25	0	13	0	0	0	0	0	0	0	0	162
18:45	0	128	27	1	9	0	0	0	0	0	0	0	0	165
19:00	0	101	19	13	0	11	0	0	0	0	0	0	0	131
19:15	0	99	20	0	5	0	0	0	0	0	0	0	0	124
19:30	0	110	18	0	8	0	0	0	0	0	0	0	0	136
19:45	0	98	13	1	4	0	0	0	0	0	0	0	0	116
20:00	0	64	12	1	1	0	0	0	0	0	0	0	0	78
20:15	0	92	21	0	14	0	0	0	0	0	0	0	0	122
20:30	0	88	11	0	7	0	0	0	0	0	0	0	0	106
20:45	0	67	13	1	7	0	0	0	0	0	0	0	0	88
21:00	0	62	13	2	4	0	0	0	0	0	0	0	0	81
21:15	0	81	10	0	1	0	0	0	0	0	0	0	0	92
21:30	0	52	13	1	1	0	0	0	0	0	0	0	0	67
21:45	0	80	14	1	3	0	0	0	0	0	0	0	0	98
22:00	0	70	16	1	2	0	0	0	0	0	0	0	0	89
22:15	0	67	5	0	2	0	0	0	0	0	0	0	0	74
22:30	0	64	8	0	2	0	0	0	0	0	0	0	0	74
22:45	0	31	6	0	2	0	0	0	0	0	0	0	0	39
23:00	0	37	7	0	0	0	0	0	0	0	0	0	0	45
23:15	0	47	8	0	4	0	0	1	0	0	0	0	0	60
23:30	0	39	2	0	0	0	0	0	0	0	0	0	0	41
23:45	0	40	7	0	0	0	0	0	0	0	0	0	0	47
<b>Totals</b>	<b>8</b>	<b>8960</b>	<b>1860</b>	<b>135</b>	<b>897</b>	<b>52</b>	<b>5</b>	<b>30</b>	<b>36</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11988</b>
% of Totals	0%	75%	16%	1%	7%	0%	0%	0%	0%	0%	0%	0%	0%	100%

Directional Peak Periods	All Classes	Volume	%	Directional Peak Periods	All Classes	Volume	%	Directional Peak Periods	All Classes	Volume	%	Directional Peak Periods	All Classes	Volume	%
AM 7-9		1626	14%	NOON 12-2		1328	11%	PM 4-6		1874	16%	Off Peak Volumes		7157	60%

Classification Definitions															
1	Motorcycles	4	Buses	7	>=4-Axle Single Units	10	>=6-Axle Single Trailers	13	>=7-Axle Multi-Trailers						
2	Passenger Cars	5	2-Axle, 6-Tire Single Units	8	<=4-Axle Single Trailers	11	<=5-Axle Multi-Trailers								
3	2-Axle, 8-Tire Single Units	6	3-Axle Single Units	9	>=5-Axle Single Trailers	12	6-Axle Multi-Trailers								

**CLASSIFICATION**

Valley Center Rd S/O Vesper Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_010n**North Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	67	7	0	0	0	0	0	0	0	0	0	0	74
01:00	0	55	3	0	0	0	0	0	0	0	0	0	0	58
02:00	0	39	4	1	1	2	0	0	0	0	0	0	0	47
03:00	0	50	3	1	0	0	0	0	0	0	0	0	0	54
04:00	0	46	6	0	5	1	0	0	0	0	0	0	0	58
05:00	0	84	38	3	8	0	0	0	1	0	0	0	0	134
06:00	0	182	60	3	25	1	0	0	2	0	0	0	0	273
07:00	0	269	93	7	24	3	0	2	1	0	0	0	0	399
08:00	0	277	83	10	39	3	0	2	3	0	0	0	0	417
09:00	0	180	45	4	31	2	0	3	3	0	0	0	0	268
10:00	0	188	57	2	34	1	0	3	2	0	0	0	0	287
11:00	1	217	46	2	38	2	0	1	0	0	0	0	0	307
12:00 PM	0	232	49	1	41	2	0	2	0	0	0	0	0	327
13:00	1	221	61	0	33	5	0	0	0	0	0	0	0	321
14:00	1	266	66	4	29	2	0	0	3	0	0	0	0	371
15:00	0	352	85	22	46	2	0	2	0	0	0	0	0	509
16:00	3	324	98	3	56	1	0	0	0	0	0	0	0	485
17:00	0	313	79	1	65	0	0	2	1	0	0	0	0	461
18:00	0	192	48	1	37	0	0	0	0	0	0	0	0	278
19:00	0	152	35	0	19	0	0	0	0	0	0	0	0	206
20:00	0	122	35	1	17	0	0	0	0	0	0	0	0	175
21:00	0	127	31	3	6	0	0	0	0	0	0	0	0	167
22:00	0	129	26	0	6	0	0	0	0	0	0	0	0	161
23:00	0	101	18	1	4	0	0	1	0	0	0	0	0	125
<b>Totals</b>	<b>6</b>	<b>4185</b>	<b>1076</b>	<b>70</b>	<b>564</b>	<b>27</b>		<b>18</b>	<b>16</b>					<b>5962</b>
<b>% of Totals</b>	<b>0%</b>	<b>70%</b>	<b>18%</b>	<b>1%</b>	<b>9%</b>	<b>0%</b>		<b>0%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	1	1654	445	33	205	15	0	11	12	0	0	0	0	2376
<b>% AM</b>	0%	28%	7%	1%	3%	0%		0%	0%					40%
<b>AM Peak Hour</b>	11:00	08:00	07:00	08:00	08:00	07:00		09:00	08:00					08:00
<b>Volume</b>	1	277	93	10	39	3		3	3					417
<b>PM Volumes</b>	5	2531	631	37	359	12	0	7	4	0	0	0	0	3586
<b>% PM</b>	0%	42%	11%	1%	6%	0%		0%	0%					60%
<b>PM Peak Hour</b>	16:00	15:00	16:00	15:00	17:00	13:00		12:00	14:00					15:00
<b>Volume</b>	3	352	98	22	65	5		2	3					509

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	816	↔ 14%	648	↔ 11%	946	↔ 16%	3552	↔ 60%

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd S/O Vesper Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_010s**South Bound**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	47	4	0	0	0	0	0	0	0	0	0	0	51
01:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
02:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
03:00	0	15	1	0	1	0	0	0	0	0	1	0	0	18
04:00	0	37	5	1	2	1	0	1	3	0	0	0	0	50
05:00	0	88	26	1	10	0	0	0	0	0	0	0	0	125
06:00	0	172	44	12	8	4	0	0	0	0	0	0	0	240
07:00	0	330	68	8	32	4	0	2	2	0	0	0	0	446
08:00	0	280	48	4	27	1	1	2	1	0	0	0	0	364
09:00	0	221	39	3	23	1	1	2	2	0	1	0	0	293
10:00	0	254	44	5	33	1	0	1	3	0	0	0	0	341
11:00	0	246	42	2	21	4	1	2	1	0	0	0	0	319
12:00 PM	0	253	41	0	29	1	1	1	2	0	0	0	0	328
13:00	1	264	53	1	26	2	1	0	4	0	0	0	0	352
14:00	1	356	43	12	18	2	0	0	1	0	0	0	0	433
15:00	0	358	67	6	18	3	0	1	0	0	0	0	0	453
16:00	0	364	65	3	30	0	0	0	0	0	0	0	0	462
17:00	0	385	53	2	24	1	0	0	1	0	0	0	0	466
18:00	0	316	48	1	10	0	0	0	0	0	0	0	0	375
19:00	0	256	35	1	9	0	0	0	0	0	0	0	0	301
20:00	0	189	22	1	7	0	0	0	0	0	0	0	0	219
21:00	0	148	19	1	3	0	0	0	0	0	0	0	0	171
22:00	0	103	9	1	2	0	0	0	0	0	0	0	0	115
23:00	0	62	6	0	0	0	0	0	0	0	0	0	0	68
<b>Totals</b>	<b>2</b>	<b>4775</b>	<b>784</b>	<b>65</b>	<b>333</b>	<b>25</b>	<b>5</b>	<b>12</b>	<b>20</b>		<b>2</b>			<b>6023</b>
<b>% of Totals</b>	<b>0%</b>	<b>79%</b>	<b>13%</b>	<b>1%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>		<b>0%</b>			<b>100%</b>

<b>AM Volumes</b>	0	1721	323	36	157	16	3	10	12	0	2	0	0	2280
<b>% AM</b>		29%	5%	1%	3%	0%	0%	0%	0%		0%			38%
<b>AM Peak Hour</b>		07:00	07:00	06:00	10:00	06:00	08:00	07:00	04:00		03:00			07:00
<b>Volume</b>		330	68	12	33	4	1	2	3		1			446
<b>PM Volumes</b>	2	3054	461	29	176	9	2	2	8	0	0	0	0	3743
<b>% PM</b>	0%	51%	8%	0%	3%	0%	0%	0%	0%					62%
<b>PM Peak Hour</b>	13:00	17:00	15:00	14:00	16:00	15:00	12:00	12:00	13:00					17:00
<b>Volume</b>	1	385	67	12	30	3	1	1	4					466

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	810	↔ 13%	680	↔ 11%	928	↔ 15%	3605	↔ 60%

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**CLASSIFICATION**

Valley Center Rd S/O Vesper Rd

Day: Tuesday  
Date: 12/4/2018City: Valley Center  
Project #: CA18\_4474\_010**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	114	11	0	0	0	0	0	0	0	0	0	0	125
01:00	0	73	4	0	0	0	0	0	0	0	0	0	0	77
02:00	0	52	5	1	1	2	0	0	0	0	0	0	0	61
03:00	0	65	4	1	1	0	0	0	0	0	1	0	0	72
04:00	0	83	11	1	7	2	0	1	3	0	0	0	0	108
05:00	0	172	64	4	18	0	0	0	1	0	0	0	0	259
06:00	0	354	104	15	33	5	0	0	2	0	0	0	0	513
07:00	0	599	161	15	56	7	0	4	3	0	0	0	0	845
08:00	0	557	131	14	66	4	1	4	4	0	0	0	0	781
09:00	0	401	84	7	54	3	1	5	5	0	1	0	0	561
10:00	0	442	101	7	67	2	0	4	5	0	0	0	0	628
11:00	1	463	88	4	59	6	1	3	1	0	0	0	0	626
12:00 PM	0	485	90	1	70	3	1	3	2	0	0	0	0	655
13:00	2	485	114	1	59	7	1	0	4	0	0	0	0	673
14:00	2	622	109	16	47	4	0	0	4	0	0	0	0	804
15:00	0	710	152	28	64	5	0	3	0	0	0	0	0	962
16:00	3	688	163	6	86	1	0	0	0	0	0	0	0	947
17:00	0	698	132	3	89	1	0	2	2	0	0	0	0	927
18:00	0	508	96	2	47	0	0	0	0	0	0	0	0	653
19:00	0	408	70	1	28	0	0	0	0	0	0	0	0	507
20:00	0	311	57	2	24	0	0	0	0	0	0	0	0	394
21:00	0	275	50	4	9	0	0	0	0	0	0	0	0	338
22:00	0	232	35	1	8	0	0	0	0	0	0	0	0	276
23:00	0	163	24	1	4	0	0	1	0	0	0	0	0	193
<b>Totals</b>	<b>8</b>	<b>8960</b>	<b>1860</b>	<b>135</b>	<b>897</b>	<b>52</b>	<b>5</b>	<b>30</b>	<b>36</b>		<b>2</b>			<b>11985</b>
<b>% of Totals</b>	<b>0%</b>	<b>75%</b>	<b>16%</b>	<b>1%</b>	<b>7%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>		<b>0%</b>			<b>100%</b>

<b>AM Volumes</b>	1	3375	768	69	362	31	3	21	24	0	2	0	0	4656
<b>% AM</b>	0%	28%	6%	1%	3%	0%	0%	0%	0%		0%			39%
<b>AM Peak Hour</b>	11:00	07:00	07:00	06:00	10:00	07:00	08:00	09:00	09:00		03:00			07:00
<b>Volume</b>	1	599	161	15	67	7	1	5	5		1			845
<b>PM Volumes</b>	7	5585	1092	66	535	21	2	9	12	0	0	0	0	7329
<b>% PM</b>	0%	47%	9%	1%	4%	0%	0%	0%	0%					61%
<b>PM Peak Hour</b>	16:00	15:00	16:00	15:00	17:00	13:00	12:00	12:00	13:00					15:00
<b>Volume</b>	3	710	163	28	89	7	1	3	4					962
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	1626	↔	14%	1328	↔	11%	1874	↔	16%	7157	↔	60%		

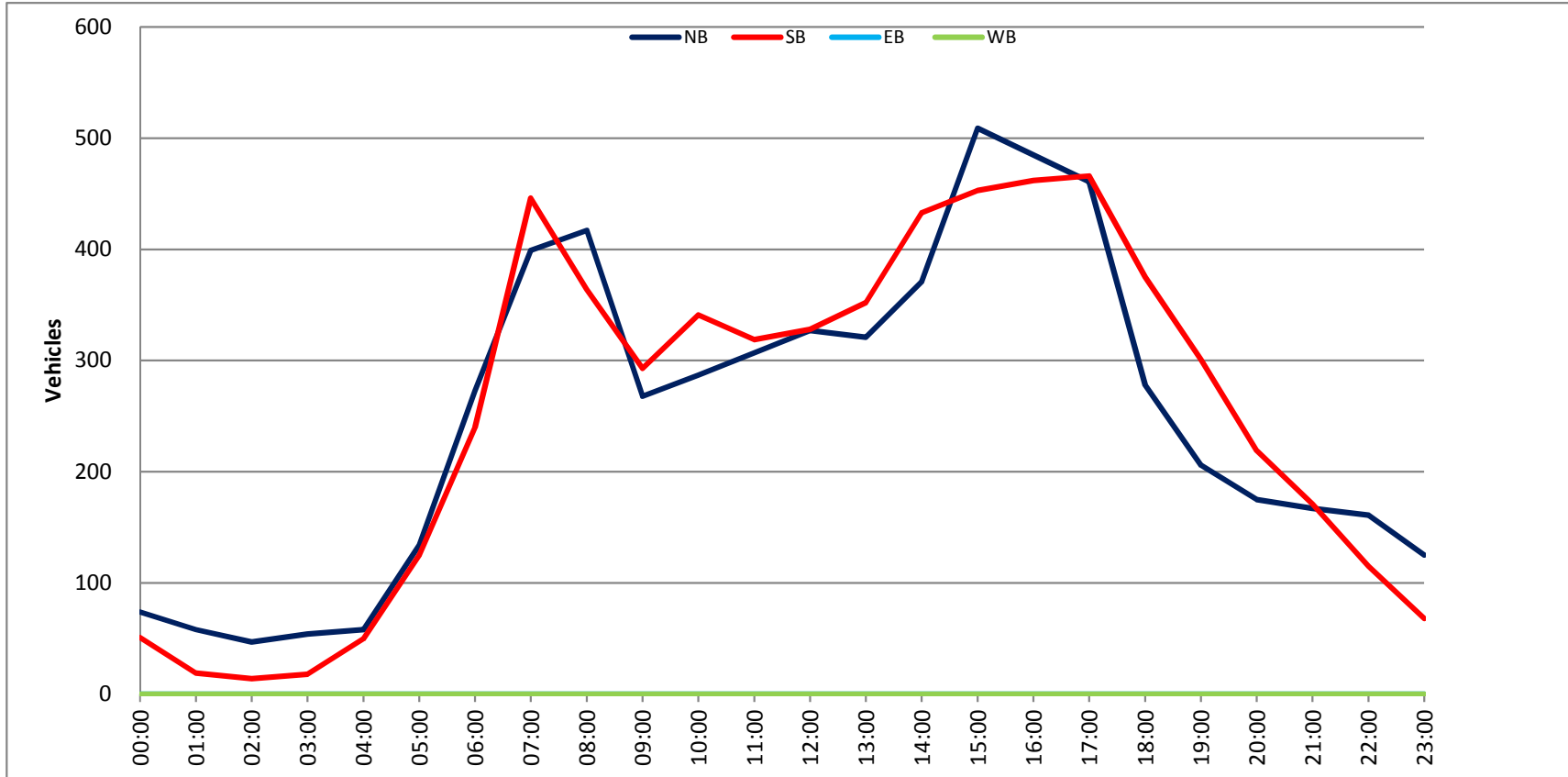
**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

DAILY TOTALS											NB	SB	EB	WB	To
											5,962	6,023	0	0	11,
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TO				
00:00	25	6	0	0	31	12:00	87	87	0	0	174				
00:15	21	13	0	0	34	12:15	74	85	0	0	159				
00:30	21	17	0	0	38	12:30	77	89	0	0	166				
00:45	7	74	15	51	22	12:45	89	327	67	328	156				
01:00	16	5	0	0	21	13:00	81	74	0	0	155				
01:15	23	10	0	0	33	13:15	80	87	0	0	167				
01:30	6	2	0	0	8	13:30	79	95	0	0	174				
01:45	13	58	2	19	15	13:45	81	321	96	352	177				
02:00	10	2	0	0	12	14:00	92	76	0	0	168				
02:15	5	6	0	0	11	14:15	97	113	0	0	210				
02:30	20	2	0	0	22	14:30	89	124	0	0	213				
02:45	12	47	4	14	16	14:45	93	371	120	433	213				
03:00	16	2	0	0	18	15:00	155	136	0	0	291				
03:15	17	5	0	0	22	15:15	120	98	0	0	218				
03:30	12	7	0	0	19	15:30	106	92	0	0	198				
03:45	9	54	4	18	13	15:45	128	509	127	453	255				
04:00	13	8	0	0	21	16:00	98	112	0	0	210				
04:15	14	9	0	0	23	16:15	125	128	0	0	253				
04:30	16	16	0	0	32	16:30	131	114	0	0	245				
04:45	15	58	17	50	32	16:45	131	485	108	462	239				
05:00	20	21	0	0	41	17:00	140	113	0	0	253				
05:15	30	20	0	0	50	17:15	134	121	0	0	255				
05:30	47	36	0	0	83	17:30	109	116	0	0	225				
05:45	37	134	48	125	85	17:45	78	461	116	466	194				
06:00	49	55	0	0	104	18:00	71	95	0	0	166				
06:15	67	52	0	0	119	18:15	74	86	0	0	160				
06:30	81	62	0	0	143	18:30	68	94	0	0	162				
06:45	76	273	71	240	147	18:45	65	278	100	375	165				
07:00	94	65	0	0	159	19:00	56	75	0	0	131				
07:15	99	94	0	0	193	19:15	57	67	0	0	124				
07:30	104	121	0	0	225	19:30	46	90	0	0	136				
07:45	102	399	166	446	268	19:45	47	206	69	301	116				
08:00	140	127	0	0	267	20:00	29	49	0	0	78				
08:15	126	115	0	0	241	20:15	51	71	0	0	122				
08:30	77	71	0	0	148	20:30	44	62	0	0	106				
08:45	74	417	51	364	125	20:45	51	175	37	219	88				
09:00	79	71	0	0	150	21:00	43	38	0	0	81				
09:15	57	77	0	0	134	21:15	46	46	0	0	92				
09:30	65	71	0	0	136	21:30	28	39	0	0	67				
09:45	67	268	74	293	141	21:45	50	167	48	171	98				
10:00	74	89	0	0	163	22:00	49	40	0	0	89				
10:15	70	80	0	0	150	22:15	37	37	0	0	74				
10:30	74	78	0	0	152	22:30	52	22	0	0	74				
10:45	69	287	94	341	163	22:45	23	161	16	115	39				
11:00	69	69	0	0	138	23:00	28	17	0	0	45				
11:15	87	75	0	0	162	23:15	39	21	0	0	60				
11:30	74	74	0	0	148	23:30	27	14	0	0	41				
11:45	77	307	101	319	178	23:45	31	125	16	68	47				
<b>TOTALS</b>	2376		2280		<b>4656</b>	<b>TOTALS</b>	3586		3743						
<b>SPLIT %</b>	51.0%		49.0%		<b>38.8%</b>	<b>SPLIT %</b>	48.9%		51.1%						

DAILY TOTALS											NB	SB	EB	WB	To
											5,962	6,023	0	0	11,
AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	16:30	14:15							
AM Pk Volume	472	529			1001	PM Pk Volume	536	493							
Pk Hr Factor	0.843	0.797			0.934	Pk Hr Factor	0.957	0.906							
7 - 9 Volume	816	810	0	0	1626	4 - 6 Volume	946	928	0	0					
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:30	17:00							
7 - 9 Pk Volume	472	529	0	0	1001	4 - 6 Pk Volume	536	466	0	0					
Pk Hr Factor	0.843	0.797	0.000	0.000	0.934	Pk Hr Factor	0.957	0.963	0.000	0.000					





National Data & Surveying Services

# Intersection Turning Movement Count

Location: Valley Center Rd & Woods Valley Rd  
 City: Valley Center  
 Control: Signalized

Project ID: 18-04473-001  
 Date: 12/4/2018

**Total**

NS/EW Streets:	Valley Center Rd				Valley Center Rd				Woods Valley Rd				Woods Valley Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	2	1	0	1	2	0	0	0	0	0	0	2	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	117	11	0	9	272	0	0	0	0	0	0	42	0	26	0	477
7:15 AM	0	120	15	0	13	236	0	0	0	0	0	0	53	0	18	0	455
7:30 AM	0	118	15	0	14	263	0	0	0	0	0	0	30	0	22	0	462
7:45 AM	0	110	16	0	8	247	0	0	0	0	0	0	41	0	32	0	454
8:00 AM	0	130	19	0	16	231	0	0	0	0	0	0	29	0	35	0	460
8:15 AM	0	100	27	0	21	258	0	0	0	0	0	0	39	0	22	0	467
8:30 AM	0	114	13	0	26	202	0	0	0	0	0	0	29	0	19	0	403
8:45 AM	0	106	20	0	13	158	0	0	0	0	0	0	26	0	16	0	339
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	915	136	0	120	1867	0	0	0	0	0	0	289	0	190	0	3517
	0.00%	87.06%	12.94%	0.00%	6.04%	93.96%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	60.33%	0.00%	39.67%	0.00%	
<b>PEAK HR :</b>	<b>07:00 AM - 08:00 AM</b>																TOTAL
<b>PEAK HR VOL :</b>	0	465	57	0	44	1018	0	0	0	0	0	0	166	0	98	0	1848
<b>PEAK HR FACTOR :</b>	0.000	0.969	0.891	0.000	0.786	0.936	0.000	0.000	0.000	0.000	0.000	0.000	0.783	0.000	0.766	0.000	0.969
		0.967				0.945								0.904			
PM	0	2	1	0	1	2	0	0	0	0	0	0	2	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	246	29	0	32	175	0	0	0	0	0	0	23	0	20	0	525
4:15 PM	0	233	39	0	28	165	0	0	0	0	0	0	29	0	26	0	520
4:30 PM	0	240	41	0	20	192	0	0	0	0	0	0	20	0	23	0	536
4:45 PM	0	262	51	0	24	219	0	0	0	0	0	0	19	0	18	0	593
5:00 PM	0	252	49	0	32	201	0	0	0	0	0	0	23	0	31	0	588
5:15 PM	0	257	26	0	33	196	0	0	0	0	0	0	22	0	30	0	564
5:30 PM	0	272	39	0	29	164	0	0	0	0	0	0	12	0	24	0	540
5:45 PM	0	240	39	0	22	140	0	0	0	0	0	0	17	0	18	0	476
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	2002	313	0	220	1452	0	0	0	0	0	0	165	0	190	0	4342
	0.00%	86.48%	13.52%	0.00%	13.16%	86.84%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	46.48%	0.00%	53.52%	0.00%	
<b>PEAK HR :</b>	<b>04:45 PM - 05:45 PM</b>																TOTAL
<b>PEAK HR VOL :</b>	0	1043	165	0	118	780	0	0	0	0	0	0	76	0	103	0	2285
<b>PEAK HR FACTOR :</b>	0.000	0.959	0.809	0.000	0.894	0.890	0.000	0.000	0.000	0.000	0.000	0.000	0.826	0.000	0.831	0.000	0.963
		0.965				0.924								0.829			

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Valley Center Rd & Woods Valley Rd  
**City:** Valley Center  
**Control:** Signalized

**Project ID:** 18-04473-001  
**Date:** 12/4/2018

### Bikes

NS/EW Streets:	Valley Center Rd				Valley Center Rd				Woods Valley Rd				Woods Valley Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	2	1	0	1	2	0	0	0	0	0	0	2	0	1	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR :</b>	07:00 AM - 08:00 AM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR :</b>	04:45 PM - 05:45 PM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

## National Data & Surveying Services

# Intersection Turning Movement Count

Location: Valley Center Rd & Woods Valley Rd  
City: Valley Center

Project ID: 18-04473-001  
Date: 12/4/2018

### Pedestrians (Crosswalks)

NS/EW Streets:	Valley Center Rd		Valley Center Rd		Woods Valley Rd		Woods Valley Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	1	1	0	0	0	0	0	0	2
	50.00%	50.00%							
<b>PEAK HR :</b>	<b>07:00 AM - 08:00 AM</b>								TOTAL
<b>PEAK HR VOL :</b>	1	1	0	0	0	0	0	0	2
<b>PEAK HR FACTOR :</b>	0.250	0.250							0.500
	0.500								

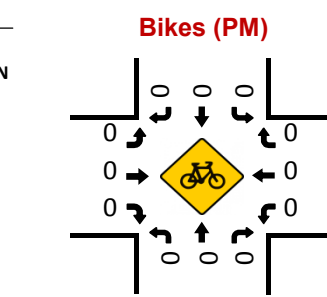
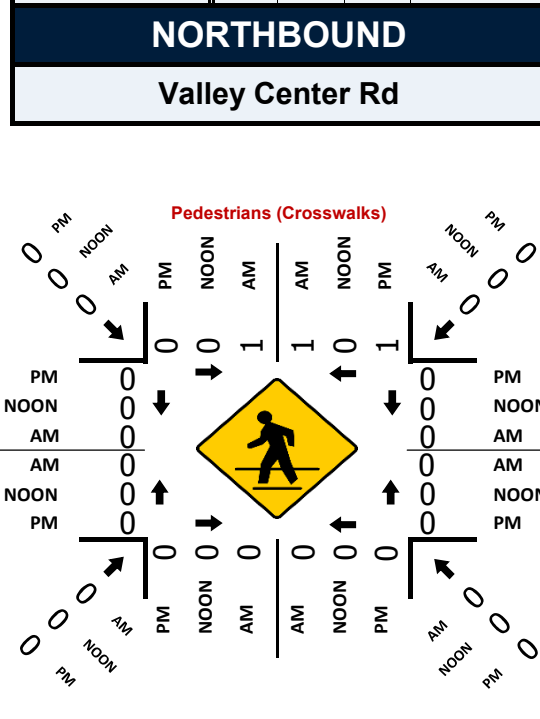
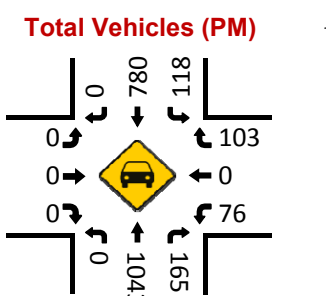
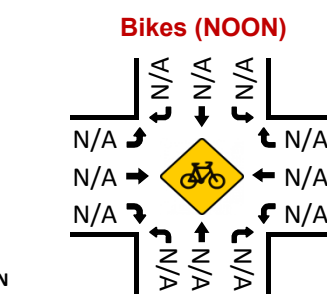
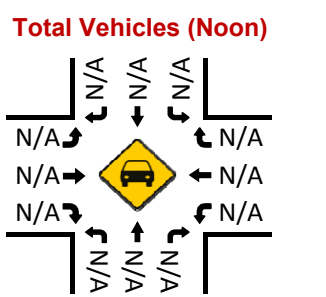
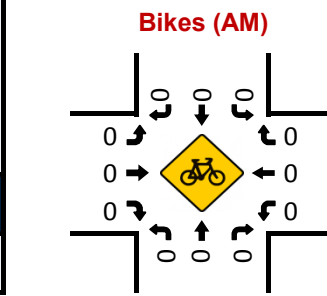
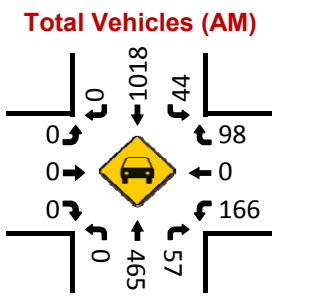
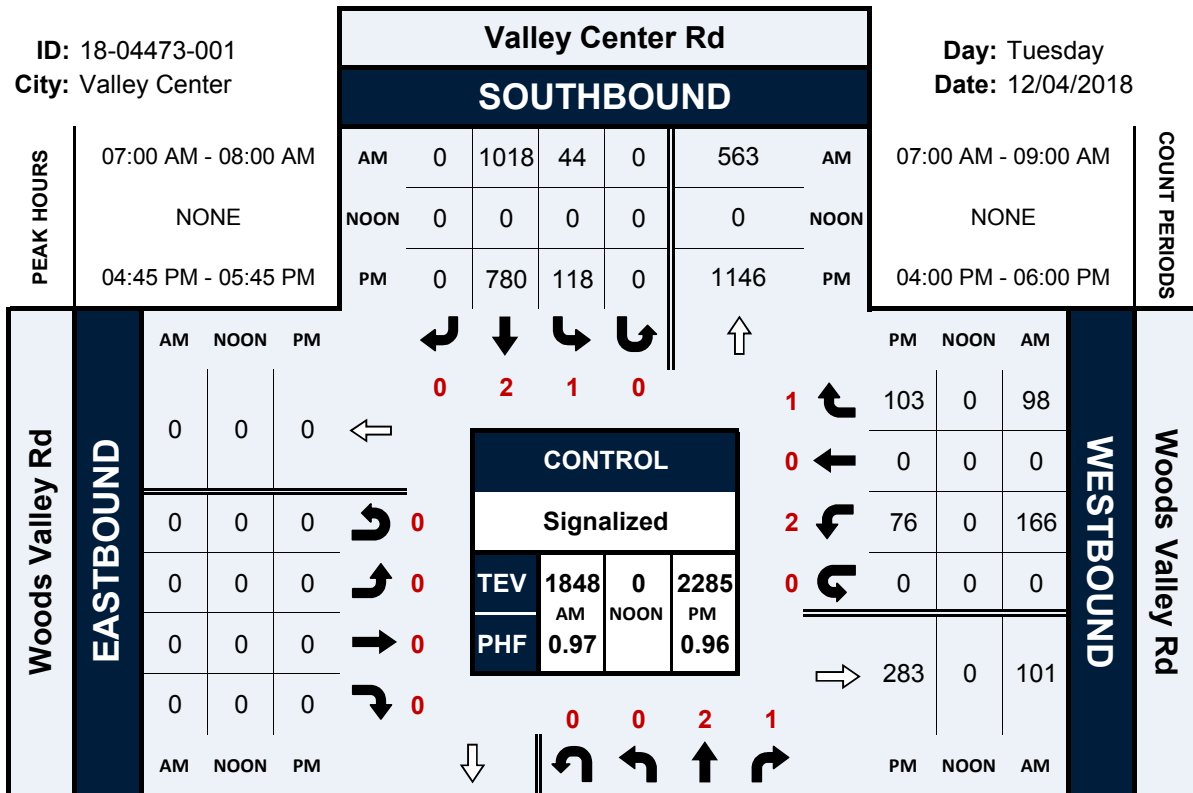
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	1	0	0	0	0	0	0	1
	0.00%	100.00%							
<b>PEAK HR :</b>	<b>04:45 PM - 05:45 PM</b>								TOTAL
<b>PEAK HR VOL :</b>	0	1	0	0	0	0	0	0	1
<b>PEAK HR FACTOR :</b>		0.250							0.250
	0.250								

# Valley Center Rd & Woods Valley Rd

## Peak Hour Turning Movement Count

ID: 18-04473-001  
City: Valley Center

Day: Tuesday  
Date: 12/04/2018



National Data & Surveying Services

# Intersection Turning Movement Count

Location: Valley Center Rd & Mirar De Valle Rd  
 City: Valley Center  
 Control: 1-Way Stop (EB)

Project ID: 18-04473-002  
 Date: 12/4/2018

**Total**

NS/EW Streets:	Valley Center Rd				Valley Center Rd				Mirar De Valle Rd				Mirar De Valle Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	5	126	0	0	0	267	3	0	6	0	9	0	0	0	0	0	416
7:15 AM	0	149	0	0	0	261	4	0	5	0	7	0	0	0	0	0	426
7:30 AM	5	130	0	0	0	252	6	0	6	0	23	0	0	0	0	0	422
7:45 AM	5	161	0	0	0	255	2	0	11	0	13	0	0	0	0	0	447
8:00 AM	4	158	0	0	0	233	9	0	6	0	10	0	0	0	0	0	420
8:15 AM	3	121	0	0	0	293	7	0	2	0	7	0	0	0	0	0	433
8:30 AM	4	128	0	0	0	239	3	0	0	0	10	0	0	0	0	0	384
8:45 AM	7	127	0	0	0	166	1	0	2	0	8	0	0	0	0	0	311
<b>TOTAL VOLUMES :</b>	33	1100	0	0	0	1966	35	0	38	0	87	0	0	0	0	0	3259
<b>APPROACH %'s :</b>	2.91%	97.09%	0.00%	0.00%	0.00%	98.25%	1.75%	0.00%	30.40%	0.00%	69.60%	0.00%					
<b>PEAK HR :</b>	07:30 AM - 08:30 AM																TOTAL
<b>PEAK HR VOL :</b>	17	570	0	0	0	1033	24	0	25	0	53	0	0	0	0	0	1722
<b>PEAK HR FACTOR :</b>	0.850	0.885	0.000	0.000	0.000	0.881	0.667	0.000	0.568	0.000	0.576	0.000	0.000	0.000	0.000	0.000	0.963
			0.884			0.881					0.672						
PM	1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	10	268	0	0	0	213	5	0	7	0	12	0	0	0	0	0	515
4:15 PM	9	262	0	0	0	187	1	0	5	0	5	0	0	0	0	0	469
4:30 PM	8	267	0	0	0	215	1	0	3	0	4	0	0	0	0	0	498
4:45 PM	16	276	0	0	0	250	4	0	6	0	6	0	0	0	0	0	558
5:00 PM	11	259	0	0	0	232	6	0	0	0	4	0	0	0	0	0	512
5:15 PM	16	301	0	1	0	207	6	0	5	0	3	0	0	0	0	0	539
5:30 PM	10	273	0	0	0	203	3	0	0	0	6	0	0	0	0	0	495
5:45 PM	16	255	0	0	0	147	9	0	4	0	6	0	0	0	0	0	437
<b>TOTAL VOLUMES :</b>	96	2161	0	1	0	1654	35	0	30	0	46	0	0	0	0	0	4023
<b>APPROACH %'s :</b>	4.25%	95.70%	0.00%	0.04%	0.00%	97.93%	2.07%	0.00%	39.47%	0.00%	60.53%	0.00%					
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL :</b>	51	1103	0	1	0	904	17	0	14	0	17	0	0	0	0	0	2107
<b>PEAK HR FACTOR :</b>	0.797	0.916	0.000	0.250	0.000	0.904	0.708	0.000	0.583	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.944
			0.908			0.906					0.646						

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Valley Center Rd & Mirar De Valle Rd  
**City:** Valley Center  
**Control:** 1-Way Stop (EB)

**Project ID:** 18-04473-002  
**Date:** 12/4/2018

### Bikes

NS/EW Streets:	Valley Center Rd				Valley Center Rd				Mirar De Valle Rd				Mirar De Valle Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
		1	2	0	0		2	0	0	1	0	1	0	0	0	0		0
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR		WU
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>	
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>PEAK HR :</b>	07:30 AM - 08:30 AM																<b>TOTAL</b>	
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
		1	2	0	0		2	0	0	1	0	1	0	0	0	0		0
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR		WU
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0		0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0		0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>	
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	50.00%	0.00%	50.00%	0.00%	0	0	0	0	2	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																<b>TOTAL</b>	
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	

National Data & Surveying Services

# Intersection Turning Movement Count

Location: Valley Center Rd & Mirar De Valle Rd  
City: Valley Center

Project ID: 18-04473-002  
Date: 12/4/2018

## Pedestrians (Crosswalks)

NS/EW Streets:	Valley Center Rd		Valley Center Rd		Mirar De Valle Rd		Mirar De Valle Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	2	1	3
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	2	0	2
8:45 AM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	4	2	6
<b>PEAK HR :</b>	07:30 AM - 08:30 AM						66.67%	33.33%	
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	1	1
<b>PEAK HR FACTOR :</b>							0.250	0.250	0.250

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	2
5:00 PM	0	0	0	0	0	0	3	0	3
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	3	2	5
<b>PEAK HR :</b>	04:30 PM - 05:30 PM						60.00%	40.00%	
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	3	2	5
<b>PEAK HR FACTOR :</b>							0.250	0.250	0.417

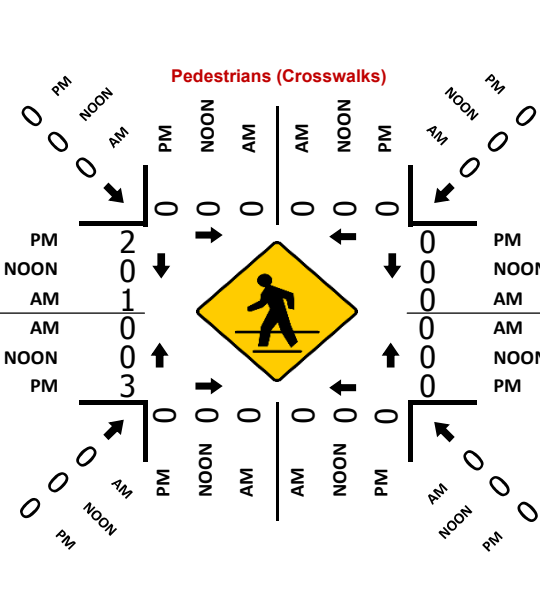
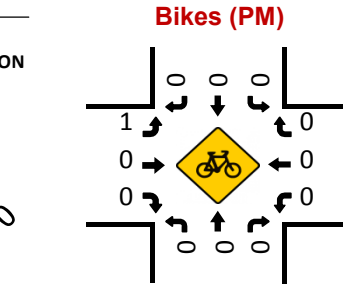
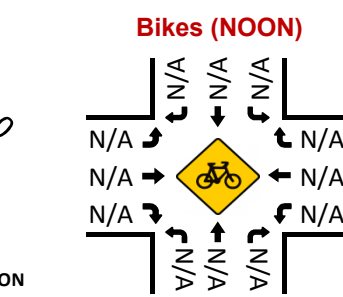
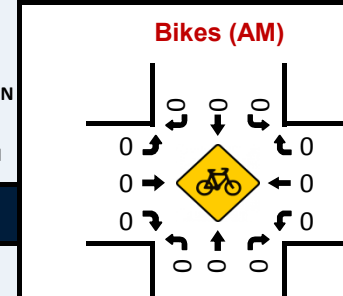
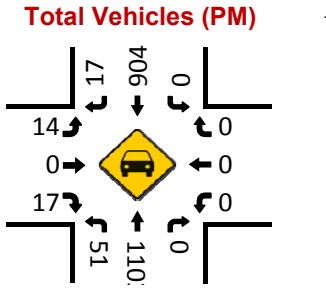
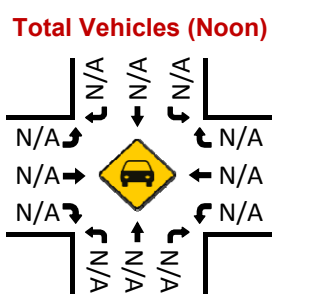
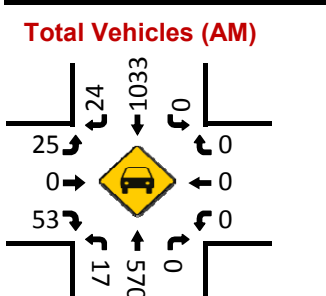
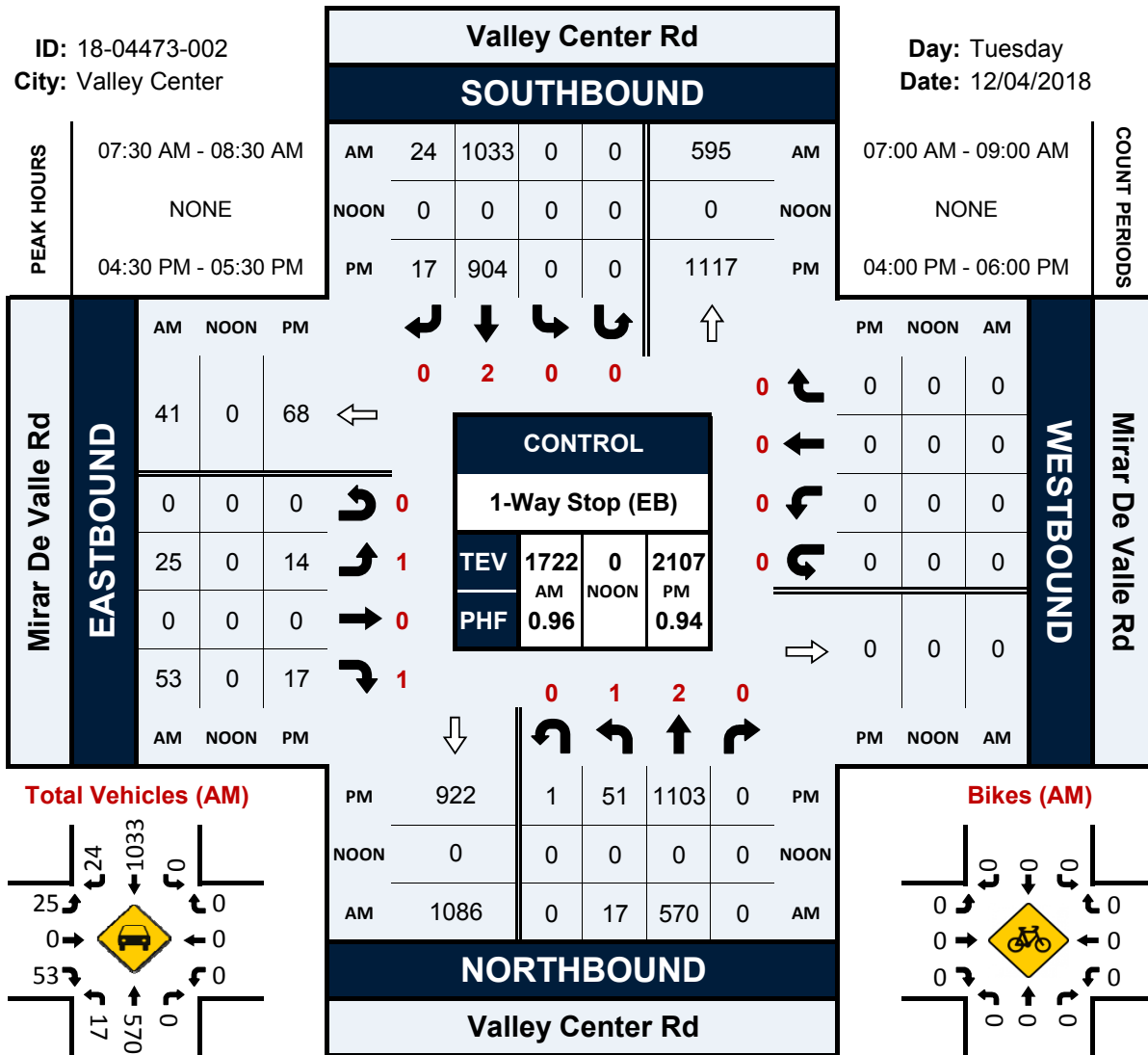


# Valley Center Rd & Mirar De Valle Rd

## Peak Hour Turning Movement Count

ID: 18-04473-002  
City: Valley Center

Day: Tuesday  
Date: 12/04/2018



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Valley Center Rd & Sunday Dr  
 City: Valley Center  
 Control: 1-Way Stop (WB)

Project ID: 18-04473-003  
 Date: 12/4/2018

### Total

NS/EW Streets:	Valley Center Rd				Valley Center Rd				Sunday Dr				Sunday Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	132	0	0	1	275	0	0	0	0	0	0	0	0	0	0	408
7:15 AM	0	153	0	0	0	261	0	1	0	0	0	0	0	0	0	0	415
7:30 AM	0	136	0	0	1	263	0	0	0	0	0	0	0	0	0	0	400
7:45 AM	0	172	1	0	0	260	0	0	0	0	0	0	0	0	0	0	433
8:00 AM	0	163	0	0	0	250	0	0	0	0	0	0	1	0	0	0	414
8:15 AM	0	122	0	0	1	291	0	0	0	0	0	0	0	0	0	0	414
8:30 AM	0	127	0	0	1	235	0	1	0	0	0	0	1	0	0	0	365
8:45 AM	0	124	1	0	0	167	0	0	0	0	0	0	0	0	0	0	292
<b>TOTAL VOLUMES :</b>	0	1129	2	0	4	2002	0	2	0	0	0	0	2	0	0	0	3141
<b>APPROACH %'s :</b>	0.00%	99.82%	0.18%	0.00%	0.20%	99.70%	0.00%	0.10%					100.00%	0.00%	0.00%	0.00%	
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	624	1	0	1	1034	0	1	0	0	0	0	1	0	0	0	1662
<b>PEAK HR FACTOR :</b>	0.000	0.907	0.250	0.000	0.250	0.983	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.960
			0.903			0.981								0.250			
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	276	0	0	0	200	0	0	0	0	0	0	0	0	0	0	476
4:15 PM	0	269	0	0	0	188	0	0	0	0	0	0	0	0	0	0	457
4:30 PM	0	269	0	0	0	231	0	0	0	0	0	0	0	0	0	0	500
4:45 PM	0	281	1	0	1	251	0	0	0	0	0	0	0	0	0	0	534
5:00 PM	0	254	0	0	0	230	0	0	0	0	0	0	0	0	0	0	484
5:15 PM	0	311	0	0	0	218	0	0	0	0	0	0	1	0	0	0	530
5:30 PM	0	272	2	0	0	207	0	1	0	0	0	0	0	0	0	0	482
5:45 PM	0	260	1	0	0	152	0	0	0	0	0	0	1	0	0	0	414
<b>TOTAL VOLUMES :</b>	0	2192	4	0	1	1677	0	1	0	0	0	0	2	0	0	0	3877
<b>APPROACH %'s :</b>	0.00%	99.82%	0.18%	0.00%	0.06%	99.88%	0.00%	0.06%					100.00%	0.00%	0.00%	0.00%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	1115	1	0	1	930	0	0	0	0	0	0	1	0	0	0	2048
<b>PEAK HR FACTOR :</b>	0.000	0.896	0.250	0.000	0.250	0.926	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.959
			0.897			0.924								0.250			

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Valley Center Rd & Sunday Dr  
**City:** Valley Center  
**Control:** 1-Way Stop (WB)

**Project ID:** 18-04473-003  
**Date:** 12/4/2018

### Bikes

NS/EW Streets:	Valley Center Rd				Valley Center Rd				Sunday Dr				Sunday Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	2	0	0	1	2	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
					0.00%	100.00%	0.00%	0.00%									
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0.00%	100.00%	0.00%	0.00%													
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL :</b>	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>PEAK HR FACTOR :</b>	0.00	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

National Data & Surveying Services

# Intersection Turning Movement Count

Location: Valley Center Rd & Sunday Dr  
City: Valley Center

Project ID: 18-04473-003  
Date: 12/4/2018

## Pedestrians (Crosswalks)

NS/EW Streets:	Valley Center Rd		Valley Center Rd		Sunday Dr		Sunday Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	5	3	8
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	1	2
8:00 AM	0	0	0	0	0	0	0	2	2
8:15 AM	0	0	0	0	0	0	2	1	3
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	2	0	2
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	10	7	17
							58.82%	41.18%	
<b>PEAK HR :</b>	<b>07:15 AM - 08:15 AM</b>								TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	1	3	4
<b>PEAK HR FACTOR :</b>							0.250	0.375	0.500
							0.500		

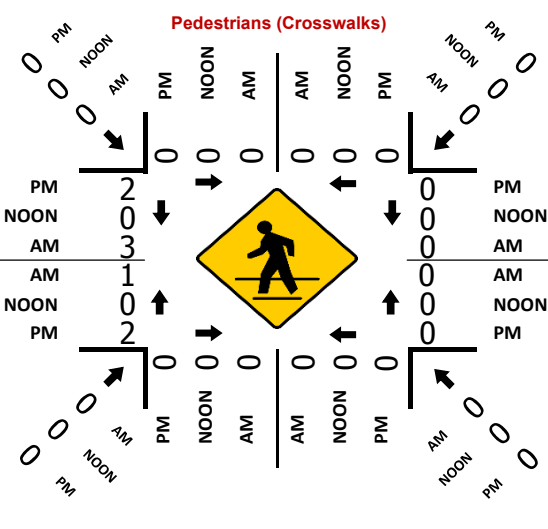
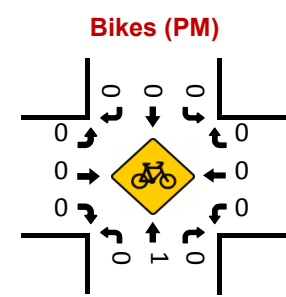
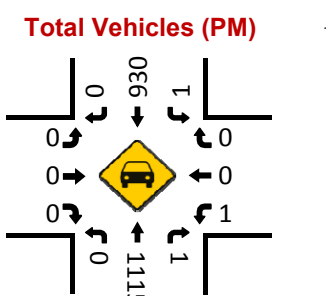
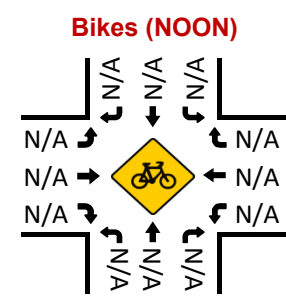
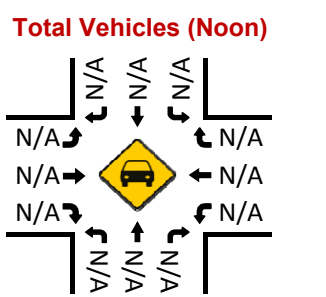
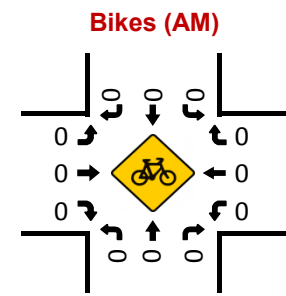
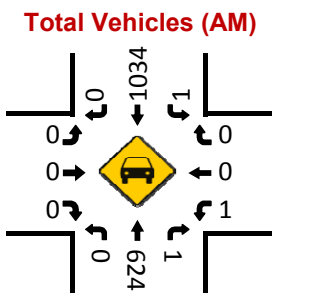
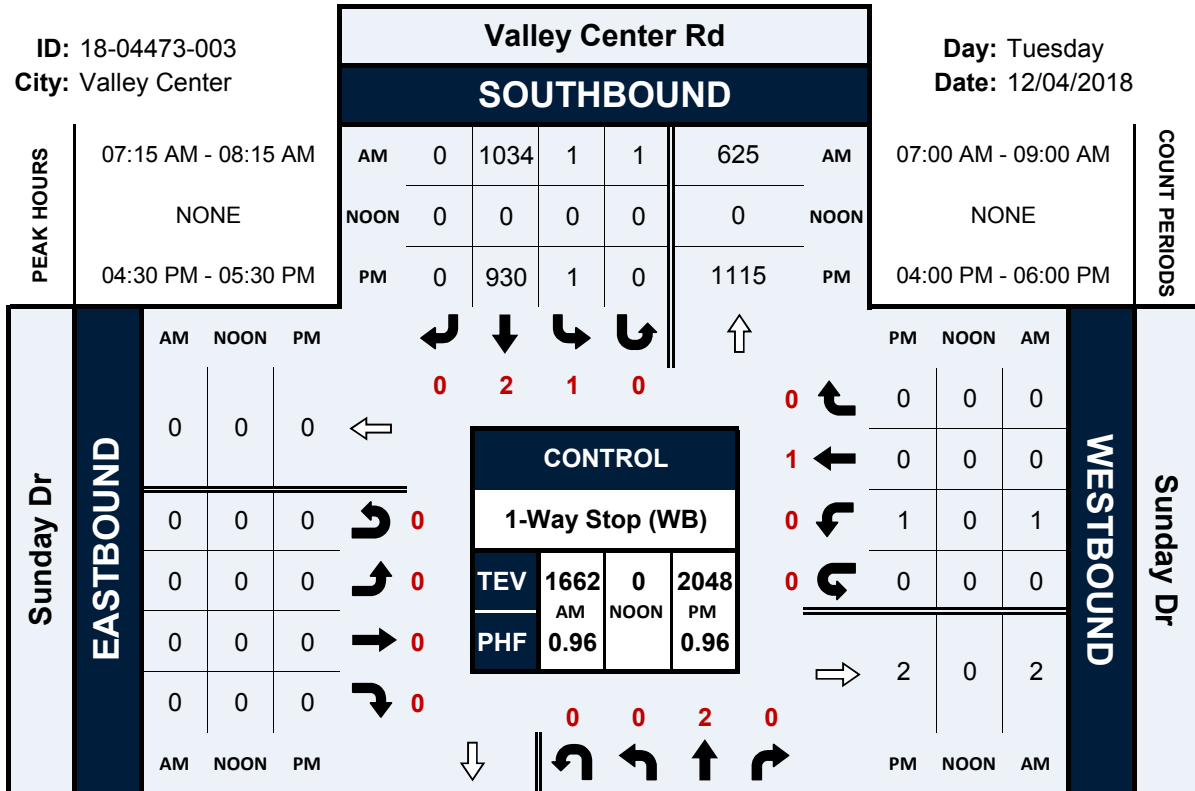
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	2
5:00 PM	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	3	2	5
							60.00%	40.00%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>								TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	2	2	4
<b>PEAK HR FACTOR :</b>							0.500	0.250	0.500
							0.500		

# Valley Center Rd & Sunday Dr

## Peak Hour Turning Movement Count

ID: 18-04473-003  
City: Valley Center

Day: Tuesday  
Date: 12/04/2018



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Valley Center Rd & Lilac Rd  
 City: Valley Center  
 Control: Signalized

Project ID: 18-04473-004  
 Date: 12/4/2018

### Total

NS/EW Streets:	Valley Center Rd				Valley Center Rd				Lilac Rd				Lilac Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	24	123	0	0	0	225	54	2	78	0	52	0	1	0	0	0	559
7:15 AM	37	132	0	0	0	189	70	0	73	0	61	0	0	0	0	0	562
7:30 AM	33	107	0	0	0	218	86	0	65	0	59	0	0	0	0	0	568
7:45 AM	40	125	0	1	0	198	72	0	68	0	56	0	2	0	0	0	562
8:00 AM	36	148	0	0	0	209	75	0	68	0	57	0	0	0	0	0	593
8:15 AM	33	87	0	0	0	224	66	1	63	0	63	0	0	0	0	0	537
8:30 AM	31	100	0	2	0	178	53	0	40	0	45	0	0	0	0	0	449
8:45 AM	33	104	0	0	0	132	39	0	45	0	43	0	0	0	0	0	396
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	267	926	0	3	0	1573	515	3	500	0	436	0	3	0	0	0	4226
<b>APPROACH %'s :</b>	22.32%	77.42%	0.00%	0.25%	0.00%	75.23%	24.63%	0.14%	53.42%	0.00%	46.58%	0.00%	100.00%	0.00%	0.00%	0.00%	
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																TOTAL
<b>PEAK HR VOL :</b>	146	512	0	1	0	814	303	0	274	0	233	0	2	0	0	0	2285
<b>PEAK HR FACTOR :</b>	0.913	0.865	0.000	0.250	0.000	0.933	0.881	0.000	0.938	0.000	0.955	0.000	0.250	0.000	0.000	0.000	0.963
	0.895				0.919				0.946				0.250				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	48	219	0	0	0	161	77	0	53	0	40	0	0	0	0	0	598
4:15 PM	50	216	1	0	0	155	74	0	87	0	45	0	0	0	0	0	628
4:30 PM	61	217	0	0	0	198	89	2	73	0	42	0	0	0	0	0	682
4:45 PM	39	251	0	0	0	195	82	1	89	0	52	0	0	0	0	0	709
5:00 PM	42	202	0	0	0	189	66	0	61	0	52	0	0	0	0	0	612
5:15 PM	67	225	0	0	0	179	65	0	87	0	36	0	0	0	0	0	659
5:30 PM	56	231	0	0	0	148	61	0	63	1	51	0	0	0	0	0	611
5:45 PM	48	193	0	0	0	117	49	0	64	0	35	0	0	0	0	0	506
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	411	1754	1	0	0	1342	563	3	577	1	353	0	0	0	0	0	5005
<b>APPROACH %'s :</b>	18.98%	80.98%	0.05%	0.00%	0.00%	70.34%	29.51%	0.16%	61.98%	0.11%	37.92%	0.00%					
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL :</b>	209	895	0	0	0	761	302	3	310	0	182	0	0	0	0	0	2662
<b>PEAK HR FACTOR :</b>	0.780	0.891	0.000	0.000	0.000	0.961	0.848	0.375	0.871	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.939
	0.945				0.922				0.872								

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Valley Center Rd & Lilac Rd  
**City:** Valley Center  
**Control:** Signalized

**Project ID:** 18-04473-004  
**Date:** 12/4/2018

### Bikes

NS/EW Streets:	Valley Center Rd				Valley Center Rd				Lilac Rd				Lilac Rd							
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
		2	2	0	0		1	2	0	0	1.3	0.3	1.3	0		0		1	0	0
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR		WU		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0				
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
<b>APPROACH %'s :</b>	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1			
	0.00% 100.00% 0.00% 0.00%																			
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																TOTAL			
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
		2	2	0	0		1	2	0	0	1.3	0.3	1.3	0		0		1	0	0
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR		WU		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
<b>APPROACH %'s :</b>	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
	0.00% 100.00% 0.00% 0.00%																			
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																TOTAL			
<b>PEAK HR VOL :</b>	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
<b>PEAK HR FACTOR :</b>	0.00	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250			

National Data & Surveying Services

# Intersection Turning Movement Count

Location: Valley Center Rd & Lilac Rd  
City: Valley Center

Project ID: 18-04473-004  
Date: 12/4/2018

## Pedestrians (Crosswalks)

NS/EW Streets:	Valley Center Rd		Valley Center Rd		Lilac Rd		Lilac Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	4	0	4
7:30 AM	0	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	3	4
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	2	0	3
8:45 AM	0	0	0	0	0	0	1	0	1
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	1	0	0	0	0	0	8	4	13
	100.00%	0.00%					66.67%	33.33%	
<b>PEAK HR :</b>	<b>07:15 AM - 08:15 AM</b>								TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	5	4	9
<b>PEAK HR FACTOR :</b>							0.313	0.333	0.563
							0.563		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	2	0	0	0	0	2
4:30 PM	0	0	0	2	0	0	0	0	2
4:45 PM	0	0	2	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	2	0	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	0	4	4	0	0	1	2	11
			50.00%	50.00%			33.33%	66.67%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>								TOTAL
<b>PEAK HR VOL :</b>	0	0	4	2	0	0	1	1	8
<b>PEAK HR FACTOR :</b>			0.500	0.250			0.250	0.250	0.667
			0.750				0.500		

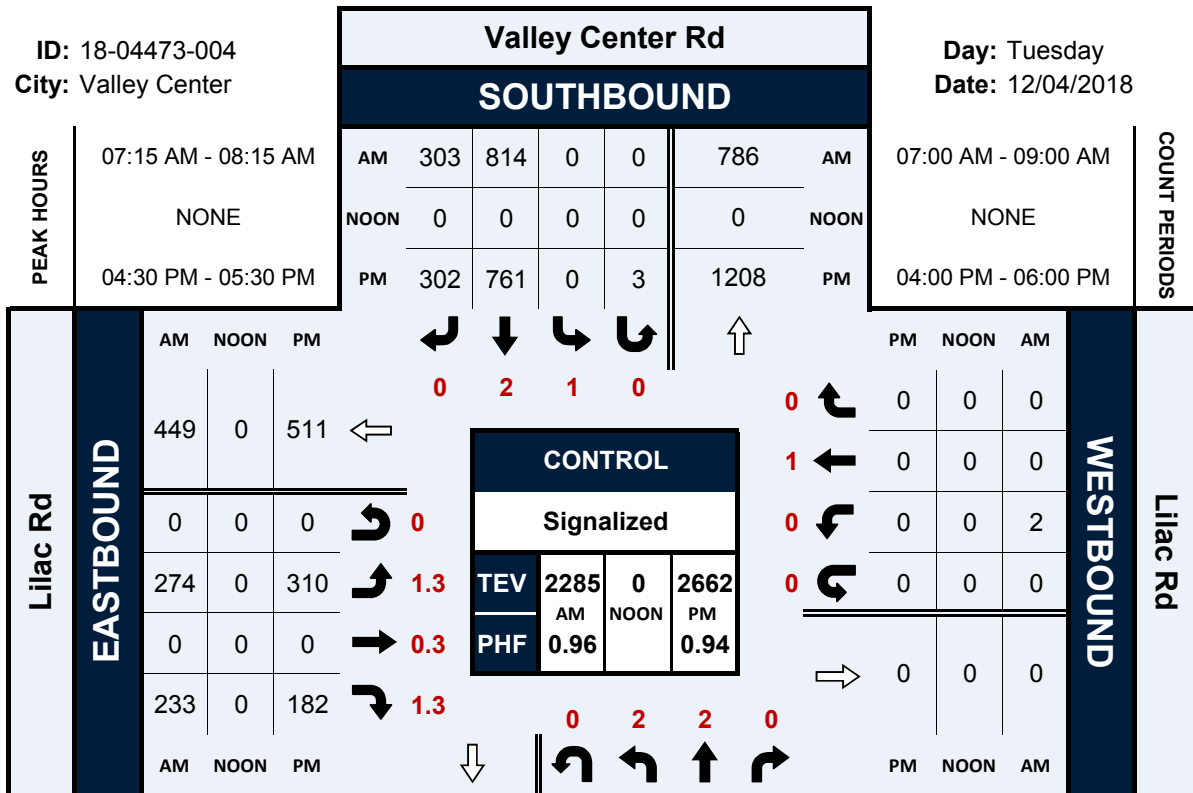


# Valley Center Rd & Lilac Rd

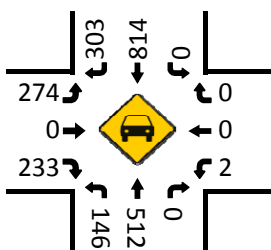
## Peak Hour Turning Movement Count

ID: 18-04473-004  
City: Valley Center

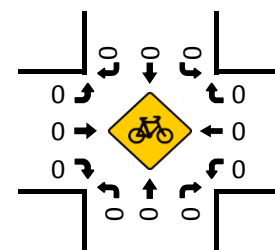
Day: Tuesday  
Date: 12/04/2018



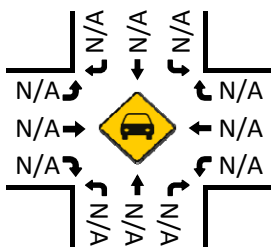
Total Vehicles (AM)



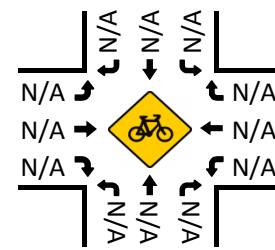
Bikes (AM)



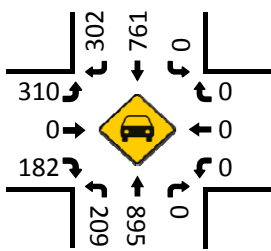
Total Vehicles (Noon)



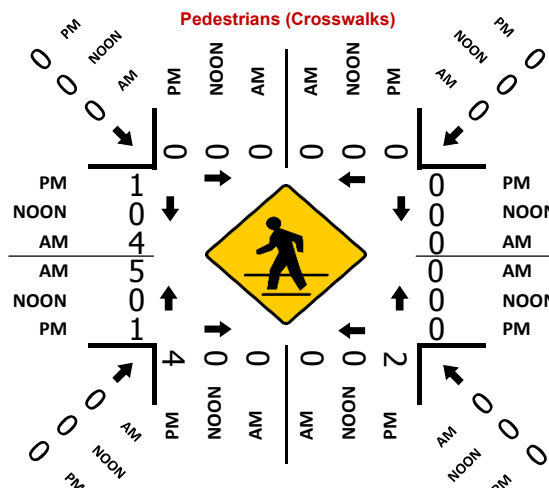
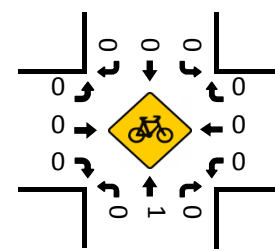
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Miller Rd & Valley Center Rd  
 City: Valley Center  
 Control: 1-Way Stop (SB)

Project ID: 18-04473-005  
 Date: 12/4/2018

### Total

NS/EW Streets:	Miller Rd				Miller Rd				Valley Center Rd				Valley Center Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	32	0	3	169	0	0	0	248	2	0	454
7:15 AM	0	0	0	0	3	0	20	0	6	222	0	0	0	242	1	0	494
7:30 AM	0	0	0	0	3	0	22	0	3	180	0	0	0	272	2	0	482
7:45 AM	0	0	0	0	6	0	22	0	6	189	0	0	0	256	5	0	484
8:00 AM	0	0	0	0	6	0	25	0	3	199	0	0	0	256	6	0	495
8:15 AM	0	0	0	0	1	0	14	0	5	157	0	0	0	282	5	0	464
8:30 AM	0	0	0	0	1	0	14	0	5	141	0	0	0	233	2	0	396
8:45 AM	0	0	0	0	0	0	14	0	8	133	0	0	0	161	5	0	321
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	20	0	163	0	39	1390	0	0	0	1950	28	0	3590
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	18	0	89	0	18	790	0	0	0	1026	14	0	1955
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.750	0.000	0.890	0.000	0.750	0.890	0.000	0.000	0.000	0.943	0.583	0.000	0.987
							0.863				0.886				0.949		
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	6	0	9	0	22	255	0	0	0	218	3	0	513
4:15 PM	0	0	1	0	1	0	10	0	13	298	0	0	0	231	3	0	557
4:30 PM	0	0	0	0	1	0	12	0	16	257	0	0	0	261	9	0	556
4:45 PM	0	0	0	0	0	0	13	0	22	316	0	1	0	276	6	0	634
5:00 PM	0	0	0	0	0	0	7	0	20	263	0	0	0	246	9	0	545
5:15 PM	0	0	0	0	0	0	11	0	15	292	0	1	0	235	4	0	558
5:30 PM	0	0	0	0	1	0	9	0	18	300	0	0	0	190	4	0	522
5:45 PM	0	0	0	0	0	0	13	0	19	250	0	0	0	167	2	0	451
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	1	0	9	0	84	0	145	2231	0	2	0	1824	40	0	4336
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	1	0	43	0	73	1128	0	2	0	1018	28	0	2293
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.250	0.000	0.827	0.000	0.830	0.892	0.000	0.500	0.000	0.922	0.778	0.000	0.904
							0.846				0.887				0.927		

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Miller Rd & Valley Center Rd  
**City:** Valley Center  
**Control:** 1-Way Stop (SB)

**Project ID:** 18-04473-005  
**Date:** 12/4/2018

### Bikes

NS/EW Streets:	Miller Rd				Miller Rd				Valley Center Rd				Valley Center Rd					
<b>AM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0	0	0	0	0	1	0	0	1	2	0	0	1	2	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0		0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>	
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																<b>TOTAL</b>	
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
<b>PM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0	0	0	0	0	1	0	0	1	2	0	0	1	2	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0		0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>	
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																<b>TOTAL</b>	
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	

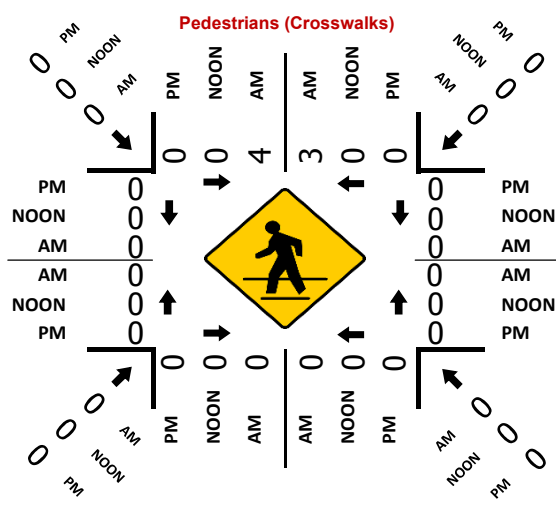
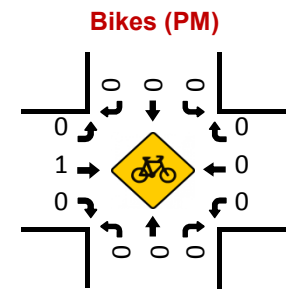
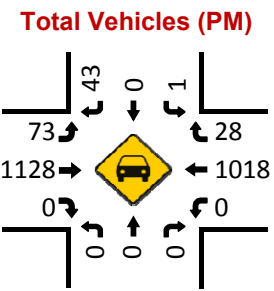
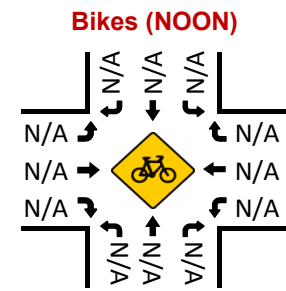
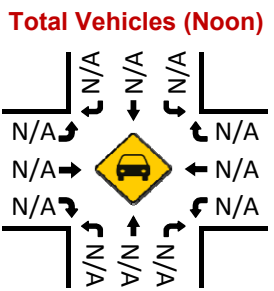
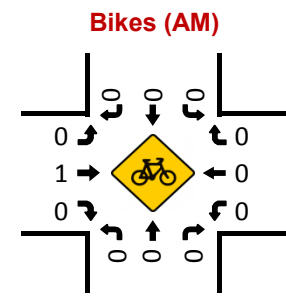
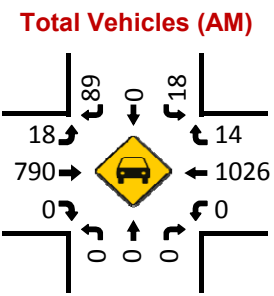
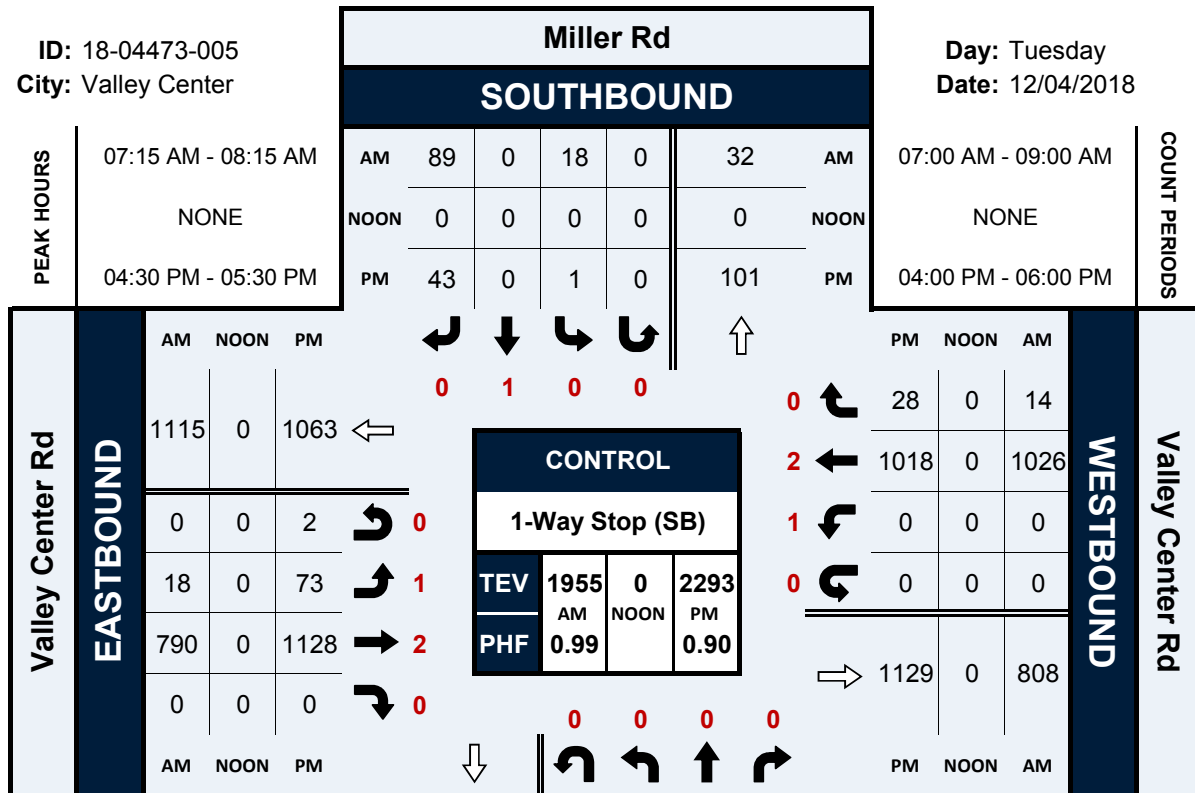


# Miller Rd & Valley Center Rd

## Peak Hour Turning Movement Count

ID: 18-04473-005  
City: Valley Center

Day: Tuesday  
Date: 12/04/2018



National Data & Surveying Services

# Intersection Turning Movement Count

Location: Indian Creek Rd & Valley Center Rd  
 City: Valley Center  
 Control: No Control

Project ID: 18-04473-006  
 Date: 12/4/2018

**Total**

NS/EW Streets:	Indian Creek Rd				Indian Creek Rd				Valley Center Rd				Valley Center Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	0	0	0	0	173	0	0	0	256	0	0	430
7:15 AM	0	0	1	0	0	0	0	0	0	222	0	0	0	236	0	0	459
7:30 AM	2	0	0	0	0	0	0	0	0	178	1	0	1	268	0	0	450
7:45 AM	1	0	0	0	0	0	0	0	0	193	1	0	0	262	0	0	457
8:00 AM	1	0	1	0	0	0	0	0	0	201	0	0	1	266	0	0	470
8:15 AM	2	0	0	0	0	0	0	0	0	164	1	0	0	287	0	0	454
8:30 AM	0	0	0	0	0	0	0	0	0	143	0	0	1	228	0	0	372
8:45 AM	1	0	0	0	0	0	0	0	0	136	0	0	0	164	0	0	301
<b>TOTAL VOLUMES :</b>	8	0	2	0	0	0	0	0	0	1410	3	0	3	1967	0	0	3393
<b>APPROACH %'s :</b>	80.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	99.79%	0.21%	0.00%	0.15%	99.85%	0.00%	0.00%	
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																TOTAL
<b>PEAK HR VOL :</b>	4	0	2	0	0	0	0	0	0	794	2	0	2	1032	0	0	1836
<b>PEAK HR FACTOR :</b>	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.894	0.500	0.000	0.500	0.963	0.000	0.000	0.977
	0.750								0.896				0.961				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	0	0	0	0	0	0	0	260	1	0	1	208	0	0	472
4:15 PM	2	0	0	0	0	0	0	0	0	303	2	0	0	234	0	0	541
4:30 PM	0	0	0	0	0	0	0	0	0	251	1	0	0	270	0	0	522
4:45 PM	0	0	0	0	0	0	0	0	0	312	2	0	1	289	0	1	605
5:00 PM	0	0	0	0	0	0	0	0	0	262	1	0	0	250	0	0	513
5:15 PM	1	0	1	0	0	0	0	0	0	303	0	0	0	230	0	0	535
5:30 PM	0	0	0	0	0	0	0	0	0	296	0	0	2	210	0	0	508
5:45 PM	0	0	0	0	0	0	0	0	0	248	2	0	0	160	0	0	410
<b>TOTAL VOLUMES :</b>	5	0	1	0	0	0	0	0	0	2235	9	0	4	1851	0	1	4106
<b>APPROACH %'s :</b>	83.33%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	99.60%	0.40%	0.00%	0.22%	99.73%	0.00%	0.05%	
<b>PEAK HR :</b>	04:15 PM - 05:15 PM																TOTAL
<b>PEAK HR VOL :</b>	2	0	0	0	0	0	0	0	0	1128	6	0	1	1043	0	1	2181
<b>PEAK HR FACTOR :</b>	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.904	0.750	0.000	0.250	0.902	0.000	0.250	0.901
	0.250								0.903				0.898				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Indian Creek Rd & Valley Center Rd  
**City:** Valley Center  
**Control:** No Control

**Project ID:** 18-04473-006  
**Date:** 12/4/2018

### Bikes

NS/EW Streets:	Indian Creek Rd				Indian Creek Rd				Valley Center Rd				Valley Center Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	0	0	0	0	2	0	0	1	2	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>	
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	100.00%	0.00%	0.00%	0.00%	0	0	0	0	1	
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																<b>TOTAL</b>	
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	0	0	0	0	2	0	0	1	2	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>	
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>PEAK HR :</b>	04:15 PM - 05:15 PM																<b>TOTAL</b>	
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	



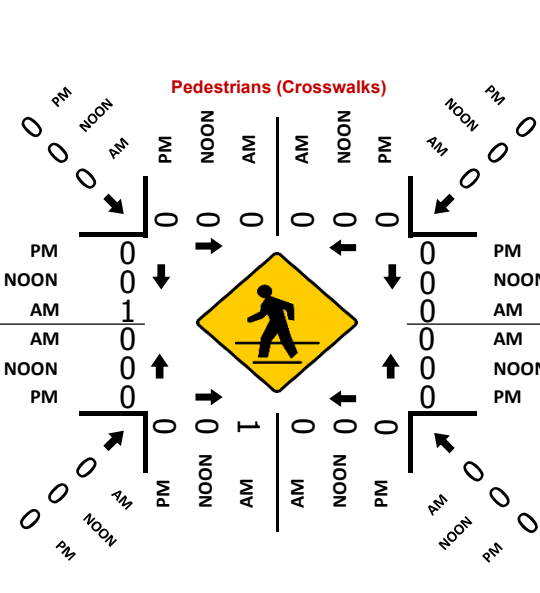
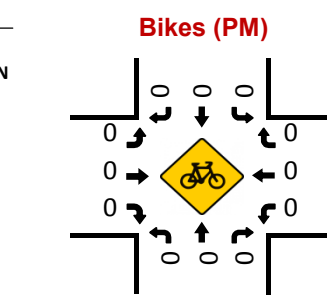
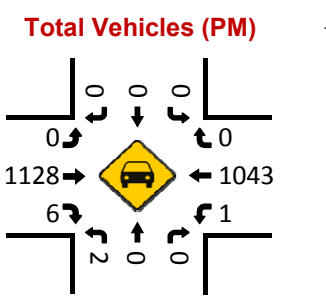
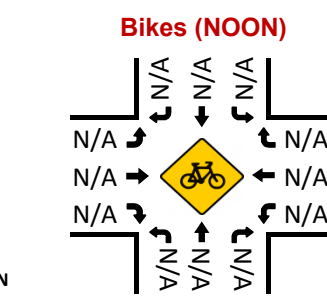
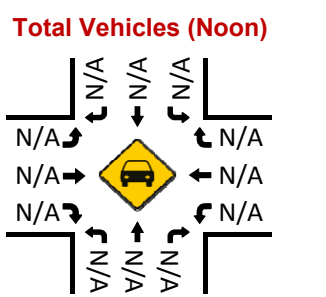
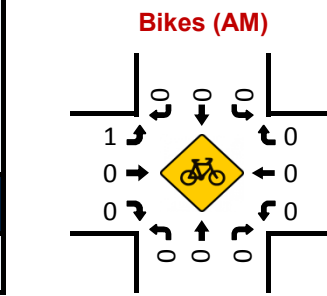
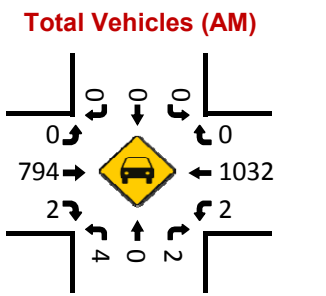
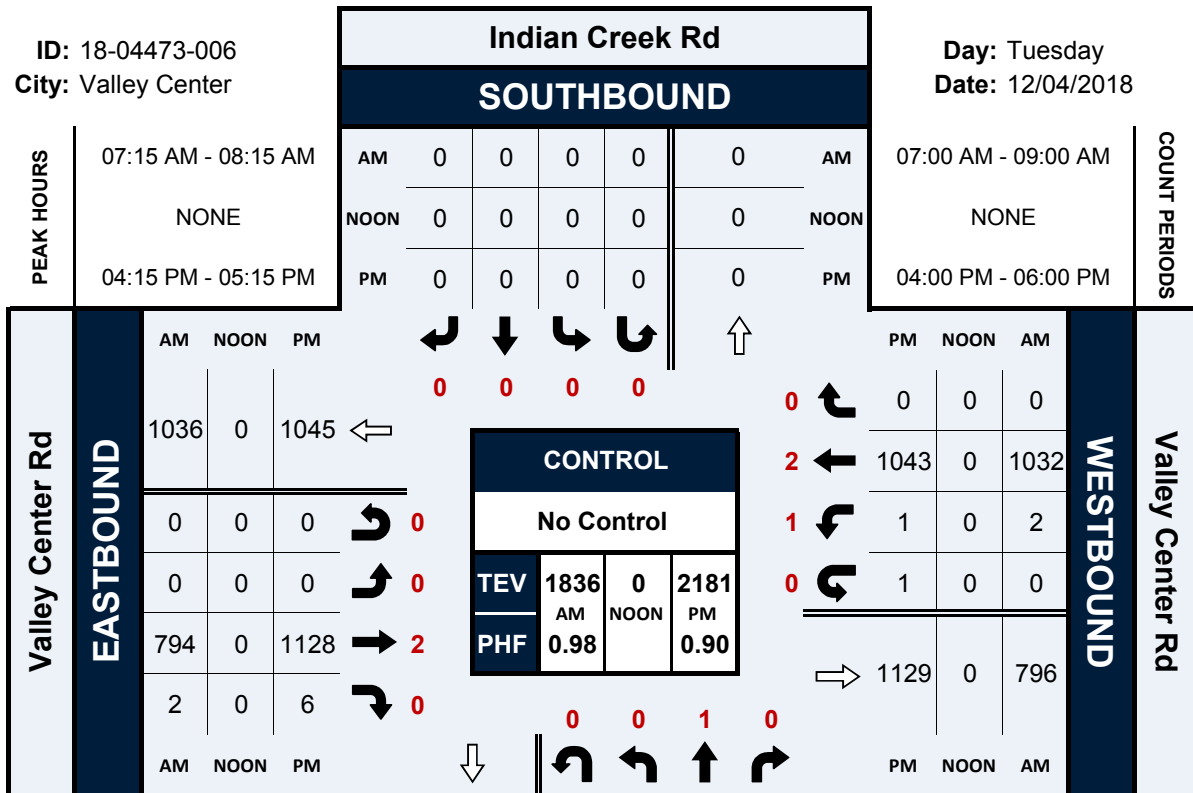


# Indian Creek Rd & Valley Center Rd

## Peak Hour Turning Movement Count

ID: 18-04473-006  
City: Valley Center

Day: Tuesday  
Date: 12/04/2018



National Data & Surveying Services

# Intersection Turning Movement Count

Location: Cole Grade Rd & Valley Center Rd  
 City: Valley Center  
 Control: Signalized

Project ID: 18-04473-007  
 Date: 12/4/2018

**Total**

NS/EW Streets:	Cole Grade Rd				Cole Grade Rd				Valley Center Rd				Valley Center Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	1	0	0	0.5	0.5	2	0	2	1	1	0	1	2	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	5	2	5	0	19	3	141	0	96	66	7	6	3	92	36	0	481
7:15 AM	6	3	0	0	54	5	165	2	134	68	10	3	0	73	45	0	568
7:30 AM	9	3	1	0	41	4	166	2	79	97	7	5	5	111	30	1	561
7:45 AM	7	5	1	0	63	11	129	1	72	113	9	5	5	99	32	0	556
8:00 AM	4	0	7	0	41	8	153	5	86	109	5	8	4	107	47	0	584
8:15 AM	11	1	3	0	43	4	171	0	74	69	13	8	4	99	43	0	543
8:30 AM	9	5	2	0	19	10	133	3	76	64	7	6	3	69	21	0	427
8:45 AM	10	4	5	0	10	5	106	1	54	59	10	9	3	82	18	0	376
<b>TOTAL VOLUMES :</b>	61	23	24	0	290	50	1164	14	671	645	68	54	27	732	272	1	4096
<b>APPROACH %'s :</b>	56.48%	21.30%	22.22%	0.00%	19.10%	3.29%	76.68%	0.92%	46.66%	44.85%	4.73%	3.76%	2.62%	70.93%	26.36%	0.10%	
<b>PEAK HR :</b>	<b>07:15 AM - 08:15 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	26	11	9	0	199	28	613	10	371	387	31	25	14	390	154	1	2269
<b>PEAK HR FACTOR :</b>	0.722	0.550	0.321	0.000	0.790	0.636	0.923	0.500	0.692	0.856	0.775	0.694	0.700	0.878	0.819	0.250	0.971
	0.885				0.940				0.947				0.884				
PM	0	1	0	0	0.5	0.5	2	0	2	1	1	0	1	2	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	14	15	3	0	19	5	97	5	143	115	6	15	2	106	24	0	569
4:15 PM	9	4	13	0	25	1	98	4	157	135	14	15	9	111	19	1	615
4:30 PM	19	13	4	0	22	6	100	3	139	108	11	16	8	155	32	0	636
4:45 PM	18	2	2	0	31	6	148	3	195	117	7	12	5	118	30	1	695
5:00 PM	13	4	2	0	23	1	110	6	156	107	5	18	1	114	30	0	590
5:15 PM	10	1	2	0	23	2	86	5	176	119	5	15	0	136	22	0	602
5:30 PM	8	3	2	0	25	4	104	4	167	108	12	9	0	92	23	0	561
5:45 PM	9	2	2	0	19	0	58	1	141	119	5	12	2	78	11	0	459
<b>TOTAL VOLUMES :</b>	100	44	30	0	187	25	801	31	1274	928	65	112	27	910	191	2	4727
<b>APPROACH %'s :</b>	57.47%	25.29%	17.24%	0.00%	17.91%	2.39%	76.72%	2.97%	53.55%	39.01%	2.73%	4.71%	2.39%	80.53%	16.90%	0.18%	
<b>PEAK HR :</b>	<b>04:15 PM - 05:15 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	59	23	21	0	101	14	456	16	647	467	37	61	23	498	111	2	2536
<b>PEAK HR FACTOR :</b>	0.776	0.442	0.404	0.000	0.815	0.583	0.770	0.667	0.829	0.865	0.661	0.847	0.639	0.803	0.867	0.500	0.912
	0.715				0.781				0.915				0.813				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Cole Grade Rd & Valley Center Rd  
**City:** Valley Center  
**Control:** Signalized

**Project ID:** 18-04473-007  
**Date:** 12/4/2018

### Bikes

NS/EW Streets:	Cole Grade Rd				Cole Grade Rd				Valley Center Rd				Valley Center Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	0	0	0.5	0.5	2	0	2	1	1	0	1	2	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
													0.00% 100.00% 0.00% 0.00%				
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250
													0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR :</b>	04:15 PM - 05:15 PM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

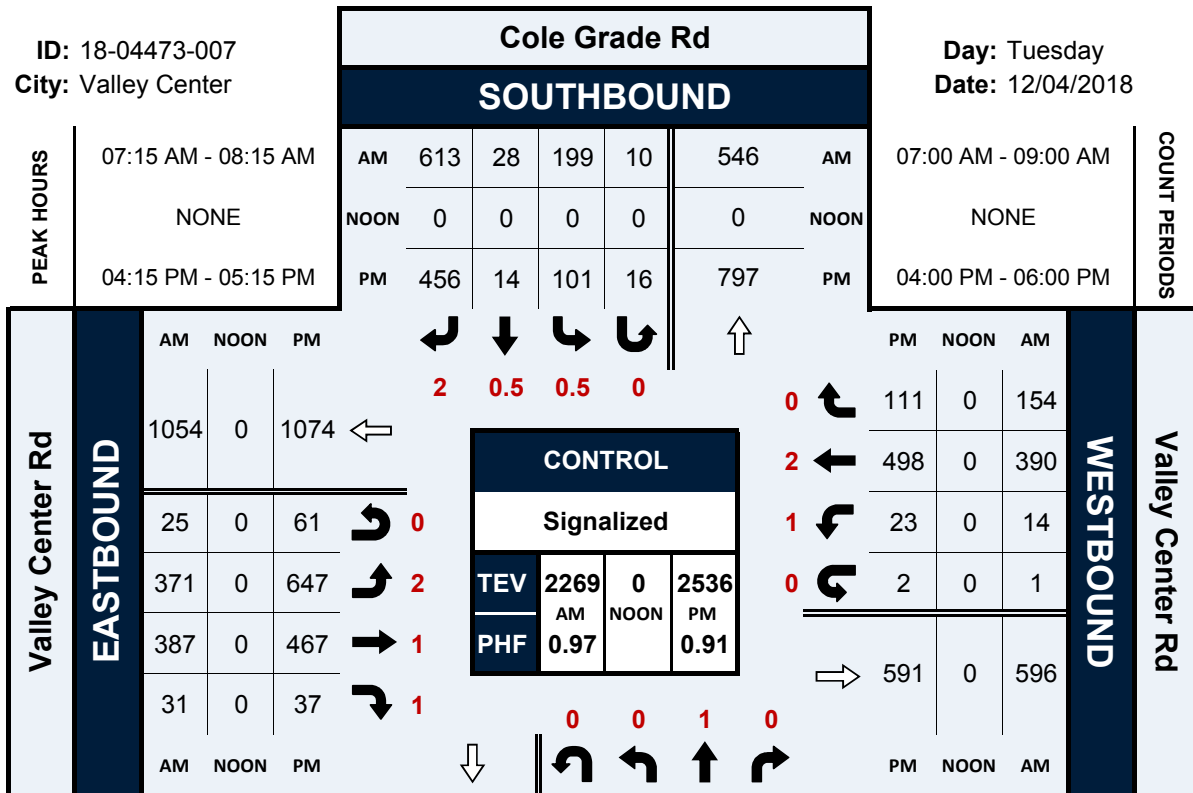


# Cole Grade Rd & Valley Center Rd

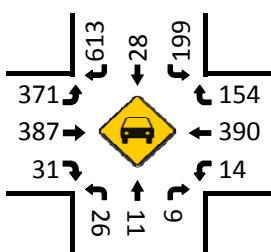
## Peak Hour Turning Movement Count

ID: 18-04473-007  
City: Valley Center

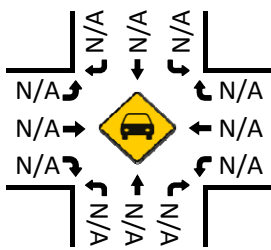
Day: Tuesday  
Date: 12/04/2018



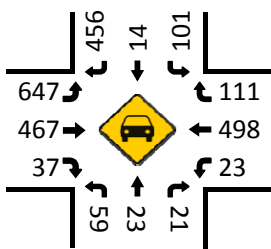
Total Vehicles (AM)



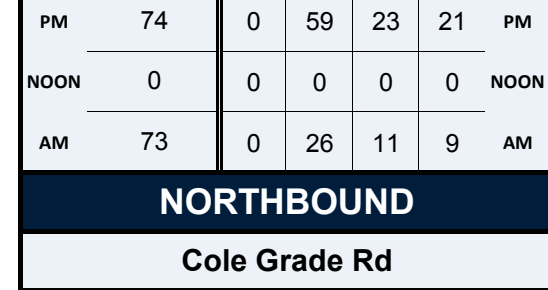
Total Vehicles (Noon)



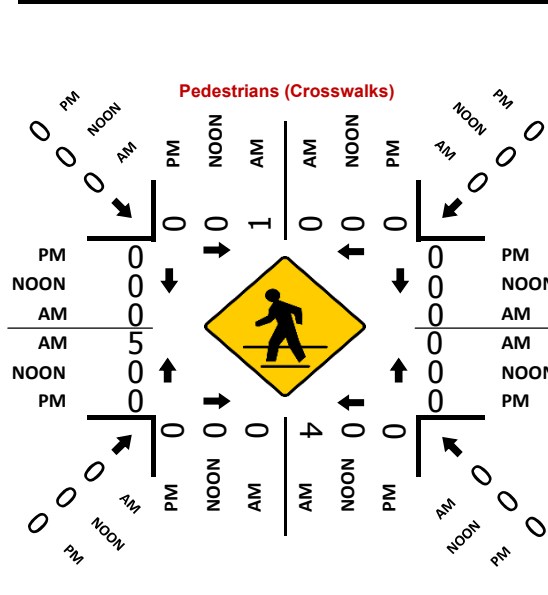
Total Vehicles (PM)



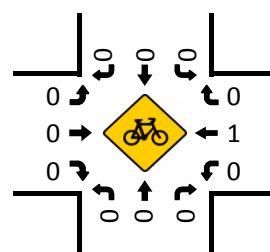
### Cole Grade Rd NORTHBOUND



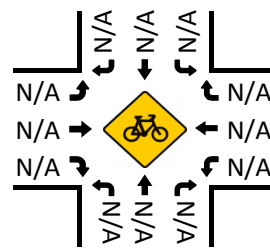
### Cole Grade Rd SOUTHBOUND



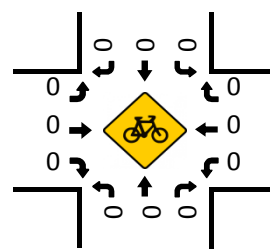
Bikes (AM)



Bikes (NOON)



Bikes (PM)



National Data & Surveying Services

# Intersection Turning Movement Count

Location: Vesper Rd & Valley Center Rd  
 City: Valley Center  
 Control: 1-Way Stop (SB)

Project ID: 18-04473-008  
 Date: 12/4/2018

**Total**

NS/EW Streets:	Vesper Rd				Vesper Rd				Valley Center Rd				Valley Center Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	25	0	14	66	0	0	0	99	0	0	204
7:15 AM	0	0	0	0	0	0	24	0	5	103	0	0	0	94	0	0	226
7:30 AM	0	0	0	0	0	0	26	0	10	128	0	0	0	109	0	0	273
7:45 AM	0	0	0	0	0	0	23	0	6	154	0	0	0	103	0	0	286
8:00 AM	0	0	0	0	0	0	20	0	19	126	0	0	0	137	0	0	302
8:15 AM	0	0	0	0	0	0	18	0	6	111	0	0	0	121	0	0	256
8:30 AM	0	0	0	0	0	0	14	0	6	71	0	0	0	75	0	0	166
8:45 AM	0	0	0	0	0	0	12	0	11	56	0	0	0	82	0	0	161
<b>TOTAL VOLUMES :</b>	0	0	0	0	0	0	162	0	77	815	0	0	0	820	0	0	1874
<b>APPROACH %'s :</b>					0.00%	0.00%	100.00%	0.00%	8.63%	91.37%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	<b>07:30 AM - 08:30 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	87	0	41	519	0	0	0	470	0	0	1117
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.837	0.000	0.539	0.843	0.000	0.000	0.000	0.858	0.000	0.000	0.925
							0.837			0.875				0.858			
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	11	0	24	104	0	0	0	110	0	0	249
4:15 PM	0	0	0	0	0	0	15	0	28	125	0	0	0	120	0	0	288
4:30 PM	0	0	0	0	0	0	19	0	28	118	0	0	0	137	0	0	302
4:45 PM	0	0	0	0	0	0	17	0	28	114	0	0	0	125	0	0	284
5:00 PM	0	0	0	0	0	0	9	0	29	112	0	0	0	139	0	0	289
5:15 PM	0	0	0	0	0	0	13	0	15	119	0	0	0	139	0	0	286
5:30 PM	0	0	0	0	0	0	12	0	13	127	0	0	0	101	0	0	253
5:45 PM	0	0	0	0	0	0	8	0	21	108	0	0	0	82	0	0	219
<b>TOTAL VOLUMES :</b>	0	0	0	0	0	0	104	0	186	927	0	0	0	953	0	0	2170
<b>APPROACH %'s :</b>					0.00%	0.00%	100.00%	0.00%	16.71%	83.29%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	<b>04:15 PM - 05:15 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	60	0	113	469	0	0	0	521	0	0	1163
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.789	0.000	0.974	0.938	0.000	0.000	0.000	0.937	0.000	0.000	0.963
							0.789			0.951				0.937			





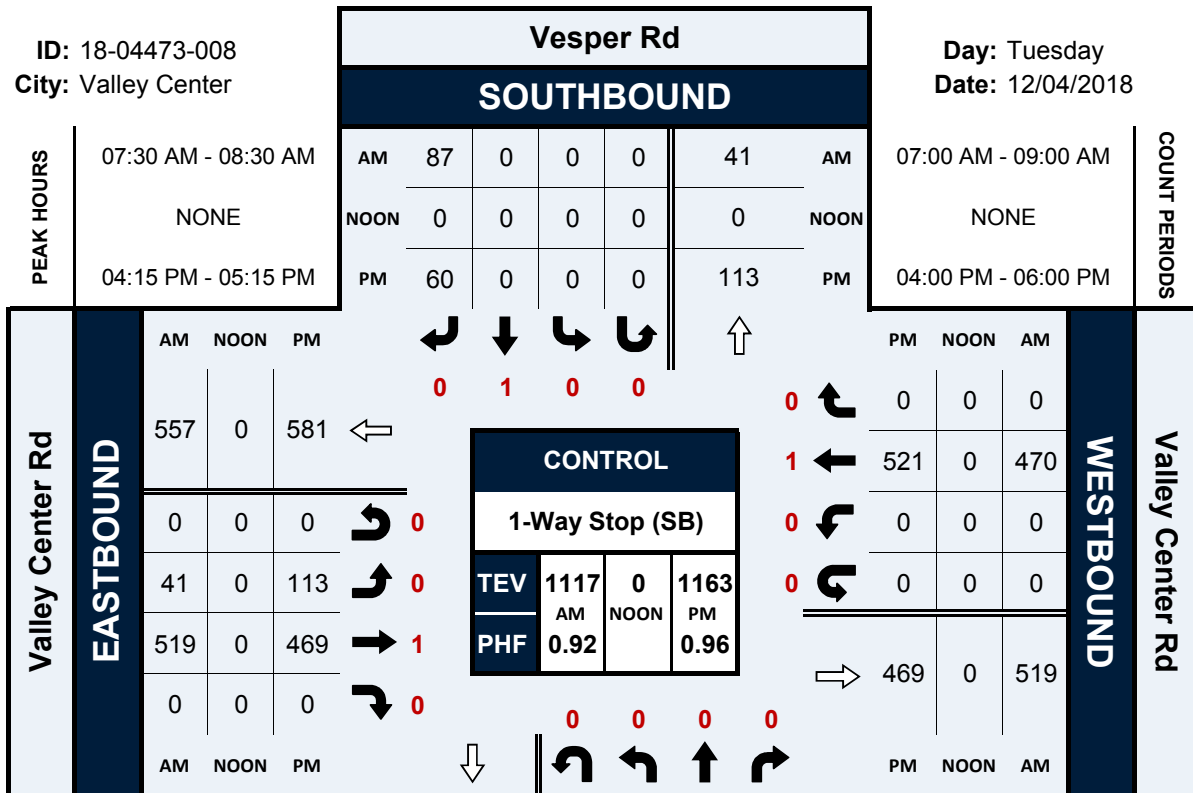


# Vesper Rd & Valley Center Rd

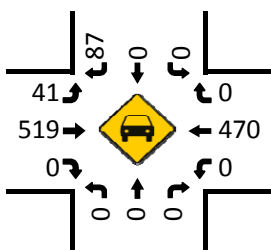
## Peak Hour Turning Movement Count

ID: 18-04473-008  
City: Valley Center

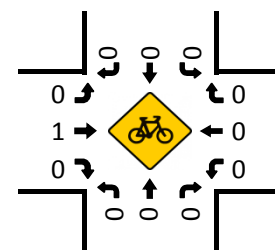
Day: Tuesday  
Date: 12/04/2018



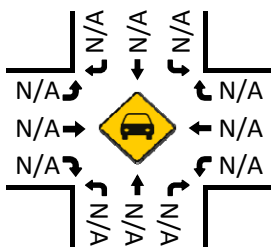
Total Vehicles (AM)



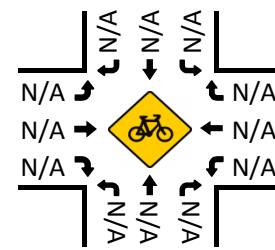
Bikes (AM)



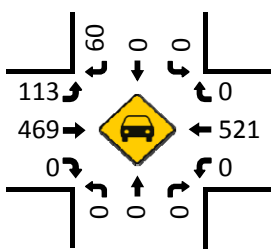
Total Vehicles (Noon)



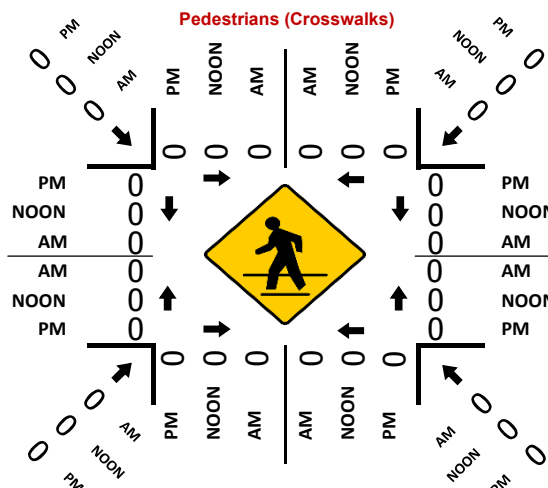
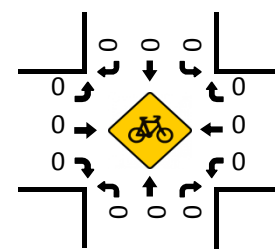
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



**INTERSECTION: Cole Grade Rd @ Valley Center**

Group Assignment: **NONE**  
 Field Master Assignment: **NONE**  
 System Reference Number: **98**

N/S Street Name: **Cole Grade Rd**  
 E/W Street Name: **Valley Center**

Last Database Change: **3/21/2014 13:15**

Change Record					
Change	By	Date	Change	By	Date

Notes:

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Drop Number	<b>5</b>	<C+0+0>
Zone Number		<C+0+1>
Area Number	<b>1</b>	<C+0+2>
Area Address	<b>25</b>	<C+0+3>
QuicNet Channel	<b>COM1:</b>	(QuicNet)

Manual Plan	<b>14</b>	<C+A+1>
Manual Offset		<C+B+1>

Max Initial	<b>10</b>	<F+0+E>
Red Revert	<b>3.0</b>	<F+0+F>
All Red Start	<b>5.0</b>	<F+C+0>

**Communication Addresses**

**Manual Selection**

**Start / Revert Times**

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	7	7	0	7	0	0
1	Ped FDW	0	12	22	27	0	21	0	0
2	Min Green	4	6	4	4	4	6	0	0
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	2.0	2.5	2.5	2.0	2.0	0.0	0.0
6	Max Gap	2.0	2.1	2.5	2.5	2.0	2.1	0.0	0.0
7	Min Gap	2.0	1.5	2.5	2.5	2.0	1.5	0.0	0.0
8	Max Limit	16	30	20	25	25	30	0	0
9	Max Limit 2	0	0	0	0	0	0	0	0
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
D	Reduce Every	0.0	4.6	0.0	0.0	0.0	4.6	0.0	0.0
E	Yellow Change	3.9	4.3	3.6	4.3	3.9	4.3	0.0	0.0
F	Red Clear	0.5	1.0	1.0	1.0	0.5	1.0	0.0	0.0

**Phase Timing - Bank 1** <F Page>

E		F	
RR-1 Delay	0	Permit	123456__
RR-1 Clear	0	Red Lock	_____
EV-A Delay	0	Yellow Lock	_____
EV-A Clear	1	Min Recall	<u>2</u> <u>6</u>
EV-B Delay	0	Ped Recall	_____
EV-B Clear	1	View Set Peds	-----
EV-C Delay	0	Rest In Walk	_____
EV-C Clear	1	Red Rest	_____
EV-D Delay	0	Dual Entry	_____
EV-D Clear	1	Max Recall	_____
RR-2 Delay	0	Soft Recall	_____
RR-2 Clear	0	Max 2	_____
View EV Delay	---	Cond. Service	_____
View EV Clear	---	Man Cntrl Calls	_____
View RR Delay	---	Yellow Start	<u>4</u>
View RR Clear	---	First Phases	<u>2</u> <u>6</u>

**Preempt Timing** **Phase Functions** <F Page>

Manual Plan  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 15 = Flash

Manual Offset  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

Column Numbers ---->		Plan								
Plan Name ---->		1	2	3	4	5	6	7	8	9
0	Cycle Length	0	0	0	0	0	0	0	0	0
1	Phase 1 - ForceOff	0	0	0	0	0	0	0	0	0
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0
5	Phase 5 - ForceOff	0	0	0	0	0	0	0	0	0
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	0	0	0	0	0	0	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Permissive	0	0	0	0	0	0	0	0	0
E	Hold Release	0	0	0	0	0	0	0	0	0
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination <C Page>

(\* = Coordination Recall)

Row	E	Row
		0
Plan 1 - Sync		1
Plan 2 - Sync		2
Plan 3 - Sync		3
Plan 4 - Sync		4
Plan 5 - Sync		5
Plan 6 - Sync		6
Plan 7 - Sync		7
Plan 8 - Sync		8
Plan 9 - Sync		9
Coord Ped *		A
NEMA Hold		B
		C
		D
		E
		F

Sync Phases <C Page>

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	2
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	3
E	Extra 1 Config. Bits	1 3
F	IC Select (Interconnect)	2

Configuration <E Page>

Row	F
RR Overlap A - Phases	
RR Overlap B - Phases	
RR Overlap C - Phases	
RR Overlap D - Phases	
Ped 2P	2
Ped 6P	6
Ped 4P	4
Ped 8P	3
Yellow Flash Phases	
Overlap A - Phases	23
Overlap B - Phases	
Overlap C - Phases	
Overlap D - Phases	
Restricted Phases	
Assign 5 Outputs	1

Configuration <E Page>

- Extra 1 Flags  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 =  
 6 = Special Event  
 7 = Pretimed Operation  
 8 = Split Ring Operation

- Assign 5 Outputs  
 (Ped Loadswitch Yellows)  
 1 = Right Turn Overlap  
 2 = TOD Outputs  
 3 = EV Beacon - Steady  
 4 = EV Beacon - Flashing  
 5 = Special Event Outputs  
 6 = Phase 3 & 7 Ped  
 7 = Advanced Warning Sign  
 8 =

Force-Off Adjust	0
------------------	---

**Coord Force-Off Adjust for Ped Service** <C+D+F>

Transition Type	0
-----------------	---

**TBC Transition** <C+D+D>

- Transition Type  
 0 = Shortway  
 Non-zero = Lengthen

- IC Select Flags  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

Row	F	Row
Free Lag	2 4 6 8	0
Plan 1 - Lag		1
Plan 2 - Lag		2
Plan 3 - Lag		3
Plan 4 - Lag		4
Plan 5 - Lag		5
Plan 6 - Lag		6
Plan 7 - Lag		7
Plan 8 - Lag		8
Plan 9 - Lag		9
Coord Max *		A
Coord Lag *		B
		C
		D
		E
		F

Lag Phases <C Page>

Row	Time	Plan	Offset	Day of Week
0	00:00	0	0	
1	00:00	0	0	
2	00:00	0	0	
3	00:00	0	0	
4	00:00	0	0	
5	00:00	0	0	
6	00:00	0	0	
7	00:00	0	0	
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

**TOD Coordination**  
<9 Key with C+D+9=0>

Time	Funct.	Day of Week
06:00	E	23456
09:00	E	23456
14:00	E	23456
18:00	E	23456
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	

**TOD Function**  
<7 Key>

Column F
Phases/Bits
2
1
3
1

<D Page>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

**Holiday # 1**  
**TOD Coordination**  
<9 Key with C+D+9=1>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

**Holiday # 2**  
**TOD Coordination**  
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

**Holiday # 3**  
**TOD Coordination**  
<9 Key with C+D+9=3>

Row
0
1
2
3
4
5
6
7
8
9
A
B
C
D
E
F

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Offset Select  
A = Offset A  
B = Offset B  
C = Offset C

T.O.D. Functions  
0 = Permitted Phases  
1 = Red Lock  
2 = Yellow Lock  
3 = Veh Min Recall  
4 = Ped Recall  
5 =  
6 = Rest In Walk  
7 = Red Rest  
8 = Double Entry  
9 = Veh Max Recall  
A = Veh Soft Recall  
B = Maximum 2  
C = Conditional Service  
D = Free Lag Phases  
E = Bit 1 - Local Override  
Bit 2 - Phase Bank 2  
Bit 3 - Phase Bank 3  
Bit 4 - Disable Detector  
OFF Monitor  
Bit 7 - Detector Count Monitor  
Bit 8 - Real Time Split Monitor  
F = Output Bits 1 thru 4

Month Select  
1 = January  
2 = February  
3 = March  
4 = April  
5 = May  
6 = June  
7 = July  
8 = August  
9 = September  
A = October  
B = November  
C = December

Row	Day	Year	Month	Day of Week
A	0	0	0	
B	0	0	0	
C	0	0	0	

**Holiday Dates**  
<8 Key>

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	4.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	0.0		I-6U	3
8	0.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	4.0		J-2U	2
2	0.0	4.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	0.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	0.0	0.0	0.0	7
B	0.0	0.0	0.0	0
C	0.0	0.0	0.0	0
D	0.0	0.0	0.0	0

Overlap Timing <F Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row	0 Detector Number
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

Advance Warning Beacon - Sign 1

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

Power Cycle Correction (Default = 0.5)

Disable Parity	0	<D+B+0>
----------------	---	---------

Dial-Up Telephone Communications (If set to a non-zero value, parity will be disabled)

Column Numbers ---->		Phase							
Phase Names ---->		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	7	7	0	7	0	0
1	Ped FDW	0	12	22	27	0	21	0	0
2	Min Green	4	6	4	4	4	6	0	0
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	2.0	2.5	2.5	2.0	2.0	0.0	0.0
6	Max Gap	2.0	2.2	2.5	2.5	2.0	2.2	0.0	0.0
7	Min Gap	2.0	1.5	2.5	2.5	2.0	1.5	0.0	0.0
8	Max Limit	16	30	18	40	30	30	0	0
9	Max Limit 2	0	0	0	0	0	0	0	0
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0
D	Reduce Every	0.0	3.8	0.0	0.0	0.0	3.8	0.0	0.0
E	Yellow Change	3.9	4.3	3.6	4.3	3.9	4.3	0.0	0.0
F	Red Clear	0.5	1.0	1.0	1.0	0.5	1.0	0.0	0.0

Phase Timing - Bank 2 <F Page>

Column Numbers ---->		Phase							
Phase Names ---->		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	7	7	0	7	0	0
1	Ped FDW	0	12	22	27	0	21	0	0
2	Min Green	4	6	4	4	4	6	0	0
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	2.0	2.5	2.5	2.0	2.0	0.0	0.0
6	Max Gap	2.0	2.1	2.5	2.5	2.0	2.1	0.0	0.0
7	Min Gap	2.0	1.5	2.5	2.5	2.0	1.5	0.0	0.0
8	Max Limit	16	35	20	40	35	40	0	0
9	Max Limit 2	0	0	0	0	0	0	0	0
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
D	Reduce Every	0.0	5.4	0.0	0.0	0.0	6.2	0.0	0.0
E	Yellow Change	3.9	4.3	3.6	4.3	3.9	4.3	0.0	0.0
F	Red Clear	0.5	1.0	1.0	1.0	0.5	1.0	0.0	0.0

Phase Timing - Bank 3 <F Page>

Row	Delay Only ---->	7	8	9	A	B	C	D	E	F	Row
		Time	Dwell	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output	
0		0	---	---	---	---	---	---	---	---	0
1		0	0	=====	=====	=====	=====	=====	=====	=====	1
2		0	0	=====	=====	=====	=====	=====	=====	=====	2
3		0	0	=====	=====	=====	=====	=====	=====	=====	3
4		0	0	=====	=====	=====	=====	=====	=====	=====	4
5		0	0	=====	=====	=====	=====	=====	=====	=====	5
6		0	0	=====	=====	=====	=====	=====	=====	=====	6
7		0	0	=====	=====	=====	=====	=====	=====	=====	7
8		0	0	=====	=====	=====	=====	=====	=====	=====	8
9	Limited Service Int. ---->	0	0	=====	=====	=====	=====	=====	=====	=====	9
A		---	0	=====	=====	=====	=====	=====	=====	=====	A
B		0	0	=====	=====	=====	=====	=====	=====	=====	B
C		0	0	=====	=====	=====	=====	=====	=====	=====	C
D		0	0	=====	=====	=====	=====	=====	=====	=====	D
E		0	0	=====	=====	=====	=====	=====	=====	=====	E
F		0	0	=====	=====	=====	=====	=====	=====	=====	F

Special Event Schedule <C Page with F+9+F=22>

<--- Limited Service Interval (Set Dwell = 255)

**INTERSECTION: Lilac Rd @ Valley Center Rd**

Group Assignment: **NONE**  
 Field Master Assignment: **NONE**  
 System Reference Number: **186**

N/S Street Name: **Valley Center Rd**  
 E/W Street Name: **Lilac Rd**

Last Database Change: **3/6/2014 6:23**

Change Record					
Change	By	Date	Change	By	Date

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Drop Number	<b>9</b>	<C+0+0>
Zone Number		<C+0+1>
Area Number	<b>1</b>	<C+0+2>
Area Address	<b>29</b>	<C+0+3>
QuicNet Channel	<b>COM15:</b>	(QuicNet)

Manual Plan	<b>14</b>	<C+A+1>
Manual Offset		<C+B+1>

Max Initial	<b>20</b>	<F+0+E>
Red Revert	<b>2.0</b>	<F+0+F>
All Red Start	<b>5.0</b>	<F+C+0>

**Communication Addresses**

**Manual Selection**

**Start / Revert Times**

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	23	0	22	0	24	0	9
2	Min Green	0	4	4	6	0	6	4	6
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.0	2.0	2.0	2.0	0.0	2.5	2.0	2.0
6	Max Gap	0.0	2.1	2.0	2.1	0.0	2.5	2.0	2.1
7	Min Gap	0.0	1.5	2.0	1.5	0.0	2.5	2.0	1.5
8	Max Limit	0	40	25	50	0	15	10	50
9	Max Limit 2	0	0	0	0	0	0	0	0
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.1
D	Reduce Every	0.0	6.2	0.0	7.8	0.0	0.0	0.0	7.8
E	Yellow Change	0.0	5.0	3.9	4.3	0.0	3.2	3.9	4.3
F	Red Clear	0.0	1.0	0.5	1.0	0.0	1.0	0.5	1.0

**Phase Timing - Bank 1** <F Page>

E		F	
RR-1 Delay	0	Permit	<u>234_678</u>
RR-1 Clear	0	Red Lock	_____
EV-A Delay	0	Yellow Lock	_____
EV-A Clear	1	Min Recall	<u>  4  8</u>
EV-B Delay	0	Ped Recall	_____
EV-B Clear	1	View Set Peds	-----
EV-C Delay	0	Rest In Walk	_____
EV-C Clear	1	Red Rest	_____
EV-D Delay	0	Dual Entry	_____
EV-D Clear	1	Max Recall	_____
RR-2 Delay	0	Soft Recall	_____
RR-2 Clear	0	Max 2	_____
View EV Delay	---	Cond. Service	_____
View EV Clear	---	Man Cntrl Calls	_____
View RR Delay	---	Yellow Start	<u>  2  </u>
View RR Clear	---	First Phases	<u>  4  8</u>

**Preempt Timing** <F Page>

Manual Plan  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 15 = Flash

Manual Offset  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

Column Numbers ---->		Plan								
Plan Name ---->		1	2	3	4	5	6	7	8	9
0	Cycle Length	0	0	0	0	0	0	0	0	0
1	Phase 1 - ForceOff	0	0	0	0	0	0	0	0	0
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0
5	Phase 5 - ForceOff	0	0	0	0	0	0	0	0	0
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	0	0	0	0	0	0	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Permissive	0	0	0	0	0	0	0	0	0
E	Hold Release	0	0	0	0	0	0	0	0	0
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination <C Page>

(\* = Coordination Recall)

Row	E	Row
		0
Plan 1 - Sync		1
Plan 2 - Sync		2
Plan 3 - Sync		3
Plan 4 - Sync		4
Plan 5 - Sync		5
Plan 6 - Sync		6
Plan 7 - Sync		7
Plan 8 - Sync		8
Plan 9 - Sync		9
Coord Ped *		A
NEMA Hold		B
		C
		D
		E
		F

Sync Phases <C Page>

Row	Column Numbers ---->	E
0	Exclusive Phases	2 6
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2
B	EV-B Phases	4 7
C	EV-C Phases	6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1
F	IC Select (Interconnect)	2

Configuration <E Page>

Row	F
RR Overlap A - Phases	
RR Overlap B - Phases	
RR Overlap C - Phases	
RR Overlap D - Phases	
Ped 2P	2
Ped 6P	6
Ped 4P	4
Ped 8P	8
Yellow Flash Phases	
Overlap A - Phases	
Overlap B - Phases	
Overlap C - Phases	
Overlap D - Phases	
Restricted Phases	
Assign 5 Outputs	

Configuration <E Page>

- Extra 1 Flags**  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 =  
 6 = Special Event  
 7 = Pretimed Operation  
 8 = Split Ring Operation

- Assign 5 Outputs**  
 (Ped Loadswitch Yellows)  
 1 = Right Turn Overlap  
 2 = TOD Outputs  
 3 = EV Beacon - Steady  
 4 = EV Beacon - Flashing  
 5 = Special Event Outputs  
 6 = Phase 3 & 7 Ped  
 7 = Advanced Warning Sign  
 8 =

Force-Off Adjust	0
------------------	---

**Coord Force-Off Adjust for Ped Service** <C+D+F>

Transition Type	0
-----------------	---

**TBC Transition** <C+D+D>

- Transition Type**  
 0 = Shortway  
 Non-zero = Lengthen

- IC Select Flags**  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

Row	F	Row
Free Lag	2 4 6 8	0
Plan 1 - Lag		1
Plan 2 - Lag		2
Plan 3 - Lag		3
Plan 4 - Lag		4
Plan 5 - Lag		5
Plan 6 - Lag		6
Plan 7 - Lag		7
Plan 8 - Lag		8
Plan 9 - Lag		9
Coord Max *		A
Coord Lag *		B
		C
		D
		E
		F

Lag Phases <C Page>



Row	Time	Plan	Offset	Day of Week
0	00:00	0	0	
1	00:00	0	0	
2	00:00	0	0	
3	00:00	0	0	
4	00:00	0	0	
5	00:00	0	0	
6	00:00	0	0	
7	00:00	0	0	
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

**TOD Coordination**  
<9 Key with C+D+9=0>

Time	Funct.	Day of Week
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	

**TOD Function**  
<7 Key>

Column F
Phases/Bits

<D Page>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

**Holiday # 1**  
**TOD Coordination**  
<9 Key with C+D+9=1>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

**Holiday # 2**  
**TOD Coordination**  
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

**Holiday # 3**  
**TOD Coordination**  
<9 Key with C+D+9=3>

Row
0
1
2
3
4
5
6
7
8
9
A
B
C
D
E
F

**Plan Select**  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

**Offset Select**  
A = Offset A  
B = Offset B  
C = Offset C

**T.O.D. Functions**  
0 = Permitted Phases  
1 = Red Lock  
2 = Yellow Lock  
3 = Veh Min Recall  
4 = Ped Recall  
5 =  
6 = Rest In Walk  
7 = Red Rest  
8 = Double Entry  
9 = Veh Max Recall  
A = Veh Soft Recall  
B = Maximum 2  
C = Conditional Service  
D = Free Lag Phases  
E = Bit 1 - Local Override  
Bit 2 - Phase Bank 2  
Bit 3 - Phase Bank 3  
Bit 4 - Disable Detector  
OFF Monitor  
Bit 7 - Detector Count Monitor  
Bit 8 - Real Time Split Monitor  
F = Output Bits 1 thru 4

**Month Select**  
1 = January  
2 = February  
3 = March  
4 = April  
5 = May  
6 = June  
7 = July  
8 = August  
9 = September  
A = October  
B = November  
C = December

Row	Day	Year	Month	Day of Week	
A	Holiday # 1 Date	0	0	0	
B	Holiday # 2 Date	0	0	0	
C	Holiday # 3 Date	0	0	0	

**Holiday Dates**  
<8 Key>

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	0.0		I-6U	3
8	0.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	0.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	0.0	0.0	0.0	0
B	0.0	0.0	0.0	0
C	0.0	0.0	0.0	0
D	0.0	0.0	0.0	0

Overlap Timing <F Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row	0 Detector Number
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

Advance Warning Beacon - Sign 1

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

Power Cycle Correction (Default = 0.5)

Disable Parity	0	<D+B+0>
----------------	---	---------

Dial-Up Telephone Communications  
(If set to a non-zero value, parity will be disabled)

Column Numbers ---->		Phase							
Phase Names ---->		1	2	3	4	5	6	7	8
0	Ped Walk	0	0	0	0	0	0	0	0
1	Ped FDW	0	0	0	0	0	0	0	0
2	Min Green	0	0	0	0	0	0	0	0
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	Max Limit	0	0	0	0	0	0	0	0
9	Max Limit 2	0	0	0	0	0	0	0	0
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 2 <F Page>

Column Numbers ---->		Phase							
Phase Names ---->		1	2	3	4	5	6	7	8
0	Ped Walk	0	0	0	0	0	0	0	0
1	Ped FDW	0	0	0	0	0	0	0	0
2	Min Green	0	0	0	0	0	0	0	0
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	Max Limit	0	0	0	0	0	0	0	0
9	Max Limit 2	0	0	0	0	0	0	0	0
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 3 <F Page>

Row	Delay Only ---->	7	8	9	A	B	C	D	E	F	Row
		Time	Dwell	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output	
0		0	---	---	---	---	---	---	---	---	0
1		0	0	=====	=====	=====	=====	=====	=====	=====	1
2		0	0	=====	=====	=====	=====	=====	=====	=====	2
3		0	0	=====	=====	=====	=====	=====	=====	=====	3
4		0	0	=====	=====	=====	=====	=====	=====	=====	4
5		0	0	=====	=====	=====	=====	=====	=====	=====	5
6		0	0	=====	=====	=====	=====	=====	=====	=====	6
7		0	0	=====	=====	=====	=====	=====	=====	=====	7
8		0	0	=====	=====	=====	=====	=====	=====	=====	8
9	Limited Service Int. ---->	0	0	=====	=====	=====	=====	=====	=====	=====	9
A		---	0	=====	=====	=====	=====	=====	=====	=====	A
B		0	0	=====	=====	=====	=====	=====	=====	=====	B
C		0	0	=====	=====	=====	=====	=====	=====	=====	C
D		0	0	=====	=====	=====	=====	=====	=====	=====	D
E		0	0	=====	=====	=====	=====	=====	=====	=====	E
F		0	0	=====	=====	=====	=====	=====	=====	=====	F

Special Event Schedule <C Page with F+9+F=22>

<--- Limited Service Interval (Set Dwell = 255)

**INTERSECTION: Woods Valley @ Valley Center**

Group Assignment: **NONE**  
 Field Master Assignment: **NONE**  
 System Reference Number: **111**

N/S Street Name: **Valley Center**  
 E/W Street Name: **Woods Valley**

Last Database Change: **3/6/2014 6:23**

Change Record					
Change	By	Date	Change	By	Date

Notes:

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Drop Number	<b>10</b>	<C+0+0>
Zone Number		<C+0+1>
Area Number	<b>1</b>	<C+0+2>
Area Address	<b>30</b>	<C+0+3>
QuicNet Channel	<b>COM15:</b>	(QuicNet)

**Communication Addresses**

Manual Plan	<b>14</b>	<C+A+1>
Manual Offset		<C+B+1>

**Manual Selection**

Max Initial	<b>20</b>	<F+0+E>
Red Revert	<b>5.0</b>	<F+0+F>
All Red Start	<b>5.0</b>	<F+C+0>

**Start / Revert Times**

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	0	0	0	0	7	0	7
1	Ped FDW	0	0	0	0	0	18	0	14
2	Min Green	0	0	0	6	0	4	4	6
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0
6	Max Gap	0.0	0.0	0.0	2.1	0.0	2.0	2.0	2.1
7	Min Gap	0.0	0.0	0.0	1.5	0.0	2.0	2.0	1.5
8	Max Limit	0	0	0	30	0	30	15	30
9	Max Limit 2	0	0	0	0	0	0	0	0
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
D	Reduce Every	0.0	0.0	0.0	9.4	0.0	0.0	0.0	9.4
E	Yellow Change	0.0	0.0	0.0	4.3	0.0	4.3	3.9	4.3
F	Red Clear	0.0	0.0	0.0	1.0	0.0	1.0	0.5	1.0

**Phase Timing - Bank 1** <F Page>

E		F	
RR-1 Delay	1	Permit	<u>4_678</u>
RR-1 Clear	0	Red Lock	_____
EV-A Delay	0	Yellow Lock	_____
EV-A Clear	0	Min Recall	<u>4_8</u>
EV-B Delay	0	Ped Recall	_____
EV-B Clear	1	View Set Peds	-----
EV-C Delay	0	Rest In Walk	_____
EV-C Clear	1	Red Rest	_____
EV-D Delay	0	Dual Entry	_____
EV-D Clear	1	Max Recall	_____
RR-2 Delay	0	Soft Recall	_____
RR-2 Clear	0	Max 2	_____
View EV Delay	---	Cond. Service	_____
View EV Clear	---	Man Cntrl Calls	_____
View RR Delay	---	Yellow Start	<u>6</u>
View RR Clear	---	First Phases	<u>4_8</u>

**Preempt Timing** <F Page>

Row
0
1
2
3
4
5
6
7
8
9
A
B
C
D
E
F

Manual Plan  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 15 = Flash

Manual Offset  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

Column Numbers ---->		Plan								
Plan Name ---->		1	2	3	4	5	6	7	8	9
0	Cycle Length	0	0	0	0	0	0	0	0	0
1	Phase 1 - ForceOff	0	0	0	0	0	0	0	0	0
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0
5	Phase 5 - ForceOff	0	0	0	0	0	0	0	0	0
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	0	0	0	0	0	0	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Permissive	0	0	0	0	0	0	0	0	0
E	Hold Release	0	0	0	0	0	0	0	0	0
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination <C Page>

(\* = Coordination Recall)

Row	E	Row
		0
Plan 1 - Sync		1
Plan 2 - Sync		2
Plan 3 - Sync		3
Plan 4 - Sync		4
Plan 5 - Sync		5
Plan 6 - Sync		6
Plan 7 - Sync		7
Plan 8 - Sync		8
Plan 9 - Sync		9
Coord Ped *		A
NEMA Hold		B
		C
		D
		E
		F

Sync Phases <C Page>

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	4 8
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	8
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	
B	EV-B Phases	4 7
C	EV-C Phases	6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1
F	IC Select (Interconnect)	2

Configuration <E Page>

Row	F
RR Overlap A - Phases	
RR Overlap B - Phases	
RR Overlap C - Phases	
RR Overlap D - Phases	
Ped 2P	
Ped 6P	6
Ped 4P	
Ped 8P	8
Yellow Flash Phases	
Overlap A - Phases	
Overlap B - Phases	6 8
Overlap C - Phases	
Overlap D - Phases	
Restricted Phases	
Assign 5 Outputs	1

Configuration <E Page>

- Extra 1 Flags**  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 =  
 6 = Special Event  
 7 = Pretimed Operation  
 8 = Split Ring Operation

- Assign 5 Outputs**  
 (Ped Loadswitch Yellows)  
 1 = Right Turn Overlap  
 2 = TOD Outputs  
 3 = EV Beacon - Steady  
 4 = EV Beacon - Flashing  
 5 = Special Event Outputs  
 6 = Phase 3 & 7 Ped  
 7 = Advanced Warning Sign  
 8 =

Force-Off Adjust	0
------------------	---

**Coord Force-Off Adjust for Ped Service** <C+D+F>

Transition Type	0
-----------------	---

**TBC Transition** <C+D+D>

**Transition Type**  
 0 = Shortway  
 Non-zero = Lengthen

**IC Select Flags**  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

Row	F	Row
Free Lag	2 4 6 8	0
Plan 1 - Lag		1
Plan 2 - Lag		2
Plan 3 - Lag		3
Plan 4 - Lag		4
Plan 5 - Lag		5
Plan 6 - Lag		6
Plan 7 - Lag		7
Plan 8 - Lag		8
Plan 9 - Lag		9
Coord Max *		A
Coord Lag *		B
		C
		D
		E
		F

Lag Phases <C Page>

Row	Time	Plan	Offset	Day of Week
0	00:00	0	0	
1	00:00	0	0	
2	00:00	0	0	
3	00:00	0	0	
4	00:00	0	0	
5	00:00	0	0	
6	00:00	0	0	
7	00:00	0	0	
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

**TOD Coordination**  
<9 Key with C+D+9=0>

Time	Funct.	Day of Week
06:00	E	23456
08:30	E	23456
15:00	E	23456
18:30	E	23456
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	

**TOD Function**  
<7 Key>

Column F	Phases/Bits
	2
	1
	2
	1

<D Page>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

**Holiday # 1**  
**TOD Coordination**  
<9 Key with C+D+9=1>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

**Holiday # 2**  
**TOD Coordination**  
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

**Holiday # 3**  
**TOD Coordination**  
<9 Key with C+D+9=3>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Offset Select  
A = Offset A  
B = Offset B  
C = Offset C

T.O.D. Functions  
0 = Permitted Phases  
1 = Red Lock  
2 = Yellow Lock  
3 = Veh Min Recall  
4 = Ped Recall  
5 =  
6 = Rest In Walk  
7 = Red Rest  
8 = Double Entry  
9 = Veh Max Recall  
A = Veh Soft Recall  
B = Maximum 2  
C = Conditional Service  
D = Free Lag Phases  
E = Bit 1 - Local Override  
    Bit 2 - Phase Bank 2  
    Bit 3 - Phase Bank 3  
    Bit 4 - Disable Detector  
        OFF Monitor  
    Bit 7 - Detector Count Monitor  
    Bit 8 - Real Time Split Monitor  
F = Output Bits 1 thru 4

Month Select  
1 = January  
2 = February  
3 = March  
4 = April  
5 = May  
6 = June  
7 = July  
8 = August  
9 = September  
A = October  
B = November  
C = December

Row	Day	Year	Month	Day of Week
A				
B				
C				

**Holiday Dates**  
<8 Key>

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	0.0		I-6U	3
8	0.0	0.0		I-6L	7
9	0.0	4.5		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	4.5		J-6U	4
8	0.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	0.0	0.0	0.0	0
B	0.0	0.0	0.0	0
C	0.0	0.0	0.0	0
D	0.0	0.0	0.0	0

Overlap Timing <F Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- --	2345

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row	0 Detector Number
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

**Advance Warning Beacon - Sign 1**

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

**Advance Warning Beacon - Sign 2**

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

**Power Cycle Correction** (Default = 0.5)

Disable Parity	0	<D+B+0>
----------------	---	---------

**Dial-Up Telephone Communications**  
(If set to a non-zero value, parity will be disabled)

Column Numbers ---->		Phase							
Phase Names ---->		1	2	3	4	5	6	7	8
0	Ped Walk	0	0	0	0	0	7	0	7
1	Ped FDW	0	0	0	0	0	18	0	14
2	Min Green	0	0	0	7	0	4	4	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0
6	Max Gap	0.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0
7	Min Gap	0.0	0.0	0.0	1.5	0.0	2.0	2.0	1.5
8	Max Limit	0	0	0	100	0	30	20	100
9	Max Limit 2	0	0	0	0	0	0	0	0
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
D	Reduce Every	0.0	0.0	0.0	15.8	0.0	0.0	0.0	15.8
E	Yellow Change	0.0	0.0	0.0	4.3	0.0	4.3	3.9	4.3
F	Red Clear	0.0	0.0	0.0	1.0	0.0	1.0	0.5	1.0

Phase Timing - Bank 2 <F Page>

Column Numbers ---->		Phase							
Phase Names ---->		1	2	3	4	5	6	7	8
0	Ped Walk	0	0	0	0	0	0	0	0
1	Ped FDW	0	0	0	0	0	0	0	0
2	Min Green	0	0	0	0	0	0	0	0
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	Max Limit	0	0	0	0	0	0	0	0
9	Max Limit 2	0	0	0	0	0	0	0	0
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 3 <F Page>

Row	Delay Only ---->	7	8	9	A	B	C	D	E	F	Row
		Time	Dwell	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output	
0		0	---	---	---	---	---	---	---	---	0
1		0	0	=====	=====	=====	=====	=====	=====	=====	1
2		0	0	=====	=====	=====	=====	=====	=====	=====	2
3		0	0	=====	=====	=====	=====	=====	=====	=====	3
4		0	0	=====	=====	=====	=====	=====	=====	=====	4
5		0	0	=====	=====	=====	=====	=====	=====	=====	5
6		0	0	=====	=====	=====	=====	=====	=====	=====	6
7		0	0	=====	=====	=====	=====	=====	=====	=====	7
8		0	0	=====	=====	=====	=====	=====	=====	=====	8
9	Limited Service Int. ---->	0	0	=====	=====	=====	=====	=====	=====	=====	9
A		---	0	=====	=====	=====	=====	=====	=====	=====	A
B		0	0	=====	=====	=====	=====	=====	=====	=====	B
C		0	0	=====	=====	=====	=====	=====	=====	=====	C
D		0	0	=====	=====	=====	=====	=====	=====	=====	D
E		0	0	=====	=====	=====	=====	=====	=====	=====	E
F		0	0	=====	=====	=====	=====	=====	=====	=====	F

Special Event Schedule <C Page with F+9+F=22>

<--- Limited Service Interval (Set Dwell = 255)



**Michael Baker**  
INTERNATIONAL

# **Attachment C Existing Conditions Synchro Worksheets**

HCM 6th Signalized Intersection Summary  
 1: Valley Center Rd. & Woods Valley Rd.

Existing Conditions AM  
 02/07/2019



Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	166	98	465	57	44	1018	
Future Volume (veh/h)	166	98	465	57	44	1018	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	
Adj Flow Rate, veh/h	184	109	479	59	47	1083	
Peak Hour Factor	0.90	0.90	0.97	0.97	0.94	0.94	
Percent Heavy Veh, %	4	4	4	4	4	4	
Cap, veh/h	467	214	919	624	77	1687	
Arrive On Green	0.14	0.14	0.26	0.26	0.04	0.48	
Sat Flow, veh/h	3401	1560	3589	1560	1753	3589	
Grp Volume(v), veh/h	184	109	479	59	47	1083	
Grp Sat Flow(s),veh/h/ln	1700	1560	1749	1560	1753	1749	
Q Serve(g_s), s	1.4	1.8	3.3	0.7	0.7	6.5	
Cycle Q Clear(g_c), s	1.4	1.8	3.3	0.7	0.7	6.5	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	467	214	919	624	77	1687	
V/C Ratio(X)	0.39	0.51	0.52	0.09	0.61	0.64	
Avail Cap(c_a), veh/h	3196	1466	2722	1429	415	4165	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	11.0	11.1	8.8	5.2	13.1	5.4	
Incr Delay (d2), s/veh	0.2	0.7	0.2	0.0	2.9	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.3	1.6	0.6	0.1	0.2	0.4	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	11.2	11.8	8.9	5.2	16.0	5.6	
LnGrp LOS	B	B	A	A	B	A	
Approach Vol, veh/h	293		538			1130	
Approach Delay, s/veh	11.4		8.5			6.0	
Approach LOS	B		A			A	
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				18.7	9.1	6.1	12.6
Change Period (Y+Rc), s				5.3	5.3	4.9	5.3
Max Green Setting (Gmax), s				33.2	26.2	6.6	21.7
Max Q Clear Time (g_c+I1), s				8.5	3.8	2.7	5.3
Green Ext Time (p_c), s				5.0	0.5	0.0	1.8
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			7.5				
HCM 6th LOS			A				

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	53	17	570	1033	24
Future Vol, veh/h	25	53	17	570	1033	24
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	88	88	88	88
Heavy Vehicles, %	2	2	4	4	4	4
Mvmt Flow	37	79	19	648	1174	27

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1551	602	1202	0	-	0
Stage 1	1189	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.18	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.24	-	-	-
Pot Cap-1 Maneuver	104	443	565	-	-	-
Stage 1	251	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	100	443	564	-	-	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	242	-	-	-	-	-
Stage 2	674	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.7	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	564	-	100	443	-	-
HCM Lane V/C Ratio	0.034	-	0.373	0.179	-	-
HCM Control Delay (s)	11.6	-	61	14.9	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.5	0.6	-	-

Intersection							
Int Delay, s/veh	0.1						
Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↔		↑↓			↔	↑↑
Traffic Vol, veh/h	1	0	624	1	1	1	1034
Future Vol, veh/h	1	0	624	1	1	1	1034
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	2
Peak Hour Factor	25	25	90	90	92	98	98
Heavy Vehicles, %	2	2	4	4	4	4	4
Mvmt Flow	4	0	693	1	1	1	1055

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	1226	347	0	0	694	694	0
Stage 1	694	-	-	-	-	-	-
Stage 2	532	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	6.48	4.18	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.54	2.24	-
Pot Cap-1 Maneuver	171	649	-	-	514	884	-
Stage 1	457	-	-	-	-	-	-
Stage 2	553	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	170	649	-	-	645	645	-
Mov Cap-2 Maneuver	170	-	-	-	-	-	-
Stage 1	456	-	-	-	-	-	-
Stage 2	553	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	170	645
HCM Lane V/C Ratio	-	-	0.024	0.003
HCM Control Delay (s)	-	-	26.7	10.6
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th Signalized Intersection Summary  
4: Valley Center Rd. & Lilac Rd.

Existing Conditions AM  
02/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	274	0	233	2	0	0	1	146	512	0	0	814
Future Volume (veh/h)	274	0	233	2	0	0	1	146	512	0	0	814
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1841	1841	1914	1870	1870	1870		1841	1841	1914	1841	1841
Adj Flow Rate, veh/h	364	0	163	8	0	0		164	575	0	0	885
Peak Hour Factor	0.95	0.95	0.95	0.25	0.25	0.25		0.89	0.89	0.89	0.92	0.92
Percent Heavy Veh, %	4	4	4	2	2	2		4	4	4	4	4
Cap, veh/h	584	0	266	22	0	0		255	2031	0	3	1072
Arrive On Green	0.17	0.00	0.17	0.01	0.00	0.00		0.07	0.58	0.00	0.00	0.43
Sat Flow, veh/h	3506	0	1596	1781	0	0		3401	3589	0	1753	2493
Grp Volume(v), veh/h	364	0	163	8	0	0		164	575	0	0	620
Grp Sat Flow(s),veh/h/ln	1753	0	1596	1781	0	0		1700	1749	0	1753	1749
Q Serve(g_s), s	6.2	0.0	6.1	0.3	0.0	0.0		3.0	5.3	0.0	0.0	20.2
Cycle Q Clear(g_c), s	6.2	0.0	6.1	0.3	0.0	0.0		3.0	5.3	0.0	0.0	20.2
Prop In Lane	1.00		1.00	1.00		0.00		1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	584	0	266	22	0	0		255	2031	0	3	752
V/C Ratio(X)	0.62	0.00	0.61	0.36	0.00	0.00		0.64	0.28	0.00	0.00	0.82
Avail Cap(c_a), veh/h	1664	0	757	856	0	0		438	2842	0	152	1348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00		1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	24.9	31.6	0.0	0.0		29.0	6.8	0.0	0.0	16.2
Incr Delay (d2), s/veh	0.4	0.0	0.9	7.2	0.0	0.0		1.0	0.0	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	2.1	0.2	0.0	0.0		1.2	1.4	0.0	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	0.0	25.8	38.8	0.0	0.0		30.0	6.8	0.0	0.0	17.1
LnGrp LOS	C	A	C	D	A	A		C	A	A	A	B
Approach Vol, veh/h		527			8				739			1214
Approach Delay, s/veh		25.5			38.8				12.0			17.2
Approach LOS		C			D				B			B

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	16.7	9.7	33.0	5.0	0.0	42.7
Change Period (Y+Rc), s	6.0	4.9	5.3	4.2	4.9	5.3
Max Green Setting (Gmax), s	30.6	8.3	49.7	31.0	5.6	52.4
Max Q Clear Time (g_c+I1), s	8.2	5.0	22.4	2.3	0.0	7.3
Green Ext Time (p_c), s	0.9	0.1	5.2	0.0	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

**Notes**  
 User approved volume balancing among the lanes for turning movement.  
 User approved ignoring U-Turning movement.

Movement	SBR
<b>Lane Configurations</b>	
Traffic Volume (veh/h)	303
Future Volume (veh/h)	303
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.99
Parking Bus, Adj	1.00
<b>Work Zone On Approach</b>	
Adj Sat Flow, veh/h/ln	1914
Adj Flow Rate, veh/h	329
Peak Hour Factor	0.92
Percent Heavy Veh, %	4
Cap, veh/h	397
Arrive On Green	0.43
Sat Flow, veh/h	923
Grp Volume(v), veh/h	594
Grp Sat Flow(s),veh/h/ln	1668
Q Serve(g_s), s	20.4
Cycle Q Clear(g_c), s	20.4
Prop In Lane	0.55
Lane Grp Cap(c), veh/h	717
V/C Ratio(X)	0.83
Avail Cap(c_a), veh/h	1285
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	16.3
Incr Delay (d2), s/veh	1.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	6.3
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	17.3
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
<b>Timer - Assigned Phs</b>	

Intersection							
Int Delay, s/veh	1.7						
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	18	790	0	1026	14	18	89
Future Vol, veh/h	18	790	0	1026	14	18	89
Conflicting Peds, #/hr	7	0	0	0	7	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	100	-	100	-	-	0	-
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	2	-	0	-	0	-
Peak Hour Factor	89	89	95	95	95	86	86
Heavy Vehicles, %	4	4	4	4	4	2	2
Mvmt Flow	20	888	0	1080	15	21	103

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1102	0	888
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.18	-	6.48
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.24	-	2.54
Pot Cap-1 Maneuver	618	-	386
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	613	-	386
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	27.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	613	-	386	-	-	283
HCM Lane V/C Ratio	0.033	-	-	-	-	0.44
HCM Control Delay (s)	11.1	-	0	-	-	27.3
HCM Lane LOS	B	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	0	-	-	2.1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	794	2	2	1032	4	2
Future Vol, veh/h	794	2	2	1032	4	2
Conflicting Peds, #/hr	0	1	1	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	96	96	75	75
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	882	2	2	1075	5	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	885	0	1427
Stage 1	-	-	-	-	884
Stage 2	-	-	-	-	543
Critical Hdwy	-	-	4.18	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.24	-	3.52
Pot Cap-1 Maneuver	-	-	748	-	126
Stage 1	-	-	-	-	364
Stage 2	-	-	-	-	546
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	747	-	125
Mov Cap-2 Maneuver	-	-	-	-	253
Stage 1	-	-	-	-	363
Stage 2	-	-	-	-	545

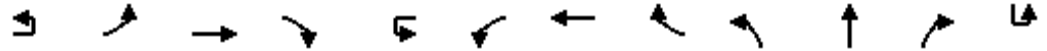
Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	310	-	-	747	-
HCM Lane V/C Ratio	0.026	-	-	0.003	-
HCM Control Delay (s)	16.9	-	-	9.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-



HCM 6th Signalized Intersection Summary  
7: Cole Grade Rd. & Valley Center Rd.

Existing Conditions AM  
02/07/2019



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations		↗↘	↑	↖		↖	↗↘			↕		
Traffic Volume (veh/h)	25	371	387	31	1	14	390	154	26	11	9	10
Future Volume (veh/h)	25	371	387	31	1	14	390	154	26	11	9	10
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00		0.99		1.00		0.99	1.00		1.00	
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1841	1841	1841		1841	1841	1914	1841	1841	1841	
Adj Flow Rate, veh/h		391	407	33		16	443	175	30	12	10	
Peak Hour Factor		0.95	0.95	0.95		0.88	0.88	0.88	0.88	0.88	0.88	
Percent Heavy Veh, %		4	4	4		4	4	4	4	4	4	
Cap, veh/h		398	612	516		27	564	221	60	24	20	
Arrive On Green		0.12	0.33	0.33		0.02	0.23	0.23	0.06	0.06	0.06	
Sat Flow, veh/h		3401	1841	1551		1753	2445	956	999	399	333	
Grp Volume(v), veh/h		391	407	33		16	316	302	52	0	0	
Grp Sat Flow(s),veh/h/ln		1700	1841	1551		1753	1749	1652	1731	0	0	
Q Serve(g_s), s		7.9	13.1	1.0		0.6	11.7	11.9	2.0	0.0	0.0	
Cycle Q Clear(g_c), s		7.9	13.1	1.0		0.6	11.7	11.9	2.0	0.0	0.0	
Prop In Lane		1.00		1.00		1.00		0.58	0.58		0.19	
Lane Grp Cap(c), veh/h		398	612	516		27	404	381	105	0	0	
V/C Ratio(X)		0.98	0.66	0.06		0.60	0.78	0.79	0.50	0.00	0.00	
Avail Cap(c_a), veh/h		398	826	696		142	722	682	725	0	0	
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh		30.5	19.8	15.8		33.9	25.0	25.1	31.5	0.0	0.0	
Incr Delay (d2), s/veh		40.5	0.5	0.0		7.6	1.3	1.4	2.7	0.0	0.0	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		5.2	4.9	0.3		0.3	4.5	4.3	0.9	0.0	0.0	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		71.0	20.3	15.8		41.5	26.3	26.5	34.2	0.0	0.0	
LnGrp LOS		E	C	B		D	C	C	C	A	A	
Approach Vol, veh/h			831				634			52		
Approach Delay, s/veh			44.0				26.8			34.2		
Approach LOS			D				C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	28.3		26.2	13.0	21.3		8.8				
Change Period (Y+Rc), s	4.9	5.3		5.3	4.9	5.3		4.6				
Max Green Setting (Gmax), s	5.6	31.1		34.2	8.1	28.6		29.0				
Max Q Clear Time (g_c+I1), s	2.6	15.1		17.2	9.9	13.9		4.0				
Green Ext Time (p_c), s	0.0	1.3		3.0	0.0	1.9		0.2				

Intersection Summary

HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary  
 7: Cole Grade Rd. & Valley Center Rd.

Existing Conditions AM  
 02/07/2019



Movement	SBL	SBT	SBR
Lane Configurations		↕	↕↕
Traffic Volume (veh/h)	199	28	613
Future Volume (veh/h)	199	28	613
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1841	1841	1841
Adj Flow Rate, veh/h	212	30	652
Peak Hour Factor	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	4
Cap, veh/h	466	66	821
Arrive On Green	0.30	0.30	0.30
Sat Flow, veh/h	1545	219	2723
Grp Volume(v), veh/h	242	0	652
Grp Sat Flow(s),veh/h/ln	1763	0	1361
Q Serve(g_s), s	7.7	0.0	15.2
Cycle Q Clear(g_c), s	7.7	0.0	15.2
Prop In Lane	0.88		1.00
Lane Grp Cap(c), veh/h	532	0	821
V/C Ratio(X)	0.46	0.00	0.79
Avail Cap(c_a), veh/h	871	0	1344
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	22.2
Incr Delay (d2), s/veh	0.5	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	4.8
Unsig. Movement Delay, s/veh			
LnGrp Delay(d),s/veh	20.0	0.0	23.6
LnGrp LOS	C	A	C
Approach Vol, veh/h		894	
Approach Delay, s/veh		22.6	
Approach LOS		C	
Timer - Assigned Phs			

HCM 6th Signalized Intersection Summary  
 1: Valley Center Rd. & Woods Valley Rd.

Existing Conditions PM  
 02/07/2019



Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	↶↶	↶	↶↶	↶	↶	↶↶	
Traffic Volume (veh/h)	76	103	1043	165	118	780	
Future Volume (veh/h)	76	103	1043	165	118	780	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	
Adj Flow Rate, veh/h	84	114	1075	170	126	830	
Peak Hour Factor	0.90	0.90	0.97	0.97	0.94	0.94	
Percent Heavy Veh, %	6	6	6	6	6	6	
Cap, veh/h	379	174	1456	823	160	2178	
Arrive On Green	0.11	0.11	0.42	0.42	0.09	0.63	
Sat Flow, veh/h	3346	1535	3532	1535	1725	3532	
Grp Volume(v), veh/h	84	114	1075	170	126	830	
Grp Sat Flow(s),veh/h/ln	1673	1535	1721	1535	1725	1721	
Q Serve(g_s), s	1.0	3.0	11.0	2.4	3.0	4.9	
Cycle Q Clear(g_c), s	1.0	3.0	11.0	2.4	3.0	4.9	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	379	174	1456	823	160	2178	
V/C Ratio(X)	0.22	0.66	0.74	0.21	0.79	0.38	
Avail Cap(c_a), veh/h	2057	944	2445	1265	376	3598	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	16.9	17.7	10.1	5.0	18.6	3.7	
Incr Delay (d2), s/veh	0.1	1.6	0.3	0.0	3.3	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.3	2.6	2.5	0.6	1.1	0.4	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	17.0	19.3	10.4	5.1	21.8	3.8	
LnGrp LOS	B	B	B	A	C	A	
Approach Vol, veh/h	198		1245			956	
Approach Delay, s/veh	18.3		9.7			6.1	
Approach LOS	B		A			A	
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				31.8	10.0	8.8	23.0
Change Period (Y+Rc), s				5.3	5.3	4.9	5.3
Max Green Setting (Gmax), s				43.7	25.7	9.1	29.7
Max Q Clear Time (g_c+I1), s				6.9	5.0	5.0	13.0
Green Ext Time (p_c), s				3.7	0.3	0.1	4.7
<b>Intersection Summary</b>							
HCM 6th Ctrl Delay			9.0				
HCM 6th LOS			A				

Intersection							
Int Delay, s/veh	1.1						
Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	14	17	1	51	1103	904	17
Future Vol, veh/h	14	17	1	51	1103	904	17
Conflicting Peds, #/hr	0	0	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	100	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	67	67	92	88	88	88	88
Heavy Vehicles, %	2	2	6	6	6	6	6
Mvmt Flow	21	25	1	58	1253	1027	19

Major/Minor	Minor2	Major1		Major2			
Conflicting Flow All	1787	528	1047	1051	0	-	0
Stage 1	1042	-	-	-	-	-	-
Stage 2	745	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.52	4.22	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.56	2.26	-	-	-
Pot Cap-1 Maneuver	73	495	299	635	-	-	-
Stage 1	301	-	-	-	-	-	-
Stage 2	430	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	65	493	618	618	-	-	-
Mov Cap-2 Maneuver	65	-	-	-	-	-	-
Stage 1	271	-	-	-	-	-	-
Stage 2	428	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	45.2	0.5	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	618	-	65	493	-	-
HCM Lane V/C Ratio	0.096	-	0.321	0.051	-	-
HCM Control Delay (s)	11.4	-	84.7	12.7	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.2	0.2	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↔	↕
Traffic Vol, veh/h	1	0	1115	1	1	930
Future Vol, veh/h	1	0	1115	1	1	930
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	2
Peak Hour Factor	25	25	90	90	98	98
Heavy Vehicles, %	2	2	6	6	6	6
Mvmt Flow	4	0	1239	1	1	949

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1717	620	0	0	1240
Stage 1	1240	-	-	-	-
Stage 2	477	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.22
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.26
Pot Cap-1 Maneuver	81	431	-	-	536
Stage 1	236	-	-	-	-
Stage 2	590	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	81	431	-	-	536
Mov Cap-2 Maneuver	81	-	-	-	-
Stage 1	236	-	-	-	-
Stage 2	590	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	51.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	81	536
HCM Lane V/C Ratio	-	-	0.049	0.002
HCM Control Delay (s)	-	-	51.7	11.7
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th Signalized Intersection Summary  
4: Valley Center Rd. & Lilac Rd.

Existing Conditions PM  
02/07/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	310	0	182	0	0	0	209	895	0	3	0	761
Future Volume (veh/h)	310	0	182	0	0	0	209	895	0	3	0	761
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1811	1811	1884	1870	1870	1870	1811	1811	1884		1811	1811
Adj Flow Rate, veh/h	386	0	128	0	0	0	235	1006	0		0	827
Peak Hour Factor	0.95	0.95	0.95	0.25	0.25	0.25	0.89	0.89	0.89		0.92	0.92
Percent Heavy Veh, %	6	6	6	2	2	2	6	6	6		6	6
Cap, veh/h	599	0	274	0	3	0	350	2138	0		3	1030
Arrive On Green	0.17	0.00	0.17	0.00	0.00	0.00	0.10	0.62	0.00		0.00	0.43
Sat Flow, veh/h	3450	0	1580	0	1870	0	3346	3532	0		1725	2406
Grp Volume(v), veh/h	386	0	128	0	0	0	235	1006	0		0	591
Grp Sat Flow(s),veh/h/ln	1725	0	1580	0	1870	0	1673	1721	0		1725	1721
Q Serve(g_s), s	5.7	0.0	4.0	0.0	0.0	0.0	3.7	8.6	0.0		0.0	16.5
Cycle Q Clear(g_c), s	5.7	0.0	4.0	0.0	0.0	0.0	3.7	8.6	0.0		0.0	16.5
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00		1.00	
Lane Grp Cap(c), veh/h	599	0	274	0	3	0	350	2138	0		3	736
V/C Ratio(X)	0.64	0.00	0.47	0.00	0.00	0.00	0.67	0.47	0.00		0.00	0.80
Avail Cap(c_a), veh/h	1929	0	883	0	1053	0	674	3261	0		175	1459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00		0.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	20.5	0.0	0.0	0.0	23.8	5.6	0.0		0.0	13.7
Incr Delay (d2), s/veh	0.4	0.0	0.5	0.0	0.0	0.0	0.8	0.1	0.0		0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.3	0.0	0.0	0.0	1.3	1.6	0.0		0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	0.0	20.9	0.0	0.0	0.0	24.6	5.6	0.0		0.0	14.5
LnGrp LOS	C	A	C	A	A	A	C	A	A		A	B
Approach Vol, veh/h		514			0			1241				1155
Approach Delay, s/veh		21.5			0.0			9.2				14.6
Approach LOS		C						A				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.6	10.7	28.9		0.0	0.0	39.5				
Change Period (Y+Rc), s		6.0	4.9	5.3		4.2	4.9	5.3				
Max Green Setting (Gmax), s		30.8	11.1	46.7		31.0	5.6	52.2				
Max Q Clear Time (g_c+I1), s		7.7	5.7	18.6		0.0	0.0	10.6				
Green Ext Time (p_c), s		0.8	0.2	4.9		0.0	0.0	4.8				

Intersection Summary

HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.  
User approved ignoring U-Turning movement.



Movement	SBR
<b>Lane Configurations</b>	
Traffic Volume (veh/h)	302
Future Volume (veh/h)	302
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
<b>Work Zone On Approach</b>	
Adj Sat Flow, veh/h/ln	1884
Adj Flow Rate, veh/h	328
Peak Hour Factor	0.92
Percent Heavy Veh, %	6
Cap, veh/h	407
Arrive On Green	0.43
Sat Flow, veh/h	952
Grp Volume(v), veh/h	564
Grp Sat Flow(s),veh/h/ln	1638
Q Serve(g_s), s	16.6
Cycle Q Clear(g_c), s	16.6
Prop In Lane	0.58
Lane Grp Cap(c), veh/h	701
V/C Ratio(X)	0.81
Avail Cap(c_a), veh/h	1389
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	13.8
Incr Delay (d2), s/veh	0.8
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	4.6
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	14.6
LnGrp LOS	B
<b>Approach Vol, veh/h</b>	
<b>Approach Delay, s/veh</b>	
<b>Approach LOS</b>	
<b>Timer - Assigned Phs</b>	

Intersection								
Int Delay, s/veh	0.7							
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗	↖	↗		↖	↗
Traffic Vol, veh/h	2	73	1128	0	1018	28	1	43
Future Vol, veh/h	2	73	1128	0	1018	28	1	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	100	-	100	-	-	0	-
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	2	-	0	-	0	-
Peak Hour Factor	92	89	89	95	95	95	86	86
Heavy Vehicles, %	6	6	6	6	6	6	2	2
Mvmt Flow	2	82	1267	0	1072	29	1	50

Major/Minor	Major1		Major2		Minor2			
Conflicting Flow All	1101	1101	0	1267	-	0	1889	551
Stage 1	-	-	-	-	-	-	1087	-
Stage 2	-	-	-	-	-	-	802	-
Critical Hdwy	6.52	4.22	-	6.52	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.56	2.26	-	2.56	-	-	3.52	3.32
Pot Cap-1 Maneuver	276	607	-	215	-	-	62	478
Stage 1	-	-	-	-	-	-	285	-
Stage 2	-	-	-	-	-	-	402	-
Platoon blocked, %			-	-	-	-		
Mov Cap-1 Maneuver	586	586	-	215	-	-	53	478
Mov Cap-2 Maneuver	-	-	-	-	-	-	53	-
Stage 1	-	-	-	-	-	-	244	-
Stage 2	-	-	-	-	-	-	402	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	586	-	215	-	-	404
HCM Lane V/C Ratio	0.144	-	-	-	-	0.127
HCM Control Delay (s)	12.2	-	0	-	-	15.2
HCM Lane LOS	B	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	-	0	-	-	0.4



Intersection							
Int Delay, s/veh	0						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑	↑↑	↑↑	
Traffic Vol, veh/h	1128	6	1	1	1043	2	0
Future Vol, veh/h	1128	6	1	1	1043	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	90	90	92	96	96	75	75
Heavy Vehicles, %	6	6	6	6	6	2	2
Mvmt Flow	1253	7	1	1	1086	3	0

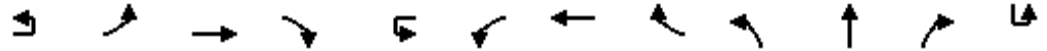
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1260
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.52	4.22
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.56	2.26
Pot Cap-1 Maneuver	-	217	526
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	305	305
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	26.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	173	-	-	305	-
HCM Lane V/C Ratio	0.015	-	-	0.007	-
HCM Control Delay (s)	26.1	-	-	16.9	-
HCM Lane LOS	D	-	-	C	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th Signalized Intersection Summary  
7: Cole Grade Rd. & Valley Center Rd.

Existing Conditions PM  
02/07/2019



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (veh/h)	61	647	467	37	2	23	498	111	59	23	21	16
Future Volume (veh/h)	61	647	467	37	2	23	498	111	59	23	21	16
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No				No				No		
Adj Sat Flow, veh/h/ln		1811	1811	1811		1811	1811	1884	1811	1811	1811	
Adj Flow Rate, veh/h		681	492	39		26	566	126	67	26	24	
Peak Hour Factor		0.95	0.95	0.95		0.88	0.88	0.88	0.88	0.88	0.88	
Percent Heavy Veh, %		6	6	6		6	6	6	6	6	6	
Cap, veh/h		775	813	689		37	667	148	92	36	33	
Arrive On Green		0.23	0.45	0.45		0.02	0.24	0.24	0.09	0.09	0.09	
Sat Flow, veh/h		3346	1811	1535		1725	2799	621	973	378	349	
Grp Volume(v), veh/h		681	492	39		26	347	345	117	0	0	
Grp Sat Flow(s),veh/h/ln		1673	1811	1535		1725	1721	1699	1700	0	0	
Q Serve(g_s), s		17.8	18.7	1.3		1.4	17.5	17.6	6.1	0.0	0.0	
Cycle Q Clear(g_c), s		17.8	18.7	1.3		1.4	17.5	17.6	6.1	0.0	0.0	
Prop In Lane		1.00		1.00		1.00		0.37	0.57		0.21	
Lane Grp Cap(c), veh/h		775	813	689		37	410	405	160	0	0	
V/C Ratio(X)		0.88	0.61	0.06		0.71	0.85	0.85	0.73	0.00	0.00	
Avail Cap(c_a), veh/h		1293	1221	1034		108	602	595	543	0	0	
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh		33.7	18.9	14.2		44.2	33.0	33.0	40.0	0.0	0.0	
Incr Delay (d2), s/veh		2.1	0.3	0.0		9.1	5.0	5.3	4.7	0.0	0.0	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		7.0	7.0	0.4		0.6	7.4	7.4	2.7	0.0	0.0	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		35.7	19.2	14.2		53.3	38.0	38.4	44.7	0.0	0.0	
LnGrp LOS		D	B	B		D	D	D	D	A	A	
Approach Vol, veh/h			1212				718			117		
Approach Delay, s/veh			28.3				38.7			44.7		
Approach LOS			C				D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	46.1		24.8	25.9	26.9		13.2				
Change Period (Y+Rc), s	4.9	5.3		5.3	4.9	5.3		4.6				
Max Green Setting (Gmax), s	5.7	61.2		34.0	35.1	31.8		29.0				
Max Q Clear Time (g_c+I1), s	3.4	20.7		17.6	19.8	19.6		8.1				
Green Ext Time (p_c), s	0.0	1.8		1.8	1.2	2.0		0.5				

Intersection Summary

HCM 6th Ctrl Delay	33.5
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary  
 7: Cole Grade Rd. & Valley Center Rd.

Existing Conditions PM  
 02/07/2019



Movement	SBL	SBT	SBR
Lane Configurations		↕	↕↕
Traffic Volume (veh/h)	101	14	456
Future Volume (veh/h)	101	14	456
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1811	1811	1811
Adj Flow Rate, veh/h	107	15	485
Peak Hour Factor	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6
Cap, veh/h	326	46	579
Arrive On Green	0.21	0.21	0.21
Sat Flow, veh/h	1522	213	2701
Grp Volume(v), veh/h	122	0	485
Grp Sat Flow(s),veh/h/ln	1735	0	1351
Q Serve(g_s), s	5.4	0.0	15.6
Cycle Q Clear(g_c), s	5.4	0.0	15.6
Prop In Lane	0.88		1.00
Lane Grp Cap(c), veh/h	372	0	579
V/C Ratio(X)	0.33	0.00	0.84
Avail Cap(c_a), veh/h	650	0	1011
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.1	0.0	34.2
Incr Delay (d2), s/veh	0.4	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	5.3
Unsig. Movement Delay, s/veh			
LnGrp Delay(d),s/veh	30.5	0.0	36.7
LnGrp LOS	C	A	D
Approach Vol, veh/h		607	
Approach Delay, s/veh		35.4	
Approach LOS		D	
Timer - Assigned Phs			

**Michael Baker**  
INTERNATIONAL

# **Attachment D Speed Surveys**

SPEED

Valley Center Rd Bet. Woods Valley Rd & Charlan Rd

Day: Tuesday
Date: 12/4/2018

City: Valley Center
Project #: CA18\_4474\_001n

Main data table with columns: Time, <15, 15-19, 20-24, 25-29, 30-34, 35-39, 40-44, 45-49, 50-54, 55-59, 60-64, 65-69, 70+, Total. Includes AM, PM, and Totals sections.

Summary table with columns: Street Name, Direction, Percentiles (15th, 50th, Average, 85th, 95th), ADT. Shows data for Valley Center Rd North and South Bound.

SPEED

Valley Center Rd Bet. Woods Valley Rd & Charlan Rd

Day: Tuesday
Date: 12/4/2018

City: Valley Center
Project #: CA18\_4474\_001s

South Bound

Table with columns: Time, < 15, 15-19, 20-24, 25-29, 30-34, 35-39, 40-44, 45-49, 50-54, 55-59, 60-64, 65-69, 70+, Total. Rows include time intervals from 00:00 AM to 23:45.

Summary table with sections: AM Volumes, AM Peak Hour, PM Volumes, PM Peak Hour, Directional Peak Periods (AM 7-9, NOON 12-2, PM 4-6), Off Peak Volumes. Includes Volume and % columns.

Table with columns: Street Name, Direction, Percentiles (15th, 50th, Average, 85th, 95th), ADT. Rows for Valley Center Rd North Bound and South Bound.

**SPEED**

## Valley Center Rd Bet. Woods Valley Rd &amp; Charlan Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_001

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	1	7	21	11	5	4	0	0	49
00:15	0	0	0	0	1	2	4	20	14	7	4	0	0	52
00:30	0	0	0	0	2	2	8	13	15	7	2	2	0	51
00:45	1	0	0	0	1	0	5	11	3	7	0	0	1	29
01:00	0	0	0	1	1	1	0	9	9	4	4	0	0	29
01:15	0	0	0	0	2	3	4	14	7	8	4	2	0	44
01:30	0	0	0	0	0	0	1	6	4	2	1	0	0	14
01:45	0	0	0	1	3	2	4	5	5	2	2	0	0	24
02:00	1	1	0	0	1	1	6	7	6	1	2	0	0	26
02:15	0	0	0	0	0	0	3	4	4	3	0	0	0	14
02:30	0	0	0	0	0	2	4	5	7	9	0	0	0	27
02:45	0	1	0	0	0	2	6	4	6	2	2	0	0	23
03:00	0	0	0	0	1	0	3	6	6	4	0	1	0	21
03:15	0	0	0	0	0	0	4	6	6	5	2	1	0	24
03:30	0	0	0	0	0	0	2	9	7	1	2	0	2	23
03:45	0	0	0	1	0	0	4	9	2	5	3	1	1	26
04:00	0	0	0	0	0	3	5	13	8	4	4	1	0	38
04:15	0	0	0	1	0	4	10	14	4	10	8	0	1	52
04:30	0	0	0	0	2	3	12	11	16	8	6	2	0	60
04:45	0	0	0	2	5	3	9	22	16	16	4	7	0	84
05:00	0	0	0	0	6	16	14	30	25	19	8	2	2	122
05:15	0	0	0	1	2	12	29	45	40	28	3	1	1	162
05:30	0	0	0	1	10	19	37	53	71	36	8	1	2	238
05:45	0	0	0	1	2	26	23	61	53	46	15	3	1	231
06:00	0	0	1	1	9	37	55	80	51	40	5	2	1	282
06:15	0	0	1	4	15	41	70	91	68	41	8	3	0	342
06:30	0	1	2	5	7	32	82	108	86	55	12	1	0	391
06:45	1	2	0	3	12	37	80	106	82	42	10	2	1	378
07:00	0	0	6	5	20	52	82	124	89	41	3	0	0	422
07:15	0	0	1	3	21	54	89	115	83	28	6	1	0	401
07:30	1	1	2	9	38	64	107	102	49	29	9	2	0	413
07:45	0	0	1	6	25	62	103	124	63	27	4	0	0	415
08:00	0	0	1	5	31	76	99	103	49	18	6	1	0	389
08:15	1	0	1	6	20	58	105	126	70	20	8	0	0	415
08:30	1	1	3	7	24	54	101	96	58	22	3	4	0	374
08:45	1	3	1	5	13	51	62	81	42	17	5	2	1	284
09:00	0	1	1	0	21	45	81	87	59	22	8	1	1	327
09:15	0	0	1	1	11	40	77	85	56	31	8	0	0	310

**SPEED**

## Valley Center Rd Bet. Woods Valley Rd &amp; Charlan Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_001

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
09:30	0	1	4	5	16	55	77	93	65	21	4	0	0	341
09:45	1	1	1	2	18	75	64	102	55	26	3	0	0	348
10:00	0	1	2	4	22	61	86	67	44	11	4	0	2	304
10:15	1	0	5	6	36	74	112	58	30	9	0	1	0	332
10:30	0	1	1	2	32	72	94	82	33	15	0	1	0	333
10:45	0	0	1	8	17	56	86	69	57	13	4	1	0	312
11:00	0	1	1	1	26	40	89	82	71	21	4	0	1	337
11:15	0	0	5	10	30	51	92	83	51	17	3	4	0	346
11:30	0	0	0	0	12	46	82	87	46	21	2	1	1	298
11:45	2	0	2	11	20	61	118	79	38	12	3	1	0	347
12:00 PM	1	1	3	7	22	64	80	88	51	20	1	1	0	339
12:15	1	4	4	7	24	61	104	98	45	15	2	1	0	366
12:30	1	1	0	4	19	49	79	103	59	24	5	1	0	345
12:45	0	1	2	5	13	54	97	97	70	18	4	4	0	365
13:00	0	0	2	6	20	62	89	73	52	23	3	0	0	330
13:15	0	2	3	1	29	73	96	89	62	29	0	0	0	384
13:30	0	0	1	7	29	59	110	75	53	10	1	1	0	346
13:45	0	0	2	4	29	99	100	82	45	7	0	0	0	368
14:00	0	4	5	16	55	78	106	77	37	11	1	1	0	391
14:15	0	0	1	4	18	67	92	120	53	19	4	0	1	379
14:30	1	0	0	3	21	69	141	119	65	15	4	3	1	442
14:45	0	1	2	3	16	69	81	87	66	23	6	2	0	356
15:00	0	3	1	2	21	66	82	123	71	28	8	1	0	406
15:15	0	2	5	29	42	98	95	119	68	15	1	0	0	474
15:30	2	2	2	10	41	86	118	96	56	21	3	0	0	437
15:45	1	2	2	6	21	84	145	129	59	20	2	1	0	472
16:00	1	0	10	8	29	76	126	115	69	29	7	0	0	470
16:15	0	2	3	10	13	79	147	101	77	21	2	0	0	455
16:30	0	0	1	6	13	104	129	125	73	19	1	1	0	472
16:45	0	1	1	4	31	60	162	156	77	21	6	1	0	520
17:00	0	1	6	12	39	113	138	135	49	18	0	2	0	513
17:15	0	0	1	6	32	129	149	114	55	13	5	0	0	504
17:30	0	0	0	7	27	97	170	102	69	18	4	0	0	494
17:45	0	0	0	10	24	97	103	97	62	18	2	0	0	413
18:00	0	0	0	5	38	95	140	62	23	9	6	0	2	380
18:15	2	1	0	4	14	44	98	129	49	20	7	0	0	368
18:30	0	0	1	2	8	36	76	93	62	21	5	0	0	304
18:45	0	0	0	2	20	35	113	120	53	13	3	2	0	361



**SPEED**

## Valley Center Rd Bet. Woods Valley Rd &amp; Charlan Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_001

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
19:00	0	1	0	3	8	51	93	61	48	14	2	3	0	284
19:15	0	0	1	3	10	40	91	74	43	17	4	0	0	283
19:30	0	1	2	5	20	13	58	86	39	14	5	0	0	243
19:45	0	0	2	4	5	34	53	49	60	21	4	1	0	233
20:00	0	0	0	0	4	28	40	65	36	11	5	0	0	189
20:15	0	1	2	1	10	25	65	52	57	17	2	0	0	232
20:30	0	0	0	0	8	14	48	58	44	28	5	0	0	205
20:45	0	0	3	1	7	14	48	53	31	10	2	0	0	169
21:00	0	0	0	0	4	6	27	49	41	26	1	1	0	155
21:15	0	0	0	0	1	11	28	59	68	25	4	0	0	196
21:30	0	0	0	0	3	9	19	54	30	15	5	0	3	138
21:45	0	0	0	1	4	3	28	52	35	15	1	2	0	141
22:00	0	0	0	0	4	11	27	42	54	15	2	1	0	156
22:15	0	0	0	1	5	12	18	28	38	13	7	0	2	124
22:30	0	0	0	0	2	1	14	26	32	16	2	0	1	94
22:45	0	0	0	0	2	3	11	23	19	11	3	0	0	72
23:00	0	0	0	2	1	4	12	29	13	14	6	0	0	81
23:15	0	0	0	1	0	5	10	29	24	12	5	0	0	86
23:30	1	1	0	1	0	2	8	25	16	9	2	0	0	65
23:45	0	0	0	0	0	1	4	17	15	7	2	0	0	46
<b>Totals</b>	<b>22</b>	<b>48</b>	<b>112</b>	<b>331</b>	<b>1341</b>	<b>3786</b>	<b>6165</b>	<b>6483</b>	<b>4113</b>	<b>1666</b>	<b>372</b>	<b>82</b>	<b>29</b>	<b>24550</b>
<b>% of Totals</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>5%</b>	<b>15%</b>	<b>25%</b>	<b>26%</b>	<b>17%</b>	<b>7%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

<b>AM Volumes</b>	11	16	44	118	535	1396	2297	2628	1740	838	210	52	19	9904				
<b>% AM</b>	0%	0%	0%	0%	2%	6%	9%	11%	7%	3%	1%	0%	0%	40%				
<b>AM Peak Hour</b>	11:45	11:45	09:30	11:45	07:15	09:45	07:30	07:00	06:30	05:45	05:45	04:30	05:00	07:00				
<b>Volume</b>	5	6	12	29	115	282	414	465	340	182	40	12	6	1651				
<b>PM Volumes</b>	11	32	68	213	806	2390	3868	3855	2373	828	162	30	10	14646				
<b>% PM</b>	0%	0%	0%	1%	3%	10%	16%	16%	10%	3%	1%	0%	0%	60%				
<b>PM Peak Hour</b>	15:15	15:00	15:15	15:15	13:15	17:00	16:45	16:30	16:00	12:30	14:15	12:00	21:30	16:45				
<b>Volume</b>	4	9	19	53	142	436	619	530	296	94	22	7	5	2031				
<b>Directional Peak Periods</b>			<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>			<b>Off Peak Volumes</b>				
<b>All Classes</b>			Volume		%		Volume		%		Volume		%		Volume		%	
			3113		↔ 13%		2843		↔ 12%		3841		↔ 16%		14753		↔ 60%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Valley Center Rd	Summary	37	45	45	53	58	24550

**SPEED**

Valley Center Rd Bet. Mirar De Valle Rd & Sunday Dr

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_002n

North Bound															
Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total	
00:00 AM	0	0	0	0	0	0	0	2	5	5	5	1	1	19	
00:15	0	0	0	0	0	0	0	6	9	8	6	2	1	32	
00:30	0	0	0	0	0	0	0	7	8	7	3	1	3	24	
00:45	0	0	0	0	0	0	0	2	5	2	1	0	1	11	
01:00	0	0	0	0	0	0	0	1	3	1	3	1	3	12	
01:15	0	0	0	0	0	1	0	3	3	2	5	0	1	15	
01:30	0	0	0	0	0	0	0	1	3	3	1	1	0	9	
01:45	0	0	0	0	0	0	0	1	1	1	1	0	0	4	
02:00	0	0	0	0	0	0	1	2	5	3	0	0	0	11	
02:15	0	0	0	0	0	0	0	0	1	4	3	0	0	8	
02:30	0	0	0	0	0	0	0	1	0	2	0	1	0	4	
02:45	0	0	0	0	1	0	1	3	1	0	2	1	0	9	
03:00	0	0	0	0	0	0	0	1	0	2	0	0	0	3	
03:15	0	0	0	0	0	0	0	1	3	2	1	0	0	7	
03:30	0	0	0	0	0	0	0	0	5	2	2	0	1	9	
03:45	0	0	0	0	0	0	0	1	1	0	0	0	1	5	
04:00	0	0	0	0	0	0	0	1	5	2	1	2	0	11	
04:15	0	0	0	0	0	0	3	0	9	0	0	0	1	13	
04:30	0	0	0	0	0	0	0	3	6	8	3	2	2	24	
04:45	0	0	0	0	0	1	1	2	2	6	3	0	4	19	
05:00	0	0	0	0	0	1	2	11	4	6	3	2	0	29	
05:15	0	0	0	0	0	0	1	9	11	9	13	4	0	47	
05:30	0	0	0	0	0	1	2	20	21	17	9	3	1	74	
05:45	0	0	0	0	0	1	3	13	32	18	7	5	4	83	
06:00	0	0	0	0	0	0	7	24	35	26	6	8	2	108	
06:15	0	0	0	0	0	1	0	11	40	32	23	4	7	118	
06:30	0	0	0	0	0	0	2	7	44	46	25	8	1	133	
06:45	0	0	0	0	0	1	3	22	41	46	29	12	6	160	
07:00	0	0	0	0	0	0	3	18	52	46	16	4	1	140	
07:15	0	0	0	0	0	1	4	25	54	38	23	5	1	151	
07:30	0	0	0	0	0	0	6	21	47	42	17	2	4	139	
07:45	0	0	0	0	0	3	6	23	54	43	25	6	2	172	
08:00	0	0	0	0	0	0	5	35	59	41	21	4	1	166	
08:15	0	0	0	0	0	0	0	10	53	39	18	5	1	126	
08:30	0	0	0	0	0	1	5	36	50	27	11	4	1	135	
08:45	0	0	0	0	0	0	6	23	39	37	13	5	0	123	
09:00	0	0	0	0	0	1	3	11	45	27	16	11	4	118	
09:15	0	0	0	0	0	3	4	14	47	35	21	4	3	131	
09:30	0	0	0	0	0	6	19	48	42	11	7	1	1	134	
09:45	0	0	0	1	1	0	7	33	53	31	11	1	1	139	
10:00	0	0	0	0	0	2	2	34	51	36	6	4	0	135	
10:15	0	0	0	0	0	1	3	21	68	32	13	4	2	144	
10:30	0	0	0	0	0	0	4	39	60	34	6	3	0	146	
10:45	0	0	0	0	0	2	8	32	59	39	13	4	0	157	
11:00	0	0	0	0	0	0	4	28	58	45	18	5	0	158	
11:15	0	0	0	0	4	2	4	23	66	39	12	3	0	153	
11:30	0	0	0	0	0	0	11	27	55	33	15	1	0	142	
11:45	0	0	0	0	2	2	8	23	70	55	21	2	1	184	
12:00 PM	0	0	0	0	0	1	3	29	66	49	8	3	1	160	
12:15	0	0	0	0	0	0	4	24	76	42	22	6	3	177	
12:30	0	0	0	0	0	2	2	34	62	33	21	8	0	163	
12:45	0	0	0	0	0	3	2	35	83	55	16	3	0	197	
13:00	0	0	0	0	0	0	5	30	76	38	10	6	2	167	
13:15	0	0	0	0	0	1	3	39	77	56	20	6	6	208	
13:30	0	0	0	0	0	0	5	23	79	76	28	3	1	215	
13:45	0	0	0	0	0	1	6	24	89	32	16	5	1	174	
14:00	0	0	0	0	2	0	14	54	67	42	17	5	0	201	
14:15	0	0	0	0	0	1	4	32	80	52	33	6	0	208	
14:30	0	0	0	0	0	1	5	40	91	62	28	4	1	232	
14:45	0	0	0	0	0	0	1	30	99	50	16	5	1	202	
15:00	0	0	0	0	0	0	11	29	85	47	19	5	0	196	
15:15	0	0	0	0	0	0	9	37	108	72	16	3	0	245	
15:30	0	0	0	0	0	3	29	50	95	55	17	4	2	255	
15:45	0	0	0	0	0	2	20	62	138	55	14	5	3	299	
16:00	0	0	0	0	0	2	13	68	104	65	10	4	1	267	
16:15	0	0	0	0	0	0	5	36	124	82	14	9	1	271	
16:30	0	0	0	0	0	0	2	46	127	64	24	3	1	267	
16:45	0	0	0	0	0	2	7	48	129	52	30	7	1	276	
17:00	0	0	0	0	0	1	9	79	109	40	15	3	3	259	
17:15	0	0	0	0	2	4	18	91	118	47	12	3	0	295	
17:30	0	0	0	0	1	2	5	76	120	55	14	3	1	277	
17:45	0	0	0	0	0	1	13	62	114	50	12	0	0	252	
18:00	0	0	0	0	0	3	2	64	90	45	16	3	0	223	
18:15	0	0	0	1	0	0	9	46	104	57	11	3	0	231	
18:30	0	0	0	0	0	1	17	49	91	39	7	3	0	207	
18:45	0	0	0	0	0	1	7	34	100	53	14	2	0	211	
19:00	0	0	0	0	0	0	1	33	83	55	16	4	2	194	
19:15	0	0	0	0	0	0	5	34	72	51	19	2	0	183	
19:30	0	0	0	0	0	1	3	16	78	48	16	1	2	165	
19:45	0	0	0	0	0	0	3	26	53	46	9	2	2	141	
20:00	0	0	0	0	0	0	2	12	41	35	17	4	1	112	
20:15	0	0	0	0	0	1	2	24	63	42	12	0	0	144	
20:30	0	0	0	0	0	0	5	19	43	30	30	3	2	132	
20:45	0	0	0	0	0	0	1	17	38	37	9	2	0	104	
21:00	0	0	0	0	0	2	2	11	38	24	20	2	3	102	
21:15	0	0	0	0	0	0	1	18	55	36	16	4	0	130	
21:30	0	0	0	0	0	2	2	10	38	33	7	6	2	100	
21:45	0	0	0	0	0	0	4	11	31	22	9	3	2	82	
22:00	0	0	0	0	0	0	3	6	27	33	17	5	3	94	
22:15	0	0	0	0	0	0	5	17	25	20	7	5	0	79	
22:30	0	0	0	0	0	1	0	5	11	16	10	4	0	47	
22:45	0	0	0	0	0	1	1	7	17	7	6	4	1	44	
23:00	0	0	0	0	0	0	2	6	14	13	6	2	0	43	
23:15	0	0	0	0	0	0	1	7	9	12	7	2	0	38	
23:30	0	0	0	0	0	0	0	5	9	10	6	3	0	33	
23:45	0	0	0	0	0	0	0	4	16	8	2	2	0	32	
<b>Totals</b>															
% of Totals				0%	0%	1%	3%	18%	40%	25%	10%	3%	1%	100%	
AM Volumes	0	0	0	1	8	25	125	645	1401	1022	462	142	63	3894	
% AM				0%	0%	0%	0%	1%	5%	11%	8%	4%	1%	32%	
AM Peak Hour				09:00	11:00	08:30	10:45	09:45	11:45	11:30	06:15	06:00	06:00	11:45	
Volume				1	6	5	27	127	274	179	93	32	16	684	
PM Volumes	0	0	0	1	5	40	273	1559	3462	2043	721	180	50	8334	
% PM				0%	0%	0%	2%	13%	28%	17%	6%	1%	0%	68%	
PM Peak Hour				17:30	16:45	17:15	15:15	17:00	15:45	15:45	14:15	12:15	13:00	16:45	
Volume				1	3	10	71	308	493	266	96	23	10	1107	
Directional Peak Periods				AM 7-9			NOON 12-1			PM 4-6			Off Peak Volumes		
All Classes				Volume	%	Volume	%	Volume	%	Volume	%	Volume	%		
				1152	9%	1461	12%	2164	18%	7451	61%				
Street Name	Direction	Percentiles													
		15th	50th	Average	85th	95th	ADT								
Valley Center Rd	North Bound	48	54	54	60	64	12228								
Valley Center Rd	South Bound	44	49	49	54	58	12184								

**SPEED**

## Valley Center Rd Bet. Mirar De Valle Rd &amp; Sunday Dr

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_002s

## South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	2	9	8	6	1	0	0	26
00:15	0	0	0	0	0	1	3	16	4	3	1	0	0	28
00:30	0	0	0	0	0	1	2	11	7	4	0	1	0	26
00:45	0	0	0	0	0	0	4	5	2	2	0	0	0	13
01:00	0	0	0	0	0	0	4	5	6	1	2	1	0	19
01:15	0	0	0	0	0	2	4	5	7	4	2	0	0	24
01:30	0	0	0	0	0	0	0	4	2	2	0	0	0	8
01:45	0	0	0	0	0	0	3	7	8	1	1	0	0	20
02:00	0	0	0	0	0	0	0	4	2	2	0	0	0	8
02:15	0	0	0	0	0	0	2	2	2	1	0	0	0	7
02:30	0	0	0	0	0	1	4	4	7	3	1	0	0	20
02:45	0	0	0	0	0	0	3	5	3	3	0	0	0	14
03:00	0	0	0	0	0	0	3	7	4	5	1	0	0	20
03:15	0	0	0	0	0	1	0	8	3	2	2	0	0	16
03:30	0	0	0	0	0	0	3	4	4	1	1	1	0	14
03:45	0	0	0	0	0	1	1	7	4	6	0	1	0	20
04:00	0	0	0	0	0	0	3	12	6	3	2	1	0	27
04:15	0	0	0	0	0	0	1	13	9	6	4	2	0	35
04:30	0	0	0	0	1	0	5	10	12	4	2	2	0	36
04:45	0	0	0	0	0	1	5	18	21	11	6	0	0	62
05:00	0	0	0	0	0	2	6	22	36	16	5	2	0	89
05:15	0	0	0	1	0	4	13	39	41	15	2	1	1	117
05:30	0	0	0	0	0	2	6	53	63	19	5	1	0	149
05:45	0	0	0	0	0	0	14	41	61	17	11	1	0	145
06:00	0	0	0	0	0	1	24	70	61	14	5	2	0	177
06:15	0	0	0	0	0	3	15	103	66	22	6	2	0	217
06:30	0	0	0	0	0	2	21	108	84	26	7	1	1	250
06:45	0	0	0	0	0	2	28	93	82	9	6	1	0	221
07:00	0	0	0	0	0	4	31	129	72	27	2	0	1	266
07:15	0	0	0	0	0	3	36	107	74	27	2	1	2	252
07:30	0	0	0	0	0	1	28	129	79	20	5	2	0	264
07:45	0	0	0	0	1	3	51	148	37	14	2	1	0	257
08:00	0	0	0	1	0	3	44	129	47	22	4	0	0	250
08:15	0	0	0	0	0	9	58	144	48	23	6	1	0	289
08:30	0	0	0	1	0	1	35	104	72	15	5	1	0	234
08:45	0	0	0	0	1	0	21	88	40	16	3	1	0	170
09:00	0	0	0	1	0	1	26	85	56	16	3	0	0	188
09:15	0	0	0	1	0	4	26	108	58	9	0	0	0	206

**SPEED**

## Valley Center Rd Bet. Mirar De Valle Rd &amp; Sunday Dr

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_002s

## South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
09:30	0	0	0	0	0	4	18	106	54	11	1	0	0	194
09:45	0	0	0	0	1	4	26	87	67	3	3	0	0	191
10:00	0	0	0	1	2	6	26	80	47	20	2	0	0	184
10:15	0	0	0	1	2	5	44	69	69	11	0	2	0	203
10:30	0	0	0	1	2	1	35	89	45	6	1	2	0	182
10:45	0	0	0	0	1	0	30	68	50	17	1	0	0	167
11:00	0	0	0	2	0	5	27	82	39	14	3	2	0	174
11:15	0	0	0	1	0	5	36	90	48	16	1	0	1	198
11:30	0	0	0	0	1	2	32	77	36	11	2	0	0	161
11:45	0	0	0	0	1	5	40	75	31	6	0	0	0	158
12:00 PM	0	0	0	0	1	4	30	82	44	13	2	1	0	177
12:15	0	0	1	0	2	7	24	94	34	6	4	0	0	172
12:30	0	0	0	0	0	3	34	70	37	14	2	1	1	162
12:45	0	0	0	1	2	5	28	72	44	16	5	0	0	173
13:00	0	0	0	0	0	5	23	68	45	21	1	1	0	164
13:15	0	0	0	0	0	1	28	69	54	8	2	1	0	163
13:30	0	0	0	0	0	2	19	67	44	6	1	1	1	141
13:45	0	0	0	0	0	5	17	85	61	20	1	0	0	189
14:00	0	0	0	0	3	10	26	99	51	16	4	0	0	209
14:15	0	0	0	0	0	1	30	80	48	15	4	0	0	178
14:30	0	0	0	0	0	3	36	75	62	13	3	0	0	192
14:45	0	0	1	0	0	2	20	74	51	18	2	1	0	169
15:00	0	0	1	0	0	0	21	108	53	22	5	0	0	210
15:15	0	0	0	2	0	9	60	108	39	4	0	0	0	222
15:30	0	0	0	0	0	6	26	85	43	14	5	0	1	180
15:45	0	0	0	0	0	4	26	93	47	16	0	1	0	187
16:00	0	0	0	1	0	2	32	100	50	12	2	0	0	199
16:15	0	0	0	0	0	2	25	86	52	18	7	0	0	190
16:30	0	0	0	0	0	6	43	110	47	14	2	0	0	222
16:45	0	0	0	0	0	5	50	120	59	13	1	0	0	248
17:00	0	0	0	0	0	9	67	84	54	7	1	2	0	224
17:15	0	0	1	0	3	12	48	124	30	8	2	0	0	228
17:30	0	0	0	0	0	2	50	96	35	5	4	1	0	193
17:45	0	0	0	1	0	0	36	78	27	8	1	0	1	152



**SPEED**

## Valley Center Rd Bet. Mirar De Valle Rd &amp; Sunday Dr

Day: Tuesday

Date: 12/4/2018

City: Valley Center

Project #: CA18\_4474\_002s

**South Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
			1982	↔	16%	1341	↔	11%	1656	↔	14%	7205	↔	59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Valley Center Rd	North Bound	48	54	54	60	64	12228
Valley Center Rd	South Bound	44	49	49	54	58	12184

**SPEED**

## Valley Center Rd Bet. Mirar De Valle Rd &amp; Sunday Dr

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_002

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	2	11	13	11	6	1	1	45
00:15	0	0	0	0	0	1	3	22	13	11	7	2	1	60
00:30	0	0	0	0	0	1	2	13	15	11	3	2	3	50
00:45	0	0	0	0	0	0	4	7	7	4	1	0	1	24
01:00	0	0	0	0	0	0	4	6	9	2	5	2	3	31
01:15	0	0	0	0	0	3	4	8	10	6	7	0	1	39
01:30	0	0	0	0	0	0	0	5	5	5	1	1	0	17
01:45	0	0	0	0	0	0	3	8	9	2	2	0	0	24
02:00	0	0	0	0	0	0	1	6	7	5	0	0	0	19
02:15	0	0	0	0	0	0	2	2	3	5	3	0	0	15
02:30	0	0	0	0	0	1	4	5	7	5	1	1	0	24
02:45	0	0	0	0	1	0	4	8	4	3	2	1	0	23
03:00	0	0	0	0	0	0	3	8	4	7	1	0	0	23
03:15	0	0	0	0	0	1	0	9	6	4	3	0	0	23
03:30	0	0	0	0	0	0	3	4	9	2	3	1	1	23
03:45	0	0	0	0	0	1	1	8	5	8	0	1	1	25
04:00	0	0	0	0	0	0	3	13	11	5	3	3	0	38
04:15	0	0	0	0	0	0	4	13	18	6	4	2	1	48
04:30	0	0	0	0	1	0	5	13	18	12	5	4	2	60
04:45	0	0	0	0	0	2	6	20	23	17	9	0	4	81
05:00	0	0	0	0	0	3	8	33	40	22	8	4	0	118
05:15	0	0	0	1	0	4	14	48	52	24	15	5	1	164
05:30	0	0	0	0	0	3	8	73	84	36	14	4	1	223
05:45	0	0	0	0	0	1	17	54	93	35	18	6	4	228
06:00	0	0	0	0	0	1	31	94	96	40	11	10	2	285
06:15	0	0	0	0	0	4	15	114	106	54	29	6	7	335
06:30	0	0	0	0	0	2	23	115	128	72	32	9	2	383
06:45	0	0	0	0	0	3	31	115	123	55	35	13	6	381
07:00	0	0	0	0	0	4	34	147	124	73	18	4	2	406
07:15	0	0	0	0	0	4	40	132	128	65	25	6	3	403
07:30	0	0	0	0	0	1	34	150	126	62	22	4	4	403
07:45	0	0	0	0	1	6	57	171	101	57	27	7	2	429
08:00	0	0	0	1	0	3	49	164	106	63	25	4	1	416
08:15	0	0	0	0	0	9	58	154	101	62	24	6	1	415
08:30	0	0	0	1	0	2	40	140	122	42	16	5	1	369
08:45	0	0	0	0	1	0	27	111	79	53	16	6	0	293
09:00	0	0	0	1	0	2	29	96	101	43	19	11	4	306
09:15	0	0	0	1	0	7	30	122	105	44	21	4	3	337

**SPEED**

## Valley Center Rd Bet. Mirar De Valle Rd &amp; Sunday Dr

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_002

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
09:30	0	0	0	0	0	4	24	125	102	53	12	7	1	328
09:45	0	0	0	1	2	4	33	120	120	34	14	1	1	330
10:00	0	0	0	1	2	8	28	114	98	56	8	4	0	319
10:15	0	0	0	1	2	6	47	90	137	43	13	6	2	347
10:30	0	0	0	1	2	1	39	128	105	40	7	5	0	328
10:45	0	0	0	0	1	2	38	100	109	56	14	4	0	324
11:00	0	0	0	2	0	5	31	110	97	59	21	7	0	332
11:15	0	0	0	1	4	7	40	113	114	55	13	3	1	351
11:30	0	0	0	0	1	2	43	104	91	44	17	1	0	303
11:45	0	0	0	0	3	7	48	98	101	61	21	2	1	342
12:00 PM	0	0	0	0	1	5	33	111	110	62	10	4	1	337
12:15	0	0	1	0	2	7	28	118	110	48	26	6	3	349
12:30	0	0	0	0	0	5	36	104	99	47	23	9	2	325
12:45	0	0	0	1	2	8	30	107	127	71	21	3	0	370
13:00	0	0	0	0	0	5	28	98	121	59	11	7	2	331
13:15	0	0	0	0	0	2	31	108	131	64	22	7	6	371
13:30	0	0	0	0	0	2	24	90	123	82	29	4	2	356
13:45	0	0	0	0	0	6	23	109	150	52	17	5	1	363
14:00	0	0	0	0	5	10	40	153	118	58	21	5	0	410
14:15	0	0	0	0	0	2	34	112	128	67	37	6	0	386
14:30	0	0	0	0	0	4	41	115	153	75	31	4	1	424
14:45	0	0	1	0	0	2	21	104	150	68	18	6	1	371
15:00	0	0	1	0	0	0	32	137	138	69	24	5	0	406
15:15	0	0	0	2	0	9	69	145	147	76	16	3	0	467
15:30	0	0	0	0	0	9	55	135	138	69	22	4	3	435
15:45	0	0	0	0	0	6	46	155	185	71	14	6	3	486
16:00	0	0	0	1	0	4	45	168	154	77	12	4	1	466
16:15	0	0	0	0	0	2	30	122	176	100	21	9	1	461
16:30	0	0	0	0	0	6	45	156	174	78	26	3	1	489
16:45	0	0	0	0	0	7	57	168	188	65	31	7	1	524
17:00	0	0	0	0	0	10	76	163	163	47	16	5	3	483
17:15	0	0	1	0	5	16	66	215	148	55	14	3	0	523
17:30	0	0	0	0	1	4	55	172	155	60	18	4	1	470
17:45	0	0	0	1	0	1	49	140	141	58	13	0	1	404
18:00	0	0	0	1	0	6	23	144	120	55	20	3	2	374
18:15	0	0	0	1	0	5	32	103	137	66	12	3	0	359
18:30	0	0	0	0	0	4	32	80	117	51	7	3	0	294
18:45	0	0	0	0	0	6	36	83	134	63	16	2	0	340



# SPEED

## Valley Center Rd Bet. Mirar De Valle Rd & Sunday Dr

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_002

### Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
19:00	0	0	0	0	0	0	14	65	117	60	18	4	2	280
19:15	0	0	0	0	0	0	1	23	72	101	59	21	2	279
19:30	0	0	0	0	0	0	3	16	30	90	55	18	1	215
19:45	0	1	0	0	0	0	4	10	59	79	58	11	2	226
20:00	0	0	0	0	1	2	16	46	49	40	18	4	1	177
20:15	0	0	0	0	0	0	4	14	58	84	49	14	0	223
20:30	0	0	0	0	0	0	1	13	59	63	38	32	3	211
20:45	0	0	0	0	0	0	2	18	45	55	45	11	2	178
21:00	0	0	0	0	0	0	2	14	28	56	30	20	2	155
21:15	0	0	0	0	0	0	1	16	34	78	41	17	4	191
21:30	0	0	0	0	0	0	2	13	23	49	37	8	8	143
21:45	0	0	0	0	0	0	4	10	32	52	25	10	3	138
22:00	0	0	0	1	0	0	0	15	38	38	36	18	5	154
22:15	0	0	0	0	0	0	0	14	34	40	23	9	5	126
22:30	0	0	0	0	0	0	2	7	25	27	18	11	5	95
22:45	0	0	0	0	0	0	3	7	15	23	11	6	4	70
23:00	0	0	0	0	0	0	1	11	29	22	16	7	2	88
23:15	0	0	0	0	0	0	1	8	14	21	19	8	2	73
23:30	0	0	0	0	0	0	0	4	19	17	13	8	3	64
23:45	0	0	0	0	1	2	4	12	23	13	4	3	0	62
<b>Totals</b>		<b>1</b>	<b>4</b>	<b>20</b>	<b>39</b>	<b>303</b>	<b>2338</b>	<b>7676</b>	<b>8104</b>	<b>4033</b>	<b>1398</b>	<b>369</b>	<b>127</b>	<b>24412</b>
<b>% of Totals</b>		<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>10%</b>	<b>31%</b>	<b>33%</b>	<b>17%</b>	<b>6%</b>	<b>2%</b>	<b>1%</b>	<b>100%</b>

<b>AM Volumes</b>	0	0	0	12	21	115	974	3324	3085	1534	581	175	69	9890			
<b>% AM</b>				0%	0%	0%	4%	14%	13%	6%	2%	1%	0%	41%			
<b>AM Peak Hour</b>			11:30	09:45	11:15	11:45	07:45	07:30	06:30	06:30	06:15	06:00	06:00	07:30			
<b>Volume</b>			1	4	9	24	204	639	503	265	114	38	17	1663			
<b>PM Volumes</b>	0	1	4	8	18	188	1364	4352	5019	2499	817	194	58	14522			
<b>% PM</b>		0%	0%	0%	0%	1%	6%	18%	21%	10%	3%	1%	0%	59%			
<b>PM Peak Hour</b>		19:00	14:15	15:15	16:45	16:30	16:45	16:45	16:15	15:45	14:15	12:30	13:00	16:30			
<b>Volume</b>		1	2	3	6	39	254	718	701	326	110	26	11	2019			
<b>Directional Peak Periods</b>			<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>			<b>Off Peak Volumes</b>			
<b>All Classes</b>			Volume	↔		%	Volume	↔		%	Volume	↔		%	Volume	↔	
			3134			13%	2802			11%	3820			16%	14656		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Valley Center Rd	Summary	46	51	51	58	62	24412

Day: Tuesday  
 Date: 12/4/2018

City: Valley Center  
 Project #: CA18\_4474\_003n

North Bound														
Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	1	3	6	2	0	1	0	19
00:15	0	0	1	0	0	0	2	8	12	6	3	1	0	33
00:30	0	0	1	0	0	0	1	6	9	4	1	3	0	25
00:45	0	0	0	0	0	0	0	2	4	3	1	0	1	11
01:00	0	0	0	0	0	0	0	1	3	4	2	1	1	12
01:15	0	0	0	0	0	1	0	3	5	4	1	0	1	15
01:30	0	0	0	0	0	0	0	5	2	1	1	0	0	9
01:45	0	0	0	0	0	0	1	1	1	0	0	0	0	3
02:00	0	0	1	0	0	1	2	3	1	1	0	0	0	9
02:15	0	0	0	0	0	0	0	0	5	3	1	0	0	9
02:30	0	0	0	0	0	0	0	1	2	0	0	0	0	3
02:45	1	0	0	2	0	0	0	3	1	0	3	0	0	10
03:00	0	0	0	0	0	0	0	0	3	0	0	0	0	3
03:15	0	0	0	0	0	0	0	2	2	1	0	0	0	5
03:30	0	0	0	0	0	0	0	0	8	0	0	0	0	8
03:45	0	0	0	1	0	0	0	0	0	0	0	0	1	6
04:00	0	0	0	0	0	0	0	2	5	2	1	0	0	10
04:15	0	0	0	0	0	0	0	2	5	5	0	1	0	13
04:30	0	0	0	0	0	1	1	2	7	5	2	3	0	21
04:45	0	0	0	0	0	2	0	2	6	6	2	1	1	20
05:00	0	0	0	0	2	0	4	9	4	6	2	1	1	29
05:15	0	0	1	0	0	1	4	6	12	12	7	0	0	43
05:30	0	0	0	1	1	3	6	20	23	13	6	0	1	74
05:45	0	0	0	0	0	0	5	19	28	19	7	4	1	83
06:00	0	0	0	0	1	2	9	28	31	18	9	2	0	100
06:15	0	0	0	0	2	0	6	23	39	26	14	4	2	116
06:30	0	0	0	0	1	0	1	24	55	25	13	6	0	125
06:45	0	0	2	0	1	6	8	41	56	37	11	5	5	172
07:00	1	3	0	4	0	0	7	26	46	34	10	2	0	133
07:15	0	0	0	0	1	3	9	43	53	35	10	1	1	156
07:30	1	0	0	0	1	6	12	26	55	26	8	2	2	139
07:45	0	1	3	2	1	2	14	37	61	38	11	4	2	176
08:00	0	2	2	0	3	8	21	47	52	26	8	2	0	171
08:15	0	0	1	0	0	4	6	34	50	22	9	1	0	127
08:30	1	2	0	1	0	0	14	44	48	16	8	0	1	135
08:45	0	0	1	1	2	3	10	26	49	23	10	2	0	127
09:00	0	1	1	1	0	2	3	26	51	14	8	2	3	112
09:15	0	0	1	0	2	3	8	26	58	21	10	4	1	134
09:30	0	0	0	0	0	1	11	28	50	20	14	4	0	128
09:45	1	1	0	2	5	3	17	44	50	22	5	1	0	151
10:00	1	0	0	1	1	2	8	47	47	22	4	1	0	134
10:15	2	0	1	0	1	3	15	32	54	19	6	2	0	135
10:30	0	3	0	0	1	3	8	58	61	16	3	0	0	153
10:45	0	0	1	0	2	5	13	52	52	22	6	2	0	155
11:00	0	2	1	0	3	4	18	28	67	24	7	0	1	155
11:15	1	1	1	1	6	8	24	42	52	11	1	1	1	150
11:30	1	3	0	3	2	4	13	53	47	18	4	0	0	148
11:45	0	0	1	1	1	5	11	44	68	38	9	0	1	175
12:00 PM	1	1	2	1	0	3	14	56	70	15	3	0	0	166
12:15	0	0	2	1	3	2	7	44	71	27	11	1	1	170
12:30	0	1	0	0	1	3	13	44	64	30	10	2	0	168
12:45	0	0	2	0	0	3	5	62	83	28	6	0	0	189
13:00	0	1	0	1	0	5	14	50	67	24	7	2	1	172
13:15	0	2	0	0	0	2	24	54	78	26	12	3	3	204
13:30	0	0	1	1	1	3	17	57	88	32	8	2	0	210
13:45	0	2	0	0	1	3	13	61	72	20	14	0	1	187
14:00	0	1	3	0	1	3	19	71	76	17	8	1	0	200
14:15	0	1	2	0	3	2	23	64	69	31	12	2	0	209
14:30	1	3	0	0	1	4	14	86	80	30	19	0	0	238
14:45	0	0	0	1	0	0	5	56	95	26	6	2	0	191
15:00	0	5	2	0	1	14	18	43	90	23	8	1	0	205
15:15	2	0	1	4	1	3	15	88	91	34	6	2	0	247
15:30	1	0	2	0	1	7	30	62	101	37	9	2	1	253
15:45	2	2	1	2	2	12	42	76	104	31	11	4	3	292
16:00	0	4	0	1	0	1	33	87	118	23	7	3	1	278
16:15	0	1	2	0	1	2	20	79	117	39	7	1	1	269
16:30	0	1	0	0	0	1	16	96	111	41	4	2	1	273
16:45	0	2	0	0	2	10	34	87	92	40	12	4	0	283
17:00	0	1	2	0	0	5	26	99	73	26	11	3	1	247
17:15	0	1	1	1	5	16	55	101	95	30	5	0	0	310
17:30	0	1	1	1	1	5	31	89	102	34	6	3	0	274
17:45	0	1	1	1	0	7	36	85	83	31	5	0	1	251
18:00	0	2	1	1	0	10	30	74	86	17	7	0	0	228
18:15	0	0	0	0	1	4	21	65	94	34	11	3	0	233
18:30	0	1	0	0	2	4	11	68	91	27	5	0	1	210
18:45	0	0	2	0	0	2	10	77	95	27	2	1	0	216
19:00	0	0	1	0	0	1	17	60	73	25	11	2	1	191
19:15	0	0	0	0	2	1	7	55	78	38	8	0	0	189
19:30	0	0	2	2	2	0	10	58	58	30	8	0	1	171
19:45	0	0	0	0	2	0	6	38	57	26	9	1	1	140
20:00	0	0	0	0	0	2	6	18	49	30	6	1	1	113
20:15	0	0	0	0	1	2	10	40	59	23	5	1	0	141
20:30	0	1	0	0	0	1	7	22	48	26	16	1	3	125
20:45	0	0	0	0	0	0	9	28	42	22	5	1	1	108
21:00	0	0	0	0	2	3	6	23	30	21	6	6	0	97
21:15	0	0	0	0	1	0	5	28	54	30	4	2	1	125
21:30	0	0	0	0	1	2	5	26	27	28	6	3	0	98
21:45	0	1	0	0	0	0	6	19	32	16	4	4	1	83
22:00	0	0	0	0	1	1	6	12	40	16	10	2	1	89
22:15	0	0	0	0	3	0	7	16	30	20	3	1	0	80
22:30	0	0	0	0	0	0	0	10	15	11	5	1	1	43
22:45	0	0	0	1	1	0	2	9	14	8	4	2	0	41
23:00	0	0	0	0	0	1	0	10	14	10	3	1	0	39
23:15	0	0	0	0	0	1	1	13	8	11	5	1	0	40
23:30	0	0	0	1	0	1	1	4	10	8	3	0	0	28
23:45	0	1	0	0	0	2	2	2	8	2	4	1	0	22
<b>Totals</b>	17	55	50	42	84	240	1004	3455	4609	1872	597	139	57	12221
<b>% of Totals</b>	0%	0%	0%	0%	1%	2%	8%	28%	38%	15%	5%	1%	0%	100%

	AM Volumes	AM % AM	AM Peak Hour	Volume	PM Volumes	PM % PM	PM Peak Hour	Volume	Directional Peak Periods
	10	19	09:30	4	7	0%	15:00	5	
	19	0%	10:30	6	36	0%	14:15	9	
	22	0%	07:30	6	31	0%	12:00	6	
	40	0%	07:00	6	20	0%	15:15	7	
	86	1%	10:45	13	44	1%	16:45	8	
	293	2%	10:45	21	154	6%	17:15	38	
	983	8%	11:30	68	709	24%	17:15	152	
	1407	12%	11:45	197	2472	26%	16:30	383	
	671	5%	07:00	273	3202	36%	15:45	450	
	240	2%	06:15	133	357	1%	13:45	146	
	64	1%	06:00	48	75	0%	15:30	53	
	29	0%	06:45	8	28	0%	16:45	15	
	3883	32%	11:45	8	8336	68%	16:45	6	1114

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Valley Center Rd	North Bound	45	51	51	57	62	12221
Valley Center Rd	South Bound	42	48	48	54	58	12163

**SPEED**

## Valley Center Rd Bet. Sunday Dr &amp; Old Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_003s

## South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	1	0	1	14	6	2	3	0	0	27
00:15	0	1	0	0	0	0	4	10	10	5	0	0	0	30
00:30	0	0	0	0	0	0	5	8	6	7	1	0	0	27
00:45	0	0	0	0	0	0	3	5	2	2	0	0	0	12
01:00	0	0	0	0	0	0	5	3	6	2	1	1	1	19
01:15	0	0	1	0	0	1	3	8	4	5	2	1	0	25
01:30	0	0	0	0	0	0	0	1	6	1	1	0	0	9
01:45	0	0	0	0	0	1	4	6	3	3	1	0	0	18
02:00	0	1	0	0	0	1	2	1	2	1	1	0	0	9
02:15	0	0	0	0	0	0	0	2	3	1	0	0	0	6
02:30	0	0	0	0	0	1	2	6	3	3	3	0	0	18
02:45	0	0	0	0	0	1	3	4	3	3	0	0	0	14
03:00	0	0	0	0	0	0	2	9	5	3	1	0	0	20
03:15	0	0	0	0	0	1	3	5	4	3	1	0	0	17
03:30	0	0	0	0	0	1	0	7	4	2	1	0	0	15
03:45	0	0	0	0	1	1	4	5	3	2	2	0	1	19
04:00	0	0	0	0	0	0	4	9	6	5	2	0	1	27
04:15	0	0	0	0	1	0	2	10	6	13	3	0	1	36
04:30	0	1	1	0	0	1	2	13	9	4	3	1	0	35
04:45	0	0	0	0	1	0	6	10	20	14	3	5	1	60
05:00	0	0	0	1	0	1	7	23	29	19	4	1	0	85
05:15	1	2	0	1	1	3	8	36	40	21	4	2	0	119
05:30	0	0	2	0	0	2	11	45	50	32	5	2	0	149
05:45	0	1	1	0	1	2	6	29	62	33	9	4	0	148
06:00	0	1	3	1	4	4	18	54	62	21	2	2	0	172
06:15	0	0	5	2	1	0	20	88	66	23	3	2	0	210
06:30	2	1	4	2	0	4	19	102	84	29	4	0	1	252
06:45	0	2	2	3	0	6	22	85	74	23	4	1	0	222
07:00	0	2	3	2	2	13	28	114	79	27	1	0	1	272
07:15	0	0	3	1	3	3	23	111	78	21	4	1	2	250
07:30	0	1	6	1	3	7	38	128	70	21	4	0	0	279
07:45	0	0	5	3	3	14	41	115	53	6	2	0	0	242
08:00	0	1	6	0	6	17	76	110	31	9	1	0	0	257
08:15	0	3	4	1	5	26	107	115	26	9	0	0	0	296
08:30	0	0	3	4	4	6	35	122	48	14	3	0	0	239
08:45	0	0	4	1	1	7	23	75	44	11	5	0	0	171
09:00	0	0	2	0	1	9	23	88	56	14	2	0	0	195
09:15	0	0	4	4	5	10	35	94	42	6	1	0	0	201

**SPEED**

## Valley Center Rd Bet. Sunday Dr &amp; Old Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_003s

## South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
09:30	0	1	2	3	5	8	32	93	41	12	0	0	0	197
09:45	0	0	0	1	5	8	33	105	37	5	0	0	0	194
10:00	0	1	3	0	2	9	36	74	50	12	1	0	0	188
10:15	0	2	2	1	5	11	37	78	42	6	2	1	1	188
10:30	0	2	4	1	9	9	38	89	31	4	2	0	0	189
10:45	0	0	5	0	2	7	37	61	36	11	2	0	0	161
11:00	0	2	2	1	2	17	36	71	41	7	2	0	0	181
11:15	0	0	3	3	2	10	44	90	34	13	0	0	0	199
11:30	0	0	3	0	1	10	37	80	25	4	1	0	0	161
11:45	0	1	3	0	3	8	40	62	30	3	1	0	1	152
12:00 PM	0	2	2	1	2	9	41	72	44	6	1	1	0	181
12:15	0	0	3	4	6	3	30	88	34	6	0	0	0	174
12:30	0	1	5	1	2	6	33	64	36	5	4	0	0	157
12:45	0	1	1	2	3	4	34	77	41	7	2	1	0	173
13:00	0	0	4	3	0	1	26	64	50	9	1	0	0	158
13:15	0	0	3	2	2	5	36	68	39	2	1	1	0	159
13:30	0	0	3	1	0	4	32	61	29	4	2	1	0	137
13:45	0	1	3	2	3	9	34	85	50	7	0	0	1	195
14:00	0	0	3	1	2	9	30	100	41	17	2	0	0	205
14:15	0	1	4	1	5	6	44	83	38	4	0	0	0	186
14:30	0	1	1	3	3	11	35	75	47	14	2	1	0	193
14:45	0	0	2	0	1	4	39	74	34	13	2	0	0	169
15:00	0	0	1	0	1	4	33	103	53	10	4	0	0	209
15:15	1	0	6	3	3	25	78	86	18	1	1	0	0	222
15:30	0	0	0	7	3	7	41	67	35	12	0	0	0	172
15:45	0	0	3	2	4	10	37	87	39	5	0	0	0	187
16:00	0	0	0	2	3	6	28	108	45	11	0	0	0	203
16:15	0	0	2	0	1	6	41	79	41	12	2	1	0	185
16:30	0	0	3	1	3	11	37	102	48	15	1	0	1	222
16:45	0	0	1	0	2	13	59	106	54	11	1	0	0	247
17:00	0	1	2	0	1	16	57	77	50	11	1	1	0	217
17:15	0	0	4	0	4	24	49	104	28	6	2	0	0	221
17:30	0	0	3	2	8	10	52	95	27	3	1	0	0	201
17:45	0	0	1	2	2	8	31	62	31	8	0	0	0	145



# SPEED

## Valley Center Rd Bet. Sunday Dr & Old Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_003s

### South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
			2006	↔	16%	1334	↔	11%	1641	↔	13%	7182	↔	59%

Street Name	Direction	Percentiles					ADT
		15th	50th	Average	85th	95th	
Valley Center Rd	North Bound	45	51	51	57	62	12221
Valley Center Rd	South Bound	42	48	48	54	58	12163

**SPEED**

## Valley Center Rd Bet. Sunday Dr &amp; Old Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_003

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	1	0	2	17	12	8	5	0	1	46
00:15	0	1	1	0	0	0	6	18	22	11	3	1	0	63
00:30	0	0	0	1	0	0	6	14	15	11	2	3	0	52
00:45	0	0	0	0	0	0	3	7	6	5	1	0	1	23
01:00	0	0	0	0	0	0	5	4	9	6	3	2	2	31
01:15	0	0	1	0	0	2	3	11	9	9	3	1	1	40
01:30	0	0	0	0	0	0	0	6	8	2	2	0	0	18
01:45	0	0	0	0	0	1	5	7	4	3	1	0	0	21
02:00	0	1	1	0	0	2	4	4	3	2	1	0	0	18
02:15	0	0	0	0	0	0	0	2	8	4	1	0	0	15
02:30	0	0	0	0	0	1	2	7	5	3	3	0	0	21
02:45	1	0	0	2	0	1	3	7	4	3	3	0	0	24
03:00	0	0	0	0	0	0	2	9	8	3	1	0	0	23
03:15	0	0	0	0	0	1	3	7	6	4	1	0	0	22
03:30	0	0	0	0	0	1	0	7	12	2	1	0	1	24
03:45	0	0	0	1	1	1	4	6	4	4	2	1	1	25
04:00	0	0	0	0	0	0	4	11	11	7	3	0	1	37
04:15	0	0	0	0	1	0	4	15	11	13	3	1	1	49
04:30	0	1	1	0	0	2	3	15	16	9	5	4	0	56
04:45	0	0	0	0	1	2	6	12	26	20	5	6	2	80
05:00	0	0	0	1	2	1	11	32	33	25	6	2	1	114
05:15	1	2	1	1	1	4	12	42	52	33	11	2	0	162
05:30	0	0	2	1	1	5	17	65	73	45	11	2	1	223
05:45	0	1	1	0	1	2	11	48	90	52	16	8	1	231
06:00	0	1	3	1	5	6	27	82	93	39	11	4	0	272
06:15	0	0	5	2	3	0	26	111	105	49	17	6	2	326
06:30	2	1	4	2	1	4	20	126	139	54	17	6	1	377
06:45	0	2	4	3	1	12	30	126	130	60	15	6	5	394
07:00	1	5	3	6	2	13	35	140	125	61	11	2	1	405
07:15	0	0	3	1	4	6	32	154	131	56	14	2	3	406
07:30	1	1	6	1	4	13	50	154	125	47	12	2	2	418
07:45	0	1	8	5	4	16	55	152	114	44	13	4	2	418
08:00	0	3	8	0	9	25	97	157	83	35	9	2	0	428
08:15	0	3	5	1	5	30	113	149	76	31	9	1	0	423
08:30	1	2	3	5	4	6	49	166	96	30	11	0	1	374
08:45	0	0	5	2	3	10	33	101	93	34	15	2	0	298
09:00	0	1	3	1	1	11	26	114	107	28	10	2	3	307
09:15	0	0	5	4	7	13	43	120	100	27	11	4	1	335

**SPEED**

## Valley Center Rd Bet. Sunday Dr &amp; Old Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_003

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
09:30	0	1	2	3	5	9	43	121	91	32	14	4	0	325
09:45	1	1	0	3	10	11	50	149	87	27	5	1	0	345
10:00	1	1	3	1	3	11	44	121	97	34	5	1	0	322
10:15	2	2	3	1	6	14	52	110	96	25	8	3	1	323
10:30	0	5	4	1	10	12	46	147	92	20	5	0	0	342
10:45	0	0	6	0	4	12	50	113	88	33	8	2	0	316
11:00	0	4	3	1	5	21	54	99	108	31	9	0	1	336
11:15	1	1	4	4	8	18	68	132	86	24	1	1	1	349
11:30	1	3	3	3	3	14	50	133	72	22	5	0	0	309
11:45	0	1	4	1	4	13	51	106	98	41	10	0	2	331
12:00 PM	1	3	4	2	2	12	55	128	114	21	4	1	0	347
12:15	0	0	5	5	9	5	37	132	105	33	11	1	1	344
12:30	0	2	5	1	3	9	46	108	100	35	14	2	0	325
12:45	0	1	3	2	3	7	39	139	124	35	8	1	0	362
13:00	0	1	4	4	0	6	40	114	117	33	8	2	1	330
13:15	0	2	3	2	2	7	60	122	117	28	13	4	3	363
13:30	0	0	4	2	1	7	49	118	117	36	10	3	0	347
13:45	0	3	3	2	4	12	47	146	122	27	14	0	2	382
14:00	0	1	6	1	3	12	49	171	117	34	10	1	0	405
14:15	0	2	6	1	8	8	67	147	107	35	12	2	0	395
14:30	1	4	1	3	4	15	49	161	127	44	21	1	0	431
14:45	0	0	2	1	1	4	44	130	129	39	8	2	0	360
15:00	0	5	3	0	2	18	51	146	143	33	12	1	0	414
15:15	3	0	7	7	4	28	93	174	109	35	7	2	0	469
15:30	1	0	2	7	4	14	71	129	136	49	9	2	1	425
15:45	2	2	4	4	6	22	79	163	143	36	11	4	3	479
16:00	0	4	0	3	3	7	61	195	163	34	7	3	1	481
16:15	0	0	4	0	2	8	61	158	158	51	9	2	1	454
16:30	0	1	3	1	3	12	53	198	159	56	5	2	2	495
16:45	0	2	1	0	4	23	93	193	146	51	13	4	0	530
17:00	0	2	4	0	1	21	83	176	123	37	12	4	1	464
17:15	0	1	5	1	9	40	104	205	123	36	7	0	0	531
17:30	0	1	4	3	9	15	83	184	129	37	7	3	0	475
17:45	0	1	2	3	2	15	67	147	114	39	5	0	1	396
18:00	0	2	6	1	3	17	61	127	122	29	8	1	1	378
18:15	0	0	1	2	3	16	38	119	123	39	14	3	0	358
18:30	0	1	0	1	5	6	31	96	116	38	7	0	1	302
18:45	0	0	3	0	0	7	40	135	118	34	4	2	0	343



**SPEED**

## Valley Center Rd Bet. Sunday Dr &amp; Old Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_003

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
19:00	0	0	1	1	0	1	30	100	95	32	14	2	1	277
19:15	0	0	1	0	4	3	25	92	102	47	9	0	0	283
19:30	0	0	3	3	2	5	19	78	75	34	8	0	1	228
19:45	0	0	0	2	2	1	21	67	80	34	11	1	1	220
20:00	0	1	0	0	1	6	16	49	65	32	7	1	1	179
20:15	0	0	0	0	2	3	25	74	77	28	6	2	1	218
20:30	0	1	0	0	0	3	22	61	58	37	18	1	3	204
20:45	0	0	1	0	1	3	24	53	63	29	6	1	1	182
21:00	0	0	0	0	2	3	23	40	46	24	6	6	0	150
21:15	0	0	0	0	1	1	10	52	73	36	4	2	2	181
21:30	0	0	0	0	1	4	11	39	41	31	9	3	0	139
21:45	0	1	0	0	0	4	11	40	55	19	4	4	1	139
22:00	0	0	0	1	2	3	16	30	60	22	11	2	1	148
22:15	0	0	0	1	3	0	14	31	43	28	4	1	1	126
22:30	0	0	0	0	0	0	11	30	24	17	6	2	1	91
22:45	0	0	0	1	1	1	5	18	22	10	4	2	0	64
23:00	0	0	0	0	1	2	7	26	28	13	4	1	0	82
23:15	0	0	0	0	0	1	6	25	19	18	6	1	0	76
23:30	0	0	0	1	0	2	4	15	22	11	3	0	0	58
23:45	0	1	0	0	0	3	10	12	15	9	6	1	0	57
<b>Totals</b>	<b>21</b>	<b>90</b>	<b>206</b>	<b>128</b>	<b>243</b>	<b>748</b>	<b>3221</b>	<b>8549</b>	<b>7463</b>	<b>2713</b>	<b>754</b>	<b>174</b>	<b>74</b>	<b>24384</b>
<b>% of Totals</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>3%</b>	<b>13%</b>	<b>35%</b>	<b>31%</b>	<b>11%</b>	<b>3%</b>	<b>1%</b>	<b>0%</b>	<b>100%</b>

<b>AM Volumes</b>	13	45	105	59	120	326	1260	3456	2879	1168	338	88	40	9897				
<b>% AM</b>	0%	0%	0%	0%	0%	1%	5%	14%	12%	5%	1%	0%	0%	41%				
<b>AM Peak Hour</b>	09:30	10:15	07:30	06:15	09:45	07:30	07:30	07:45	06:30	06:30	05:45	05:45	06:45	07:30				
<b>Volume</b>	4	11	27	13	29	84	315	624	525	231	61	24	11	1687				
<b>PM Volumes</b>	8	45	101	69	123	422	1961	5093	4584	1545	416	86	34	14487				
<b>% PM</b>	0%	0%	0%	0%	1%	2%	8%	21%	19%	6%	2%	0%	0%	59%				
<b>PM Peak Hour</b>	15:00	14:15	13:30	15:15	16:45	16:45	16:45	16:30	16:00	16:15	13:45	21:00	15:45	16:30				
<b>Volume</b>	6	11	19	21	23	99	363	772	626	195	57	15	7	2020				
<b>Directional Peak Periods</b>			<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>			<b>Off Peak Volumes</b>				
<b>All Classes</b>			Volume		%		Volume		%		Volume		%		Volume		%	
			3170		↔ 13%		2800		↔ 11%		3826		↔ 16%		14588		↔ 60%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Valley Center Rd	Summary	43	49	49	55	60	24384

**North Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	2	8	7	1	0	0	1	17
00:15	0	0	0	0	1	0	5	7	4	4	3	0	0	24
00:30	0	0	0	0	0	0	3	8	10	3	2	0	0	26
00:45	0	0	0	0	0	2	2	5	3	3	0	0	1	16
01:00	0	0	0	0	0	1	1	1	2	5	1	0	0	11
01:15	0	0	0	0	0	1	2	5	3	2	2	0	0	15
01:30	0	0	0	0	0	0	2	5	3	0	0	0	0	10
01:45	0	0	0	0	0	0	3	0	2	0	0	0	0	5
02:00	0	0	0	0	0	0	2	3	1	0	0	0	0	6
02:15	0	0	0	0	0	1	2	3	0	2	1	0	0	9
02:30	0	0	0	0	0	0	0	2	0	0	0	0	1	3
02:45	0	0	0	0	0	0	1	1	2	1	1	0	0	6
03:00	0	0	0	0	0	0	3	0	1	0	0	0	0	4
03:15	0	0	0	0	0	2	5	1	3	0	0	0	0	11
03:30	0	0	0	0	0	0	3	2	6	1	1	0	0	13
03:45	0	0	0	0	0	0	1	3	2	1	0	0	0	7
04:00	0	0	0	0	1	1	2	2	4	1	0	1	0	12
04:15	0	0	0	0	1	1	7	4	1	1	0	0	0	15
04:30	0	0	0	0	0	1	6	8	5	6	1	0	0	27
04:45	0	0	0	0	0	1	6	7	4	2	2	0	1	23
05:00	0	0	0	0	0	5	13	9	3	3	2	0	0	35
05:15	0	0	0	0	0	1	8	13	12	4	1	0	0	39
05:30	0	0	0	0	1	13	28	24	14	6	1	0	0	87
05:45	0	0	0	0	1	9	27	27	10	12	6	0	0	92
06:00	0	0	0	0	1	15	26	40	20	8	2	0	0	112
06:15	0	0	0	0	0	10	43	27	28	9	3	0	0	120
06:30	0	1	0	0	1	11	53	36	30	13	5	2	0	152
06:45	0	0	0	1	2	11	72	51	33	14	1	0	0	185
07:00	0	0	0	0	1	15	90	50	21	12	2	0	0	191
07:15	0	0	0	0	3	6	25	79	48	33	12	2	0	209
07:30	0	0	0	0	2	18	71	41	21	13	2	0	0	168
07:45	0	0	0	1	0	3	27	79	41	29	16	5	0	201
08:00	1	0	0	0	0	10	79	70	37	15	2	0	0	214
08:15	0	0	0	0	1	11	62	55	19	9	1	0	0	158
08:30	0	0	0	0	1	16	56	37	23	4	2	1	0	140
08:45	0	0	0	0	4	12	45	44	27	8	4	1	0	145
09:00	0	0	0	0	2	8	37	29	20	11	5	1	1	114
09:15	0	0	0	1	7	9	53	42	30	12	3	0	0	157
09:30	0	0	0	0	2	13	57	35	23	16	4	0	0	150
09:45	0	0	0	1	5	13	73	39	21	2	0	0	0	154
10:00	0	0	0	0	4	23	55	47	22	8	0	0	0	159
10:15	0	0	0	1	1	24	61	43	22	5	1	1	0	159
10:30	0	0	0	0	0	24	59	48	22	9	3	1	0	166
10:45	0	0	0	0	1	16	66	61	23	3	0	1	0	171
11:00	0	0	0	0	1	20	60	35	31	11	1	1	0	160
11:15	0	0	0	0	5	28	65	44	19	5	1	0	0	167
11:30	0	0	0	0	3	12	46	58	24	12	1	0	0	156
11:45	0	0	0	0	2	16	59	57	39	13	2	0	0	188
12:00 PM	0	0	0	0	1	20	73	45	28	6	1	1	0	170
12:15	0	0	0	0	0	18	70	47	24	6	2	0	0	174
12:30	0	0	0	0	3	20	78	56	16	10	0	0	0	183
12:45	0	0	0	0	1	20	75	54	30	12	1	0	0	193
13:00	0	0	0	0	1	15	67	58	20	8	4	0	0	173
13:15	0	0	0	1	4	21	93	56	34	8	2	2	0	221
13:30	0	0	0	0	1	26	91	51	33	9	1	1	0	213
13:45	0	0	0	0	4	24	98	42	25	3	1	0	0	197
14:00	0	0	2	3	11	45	73	52	18	1	0	0	0	205
14:15	0	0	0	4	37	65	89	38	10	2	0	0	0	245
14:30	0	1	0	0	26	52	113	46	22	10	1	0	0	271
14:45	0	1	0	0	12	32	83	48	23	2	1	0	0	202
15:00	0	0	0	0	2	29	111	45	28	2	0	0	0	217
15:15	0	0	0	0	5	58	110	45	21	7	2	0	0	248
15:30	0	0	0	0	2	60	97	58	36	14	0	0	1	268
15:45	0	1	0	1	6	56	122	67	25	8	2	0	0	288
16:00	0	0	0	0	5	67	111	63	28	9	2	0	0	285
16:15	0	0	0	0	2	45	116	80	44	21	3	0	0	311
16:30	1	4	10	4	5	29	119	70	34	15	2	0	0	299
16:45	0	0	0	0	15	63	106	74	44	10	0	0	0	312
17:00	0	0	0	0	2	34	110	81	31	12	3	0	0	273
17:15	0	0	0	0	9	55	112	90	40	5	2	0	0	313
17:30	0	0	0	0	4	46	127	91	35	7	2	0	0	312
17:45	0	0	0	1	6	49	101	53	38	7	3	2	0	260
18:00	0	0	0	0	1	15	88	71	44	9	3	0	0	231
18:15	0	0	0	0	6	36	79	68	31	4	3	0	0	227
18:30	0	0	0	1	3	31	90	74	39	6	0	0	0	244
18:45	0	0	0	0	0	16	73	67	42	8	1	0	0	207
19:00	0	0	0	0	0	15	76	48	22	11	4	0	0	176
19:15	0	0	0	0	1	20	67	66	31	5	0	1	0	191
19:30	0	0	0	0	1	16	65	56	33	9	2	0	0	182
19:45	0	0	0	0	0	4	44	50	29	9	1	0	0	137
20:00	0	0	0	0	1	14	34	25	18	12	0	1	0	105
20:15	0	0	0	0	0	11	53	43	26	11	3	1	0	148
20:30	0	0	0	0	0	4	34	36	32	6	6	1	0	119
20:45	0	0	0	0	2	7	36	24	16	10	1	1	0	97
21:00	0	0	0	0	3	6	17	23	22	7	4	1	0	83
21:15	0	0	0	0	0	1	24	50	33	10	4	0	0	122
21:30	0	0	0	0	1	9	32	33	23	11	3	0	0	112
21:45	0	0	0	0	0	2	17	30	17	7	3	1	0	77
22:00	0	0	0	0	0	8	13	28	18	6	3	0	0	76
22:15	0	0	0	0	1	4	29	15	17	8	5	1	0	80
22:30	0	0	0	0	1	2	12	16	12	3	4	0	0	50
22:45	0	0	0	0	0	1	3	16	14	1	2	1	0	38
23:00	0	0	0	0	1	3	3	13	8	3	2	0	0	33
23:15	0	0	0	0	1	0	5	17	8	4	3	1	0	39
23:30	0	0	0	0	0	0	5	3	11	8	0	0	0	27
23:45	0	0	0	0	0	0	5	10	5	3	4	0	0	27
Totals	2	8	13	22	252	1600	4823	3519	1957	663	172	28	7	13072
% of Totals	0%	0%	0%	0%	2%	12%	37%	27%	15%	5%	1%	0%	0%	100%

AM Volumes	1	1	1	7	60	426	1580	1224	719	298	76	10	6	4409	
% AM	0%	0%	0%	0%	0%	0%	3%	12%	9%	6%	2%	1%	0%	34%	
AM Peak Hour	07:15	05:45	07:00	06:30	09:15	10:30	07:00	11:30	07:15	07:15	05:45	10:15	4	07:15	
Volume	1	1	1	4	18	88	319	210	120	56	16	4	2	792	
PM Volumes	1	7	12	15	192	1174	3249	2295	1238	365	96	18	1	8663	
% PM	0%	0%	0%	0%	1%	9%	25%	18%	9%	3%	1%	0%	0%	66%	
PM Peak Hour	15:45	15:45	15:45	13:30	14:00	15:15	15:45	16:45	17:15	16:15	20:30	20:00	14:45	16:45	
Volume	1	5	10	7	86	241	468	336	157	58	15	4	1	1210	
Directional Peak Periods	AM 7-9					NOON 12-2				PM 4-6			Off Peak Volumes		
All Classes	Volume	%		Volume	%		Volume	%		Volume	%		Volume	%	
	1426	11%		1532	12%		2359	18%		7755	59%				

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Valley Center Rd	North Bound	40	45	46	52	57	13072
Valley Center Rd	South Bound	40	46	46	51	55	12997

**SPEED**

## Valley Center Rd N/O Lilac Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_004s

## South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	2	5	14	3	2	2	0	1	29
00:15	0	0	0	0	0	0	10	12	7	1	0	0	0	30
00:30	0	0	0	0	0	1	8	8	3	6	0	0	0	26
00:45	0	0	0	0	0	2	7	2	1	2	0	0	0	14
01:00	0	0	0	0	0	1	4	6	4	2	1	2	0	20
01:15	0	0	0	0	0	0	5	6	6	5	0	2	0	24
01:30	0	0	0	0	0	0	2	3	2	0	1	0	0	8
01:45	0	0	0	0	0	1	6	4	5	1	0	0	0	17
02:00	0	0	0	0	0	1	1	5	1	1	1	0	0	10
02:15	0	0	0	0	0	0	3	1	4	0	0	0	0	8
02:30	0	0	0	0	0	3	3	6	7	3	1	0	0	23
02:45	0	0	0	0	0	3	4	4	4	2	1	1	0	19
03:00	0	0	0	0	0	2	4	8	5	2	3	0	0	24
03:15	0	0	0	0	0	2	4	6	7	3	1	0	0	23
03:30	0	0	0	0	1	1	3	7	4	2	0	0	0	18
03:45	0	0	0	0	1	1	2	5	8	2	2	0	0	21
04:00	0	0	0	0	0	1	4	16	6	0	1	2	0	30
04:15	0	0	0	0	0	0	9	6	12	7	1	0	1	36
04:30	0	0	0	0	0	2	9	9	8	4	2	0	0	34
04:45	0	0	0	0	0	2	8	18	13	8	5	3	0	57
05:00	0	0	0	0	1	3	14	30	29	2	2	0	1	82
05:15	0	0	0	0	0	2	21	50	25	7	3	0	1	109
05:30	0	0	0	1	0	3	22	55	34	20	0	1	0	136
05:45	0	0	0	0	2	3	19	48	39	16	5	1	0	133
06:00	0	0	0	1	1	6	37	59	35	15	2	2	0	158
06:15	0	0	0	0	2	14	56	97	33	5	2	0	0	209
06:30	0	1	0	0	1	12	59	118	53	11	1	1	0	257
06:45	0	0	0	0	1	14	47	108	31	16	0	2	0	219
07:00	0	0	0	0	3	23	92	110	46	16	1	0	0	291
07:15	0	0	0	0	1	21	79	93	49	13	3	0	0	259
07:30	0	0	0	0	20	62	100	91	22	4	0	0	0	299
07:45	0	0	0	2	7	32	102	98	25	9	2	0	0	277
08:00	0	0	0	0	6	46	92	102	31	4	1	0	0	282
08:15	0	0	0	0	8	33	108	111	31	6	0	1	0	298
08:30	0	0	0	1	1	22	73	105	36	6	1	0	0	245
08:45	0	0	0	0	0	12	59	66	29	5	1	0	0	172
09:00	0	0	0	0	2	22	54	94	26	7	1	0	0	206
09:15	0	0	0	5	4	11	49	98	18	2	2	0	0	189

**SPEED**

## Valley Center Rd N/O Lilac Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_004s

**South Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
09:30	0	0	0	0	1	15	59	66	31	3	0	0	0	175
09:45	0	0	0	0	2	18	61	66	20	4	2	0	0	173
10:00	0	0	0	0	6	17	61	65	27	9	2	0	0	187
10:15	0	0	0	1	6	15	63	77	21	8	0	0	0	191
10:30	0	0	0	1	4	19	74	74	16	2	0	0	0	190
10:45	0	0	0	0	1	7	39	59	35	7	2	0	0	150
11:00	0	0	0	0	1	14	71	70	29	6	0	0	0	191
11:15	0	0	0	1	1	19	65	71	25	7	0	0	0	189
11:30	0	0	0	1	5	21	66	68	9	3	1	0	0	174
11:45	0	0	0	2	8	33	70	59	19	3	0	0	0	194
12:00 PM	0	0	0	0	0	14	67	84	17	5	0	1	0	188
12:15	0	0	0	1	1	23	51	71	19	4	1	1	0	172
12:30	0	0	0	1	4	19	62	56	19	8	1	1	0	171
12:45	0	0	0	0	1	9	43	69	31	11	0	0	0	164
13:00	0	0	0	0	0	10	46	63	40	7	1	0	0	167
13:15	0	0	0	0	3	9	51	70	27	3	2	0	0	165
13:30	0	0	0	0	2	22	56	74	15	4	1	0	0	174
13:45	0	0	0	5	2	19	57	69	41	3	1	0	0	197
14:00	0	0	1	0	3	26	62	77	40	10	1	0	0	220
14:15	0	0	0	0	9	22	52	83	30	3	0	0	0	199
14:30	0	0	0	1	2	10	64	76	28	12	1	0	0	194
14:45	0	0	0	0	3	19	43	99	31	7	3	0	0	205
15:00	0	0	0	0	1	28	76	127	29	8	2	0	0	271
15:15	0	0	1	1	7	32	92	88	23	3	0	0	1	248
15:30	0	0	0	0	2	18	63	93	27	4	0	0	0	207
15:45	0	0	0	0	4	22	93	86	22	4	2	0	0	233
16:00	0	0	0	0	4	21	82	81	30	6	0	0	0	224
16:15	0	0	1	2	9	33	78	77	25	6	0	0	0	231
16:30	0	1	4	3	18	54	94	69	36	3	0	0	0	282
16:45	0	0	0	0	10	43	101	90	25	7	2	0	0	278
17:00	0	0	2	3	29	36	61	82	23	6	0	0	0	242
17:15	1	1	5	20	26	63	67	52	10	1	0	0	0	246
17:30	0	0	0	2	13	30	67	64	24	4	0	0	0	204
17:45	0	0	0	0	7	35	72	51	12	1	0	0	0	178



**SPEED**

## Valley Center Rd N/O Lilac Rd

Day: Tuesday

Date: 12/4/2018

City: Valley Center

Project #: CA18\_4474\_004s

**South Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
			2123	↔	16%	1398	↔	11%	1885	↔	15%	7591	↔	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Valley Center Rd	North Bound	40	45	46	52	57	13072
Valley Center Rd	South Bound	40	46	46	51	55	12997

**SPEED**

## Valley Center Rd N/O Lilac Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_004

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	2	7	20	10	3	2	0	2	46
00:15	0	0	0	0	1	0	15	19	11	5	3	0	0	54
00:30	0	0	0	0	0	1	11	16	13	9	2	0	0	52
00:45	0	0	0	0	0	4	9	7	4	5	0	0	1	30
01:00	0	0	0	0	0	2	5	7	6	7	2	2	0	31
01:15	0	0	0	0	0	1	7	11	9	7	2	2	0	39
01:30	0	0	0	0	0	0	4	8	5	0	1	0	0	18
01:45	0	0	0	0	0	1	9	4	7	1	0	0	0	22
02:00	0	0	0	0	0	1	3	8	2	1	1	0	0	16
02:15	0	0	0	0	0	1	5	4	4	2	1	0	0	17
02:30	0	0	0	0	0	3	3	8	7	3	1	0	1	26
02:45	0	0	0	0	0	3	5	5	6	3	2	1	0	25
03:00	0	0	0	0	0	2	7	8	6	2	3	0	0	28
03:15	0	0	0	0	0	4	9	7	10	3	1	0	0	34
03:30	0	0	0	0	1	1	6	9	10	3	1	0	0	31
03:45	0	0	0	0	1	1	3	8	10	3	2	0	0	28
04:00	0	0	0	0	1	2	6	18	10	1	1	3	0	42
04:15	0	0	0	0	1	1	16	10	13	8	1	0	1	51
04:30	0	0	0	0	0	3	15	17	13	10	3	0	0	61
04:45	0	0	0	0	0	3	14	25	17	10	7	3	1	80
05:00	0	0	0	0	1	8	27	39	32	5	4	0	1	117
05:15	0	0	0	0	0	3	29	63	37	11	4	0	1	148
05:30	0	0	0	1	1	16	50	79	48	26	1	1	0	223
05:45	0	0	0	0	3	12	46	75	49	28	11	1	0	225
06:00	0	0	0	1	2	21	63	99	55	23	4	2	0	270
06:15	0	0	0	0	2	24	99	124	61	14	5	0	0	329
06:30	0	2	0	0	2	23	112	154	83	24	6	3	0	409
06:45	0	0	0	1	3	25	119	159	64	30	1	2	0	404
07:00	0	0	0	0	4	38	182	160	67	28	3	0	0	482
07:15	0	0	0	3	7	46	158	141	82	25	5	0	1	468
07:30	0	0	0	0	22	80	171	132	43	17	2	0	0	467
07:45	0	0	1	2	10	59	181	139	54	25	7	0	0	478
08:00	1	0	0	0	6	56	171	172	68	19	3	0	0	496
08:15	0	0	0	0	9	44	170	166	50	15	1	1	0	456
08:30	0	0	0	1	2	38	129	142	59	10	3	1	0	385
08:45	0	0	0	0	4	24	104	110	56	13	5	1	0	317
09:00	0	0	0	0	4	30	91	123	46	18	6	1	1	320
09:15	0	0	0	6	11	20	102	140	48	14	5	0	0	346

**SPEED**

## Valley Center Rd N/O Lilac Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_004

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
09:30	0	0	0	0	3	28	116	101	54	19	4	0	0	325
09:45	0	0	0	1	7	31	134	105	41	6	2	0	0	327
10:00	0	0	0	0	10	40	116	112	49	17	2	0	0	346
10:15	0	0	0	2	7	39	124	120	43	13	1	1	0	350
10:30	0	0	0	1	4	43	133	122	38	11	3	1	0	356
10:45	0	0	0	0	2	23	105	120	58	10	2	1	0	321
11:00	0	0	0	0	2	34	131	105	60	17	1	1	0	351
11:15	0	0	0	1	6	47	130	115	44	12	1	0	0	356
11:30	0	0	0	1	8	33	112	126	33	15	2	0	0	330
11:45	0	0	0	2	10	49	129	116	58	16	2	0	0	382
12:00 PM	0	0	0	0	1	34	140	132	45	11	1	2	0	366
12:15	0	0	0	1	6	41	121	118	43	10	3	3	0	346
12:30	0	0	0	1	7	39	140	112	35	18	1	1	0	354
12:45	0	0	0	0	2	29	118	123	61	23	1	0	0	357
13:00	0	0	0	0	1	25	113	121	60	15	5	0	0	340
13:15	0	0	0	1	7	30	144	126	61	11	4	2	0	386
13:30	0	0	0	0	3	48	147	125	48	13	2	1	0	387
13:45	0	0	0	5	6	43	155	111	66	6	2	0	0	394
14:00	0	0	3	3	14	71	135	129	58	11	1	0	0	425
14:15	0	0	0	4	46	87	141	121	40	5	0	0	0	444
14:30	0	1	0	1	28	62	177	122	50	22	2	0	0	465
14:45	0	1	0	0	15	51	126	147	54	9	4	0	0	407
15:00	0	0	0	0	3	57	187	172	57	10	2	0	0	488
15:15	0	0	1	1	12	90	202	133	44	10	2	0	1	496
15:30	0	0	0	0	4	78	160	151	63	18	0	0	1	475
15:45	0	1	0	1	10	78	215	153	47	12	4	0	0	521
16:00	0	0	0	0	9	88	193	144	58	15	2	0	0	509
16:15	0	0	1	2	11	78	194	157	69	27	3	0	0	542
16:30	1	5	14	7	23	83	213	139	70	18	2	0	0	575
16:45	0	0	0	0	25	106	207	164	69	17	2	0	0	590
17:00	0	0	2	3	31	70	171	163	54	18	3	0	0	515
17:15	1	1	5	20	35	118	179	142	50	6	2	0	0	559
17:30	0	0	0	2	17	76	194	155	59	11	2	0	0	516
17:45	0	0	0	1	13	84	173	104	50	8	3	2	0	438
18:00	0	0	0	0	4	33	147	120	58	15	3	0	0	380
18:15	0	0	0	1	13	58	129	112	50	6	4	0	0	373
18:30	0	0	0	2	5	42	128	110	51	11	0	0	0	349
18:45	0	0	0	0	3	36	108	112	60	14	2	0	0	335



# SPEED

## Valley Center Rd N/O Lilac Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_004

### Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
19:00	0	1	0	0	0	26	105	85	33	13	6	0	0	269
19:15	0	0	0	0	4	44	101	95	48	7	0	1	0	300
19:30	0	0	0	0	1	25	84	80	46	13	2	0	0	251
19:45	0	0	0	0	4	19	78	76	41	12	3	0	0	233
20:00	0	0	0	0	4	24	62	48	23	13	1	1	0	176
20:15	0	0	0	0	1	23	77	76	37	13	4	1	0	232
20:30	0	0	0	0	2	15	71	70	46	11	8	1	0	224
20:45	0	0	0	0	2	13	63	49	28	14	1	1	0	171
21:00	0	0	0	0	4	14	45	46	25	10	4	1	0	149
21:15	0	0	0	0	2	5	44	72	50	10	4	0	0	187
21:30	0	0	0	0	1	13	50	45	32	14	4	0	0	159
21:45	0	0	0	0	1	6	29	61	28	11	3	1	0	140
22:00	0	0	0	0	2	11	36	46	31	9	3	0	0	138
22:15	0	0	0	0	1	6	44	29	34	11	7	1	0	133
22:30	0	0	0	0	1	7	24	40	21	7	6	0	0	106
22:45	0	0	0	0	1	2	15	25	18	2	2	1	0	66
23:00	0	0	0	1	1	6	11	36	17	5	2	0	0	79
23:15	0	0	0	0	1	3	17	25	19	11	3	1	0	80
23:30	0	0	0	0	0	2	15	17	17	13	0	0	0	64
23:45	0	0	0	0	0	2	10	28	13	8	4	0	0	65
<b>Totals</b>	<b>3</b>	<b>12</b>	<b>27</b>	<b>80</b>	<b>544</b>	<b>2971</b>	<b>8831</b>	<b>8345</b>	<b>3790</b>	<b>1144</b>	<b>261</b>	<b>49</b>	<b>12</b>	<b>26069</b>
<b>% of Totals</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>11%</b>	<b>34%</b>	<b>32%</b>	<b>15%</b>	<b>4%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

<b>AM Volumes</b>	1	2	1	23	157	970	3393	3578	1653	567	132	28	10	10515			
<b>% AM</b>	0%	0%	0%	0%	1%	4%	13%	14%	6%	2%	1%	0%	0%	40%			
<b>AM Peak Hour</b>	07:15	05:45	07:00	08:30	07:30	07:15	07:30	07:45	06:30	06:30	05:45	06:00		07:15			
<b>Volume</b>	1	2	1	7	47	241	693	619	296	107	26	7	3	1909			
<b>PM Volumes</b>	2	10	26	57	387	2001	5438	4767	2137	577	129	21	2	15554			
<b>% PM</b>	0%	0%	0%	0%	1%	8%	21%	18%	8%	2%	0%	0%	0%	60%			
<b>PM Peak Hour</b>	16:30	15:45	16:30	16:30	16:30	16:30	15:45	16:45	16:00	16:15	21:45	12:00	14:45	16:30			
<b>Volume</b>	2	6	21	30	114	377	815	624	266	80	19	6	2	2239			
<b>Directional Peak Periods</b>			<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>			<b>Off Peak Volumes</b>			
<b>All Classes</b>			Volume	↔		%	Volume	↔		%	Volume	↔		%	Volume	↔	
			3549			14%	2930			11%	4244			16%	15346		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Valley Center Rd	Summary	40	45	46	52	56	26069

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	1	4	6	7	2	0	0	18
00:15	0	0	0	0	0	0	1	4	6	7	2	0	0	22
00:30	0	0	0	0	0	0	1	4	8	5	4	3	1	26
00:45	0	0	0	0	0	0	0	4	7	2	2	0	0	15
01:00	0	0	0	0	0	0	1	4	2	4	1	0	0	12
01:15	0	0	0	0	0	1	1	4	2	3	1	1	1	14
01:30	0	0	0	0	0	0	0	1	5	0	3	0	0	9
01:45	0	0	0	0	0	0	0	4	1	3	0	0	0	8
02:00	0	0	0	0	0	0	0	3	0	1	0	0	0	4
02:15	0	0	0	0	0	0	1	2	4	3	2	0	0	12
02:30	0	0	0	0	0	0	0	2	0	2	0	0	1	3
02:45	0	0	0	0	0	0	0	1	2	1	0	0	0	4
03:00	0	0	0	0	0	1	1	3	0	1	1	0	0	7
03:15	0	0	0	0	0	0	0	3	2	5	0	0	0	10
03:30	0	0	0	0	0	0	0	2	1	4	3	1	0	12
03:45	0	0	0	0	0	0	0	0	3	3	1	0	1	8
04:00	0	0	0	1	1	0	0	4	4	1	0	1	0	12
04:15	0	0	0	0	0	0	1	3	5	1	1	1	0	12
04:30	0	0	0	0	0	0	4	7	7	6	4	3	0	31
04:45	0	0	0	0	0	0	6	3	7	4	2	1	1	24
05:00	0	0	0	0	0	1	3	7	9	5	3	2	1	31
05:15	0	0	0	0	0	0	2	14	8	10	9	0	0	43
05:30	0	0	0	0	2	2	4	22	31	17	4	2	0	84
05:45	0	0	0	0	0	2	10	27	25	16	10	3	0	93
06:00	0	0	0	0	0	3	9	33	28	24	8	3	1	109
06:15	0	0	0	0	0	1	4	29	39	33	7	2	0	115
06:30	0	0	0	0	0	0	9	41	55	38	9	3	1	156
06:45	0	0	0	0	1	1	9	53	66	40	10	2	1	183
07:00	0	0	0	0	0	3	10	56	66	32	12	2	0	181
07:15	0	0	0	0	0	4	18	82	67	42	10	3	0	226
07:30	0	0	0	0	0	3	13	59	51	37	12	1	0	176
07:45	0	0	0	0	0	4	15	61	75	39	11	1	0	200
08:00	0	1	0	0	2	3	24	57	73	38	12	1	0	211
08:15	0	0	0	0	0	1	11	45	62	44	4	2	1	170
08:30	0	0	0	0	0	10	10	52	39	29	7	2	0	139
08:45	0	0	0	0	0	4	9	51	52	21	8	1	0	146
09:00	2	0	0	0	1	3	2	48	44	16	3	2	0	121
09:15	1	0	1	0	0	5	10	44	54	27	6	1	1	150
09:30	0	0	0	0	1	6	17	52	37	17	9	1	0	140
09:45	1	0	0	2	5	13	19	59	30	17	5	0	0	151
10:00	0	0	1	0	3	6	17	75	44	15	4	0	0	165
10:15	1	0	0	1	1	6	19	65	41	16	0	1	0	151
10:30	0	0	0	1	2	3	20	85	39	12	5	0	0	167
10:45	0	0	0	0	0	1	27	67	57	15	0	1	0	168
11:00	0	0	0	0	1	0	8	33	54	48	12	3	0	159
11:15	0	0	1	1	0	0	24	75	53	14	1	1	0	170
11:30	0	0	0	1	1	2	26	66	33	18	5	0	0	152
11:45	0	0	0	0	0	4	34	68	56	16	5	0	0	183
12:00 PM	0	0	0	0	0	2	29	66	66	18	2	0	0	166
12:15	0	0	0	0	0	0	7	27	72	51	14	3	2	176
12:30	0	0	0	0	0	3	4	26	77	59	10	2	0	181
12:45	0	0	0	1	0	10	30	69	57	14	5	0	0	186
13:00	0	0	1	1	0	3	23	80	39	24	1	2	0	174
13:15	0	0	0	0	3	8	39	64	55	37	4	3	1	214
13:30	0	0	0	2	3	3	18	81	72	24	6	4	0	213
13:45	0	0	0	0	1	7	22	96	52	20	8	1	0	207
14:00	0	0	0	0	0	7	50	67	50	12	5	2	0	193
14:15	0	0	1	0	0	9	51	110	55	20	1	0	0	247
14:30	0	0	0	0	1	6	59	118	50	15	9	3	0	261
14:45	2	1	0	4	9	9	26	63	57	17	5	1	0	194
15:00	0	0	1	0	0	7	23	94	65	23	3	1	0	217
15:15	0	0	1	1	0	8	42	101	62	22	4	0	0	241
15:30	0	0	0	0	1	1	42	127	72	22	7	0	0	272
15:45	0	0	0	1	0	10	57	112	78	19	4	1	0	282
16:00	0	0	0	1	1	16	79	110	61	14	2	0	0	284
16:15	0	0	0	0	1	2	37	141	90	24	3	0	0	298
16:30	2	4	4	3	18	16	31	94	80	19	7	1	0	279
16:45	0	0	0	1	1	19	60	127	72	27	5	1	0	313
17:00	0	0	0	0	7	8	39	99	98	25	5	1	0	282
17:15	0	0	0	0	2	18	55	113	85	40	6	2	0	321
17:30	0	0	0	0	1	11	36	113	91	30	5	0	1	288
17:45	0	0	0	0	1	8	30	87	98	30	8	0	0	262
18:00	0	0	0	0	0	2	16	92	72	26	8	3	0	219
18:15	0	0	0	0	2	7	40	88	54	24	7	1	1	224
18:30	0	0	0	0	0	3	36	90	95	25	7	1	2	259
18:45	0	0	0	1	2	2	16	77	80	31	6	0	0	215
19:00	0	0	0	0	0	4	17	68	54	20	7	1	1	172
19:15	0	0	0	0	0	0	26	72	61	29	2	0	0	190
19:30	0	0	0	0	0	3	19	50	59	30	8	2	2	173
19:45	0	0	0	0	0	1	8	40	52	27	4	1	0	133
20:00	0	0	0	0	0	1	9	32	48	14	6	0	1	111
20:15	0	0	0	0	0	0	10	43	49	27	8	0	0	137
20:30	0	0	0	0	0	1	4	35	53	25	6	1	1	126
20:45	0	0	0	0	1	2	12	28	27	18	6	0	0	94
21:00	0	0	0	0	0	0	4	24	30	13	10	3	0	84
21:15	0	0	0	0	0	2	9	31	41	19	6	2	0	110
21:30	0	0	0	0	1	0	7	31	44	19	5	2	1	110
21:45	0	0	0	0	0	0	8	21	29	15	9	1	0	83
22:00	0	0	0	0	0	1	3	24	20	15	5	1	0	69
22:15	1	0	0	0	0	1	5	28	22	16	2	1	2	78
22:30	0	0	0	0	0	1	2	13	12	15	8	3	0	54
22:45	0	0	0	0	0	0	4	6	13	10	0	0	0	33
23:00	0	0	0	0	0	1	2	5	13	10	3	0	0	34
23:15	0	0	0	0	0	1	1	9	18	8	2	3	1	43
23:30	0	0	0	0	0	0	0	10	5	10	5	0	0	30
23:45	0	0	0	0	0	0	1	2	7	7	5	2	0	24
<b>Totals</b>	<b>10</b>	<b>6</b>	<b>11</b>	<b>24</b>	<b>79</b>	<b>324</b>	<b>1618</b>	<b>4708</b>	<b>3913</b>	<b>1685</b>	<b>454</b>	<b>100</b>	<b>27</b>	<b>12959</b>
<b>% of Totals</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>3%</b>	<b>12%</b>	<b>36%</b>	<b>30%</b>	<b>13%</b>	<b>4%</b>	<b>1%</b>	<b>0%</b>	<b>100%</b>

AM Volumes	5	1	3	8	20	92	428	1508	1357	712	209	47	13	4403		
% AM	0%	0%	0%	0%	0%	1%	3%	12%	10%	5%	2%	0%	0%	34%		
AM Peak Hour	09:00	07:15	09:15	09:45	09:45	09:30	11:00	10:00	07:15	06:30	07:00	05:45	03:30	07:15		
Volume	4	1	2	4	11	31	117	292	266	152	45	11	3	813		
PM Volumes	5	8	16	59	232	1190	3200	2556	973	245	53	14	14	8556		
% PM	0%	0%	0%	0%	0%	3%	9%	25%	20%	8%	2%	0%	0%	66%		
PM Peak Hour	14:00	15:45	15:45	14:30	16:30	15:15	15:30	17:00	17:15	17:45	13:00	18:15	16:45			
Volume	2	4	4	5	28	61	220	490	372	126	30	4	1204			
<b>Directional Peak Periods</b>	<b>AM 7-9</b>					<b>NOON 12-2</b>					<b>PM 4-6</b>			<b>Off Peak Volumes</b>		
<b>All Classes</b>	Volume 1449 ← 11%					Volume 1517 ← 12%					Volume 2327 ← 18%			Volume 7666 ← 59%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Valley Center Rd	East Bound	45	50	50	56	60	12959
Valley Center Rd	West Bound	42	47	47	53	56	12924

**SPEED**

## Valley Center Rd E/O Canyon Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_005w

## West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	7	14	10	2	2	0	0	35
00:15	0	0	0	0	1	1	7	11	7	0	1	0	0	28
00:30	0	0	0	0	0	2	6	8	3	4	0	0	0	23
00:45	0	0	0	0	0	1	4	5	2	0	0	0	0	12
01:00	0	0	0	0	0	0	6	9	4	1	2	0	0	22
01:15	0	0	0	0	0	1	3	8	7	3	2	0	0	24
01:30	0	0	0	0	0	0	2	4	2	0	1	0	0	9
01:45	0	0	0	0	0	1	5	5	3	3	1	0	0	18
02:00	0	0	0	0	0	1	1	6	1	2	1	0	0	12
02:15	0	0	0	0	0	0	2	2	2	0	1	0	0	7
02:30	0	0	0	0	1	1	5	11	4	3	0	0	0	25
02:45	0	0	0	0	0	1	5	5	4	2	0	0	0	17
03:00	0	0	0	0	0	1	5	6	6	3	1	0	0	22
03:15	0	0	0	0	0	1	4	8	6	2	1	1	0	23
03:30	0	0	0	0	1	0	7	7	5	1	0	0	0	21
03:45	0	0	0	0	0	0	3	5	5	2	2	0	1	18
04:00	0	0	0	0	0	0	7	11	5	5	2	1	0	31
04:15	0	0	0	0	0	0	5	13	6	7	2	1	0	34
04:30	0	0	0	0	0	2	6	13	11	2	2	0	0	36
04:45	0	0	0	0	0	1	3	23	13	9	4	0	1	54
05:00	0	0	0	0	0	1	9	27	33	10	2	0	0	82
05:15	0	0	0	0	0	0	14	46	35	12	6	0	0	113
05:30	0	1	1	0	1	2	15	43	38	25	4	0	0	130
05:45	0	0	0	0	0	1	14	46	46	22	2	1	0	132
06:00	0	0	0	0	0	0	19	61	57	16	4	1	0	158
06:15	0	0	0	1	0	3	26	99	65	13	1	1	0	209
06:30	0	0	0	0	0	4	23	104	82	32	6	1	0	252
06:45	0	0	0	0	0	5	24	96	73	26	0	1	0	225
07:00	0	1	1	2	2	10	30	134	79	28	4	0	0	291
07:15	0	0	0	0	0	1	35	111	77	26	1	0	0	251
07:30	0	0	0	0	0	7	52	137	69	21	3	1	0	290
07:45	1	0	0	0	5	6	45	119	64	19	4	0	0	263
08:00	0	0	0	0	0	2	59	138	73	14	1	0	0	287
08:15	0	0	0	0	1	6	46	153	74	17	0	0	0	297
08:30	0	0	0	0	1	2	55	108	54	12	4	0	0	236
08:45	0	0	0	0	1	3	31	77	50	10	3	0	0	175
09:00	0	0	0	0	0	7	40	87	58	11	1	0	0	204
09:15	0	0	0	0	1	7	34	88	44	6	2	0	0	182

**SPEED**

## Valley Center Rd E/O Canyon Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_005w

**West Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
09:30	0	0	0	0	0	8	34	81	45	6	1	0	0	175
09:45	0	0	0	2	0	8	26	89	41	9	1	0	0	176
10:00	0	0	1	0	3	12	26	79	48	5	2	0	0	176
10:15	0	0	1	0	1	10	44	81	39	11	3	1	0	191
10:30	0	1	0	0	1	2	38	99	31	10	1	1	0	184
10:45	0	0	3	0	2	10	31	60	32	13	5	2	0	158
11:00	0	0	1	1	3	12	44	78	43	7	2	0	0	191
11:15	0	0	0	1	4	8	50	91	24	12	0	0	0	190
11:30	0	0	2	1	3	10	52	62	33	4	2	0	0	169
11:45	0	1	3	1	1	14	57	76	29	7	1	0	0	190
12:00 PM	0	1	0	1	1	6	45	74	29	7	2	0	4	170
12:15	0	1	1	0	1	8	46	71	37	8	0	0	1	174
12:30	0	1	0	0	0	13	30	90	24	5	3	0	0	166
12:45	0	0	0	0	2	4	28	78	37	9	2	1	0	161
13:00	0	0	0	0	2	11	36	63	46	9	1	0	0	168
13:15	0	0	1	3	4	1	32	69	40	6	2	1	0	159
13:30	0	0	0	1	3	9	51	75	34	8	2	0	0	183
13:45	0	0	0	1	0	12	39	86	48	5	0	0	0	191
14:00	0	0	1	1	4	16	51	98	43	14	1	0	0	229
14:15	0	0	1	0	1	10	55	79	41	7	1	0	0	195
14:30	0	0	1	0	4	12	48	76	37	10	0	0	0	188
14:45	0	0	0	0	5	8	58	96	42	9	2	0	0	220
15:00	1	1	1	1	0	13	71	116	50	13	1	0	0	268
15:15	0	0	4	0	6	21	72	107	33	2	1	1	0	247
15:30	0	0	3	0	5	17	46	83	36	13	0	0	0	203
15:45	2	1	0	0	2	19	68	108	32	12	2	0	0	246
16:00	0	1	0	1	2	14	53	99	31	7	0	0	0	208
16:15	0	0	2	0	0	19	65	104	34	10	1	0	0	235
16:30	0	3	0	0	4	15	70	123	49	8	1	0	0	273
16:45	0	0	0	0	0	13	82	138	49	8	1	0	0	291
17:00	0	0	1	2	4	23	88	92	27	9	0	0	0	246
17:15	0	0	0	1	2	17	95	95	22	3	0	0	0	235
17:30	0	0	1	0	3	16	78	86	31	0	0	0	0	215
17:45	0	0	0	1	4	20	55	58	25	2	1	0	0	166



**SPEED**

## Valley Center Rd E/O Canyon Rd

**Day:** Tuesday  
**Date:** 12/4/2018

**City:** Valley Center  
**Project #:** CA18\_4474\_005w

**West Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
			2090	↔	16%	1372	↔	11%	1869	↔	14%	7593	↔	59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Valley Center Rd	East Bound	45	50	50	56	60	12959
Valley Center Rd	West Bound	42	47	47	53	56	12924

**SPEED**

## Valley Center Rd E/O Canyon Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_005

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	8	20	14	7	4	0	0	53
00:15	0	0	0	0	1	2	8	15	13	7	3	1	0	50
00:30	0	0	0	0	0	2	7	12	11	9	4	3	1	49
00:45	0	0	0	0	0	1	4	9	9	2	2	0	0	27
01:00	0	0	0	0	0	0	7	13	6	5	3	0	0	34
01:15	0	0	0	0	0	2	4	12	9	6	3	1	1	38
01:30	0	0	0	0	0	0	2	5	7	0	4	0	0	18
01:45	0	0	0	0	0	1	5	9	4	6	1	0	0	26
02:00	0	0	0	0	0	1	1	9	1	3	1	0	0	16
02:15	0	0	0	0	0	0	3	4	6	3	3	0	0	19
02:30	0	0	0	0	1	1	5	11	6	3	0	0	1	28
02:45	0	0	0	0	0	1	5	6	6	3	0	0	0	21
03:00	0	0	0	0	0	2	6	9	6	4	2	0	0	29
03:15	0	0	0	0	0	1	4	11	8	7	1	1	0	33
03:30	0	0	0	0	1	0	9	8	9	4	1	0	1	33
03:45	0	0	0	0	0	0	3	5	8	5	3	0	2	26
04:00	0	0	0	1	1	0	7	15	9	6	2	2	0	43
04:15	0	0	0	0	0	0	6	16	11	8	3	1	1	46
04:30	0	0	0	0	0	2	10	20	18	8	6	3	0	67
04:45	0	0	0	0	0	1	9	26	20	13	6	1	2	78
05:00	0	0	0	0	0	2	12	34	42	15	5	2	1	113
05:15	0	0	0	0	0	0	16	60	43	22	15	0	0	156
05:30	0	1	1	0	3	4	19	65	69	42	8	2	0	214
05:45	0	0	0	0	0	3	24	73	71	38	12	4	0	225
06:00	0	0	0	0	0	3	28	94	85	40	12	4	1	267
06:15	0	0	0	1	0	4	30	128	104	46	8	3	0	324
06:30	0	0	0	0	0	4	32	145	137	70	15	4	1	408
06:45	0	0	0	0	1	6	33	149	139	66	10	3	1	408
07:00	0	1	1	2	2	13	40	190	145	60	16	2	0	472
07:15	0	0	0	0	0	5	53	193	144	68	11	3	0	477
07:30	0	0	0	0	0	10	65	196	120	58	15	2	0	466
07:45	1	0	0	0	5	10	60	180	139	52	15	1	0	463
08:00	0	1	0	0	2	5	83	195	146	52	13	1	0	498
08:15	0	0	0	0	1	7	57	198	136	61	4	2	1	467
08:30	0	0	0	0	1	2	65	160	93	41	11	2	0	375
08:45	0	0	0	0	1	7	40	128	102	31	11	1	0	321
09:00	2	0	0	0	1	10	42	135	102	27	4	2	0	325
09:15	1	0	1	0	1	12	44	132	98	33	8	1	1	332

**SPEED**

## Valley Center Rd E/O Canyon Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_005

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
09:30	0	0	0	0	1	14	51	133	82	23	10	1	0	315
09:45	1	0	0	4	5	21	45	148	71	26	6	0	0	327
10:00	0	0	2	0	6	18	43	154	92	20	6	0	0	341
10:15	1	0	1	1	2	16	63	146	80	27	3	2	0	342
10:30	0	1	0	1	3	5	58	184	70	22	6	1	0	351
10:45	0	0	3	0	2	11	58	127	89	28	5	3	0	326
11:00	0	0	1	2	3	20	77	132	91	19	5	0	0	350
11:15	0	0	1	2	4	8	74	166	77	26	1	1	0	360
11:30	0	0	2	2	4	12	78	128	66	22	7	0	0	321
11:45	0	1	3	1	1	18	91	144	85	23	6	0	0	373
12:00 PM	0	1	0	1	1	8	74	140	78	25	4	0	4	336
12:15	0	1	1	0	1	15	73	143	88	22	3	2	1	350
12:30	0	1	0	0	3	17	56	167	83	15	5	0	0	347
12:45	0	0	0	1	2	14	58	147	94	23	7	1	0	347
13:00	0	0	1	1	2	14	59	143	85	33	2	2	0	342
13:15	0	0	1	3	7	9	71	133	95	43	6	4	1	373
13:30	0	0	0	3	6	12	69	156	106	32	8	4	0	396
13:45	0	0	0	1	1	19	61	182	100	25	8	1	0	398
14:00	0	0	1	1	4	23	101	165	93	26	6	2	0	422
14:15	0	0	2	0	1	19	106	189	96	27	2	0	0	442
14:30	0	0	1	0	5	18	107	194	87	25	9	3	0	449
14:45	2	1	0	4	14	17	84	159	99	26	7	1	0	414
15:00	1	1	2	1	0	20	94	210	115	36	4	1	0	485
15:15	0	0	5	1	6	29	114	208	95	24	5	1	0	488
15:30	0	0	3	0	6	18	88	210	108	35	7	0	0	475
15:45	2	1	0	1	2	29	125	220	110	31	6	1	0	528
16:00	0	1	0	2	3	30	132	209	92	21	2	0	0	492
16:15	0	0	2	0	1	21	102	245	124	34	4	0	0	533
16:30	2	7	4	3	22	31	101	217	129	27	8	1	0	552
16:45	0	0	0	1	1	32	142	265	121	35	6	1	0	604
17:00	0	0	1	2	11	31	127	191	125	34	5	1	0	528
17:15	0	0	0	1	4	35	150	208	107	43	6	2	0	556
17:30	0	0	1	0	4	27	114	199	122	30	5	0	1	503
17:45	0	0	0	1	5	28	85	145	123	32	9	0	0	428
18:00	0	0	0	0	1	13	66	153	96	32	8	3	0	372
18:15	0	0	0	1	5	24	82	144	81	27	7	1	1	373
18:30	0	0	0	0	2	17	73	132	107	32	7	1	2	373
18:45	0	0	0	2	4	14	59	115	103	35	8	0	0	340



# SPEED

## Valley Center Rd E/O Canyon Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_005

### Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
19:00	0	0	0	1	4	21	44	97	70	22	7	1	1	268
19:15	0	0	0	1	6	6	56	107	79	32	2	0	0	289
19:30	0	0	0	0	1	6	48	74	71	31	8	2	2	243
19:45	0	0	0	0	0	8	41	83	64	29	5	2	0	232
20:00	0	0	0	0	2	9	41	50	53	16	6	0	1	178
20:15	0	0	0	0	0	12	44	69	61	30	8	0	0	224
20:30	0	0	0	0	3	10	38	70	65	31	7	2	1	227
20:45	0	0	0	0	1	8	34	56	41	20	6	0	0	166
21:00	0	0	0	0	1	8	27	52	39	15	10	3	0	155
21:15	0	0	0	0	0	7	24	54	61	21	6	2	0	175
21:30	0	0	0	0	1	7	20	44	51	22	6	2	2	155
21:45	0	0	0	0	1	1	20	51	45	15	9	1	0	143
22:00	0	0	0	0	0	7	26	50	32	18	5	1	0	139
22:15	1	0	0	0	0	2	15	52	30	19	3	2	2	126
22:30	0	0	0	0	1	7	20	31	22	18	9	3	0	111
22:45	0	0	0	0	0	4	12	20	14	11	1	0	0	62
23:00	0	0	0	1	0	8	13	27	23	10	3	0	0	85
23:15	0	0	0	0	0	3	12	24	26	10	2	3	1	81
23:30	0	0	0	0	0	3	8	26	12	11	5	0	0	65
23:45	0	0	0	1	0	2	11	16	10	14	6	2	0	62
<b>Totals</b>	<b>14</b>	<b>19</b>	<b>41</b>	<b>52</b>	<b>198</b>	<b>990</b>	<b>4621</b>	<b>10194</b>	<b>6630</b>	<b>2392</b>	<b>578</b>	<b>119</b>	<b>35</b>	<b>25883</b>
<b>% of Totals</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>4%</b>	<b>18%</b>	<b>39%</b>	<b>26%</b>	<b>9%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

<b>AM Volumes</b>	6	5	16	17	53	267	1494	4152	2899	1167	300	60	15	10451				
<b>% AM</b>	0%	0%	0%	0%	0%	1%	6%	16%	11%	5%	1%	0%	0%	40%				
<b>AM Peak Hour</b>	09:00	11:45	10:45	11:00	09:45	09:30	11:00	07:30	06:30	06:30	07:00	05:45	11:30	07:15				
<b>Volume</b>	4	4	7	7	16	69	320	769	565	264	57	15	5	1904				
<b>PM Volumes</b>	8	14	25	35	145	723	3127	6042	3731	1225	278	59	20	15432				
<b>% PM</b>	0%	0%	0%	0%	1%	3%	12%	23%	14%	5%	1%	0%	0%	60%				
<b>PM Peak Hour</b>	15:45	15:45	14:45	12:45	16:30	16:30	16:45	16:00	16:15	16:45	17:45	12:45	12:00	16:30				
<b>Volume</b>	4	9	10	8	38	129	533	936	499	142	31	11	5	2240				
<b>Directional Peak Periods</b>			<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>				<b>Off Peak Volumes</b>			
<b>All Classes</b>			Volume		%		Volume		%		Volume		%		Volume		%	
			3539		↔ 14%		2889		↔ 11%		4196		↔ 16%		15259		↔ 59%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Valley Center Rd	Summary	43	48	49	54	59	25883

**SPEED**

Valley Center Rd Bet. Miller Rd & Indian Creek Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_006e

**East Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	3	3	5	5	1	1	1	19
00:15	0	0	0	0	0	0	2	6	6	6	1	0	0	21
00:30	0	0	0	0	0	0	1	6	7	6	2	2	1	25
00:45	0	0	0	0	0	0	0	6	5	1	2	1	1	16
01:00	0	0	0	0	0	0	0	3	1	7	1	0	0	12
01:15	0	0	0	0	0	1	1	4	2	3	0	2	1	14
01:30	0	0	0	0	0	0	0	2	3	1	1	0	0	7
01:45	0	0	0	0	0	0	1	2	0	3	0	0	0	6
02:00	0	0	0	0	0	0	1	2	0	1	0	0	0	4
02:15	0	0	0	0	0	0	0	2	6	1	1	0	0	10
02:30	0	0	0	0	0	0	0	1	0	1	0	0	1	3
02:45	0	0	0	0	0	0	0	1	2	0	0	0	0	3
03:00	0	0	0	0	0	0	0	5	0	1	1	0	0	7
03:15	0	0	0	0	0	0	0	3	3	1	0	1	0	8
03:30	0	0	0	0	0	0	1	1	6	2	2	0	0	12
03:45	0	0	0	0	0	1	0	0	1	3	1	1	1	9
04:00	0	0	0	0	0	1	0	0	6	0	0	1	0	11
04:15	0	0	0	0	0	0	0	5	4	1	0	0	0	11
04:30	0	0	0	0	0	1	2	7	8	6	4	1	1	30
04:45	0	0	0	0	0	0	5	6	7	5	2	0	1	26
05:00	0	0	0	0	0	1	2	10	9	4	2	2	1	31
05:15	0	0	0	0	0	0	9	8	10	8	7	1	1	44
05:30	0	0	0	0	0	1	9	31	26	12	4	0	0	83
05:45	0	0	0	0	0	5	16	26	18	14	12	1	0	92
06:00	0	0	0	0	0	0	17	32	33	10	13	1	0	106
06:15	0	0	0	0	0	0	9	55	33	18	5	1	1	122
06:30	0	0	0	0	0	1	22	54	49	16	3	1	2	148
06:45	0	0	0	0	0	8	17	73	47	18	7	0	2	172
07:00	0	0	0	0	0	12	23	65	38	33	10	1	1	183
07:15	0	0	0	1	4	9	40	99	48	15	5	1	0	222
07:30	0	0	0	0	0	0	12	32	62	50	20	7	0	178
07:45	0	0	0	0	2	18	51	77	53	14	4	1	1	200
08:00	0	0	0	0	0	18	51	63	54	19	3	1	0	211
08:15	0	0	0	0	0	0	21	59	60	17	5	1	1	164
08:30	0	0	0	0	0	3	27	59	30	14	2	0	0	136
08:45	0	0	0	0	1	4	23	63	29	11	6	0	0	137
09:00	0	1	0	0	0	5	17	49	32	11	6	1	0	122
09:15	0	0	0	0	0	3	18	56	38	17	5	2	0	139
09:30	0	0	0	0	0	1	25	49	31	20	7	0	0	133
09:45	0	0	0	0	4	10	49	47	33	7	3	0	0	153
10:00	0	0	0	1	0	10	37	71	28	6	2	0	0	155
10:15	0	0	0	0	0	5	52	57	19	14	1	0	0	148
10:30	0	0	0	0	0	10	44	69	23	8	1	1	0	156
10:45	0	0	0	0	2	6	51	77	29	6	0	1	0	172
11:00	0	1	0	0	0	5	47	55	38	5	1	0	0	152
11:15	0	0	0	0	3	12	44	68	34	6	1	1	0	169
11:30	0	0	0	1	1	4	32	65	37	15	2	0	0	157
11:45	0	0	0	0	2	6	44	70	44	14	3	0	0	183
12:00 PM	0	0	0	0	2	5	31	71	36	9	2	0	0	156
12:15	0	0	0	0	2	6	40	79	37	11	2	0	0	177
12:30	0	0	0	0	1	6	42	89	32	6	1	2	0	179
12:45	0	1	0	0	0	6	32	73	36	13	4	0	0	165
13:00	0	0	0	0	1	10	54	60	38	9	3	1	0	176
13:15	0	1	0	1	2	10	39	84	50	11	4	1	0	203
13:30	0	0	0	0	1	8	52	85	43	12	8	1	0	210
13:45	0	0	1	0	1	14	50	86	36	12	4	0	1	205
14:00	0	0	0	0	0	21	57	76	25	12	5	1	0	197
14:15	0	0	0	0	0	13	52	108	34	18	5	0	0	230
14:30	0	0	2	3	12	19	75	98	32	13	7	2	0	263
14:45	0	0	0	1	0	7	38	86	53	11	1	2	0	199
15:00	0	0	0	0	0	11	49	91	43	14	7	0	0	215
15:15	0	0	0	0	3	21	50	86	45	12	3	0	1	221
15:30	0	0	0	0	7	16	52	116	41	10	3	0	1	246
15:45	0	0	1	0	9	21	67	107	48	15	3	0	1	272
16:00	0	0	0	0	4	34	114	79	37	11	2	0	0	281
16:15	0	0	1	2	6	43	76	111	42	11	1	0	1	294
16:30	0	0	1	14	15	29	70	103	28	4	1	2	0	267
16:45	0	2	0	0	13	51	98	101	26	7	3	0	0	301
17:00	0	0	0	0	1	19	31	70	103	37	5	3	0	270
17:15	0	0	1	7	16	46	119	82	28	8	2	1	0	310
17:30	0	1	0	1	4	38	84	104	40	12	2	0	0	286
17:45	0	0	0	1	4	17	68	96	46	12	4	1	0	249
18:00	0	0	0	0	1	16	65	83	33	11	5	1	0	215
18:15	0	0	0	0	2	12	59	77	39	13	2	1	0	205
18:30	0	0	0	2	5	11	56	105	42	7	7	0	0	235
18:45	0	0	0	0	3	8	41	98	47	12	2	0	0	211
19:00	0	0	0	2	2	16	35	61	34	14	4	0	1	169
19:15	0	0	0	0	0	3	54	81	28	11	3	0	0	180
19:30	0	0	0	1	0	5	31	60	49	16	4	1	1	168
19:45	0	0	0	0	0	2	22	49	39	11	2	1	0	126
20:00	0	0	0	0	0	2	17	48	32	9	4	1	0	113
20:15	0	0	0	0	0	1	20	56	41	6	1	2	0	127
20:30	0	0	0	0	0	3	10	47	29	18	3	0	1	111
20:45	0	0	0	0	0	0	15	32	25	12	1	0	0	85
21:00	0	0	0	0	0	0	9	28	19	19	3	2	0	80
21:15	0	0	0	0	1	1	11	33	44	13	4	0	0	107
21:30	0	0	0	0	1	2	15	37	31	13	5	0	0	104
21:45	0	0	0	1	0	1	4	25	24	13	1	4	0	73
22:00	0	0	0	0	0	3	7	27	20	8	1	2	1	69
22:15	0	0	0	0	0	0	9	28	22	9	4	2	1	75
22:30	0	0	0	0	0	1	2	14	9	14	5	5	0	50
22:45	0	0	0	0	0	0	4	9	15	5	1	0	0	34
23:00	0	0	0	0	0	1	1	14	7	8	0	1	0	32
23:15	0	0	0	0	0	0	2	13	14	6	2	1	1	39
23:30	0	0	0	0	0	0	0	10	8	7	2	1	1	29
23:45	0	0	0	0	0	1	3	5	7	6	4	1	0	27
Totals	7	8	33	158	724	2803	4851	2616	945	296	68	33	33	12558
% of Totals	0%	0%	0%	1%	6%	22%	39%	21%	8%	2%	1%	1%	1%	100%

AM Volumes	0	2	0	3	21	162	832	1637	1045	426	146	28	20	4322	
% AM	0%	0%	0%	0%	0%	1%	7%	13%	8%	3%	1%	0%	0%	34%	
AM Peak Hour	08:15			06:30	07:15	07:15	10:15	11:45	07:30	06:45	05:15	00:30	06:15	07:15	
Volume	1			1	8	46	194	309	217	86	36	5	6	811	
PM Volumes	0	5	8	36	137	972	1971	3214	1571	519	150	46	13	8236	
% PM	0%	0%	0%	0%	1%	5%	16%	26%	13%	4%	1%	0%	0%	66%	
PM Peak Hour	16:45			13:45	16:30	16:30	16:45	16:15	14:45	20:30	13:30	21:45	15:00	16:45	
Volume	3			3	22	63	166	371	418	182	62	22	13	1167	
Directional Peak Periods	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes		
All Classes	Volume 1431 ←→ 11%				Volume 1471 ←→ 12%				Volume 2258 ←→ 18%				Volume 7398 ←→ 59%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Valley Center Rd	East Bound	42	48	48	54	59	12558
Valley Center Rd	West Bound	45	50	50	56	60	12455

**SPEED**

## Valley Center Rd Bet. Miller Rd &amp; Indian Creek Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_006w

## West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	1	2	10	19	3	2	0	0	37
00:15	0	0	0	0	0	0	1	4	15	4	0	0	0	24
00:30	0	0	0	0	0	1	2	8	8	2	2	1	0	24
00:45	0	0	0	0	0	0	2	5	1	0	2	0	1	11
01:00	0	0	0	0	0	0	3	6	4	7	0	2	1	23
01:15	0	0	0	0	0	1	1	5	7	4	3	0	0	21
01:30	0	0	0	0	0	0	1	1	5	1	0	1	0	9
01:45	0	0	0	0	0	0	1	4	2	7	4	0	0	18
02:00	0	0	0	0	0	0	1	4	5	0	1	0	0	11
02:15	0	0	0	0	0	0	2	0	2	1	0	1	0	6
02:30	0	0	0	0	1	0	2	6	4	5	4	0	0	22
02:45	0	0	0	0	0	0	1	6	1	8	1	0	0	17
03:00	0	0	0	0	0	0	2	6	3	6	3	0	0	20
03:15	0	0	0	0	0	0	3	5	7	4	3	1	0	23
03:30	0	0	0	0	0	1	2	9	5	2	0	1	0	20
03:45	0	0	0	0	0	1	0	4	4	5	2	0	1	17
04:00	0	0	0	0	0	0	5	11	6	4	2	2	0	30
04:15	0	0	0	0	0	0	1	6	14	6	5	0	1	33
04:30	0	0	0	0	0	1	6	5	9	7	0	2	0	30
04:45	0	0	0	0	0	0	4	13	14	8	13	0	1	53
05:00	0	0	0	0	0	0	2	22	32	18	4	3	0	81
05:15	0	0	0	0	0	0	8	27	34	20	14	3	0	106
05:30	0	0	1	0	0	1	7	36	29	32	13	4	0	123
05:45	0	0	0	0	0	1	5	24	43	33	13	2	0	121
06:00	0	0	0	0	0	0	7	47	59	32	7	4	0	156
06:15	0	0	0	0	0	5	12	77	66	27	6	1	0	194
06:30	0	0	0	0	0	1	16	83	77	46	13	5	0	241
06:45	0	0	0	0	0	3	24	81	71	29	15	3	0	226
07:00	0	0	0	0	0	1	12	78	87	50	16	4	0	248
07:15	0	0	0	0	0	0	16	93	72	43	17	3	0	244
07:30	0	0	0	0	0	4	20	119	90	32	7	2	0	274
07:45	0	0	0	0	1	3	19	108	71	31	7	0	0	240
08:00	0	0	1	0	0	5	44	98	96	34	2	2	0	282
08:15	0	0	0	0	0	4	28	96	109	41	5	0	0	283
08:30	0	0	0	0	0	1	29	80	76	32	6	1	0	225
08:45	0	1	1	0	0	2	17	63	62	24	4	1	0	175
09:00	0	0	1	0	0	4	19	68	68	24	3	0	0	187
09:15	0	0	0	0	0	1	16	62	65	18	4	1	0	167

**SPEED**

## Valley Center Rd Bet. Miller Rd &amp; Indian Creek Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_006w

**West Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
09:30	0	0	0	0	0	0	18	55	67	18	3	2	0	163
09:45	0	0	0	0	0	7	17	69	57	16	5	0	0	171
10:00	0	0	0	0	1	6	22	53	66	21	3	0	0	172
10:15	0	0	0	0	0	3	31	75	55	21	5	0	0	190
10:30	0	0	0	0	0	5	16	81	44	21	1	0	1	169
10:45	0	0	0	0	2	7	21	52	48	22	9	2	0	163
11:00	0	0	1	0	1	2	39	73	37	21	3	0	1	178
11:15	2	2	2	1	3	6	25	71	46	22	2	0	0	182
11:30	0	1	0	0	2	8	29	64	45	16	1	1	0	167
11:45	1	0	0	0	0	4	29	90	52	17	2	0	0	195
12:00 PM	0	1	1	0	0	8	28	77	32	16	4	2	4	173
12:15	0	0	1	0	0	7	26	77	36	19	6	0	2	174
12:30	0	0	0	0	2	5	16	72	53	9	5	0	0	162
12:45	0	0	0	0	1	2	12	64	56	19	4	1	1	160
13:00	0	3	0	0	0	1	15	64	58	18	3	0	0	162
13:15	0	0	0	0	2	0	16	61	59	21	3	2	0	164
13:30	0	0	1	0	1	2	23	47	59	21	6	2	1	163
13:45	0	2	0	1	0	3	14	82	72	15	3	0	0	192
14:00	0	0	1	0	0	4	34	80	56	29	5	4	0	213
14:15	0	0	0	0	0	2	22	76	56	28	5	0	0	189
14:30	0	1	1	0	0	1	18	62	70	13	2	3	0	171
14:45	0	0	1	0	1	0	16	97	61	32	8	1	0	217
15:00	0	0	0	0	0	2	25	112	78	31	10	0	1	259
15:15	1	0	0	0	1	7	33	112	74	15	6	1	0	250
15:30	0	0	0	0	1	0	23	80	70	16	7	1	0	198
15:45	0	0	0	0	0	6	26	96	74	21	6	2	0	231
16:00	0	0	0	0	0	2	20	96	58	20	6	1	0	203
16:15	0	0	0	1	0	4	28	117	57	15	1	0	0	223
16:30	0	1	0	1	0	1	44	119	71	24	2	1	1	265
16:45	0	1	0	0	1	3	44	138	77	22	2	0	0	288
17:00	0	0	0	0	2	11	47	116	50	21	1	0	0	248
17:15	0	0	0	0	0	9	41	105	49	18	3	0	0	225
17:30	0	0	0	0	0	6	41	87	59	11	4	0	0	208
17:45	0	0	0	0	0	3	18	75	42	10	1	0	0	149

# SPEED

## Valley Center Rd Bet. Miller Rd & Indian Creek Rd

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_006w

### West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
18:00	0	0	0	0	1	2	8	52	51	23	4	1	0	142
18:15	0	0	0	0	3	4	14	55	37	20	7	0	0	140
18:30	0	0	0	0	0	1	17	42	33	13	5	0	0	111
18:45	0	0	0	0	1	2	12	45	40	17	2	1	0	120
19:00	0	0	0	1	2	3	16	27	28	12	4	0	0	93
19:15	0	0	1	0	1	3	12	35	37	11	1	0	0	101
19:30	0	0	0	0	0	2	15	29	25	10	2	1	0	84
19:45	0	0	0	0	0	1	14	30	37	13	4	0	1	100
20:00	0	0	0	0	0	2	11	25	19	5	5	0	0	67
20:15	0	0	0	0	0	0	17	23	27	16	2	0	0	85
20:30	0	0	0	0	1	2	14	37	34	8	2	2	1	101
20:45	0	0	0	0	0	2	8	21	23	9	3	0	0	66
21:00	0	0	0	0	0	1	9	22	22	13	0	1	0	68
21:15	0	0	0	0	0	0	5	18	26	7	4	1	0	61
21:30	0	0	0	0	0	3	4	14	8	10	1	0	1	41
21:45	0	0	0	0	1	0	4	14	28	12	1	0	0	60
22:00	0	0	0	0	0	0	11	23	22	5	4	1	0	66
22:15	0	0	0	0	0	0	2	19	12	10	2	0	2	47
22:30	0	0	0	0	0	0	3	19	19	10	0	1	0	52
22:45	0	0	0	0	0	2	2	12	8	3	1	1	0	29
23:00	0	0	0	0	0	3	6	17	13	10	0	1	0	50
23:15	0	0	0	0	0	0	2	15	7	12	1	1	0	38
23:30	0	0	0	0	0	0	6	9	14	3	3	1	0	36
23:45	0	0	0	0	1	1	4	12	6	11	3	0	0	38
<b>Totals</b>	<b>4</b>	<b>13</b>	<b>14</b>	<b>5</b>	<b>34</b>	<b>213</b>	<b>1436</b>	<b>4790</b>	<b>3862</b>	<b>1572</b>	<b>401</b>	<b>89</b>	<b>22</b>	<b>12455</b>
<b>% of Totals</b>	0%	0%	0%	0%	0%	2%	12%	38%	31%	13%	3%	1%	0%	100%

<b>AM Volumes</b>	3	4	7	1	11	90	590	2063	1859	845	237	55	7	5772
<b>% AM</b>	0%	0%	0%	0%	0%	1%	5%	17%	15%	7%	2%	0%	0%	46%
<b>AM Peak Hour</b>														
<b>Volume</b>														
<b>PM Volumes</b>	1	9	7	4	23	123	846	2727	2003	727	164	34	15	6683
<b>% PM</b>	0%	0%	0%	0%	0%	1%	7%	22%	16%	6%	1%	0%	0%	54%
<b>PM Peak Hour</b>														
<b>Volume</b>														

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%

**SPEED**

## Valley Center Rd Bet. Miller Rd &amp; Indian Creek Rd

Day: Tuesday

Date: 12/4/2018

City: Valley Center

Project #: CA18\_4474\_006w

**West Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
			1971	↔	16%	1350	↔	11%	1809	↔	15%	7325	↔	59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Valley Center Rd	East Bound	42	48	48	54	59	12558
Valley Center Rd	West Bound	45	50	50	56	60	12455

**SPEED**

## Valley Center Rd Bet. Miller Rd &amp; Indian Creek Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_006

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	1	5	13	24	8	3	1	1	56
00:15	0	0	0	0	0	0	3	10	21	10	1	0	0	45
00:30	0	0	0	0	0	1	3	14	15	8	4	3	1	49
00:45	0	0	0	0	0	0	2	11	6	1	4	1	2	27
01:00	0	0	0	0	0	0	3	9	5	14	1	2	1	35
01:15	0	0	0	0	0	2	2	9	9	7	3	2	1	35
01:30	0	0	0	0	0	0	1	3	8	2	1	1	0	16
01:45	0	0	0	0	0	0	2	6	2	10	4	0	0	24
02:00	0	0	0	0	0	0	2	6	5	1	1	0	0	15
02:15	0	0	0	0	0	0	2	2	8	2	1	1	0	16
02:30	0	0	0	0	1	0	2	7	4	6	4	0	1	25
02:45	0	0	0	0	0	0	1	7	3	8	1	0	0	20
03:00	0	0	0	0	0	0	2	11	3	7	4	0	0	27
03:15	0	0	0	0	0	0	3	8	10	5	3	2	0	31
03:30	0	0	0	0	0	1	3	10	11	4	2	1	0	32
03:45	0	0	0	0	0	2	1	4	5	8	3	1	2	26
04:00	0	0	0	0	0	1	5	14	12	4	2	3	0	41
04:15	0	0	0	0	0	0	1	11	18	7	5	0	2	44
04:30	0	0	0	0	0	2	8	12	17	13	4	3	1	60
04:45	0	0	0	0	0	0	9	19	21	13	15	0	2	79
05:00	0	0	0	0	0	1	4	32	41	22	6	5	1	112
05:15	0	0	0	0	0	0	17	35	44	28	21	4	1	150
05:30	0	0	1	0	0	2	16	67	55	44	17	4	0	206
05:45	0	0	0	0	0	6	21	50	61	47	25	3	0	213
06:00	0	0	0	0	0	0	24	79	92	42	20	5	0	262
06:15	0	0	0	0	0	5	21	132	99	45	11	2	1	316
06:30	0	0	0	0	0	2	38	137	126	62	16	6	2	389
06:45	0	0	0	0	0	11	41	154	118	47	22	3	2	398
07:00	0	0	0	0	0	13	35	143	125	83	26	5	1	431
07:15	0	0	0	1	4	9	56	192	120	58	22	4	0	466
07:30	0	0	0	0	0	11	52	181	140	52	14	2	0	452
07:45	0	0	0	0	3	15	55	185	124	45	11	1	1	440
08:00	0	0	1	0	2	23	95	161	150	53	5	3	0	493
08:15	0	0	0	0	0	4	49	155	169	58	10	1	1	447
08:30	0	0	0	0	0	4	56	139	106	46	8	1	1	361
08:45	0	1	1	0	1	6	40	126	91	35	10	1	0	312
09:00	0	1	1	0	0	9	36	117	100	35	9	1	0	309
09:15	0	0	0	0	0	4	34	118	103	35	9	3	0	306

**SPEED**

## Valley Center Rd Bet. Miller Rd &amp; Indian Creek Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_006

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
09:30	0	0	0	0	0	1	43	104	98	38	10	2	0	296
09:45	0	0	0	0	4	17	66	116	90	23	8	0	0	324
10:00	0	0	0	1	1	16	59	124	94	27	5	0	0	327
10:15	0	0	0	0	0	8	83	132	74	35	6	0	0	338
10:30	0	0	0	0	0	15	60	150	67	29	2	1	1	325
10:45	0	0	0	0	4	13	72	129	77	28	9	3	0	335
11:00	0	1	1	0	1	7	86	128	75	26	4	0	1	330
11:15	2	2	2	1	6	18	69	139	80	28	3	1	0	351
11:30	0	1	0	1	3	12	61	129	82	31	3	1	0	324
11:45	1	0	0	0	2	10	73	160	96	31	5	0	0	378
12:00 PM	0	1	1	0	2	13	59	148	68	25	6	2	4	329
12:15	0	0	1	0	2	13	66	156	73	30	8	0	2	351
12:30	0	0	0	0	3	11	58	161	85	15	6	2	0	341
12:45	0	1	0	0	1	8	44	137	92	32	8	1	1	325
13:00	0	3	0	0	1	11	69	124	96	27	6	1	0	338
13:15	0	1	0	1	4	10	55	145	109	32	7	3	0	367
13:30	0	0	1	0	2	10	75	132	102	33	14	3	1	373
13:45	0	2	1	1	1	17	64	168	108	27	7	0	1	397
14:00	0	0	1	0	0	25	91	156	81	41	10	5	0	410
14:15	0	0	0	0	0	15	74	184	90	46	10	0	0	419
14:30	0	1	3	3	12	20	93	160	102	26	9	5	0	434
14:45	0	0	1	1	1	7	54	183	114	43	9	3	0	416
15:00	0	0	0	0	0	13	74	203	121	45	17	0	1	474
15:15	1	0	0	0	4	28	83	198	119	27	9	1	1	471
15:30	0	0	0	0	8	16	75	196	111	26	10	1	1	444
15:45	0	0	1	0	9	27	93	203	122	36	9	2	1	503
16:00	0	0	0	0	4	36	134	175	95	31	8	1	0	484
16:15	0	0	1	3	6	47	104	228	99	26	2	0	1	517
16:30	0	1	1	15	15	30	114	222	99	28	3	3	1	532
16:45	0	3	0	0	14	54	142	239	103	29	5	0	0	589
17:00	0	0	0	1	21	42	117	219	87	26	4	0	1	518
17:15	0	0	1	7	16	55	160	187	77	26	5	1	0	535
17:30	0	1	0	1	4	44	125	191	99	23	6	0	0	494
17:45	0	0	0	1	4	20	86	171	88	22	5	1	0	398
18:00	0	0	0	0	2	18	73	135	84	34	9	2	0	357
18:15	0	0	0	0	5	16	73	132	76	33	9	1	0	345
18:30	0	0	0	2	5	12	73	147	75	20	12	0	0	346
18:45	0	0	0	0	4	10	53	143	87	29	4	1	0	331



**SPEED**

## Valley Center Rd Bet. Miller Rd &amp; Indian Creek Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_006

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
19:00	0	0	0	3	4	19	51	88	62	26	8	0	1	262
19:15	0	0	1	0	1	6	66	116	65	22	4	0	0	281
19:30	0	0	0	1	0	7	46	89	74	26	6	2	1	252
19:45	0	0	0	0	0	3	36	79	76	24	6	1	1	226
20:00	0	0	0	0	0	4	28	73	51	14	9	1	0	180
20:15	0	0	0	0	0	1	37	79	68	22	3	2	0	212
20:30	0	0	0	0	1	5	24	84	63	26	5	2	2	212
20:45	0	0	0	0	0	2	23	53	48	21	4	0	0	151
21:00	0	0	0	0	0	1	18	50	41	32	3	3	0	148
21:15	0	0	0	0	1	1	16	51	70	20	8	1	0	168
21:30	0	0	0	0	1	5	19	51	39	23	6	0	1	145
21:45	0	0	1	0	1	1	8	39	52	25	2	4	0	133
22:00	0	0	0	0	0	3	18	50	42	13	5	3	1	135
22:15	0	0	0	0	0	0	11	47	34	19	6	2	3	122
22:30	0	0	0	0	0	1	5	33	28	24	5	6	0	102
22:45	0	0	0	0	0	2	6	21	23	8	2	1	0	63
23:00	0	0	0	0	0	4	7	31	20	18	0	2	0	82
23:15	0	0	0	0	0	0	4	28	21	18	3	2	1	77
23:30	0	0	0	0	0	0	6	19	22	10	5	2	1	65
23:45	0	0	0	0	1	2	7	17	13	17	7	1	0	65
<b>Totals</b>	<b>4</b>	<b>20</b>	<b>22</b>	<b>44</b>	<b>192</b>	<b>947</b>	<b>4239</b>	<b>9641</b>	<b>6478</b>	<b>2517</b>	<b>697</b>	<b>157</b>	<b>55</b>	<b>25013</b>
<b>% of Totals</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>4%</b>	<b>17%</b>	<b>39%</b>	<b>26%</b>	<b>10%</b>	<b>3%</b>	<b>1%</b>	<b>0%</b>	<b>100%</b>

<b>AM Volumes</b>	3	6	7	4	32	252	1422	3700	2904	1271	383	83	27	10094										
<b>% AM</b>	0%	0%	0%	0%	0%	1%	6%	15%	12%	5%	2%	0%	0%	40%										
<b>AM Peak Hour</b>	11:00	10:45	10:30	10:45	10:45	07:15	10:15	07:15	07:30	06:30	06:30	06:30	04:15	07:15										
<b>Volume</b>	3	4	3	2	14	58	301	719	583	250	86	18	6	1851										
<b>PM Volumes</b>	1	14	15	40	160	695	2817	5941	3574	1246	314	74	28	14919										
<b>% PM</b>	0%	0%	0%	0%	1%	3%	11%	24%	14%	5%	1%	0%	0%	60%										
<b>PM Peak Hour</b>	14:30	13:00	13:45	16:30	16:30	16:45	16:45	16:15	15:00	14:15	14:15	21:45	12:00	16:30										
<b>Volume</b>	1	6	5	23	66	195	544	908	473	160	45	15	7	2174										
<b>Directional Peak Periods</b>					<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>										
<b>All Classes</b>					Volume			%			Volume			%			Volume			%				
					3402	↔		14%			2821	↔		11%			4067	↔		16%	14723	↔		59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Valley Center Rd	Summary	43	49	49	55	59	25013

**SPEED**

**Valley Center Rd Bet. Indian Creek Rd & Cole Grade Rd**

Day: Tuesday  
Date: 12/4/2018

City: Valley Center  
Project #: CA18\_4474\_007e

East Bound														
Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	2	5	5	5	1	0	1	19
00:15	0	0	0	0	0	0	2	4	7	3	4	0	0	20
00:30	0	0	0	0	0	0	1	5	5	5	2	0	0	23
00:45	0	0	0	0	0	0	0	6	5	2	2	1	1	17
01:00	0	0	0	0	0	0	1	2	3	3	1	1	1	12
01:15	0	0	0	0	0	1	1	2	4	3	0	2	1	14
01:30	0	0	0	0	0	0	0	3	3	1	0	0	0	7
01:45	0	0	0	0	0	0	0	2	2	2	0	0	0	6
02:00	0	0	0	0	0	0	1	2	0	1	0	0	0	4
02:15	0	0	0	0	0	0	2	1	6	2	0	0	0	11
02:30	0	0	0	0	0	0	0	0	0	2	0	0	0	2
02:45	0	0	0	0	0	0	0	2	1	1	0	0	1	5
03:00	0	0	0	0	0	0	0	4	1	2	0	0	0	7
03:15	0	0	0	0	0	0	1	2	3	2	0	0	0	8
03:30	0	0	0	0	1	0	0	1	3	4	2	1	0	12
03:45	0	0	0	0	0	0	1	3	2	1	1	1	1	10
04:00	0	0	0	0	0	1	0	5	3	1	0	0	1	12
04:15	0	0	0	0	0	0	2	4	4	1	0	1	0	12
04:30	0	0	0	0	0	0	3	4	13	5	1	1	1	25
04:45	0	0	0	0	0	0	5	5	8	4	1	1	1	28
05:00	0	0	0	0	0	1	4	12	5	5	3	0	1	31
05:15	0	0	0	0	0	2	6	12	9	7	7	0	0	43
05:30	0	0	0	0	1	3	5	42	23	8	0	0	0	82
05:45	0	0	0	0	0	0	25	27	16	14	8	3	0	93
06:00	0	0	1	0	0	2	12	46	27	16	1	1	1	107
06:15	0	0	0	0	0	3	23	43	31	15	4	2	0	121
06:30	0	0	0	0	0	5	32	51	43	16	2	0	2	151
06:45	0	0	0	1	5	23	38	64	30	7	4	1	1	174
07:00	0	0	0	0	6	17	34	67	30	20	6	3	0	183
07:15	0	0	0	8	9	27	69	64	38	8	1	0	0	224
07:30	0	0	0	0	9	33	40	60	27	8	1	1	0	179
07:45	0	0	1	1	11	31	47	76	19	12	1	1	0	199
08:00	0	0	3	7	18	20	65	60	29	6	1	0	0	209
08:15	0	0	0	0	0	17	41	59	32	17	0	2	1	169
08:30	0	0	0	0	0	9	44	54	22	6	2	1	0	138
08:45	0	0	0	0	2	17	50	42	18	6	1	0	0	136
09:00	0	0	0	0	2	7	25	49	26	8	1	0	0	118
09:15	0	0	0	0	2	4	24	58	38	9	3	1	0	139
09:30	0	0	0	0	3	11	22	57	27	7	5	2	1	135
09:45	0	0	0	3	5	19	46	62	12	6	1	0	0	154
10:00	1	0	1	2	6	20	49	47	20	4	1	0	0	151
10:15	0	0	0	0	2	22	50	52	17	5	0	0	0	148
10:30	0	0	0	0	3	17	48	58	18	4	2	0	0	150
10:45	0	0	0	2	14	34	47	52	22	4	1	0	0	176
11:00	0	0	0	0	4	25	49	47	16	4	1	0	0	146
11:15	0	0	0	1	10	20	58	65	18	5	0	1	0	178
11:30	1	0	0	2	11	15	35	51	27	6	1	1	0	150
11:45	0	0	0	0	10	26	55	60	25	11	2	0	0	189
12:00 PM	0	0	1	0	8	23	33	64	20	3	1	1	0	154
12:15	0	0	0	4	19	19	73	59	13	6	0	0	0	175
12:30	0	0	0	0	2	33	47	72	20	7	0	0	0	181
12:45	0	0	0	0	2	15	39	68	21	9	5	0	0	159
13:00	0	0	0	2	4	30	68	49	27	4	1	1	0	186
13:15	0	0	0	0	3	27	50	79	26	4	3	0	1	193
13:30	0	0	1	15	16	27	66	67	22	2	2	1	0	219
13:45	0	0	0	2	10	39	60	67	25	3	2	0	0	208
14:00	1	0	1	4	23	28	67	56	10	7	0	1	0	198
14:15	0	0	0	6	16	37	68	58	32	13	1	0	0	231
14:30	12	23	44	13	19	32	33	62	13	9	6	1	0	267
14:45	0	0	0	2	11	18	53	78	33	3	2	0	0	200
15:00	0	0	3	4	9	34	69	70	27	6	1	0	0	223
15:15	0	0	3	4	18	45	56	67	17	8	0	1	0	219
15:30	1	3	5	2	18	65	79	50	15	4	1	0	0	243
15:45	0	5	8	3	26	54	89	64	16	8	1	0	1	275
16:00	2	5	16	27	24	57	70	48	18	8	0	0	0	275
16:15	1	3	11	35	52	55	73	56	14	1	1	1	0	303
16:30	0	5	22	36	28	50	77	28	13	1	0	1	0	261
16:45	20	39	26	26	36	47	41	59	7	2	0	0	0	303
17:00	0	2	8	21	44	53	69	60	8	4	0	0	0	269
17:15	1	12	15	54	45	56	68	44	11	1	0	0	0	307
17:30	1	3	12	26	50	63	63	53	17	3	2	0	0	293
17:45	0	0	0	0	13	48	72	82	21	11	0	1	0	248
18:00	0	0	0	0	14	55	70	53	18	9	1	0	0	220
18:15	0	0	0	0	13	33	62	67	24	5	0	1	0	205
18:30	0	0	2	3	8	29	74	83	22	6	2	1	0	230
18:45	0	0	0	0	5	17	71	86	21	10	1	1	0	212
19:00	0	0	3	0	7	25	52	50	29	5	2	0	1	174
19:15	0	0	0	2	10	26	54	51	31	6	2	0	0	182
19:30	0	0	0	0	0	13	47	68	27	13	2	0	0	170
19:45	0	0	0	0	0	6	36	49	24	9	1	0	0	125
20:00	0	0	0	1	0	7	29	36	24	10	4	0	1	112
20:15	0	0	0	0	2	13	24	51	27	6	4	0	0	127
20:30	0	0	0	0	0	1	19	50	28	11	0	1	2	112
20:45	0	0	0	0	0	1	16	31	30	6	2	0	0	86
21:00	0	0	0	0	0	0	14	23	24	12	4	1	0	78
21:15	0	0	0	0	4	5	15	40	28	14	1	1	0	108
21:30	0	0	0	0	1	4	23	28	34	16	2	1	0	109
21:45	0	0	0	0	0	1	8	23	22	10	3	2	2	71
22:00	0	0	0	0	1	2	8	26	23	7	2	0	0	69
22:15	0	0	0	0	0	0	16	27	21	8	3	1	1	77
22:30	0	0	0	0	1	0	7	11	13	8	8	4	0	52
22:45	0	0	0	0	0	0	7	7	14	6	0	0	0	34
23:00	0	0	0	0	0	1	3	8	12	6	1	1	0	32
23:15	0	0	0	0	0	0	2	14	12	5	3	1	2	39
23:30	0	0	0	0	0	0	1	4	10	9	2	2	1	29
23:45	0	0	0	0	0	1	2	3	7	5	3	1	2	24
<b>Totals</b>	<b>41</b>	<b>100</b>	<b>186</b>	<b>315</b>	<b>681</b>	<b>1627</b>	<b>3203</b>	<b>3851</b>	<b>1715</b>	<b>621</b>	<b>160</b>	<b>58</b>	<b>30</b>	<b>12594</b>
<b>% of Totals</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>3%</b>	<b>5%</b>	<b>13%</b>	<b>25%</b>	<b>31%</b>	<b>14%</b>	<b>5%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

Directional Peak Periods												
All Classes	AM 7-9				NOON 12-2				PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%		
	1437	11%	1475	12%	2259	18%	7423	59%				

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Valley Center Rd	East Bound	37	45	44	52	57	12594
Valley Center Rd	West Bound	43	48	48	54	58	12470

**SPEED**

## Valley Center Rd Bet. Indian Creek Rd &amp; Cole Grade Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_007w

## West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	1	1	3	16	12	2	2	0	0	37
00:15	0	0	0	0	0	1	2	9	10	2	0	0	0	24
00:30	0	0	0	0	0	0	4	9	7	3	1	0	0	24
00:45	0	0	0	0	0	0	5	2	2	0	2	0	0	11
01:00	0	0	0	1	0	1	3	6	7	2	0	1	2	23
01:15	0	0	0	0	0	1	2	7	8	5	0	1	0	24
01:30	0	0	0	0	0	0	0	2	4	0	0	1	0	7
01:45	0	0	0	0	0	1	2	4	4	6	1	0	0	18
02:00	0	0	0	0	0	0	2	8	2	0	0	0	0	12
02:15	0	0	0	0	0	0	0	1	4	0	1	0	0	6
02:30	0	0	0	0	1	0	2	5	10	3	2	0	0	23
02:45	0	0	0	0	0	0	5	4	3	5	0	0	1	18
03:00	0	0	0	0	0	0	4	7	6	3	1	0	0	21
03:15	0	0	0	0	0	0	3	6	7	5	0	1	0	22
03:30	0	0	0	0	2	0	5	9	3	0	0	1	0	20
03:45	0	0	0	0	0	0	2	4	8	2	0	0	1	17
04:00	0	0	0	0	0	2	6	9	6	3	2	1	0	29
04:15	0	0	0	0	0	0	4	8	10	7	3	1	0	33
04:30	0	0	0	0	0	2	4	12	7	5	0	1	0	31
04:45	0	0	0	0	0	3	7	12	19	7	3	0	0	51
05:00	0	0	0	0	0	1	11	25	29	12	1	1	0	80
05:15	0	0	0	0	0	3	8	51	26	12	4	0	0	104
05:30	0	0	0	1	1	1	15	37	43	19	5	1	0	123
05:45	0	0	0	0	0	1	15	44	41	18	2	0	0	121
06:00	0	0	0	0	0	2	18	63	52	15	6	1	0	157
06:15	0	0	0	0	0	6	27	82	65	13	2	0	0	195
06:30	1	0	0	1	0	3	32	92	73	33	6	0	0	241
06:45	0	0	0	1	1	6	34	103	55	18	4	0	0	222
07:00	0	0	0	0	1	2	31	95	82	30	5	0	0	246
07:15	0	0	0	0	0	2	29	107	76	21	9	5	0	249
07:30	0	0	0	0	0	7	48	126	77	13	1	2	0	274
07:45	0	0	0	0	5	9	46	102	62	15	2	0	0	241
08:00	0	0	0	0	0	5	60	130	62	19	4	2	0	282
08:15	0	0	0	0	2	11	41	121	81	17	3	0	1	277
08:30	0	0	0	0	0	4	42	97	57	25	4	0	0	229
08:45	0	0	0	0	1	5	21	80	47	19	2	1	0	176
09:00	0	0	0	0	2	4	28	92	47	13	0	0	0	186
09:15	0	0	0	0	0	8	20	85	45	8	2	0	0	168

**SPEED**

## Valley Center Rd Bet. Indian Creek Rd &amp; Cole Grade Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_007w

## West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
09:30	0	0	0	1	0	5	37	69	44	9	0	0	1	166
09:45	0	0	0	1	3	11	44	61	43	6	2	0	0	171
10:00	0	0	0	0	4	7	33	71	44	8	3	0	0	170
10:15	0	1	0	0	2	11	39	80	48	14	1	0	0	196
10:30	0	0	0	0	0	7	41	72	33	16	0	0	0	169
10:45	0	0	0	0	2	15	27	66	36	13	5	1	0	165
11:00	0	0	0	0	3	9	48	74	31	10	1	1	0	177
11:15	0	0	0	0	3	12	36	77	45	8	2	0	0	183
11:30	0	0	0	0	4	9	44	75	32	3	2	0	1	170
11:45	0	0	0	0	4	17	44	90	32	7	0	0	0	194
12:00 PM	1	1	0	0	3	7	40	72	29	15	3	1	5	177
12:15	0	0	0	0	0	10	36	83	36	8	2	0	2	177
12:30	0	0	0	0	1	5	37	84	25	9	3	0	0	164
12:45	0	0	0	0	1	4	25	66	48	10	2	1	0	157
13:00	0	0	0	0	0	8	24	74	44	8	1	0	0	159
13:15	0	0	0	0	2	5	43	73	31	10	2	1	0	167
13:30	0	0	0	0	1	9	31	63	40	12	4	1	0	161
13:45	0	0	0	0	0	8	37	86	52	10	0	0	0	193
14:00	0	0	0	0	2	11	44	99	45	10	3	1	0	215
14:15	0	0	0	0	1	7	33	89	43	13	3	0	0	189
14:30	0	0	0	0	2	10	29	84	39	12	1	1	0	178
14:45	0	0	0	1	1	4	33	103	58	17	0	0	0	217
15:00	0	0	0	0	1	4	56	113	72	14	2	0	0	262
15:15	0	0	0	0	5	8	46	117	62	10	1	0	1	250
15:30	0	0	0	0	0	5	44	91	44	13	3	0	0	200
15:45	0	0	0	1	1	7	46	114	48	12	1	0	0	230
16:00	0	0	0	0	2	14	39	90	41	12	5	0	1	204
16:15	0	0	0	0	0	9	58	102	44	9	1	0	0	223
16:30	0	0	0	0	1	20	75	112	47	8	2	1	0	266
16:45	0	0	0	0	1	14	84	130	41	14	0	0	0	284
17:00	0	0	0	1	3	16	70	123	36	6	0	0	0	255
17:15	0	0	0	1	0	11	69	96	36	8	0	0	0	221
17:30	0	0	0	0	3	11	70	88	34	7	0	0	0	213
17:45	0	0	0	1	0	6	43	70	28	4	0	0	0	152



**SPEED**

## Valley Center Rd Bet. Indian Creek Rd &amp; Cole Grade Rd

Day: Tuesday

Date: 12/4/2018

City: Valley Center

Project #: CA18\_4474\_007w

**West Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
			1974	↔	16%	1355	↔	11%	1818	↔	15%	7323	↔	59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Valley Center Rd	East Bound	37	45	44	52	57	12594
Valley Center Rd	West Bound	43	48	48	54	58	12470

**SPEED**

## Valley Center Rd Bet. Indian Creek Rd &amp; Cole Grade Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_007

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	1	1	5	21	17	7	3	0	1	56
00:15	0	0	0	0	0	1	4	13	17	5	4	0	0	44
00:30	0	0	0	0	0	0	5	14	12	8	6	2	0	47
00:45	0	0	0	0	0	0	5	8	7	2	4	1	1	28
01:00	0	0	0	1	0	1	4	8	10	5	1	2	3	35
01:15	0	0	0	0	0	2	3	9	12	8	0	3	1	38
01:30	0	0	0	0	0	0	0	5	7	1	0	1	0	14
01:45	0	0	0	0	0	1	2	6	6	8	1	0	0	24
02:00	0	0	0	0	0	0	3	10	2	1	0	0	0	16
02:15	0	0	0	0	0	0	2	2	10	2	1	0	0	17
02:30	0	0	0	0	1	0	2	5	10	5	2	0	0	25
02:45	0	0	0	0	0	0	5	6	4	6	0	0	2	23
03:00	0	0	0	0	0	0	4	11	7	5	1	0	0	28
03:15	0	0	0	0	0	0	4	8	10	7	0	1	0	30
03:30	0	0	0	0	3	0	6	12	7	2	1	1	0	32
03:45	0	0	0	0	0	0	3	7	10	3	1	1	2	27
04:00	0	0	0	0	0	3	6	15	9	4	2	1	1	41
04:15	0	0	0	0	0	0	6	12	14	8	3	2	0	45
04:30	0	0	0	0	0	2	7	16	20	10	1	2	1	59
04:45	0	0	0	0	0	3	12	17	27	11	4	1	1	76
05:00	0	0	0	0	0	2	15	37	34	17	4	1	1	111
05:15	0	0	0	0	0	5	14	63	35	19	11	0	0	147
05:30	0	0	0	1	2	4	20	79	66	27	5	1	0	205
05:45	0	0	0	0	0	1	40	71	57	32	10	3	0	214
06:00	0	0	1	0	0	4	30	109	79	31	7	2	1	264
06:15	0	0	0	0	0	9	50	125	96	28	6	2	0	316
06:30	1	0	0	1	0	8	64	143	116	49	8	0	2	392
06:45	0	0	0	2	6	29	72	167	85	25	8	1	1	396
07:00	0	0	0	0	7	19	65	162	112	50	11	3	0	429
07:15	0	0	0	8	9	29	98	171	114	29	10	5	0	473
07:30	0	0	0	0	9	40	88	186	104	21	2	3	0	453
07:45	0	0	0	1	16	40	93	178	81	27	3	1	0	440
08:00	0	0	3	7	18	25	125	190	91	25	5	2	0	491
08:15	0	0	0	0	2	28	82	180	113	34	3	2	2	446
08:30	0	0	0	0	0	13	86	151	79	31	6	1	0	367
08:45	0	0	0	0	3	22	71	122	65	25	3	1	0	312
09:00	0	0	0	0	4	11	53	141	73	21	1	0	0	304
09:15	0	0	0	0	2	12	44	143	83	17	5	1	0	307

**SPEED**

## Valley Center Rd Bet. Indian Creek Rd &amp; Cole Grade Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_007

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
09:30	0	0	0	1	3	16	59	126	71	16	5	2	2	301
09:45	0	0	0	4	8	30	90	123	55	12	3	0	0	325
10:00	1	0	1	2	10	27	82	118	64	12	4	0	0	321
10:15	0	1	0	0	4	33	89	132	65	19	1	0	0	344
10:30	0	0	0	0	3	24	89	130	51	20	2	0	0	319
10:45	0	0	0	2	16	49	74	118	58	17	6	1	0	341
11:00	0	0	0	0	7	34	97	121	47	14	2	1	0	323
11:15	0	0	0	1	13	32	94	142	63	13	2	1	0	361
11:30	1	0	0	2	15	24	79	126	59	9	3	1	1	320
11:45	0	0	0	0	14	43	99	150	57	18	2	0	0	383
12:00 PM	1	1	1	0	11	30	73	136	49	18	4	2	5	331
12:15	0	0	0	0	4	29	109	142	49	14	3	0	2	352
12:30	0	0	0	0	3	38	84	156	45	16	3	0	0	345
12:45	0	0	0	0	3	19	64	134	69	19	7	1	0	316
13:00	0	0	0	2	4	38	92	123	71	12	2	1	0	345
13:15	0	0	0	0	5	32	93	152	57	14	5	1	1	360
13:30	0	0	1	15	17	36	97	130	62	14	6	2	0	380
13:45	0	0	0	2	10	47	97	153	77	13	2	0	0	401
14:00	1	0	1	4	25	39	111	155	55	17	3	2	0	413
14:15	0	0	0	6	17	44	101	147	75	26	4	0	0	420
14:30	12	23	44	13	21	42	62	146	52	21	7	2	0	445
14:45	0	0	0	3	12	22	86	181	91	20	2	0	0	417
15:00	0	0	3	4	10	38	125	183	99	20	3	0	0	485
15:15	0	0	3	4	23	53	102	184	79	18	1	1	1	469
15:30	1	3	5	2	18	70	123	141	59	17	4	0	0	443
15:45	0	5	8	4	27	61	135	178	64	20	2	0	1	505
16:00	2	5	16	27	26	71	109	138	59	20	5	0	1	479
16:15	1	3	11	35	52	64	131	158	58	10	2	1	0	526
16:30	0	5	22	36	29	70	152	140	60	9	2	2	0	527
16:45	20	39	26	26	37	61	125	189	48	16	0	0	0	587
17:00	0	2	8	22	47	69	139	183	44	10	0	0	0	524
17:15	1	12	15	55	45	67	137	140	47	9	0	0	0	528
17:30	1	3	12	26	53	74	133	141	51	10	2	0	0	506
17:45	0	0	0	1	13	54	115	152	49	15	0	1	0	400
18:00	0	0	0	0	16	61	103	106	58	20	2	0	0	366
18:15	0	0	0	0	13	42	101	122	50	12	0	2	0	342
18:30	0	0	2	3	8	39	100	133	38	12	3	1	0	339
18:45	0	0	0	0	6	25	100	130	50	16	4	1	0	332



**SPEED**

## Valley Center Rd Bet. Indian Creek Rd &amp; Cole Grade Rd

Day: Tuesday

City: Valley Center

Date: 12/4/2018

Project #: CA18\_4474\_007

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
19:00	0	1	3	4	8	27	74	84	54	9	4	0	1	269
19:15	0	0	0	3	12	31	69	99	49	15	2	0	0	280
19:30	0	0	0	0	0	16	63	95	41	17	3	0	0	235
19:45	0	0	0	0	0	9	50	102	44	17	2	0	1	225
20:00	0	0	0	2	0	9	46	64	37	14	5	0	1	178
20:15	0	0	0	0	2	14	43	88	48	12	4	0	0	211
20:30	0	0	0	0	2	6	39	97	51	14	0	3	2	214
20:45	0	0	0	0	0	1	38	57	48	11	2	0	0	157
21:00	0	0	0	0	0	1	29	51	37	17	5	1	0	141
21:15	0	0	0	0	4	6	24	69	43	19	3	1	0	169
21:30	0	0	0	0	1	9	29	41	44	21	2	2	0	149
21:45	0	0	0	0	1	1	16	50	42	14	3	2	2	131
22:00	0	0	0	0	1	5	25	51	38	15	3	0	0	138
22:15	0	0	0	0	0	1	19	48	34	13	4	1	3	123
22:30	0	0	0	0	2	0	16	36	26	11	9	4	0	104
22:45	0	0	0	0	0	1	14	19	19	10	0	0	0	63
23:00	0	0	0	0	0	4	11	29	25	12	1	2	0	84
23:15	0	0	0	0	0	0	5	32	18	11	5	1	2	74
23:30	0	0	0	0	0	2	9	16	20	10	4	3	1	65
23:45	0	0	0	0	0	2	9	13	15	14	5	1	2	61
<b>Totals</b>	<b>43</b>	<b>103</b>	<b>186</b>	<b>332</b>	<b>764</b>	<b>2107</b>	<b>5677</b>	<b>9223</b>	<b>4689</b>	<b>1480</b>	<b>317</b>	<b>94</b>	<b>49</b>	<b>25064</b>
<b>% of Totals</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>3%</b>	<b>8%</b>	<b>23%</b>	<b>37%</b>	<b>19%</b>	<b>6%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

<b>AM Volumes</b>	3	1	5	33	176	627	2050	3909	2291	766	173	53	23	10110
<b>% AM</b>	0%	0%	0%	0%	1%	3%	8%	16%	9%	3%	1%	0%	0%	40%
<b>AM Peak Hour</b>	11:15	09:30	07:15	07:15	11:15	10:15	07:15	07:30	06:30	06:30	06:30	06:45	11:30	07:15
<b>Volume</b>	2	1	3	16	53	140	404	734	427	153	37	12	8	1857
<b>PM Volumes</b>	40	102	181	299	588	1480	3627	5314	2398	714	144	41	26	14954
<b>% PM</b>	0%	0%	1%	1%	2%	6%	14%	21%	10%	3%	1%	0%	0%	60%
<b>PM Peak Hour</b>	16:00	16:30	16:00	16:30	16:45	16:45	16:30	14:30	14:45	14:15	12:45	21:45	12:00	16:30
<b>Volume</b>	23	58	75	139	182	271	553	694	328	87	20	7	7	2166
<b>Directional Peak Periods</b>	<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>				
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	3411	↔	14%	2830	↔	11%	4077	↔	16%	14746	↔	59%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Valley Center Rd	Summary	40	47	46	53	57	25064

**Michael Baker**  
INTERNATIONAL

# **Attachment E** **Crash Data**

## Collision Data Guide

Item Name	Datatype(Length)	Description	Possible Values
Collision Date	Number(8)	the date when the collision occurred (YYYYMMDD)	
Collision Time	Number(4)	the time when the collision occurred (24 hour time)	Data may appear with no leading zero(s).
Primary Rd	Varchar2(50)		
Secondary Rd	Varchar2(50)		
Distance	Number(9,2)		distance converted to feet
Direction	Char(1)		N - North E - East S - South W - West - or blank - Not Stated, in Intersection
Killed victims	Number(3)	counts victims in the collision with degree of injury of 1	0 to N for each collision
Injured victims	Number(3)	counts victims in the collision with degree of injury of 2, 3, or 4	0 to N for each collision
Primary Collision Factor	Char(1)		A - (Vehicle) Code Violation B - Other Improper Driving C - Other Than Driver D - Unknown E - Fell Asleep - - Not Stated
PCF Violation Category	Char(2)		01 - Driving or Bicycling Under the Influence of Alcohol or Drug 02 - Impeding Traffic 03 - Unsafe Speed 04 - Following Too Closely 05 - Wrong Side of Road 06 - Improper Passing 07 - Unsafe Lane Change 08 - Improper Turning 09 - Automobile Right of Way 10 - Pedestrian Right of Way 11 - Pedestrian Violation 12 - Traffic Signals and Signs 13 - Hazardous Parking 14 - Lights 15 - Brakes 16 - Other Equipment 17 - Other Hazardous Violation 18 - Other Than Driver (or Pedestrian)

			19 - 20 - 21 - Unsafe Starting or Backing 22 - Other Improper Driving 23 - Pedestrian or "Other" Under the Influence of Alcohol or Drug 24 - Fell Asleep 00 - Unknown - - Not Stated
Type of Collision	Char(1)		A - Head-On B - Sideswipe C - Rear End D - Broadside E - Hit Object F - Overtaken G - Vehicle/Pedestrian H - Other - - Not Stated
Motor Vehicle Involved With (MVI)	Char(1)		A - Non-Collision B - Pedestrian C - Other Motor Vehicle D - Motor Vehicle on Other Roadway E - Parked Motor Vehicle F - Train G - Bicycle H - Animal I - Fixed Object J - Other Object - - Not Stated
Lighting	Char(1)		A - Daylight B - Dusk - Dawn C - Dark - Street Lights D - Dark - No Street Lights E - Dark - Street Lights Not Functioning - - Not Stated
Pedestrian Killed count	Number(3)	Counts the victims in the collision with party type of 2 and degree of injury is 1	0 or 1 for each collision
Pedestrian Injured count	Number(3)	Counts the victims in the collision with party type of 2 and degree of injury is 2, 3, or 4	0 or 1 for each collision
Bicyclist Killed count	Number(3)	Counts the victims in the collision with party type of 4 and degree of injury is 1	0 to N for each collision
Bicyclist Injured count	Number(3)	Counts the victims in the collision with party type of 4 and degree of injury is 2, 3, or 4	0 to N for each collision
Latitude			
Longitude			

# Valley Center Rd

Between Woods Valley Rd and Irish Oaks Rd

Data collected between 07/01/2013 -06/30/2018

COLLISION_ DATE	COLLISION_ TIME	PRIMARY_RD	SECONDARY_RD	DISTANCE	DIRECTION	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR	PCF_VIOL_C ATEGORY	TYPE_OF_COLLISION	MVIW	LIGHTING	COUNT_PED_KILLED	COUNT_PED_INJURE D	COUNT_BICYCLIST_KILLE D	COUNT_BICYCLIST_INJU RED	LATITUDE	LONGITUDE	
20130815	2010	MILLER RD	VALLEY CENTER RD	0		0	1	2	A	1	D	C	D	0	0	0	0	33.23106	117.0324	
20130831	1320	VALLEY CENTER RD	VESPER RD	375	N	0	1	2	A	8	D	C	A	0	0	0	0	33.23043	117.01926	
20130906	708	VALLEY CENTER RD	MILLER RD	1056	W	0	2	3	A	3	C	C	A	0	0	0	0	33.23049	117.03616	
20130914	1702	VALLEY CENTRE RD	LILAC RD	65	N	0	1	4	A	1	B	C	A	0	0	0	0	33.22251	117.03698	
20130919	1933	VALLEY CENTER RD	VESPER RD	1584	E	0	16	1	A	3	E	I	A	0	0	0	0	33.22816	117.01588	
20130920	1610	VALLEY CENTER RD	MILLER RD	30	N	0	1	2	A	3	C	C	A	0	0	0	0	33.23115	117.03226	
20130930	1419	VALLEY CENTER RD	WOODS VALLEY RD	1584	N	0	2	2	A	3	C	C	A	0	0	0	0			
20131005	1544	VALLEY CENTER RD	WOODS VALLEY RD	1000	N	0	0	2	A	3	C	C	A	0	0	0	0	33.2068	117.03388	
20131011	745	VALLEY CENTER RD	COLE GRADE RD	1000	W	0	0	2	A	3	C	C	A	0	0	0	0			
20131015	1745	VALLEY CENTER RD	WOODS VALLEY RD	900	N	0	0	2	A	3	C	C	A	0	0	0	0	33.20853	117.03383	
20131018	1720	VALLEY CENTER RD	WOODS VALLEY RD	840	N	0	0	2	A	1	C	C	A	0	0	0	0	33.20828	117.03356	
20131031	2155	VALLEY CENTER RD	LILAC RD	2112	S	0	0	2	A	7	B	C	C	0	0	0	0	33.21889	117.03355	
20131110	1815	VALLEY CENTER RD	LILAC RD	4	S	0	0	2	A	8	B	D	A	0	0	0	0	33.22236	117.0367	
20131112	1745	VALLEY CENTER RD	CHARLAN RD	186	S	0	0	1	C	18	E	I	D	0	0	0	0	33.20894	117.03357	
20131202	810	VALLEY CENTER RD	MIRAR DE VALLE RD	0		0	0	2	A	9	D	C	A	0	0	0	0	33.20996	117.03359	
20131204	1	VALLEY CENTER RD	COLE GRADE RD	3696	S	0	0	2	A	8	E	I	D	0	0	0	0	33.2223	117.0377	
20131211	2150	VALLEY CENTER RD	OLD RD	0		0	0	2	A	9	D	C	D	0	0	0	0	33.2187	117.03381	
20131214	1504	WOODS VALLEY RD	VALLEY CENTRE RD	0		0	0	1	A	1	E	I	A	0	0	0	0	33.20592	117.03343	
20131216	1543	VALLEY CENTER RD	COLE GRADE RD	500	W	0	0	2	A	9	D	C	A	0	0	0	0	33.23094	117.02639	
20131221	1615	VALLEY CENTER RD	VESPER RD	1181	E	0	1	2	A	8	B	C	A	0	0	0	0	33.22836	117.01784	
20140102	640	VALLEY CENTER RD	COLE GRADE RD	82	W	0	0	2	A	9	D	C	A	0	0	0	0	33.23135	117.02469	
20140103	615	VALLEY CENTER RD	LILAC RD	2112	N	0	0	1	A	8	E	I	D	0	0	0	0	33.22787	117.03734	
20140124	1740	VALLEY CENTRE DR	COLE GRADE RD	1056	W	0	1	2	A	3	C	C	C	0	0	0	0	33.23111	117.02744	
20140203	1955	VALLEY CENTER RD	COLE GRADE RD	500	W	0	0	2	A	9	D	C	C	0	0	0	0	33.23108	117.02627	
20140207	20	VALLEY CENTER RD	CALLE DE VISTA	300	S	0	0	1	A	8	E	I	D	0	0	0	0	33.21813	117.0335	
20140211	830	VALLEY CENTER RD	MILLER RD	100	W	0	2	2	A	7	B	C	A	0	0	0	0	33.23088	117.03324	
20140213	1818	VALLEY CENTER RD	INDIAN CREEK RD	0		0	0	2	A	9	D	C	D	0	0	0	0	33.23101	117.0282	
20140213	1922	VALLEY CENTER RD	CHARLAN RD	0		0	0	2	A	3	C	C	D	0	0	0	0	33.20961	117.0335	
20140218	1810	VALLEY CENTER RD	MILLER RD	200	S	0	0	2	A	3	C	C	C	0	0	0	0	33.2231	117.0335	
20140225	620	VALLEY CENTER RD	WOODS VALLEY RD	5280	N	0	1	2	A	9	A	C	A	0	0	0	0	33.20986	117.03353	
20140226	1352	VALLEY CENTER RD	COLE GRADE RD	20	W	0	0	2	A	7	B	C	A	0	0	0	0	33.23126	117.02418	
20140303	1600	VALLEY CENTER RD	MILLER RD	0		0	0	1	C	18	E	J	A	0	0	0	0	33.23086	117.03251	
20140318	1400	VALLEY CENTER RD	MILLER RD	792000	N	0	0	2	A	7	B	C	A	0	0	0	0	33.2307	117.03353	
20140415	1240	VALLEY CENTER RD	WOODS VALLEY RD	217	N	0	2	2	A	9	D	C	A	0	0	0	0	33.2066	117.03337	
20140424	1554	VALLEY CENTER RD	COLE GRADE RD	256	E	0	1	2	A	9	D	C	A	0	0	0	0	33.23116	117.02338	
20140501	1418	VALLEY CENTER RD	WOODS VALLEY RD	870	N	0	2	2	A	9	D	C	A	0	0	0	0	33.20819	117.03353	
20140515	1900	VALLEY CENTER RD	WOOD VALLEY RD	270	N	0	0	1	A	8	E	I	A	0	0	0	0	33.20685	117.03364	
20140531	605	VALLEY CENTER RD	OLD RD	528	N	0	0	1	A	8	E	I	A	0	0	0	0	33.21968	117.03449	
20140607	1345	VALLEY CENTER RD	COLE GRADE RD	850	W	0	1	2	A	9	C	C	A	0	0	0	0	33.23112	117.02695	
20140608	2135	VALLEY CENTER RD	COLE GRADE RD	312	E	0	1	1	A	1	E	I	C	0	0	0	0	33.23112	117.02334	
20140608	1445	MILLER RD	VALLEY CENTER RD	0		0	0	2	A	9	D	C	A	0	0	0	0	33.23093	117.03304	
20140625	1540	VALLEY CENTER RD	WOOD VALLEY RD	2112	N	0	0	2	A	9	D	C	A	0	0	0	0	33.2111	117.03378	
42						16			0						0	0	0	0		
20140704	2220	VALLEY CENTER RD	COLE GRADE RD	1320	E	0	1	1	A	1	E	I	C	0	0	0	0	33.23132	117.02116	
20140727	410	VALLEY CENTER RD	LILAC RD	2112	S	0	1	2	A	1	C	C	C	0	0	0	0	33.21775	117.03344	
20140818	1730	VALLEY CENTER RD	COLE GRADE RD	528	S	0	0	2	A	9	D	C	A	0	0	0	0	33.29097	117.02616	
20140828	649	VALLEY CENTER RD	MILLER RD	181	S	0	0	1	A	8	E	I	A	0	0	0	0	33.23083	117.03417	
20140830	1853	VALLEY CENTER RD	VESPER RD	700	N	0	0	1	A	8	E	I	B	0	0	0	0	33.22857	117.01799	
20140904	1517	VALLEY CENTER RD	OLD RD	200	S	0	0	3	A	3	B	C	A	0	0	0	0			
20140907	2220	VALLEY CENTER RD	COLE GRADE RD	15	W	0	0	2	A	1	C	C	C	0	0	0	0	33.23138	117.02461	
20141001	1120	VALLEY CENTER RD	LILAC RD	0		0	0	2	D	0	D	C	A	0	0	0	0	33.22246	117.03706	
20141031	2100	VALLEY CENTER RD	COLE GRADE RD	40	W	0	0	2	A	3	C	C	C	0	0	0	0			
20141203	1520	VALLEY CENTER RD	MILLER RD	100	S	0	0	2	A	3	C	C	B	0	0	0	0	33.23122	117.03349	
20141208	100	VALLEY CENTER RD	WOODS VALLEY RD	528	N	0	0	1	A	1	E	I	C	0	0	0	0	33.20819	117.03374	
20141216	1730	VALLEY CENTER RD	WOODS VALLEY RD	1056	N	0	1	2	A	3	C	C	D	0	0	0	0	33.0465	117.03296	
20150115	1425	VALLEY CENTER RD	COLE GRADE RD	15	W	0	0	2	A	12	B	C	A	0	0	0	0	33.23144	117.02451	
20150127	1450	VALLEY CENTER RD	VESPER RD	1584	N	0	3	4	A	3	C	C	A	0	0	0	0	33.22818	117.0156	
20150204	1735	VALLEY CENTER RD	OLD RD	114	W	0	1	2	A	9	D	C	C	0	0	0	0	33.21014	117.03358	
20150204	1900	VALLEY CENTER RD	OLD RD	96	N	0	0	2	A	3	D	C	D	0	0	0	0	33.138	117.23	
20150206	155	VALLEY CENTER RD	MILLER RD	780	W	0	0	1	A	8	E	I	D	0	0	0	0	33.23093	117.03354	
20150219	1239	VALLEY CENTER RD	COLE GRADE RD	6	W	0	0	2	A	8	B	C	A	0	0	0	0	33.23137	117.02436	
20150327	1214	VALLEY CENTER RD	LILAC RD	1584	E	0	1	2	A	9	D	C	A	0	0	0	0			
20150330	540	VALLEY CENTER RD	CHARLAN RD	0		0	0	2	A	9	D	C	D	0	0	0	0	33.20945	117.03349	
20150411	200	VALLEY CENTER RD	LILAC RD	2640	N	0	0	1	A	1	E	I	D	0	0	0	0	33.22968	117.03684	
20150417	1910	VALLEY CENTER RD	LILAC RD	2112	E	0	0	1	A	8	E	I	A	0	0	0	0	33.22824	117.03733	
20150417	555	VALLEY CENTER RD	LILAC RD	0	W	0	0	1	A	3	E	I	A	0	0	0	0	33.21827	117.03336	
20150424	1430	VALLEY CENTER RD	COLE GRADE RD	400	W	0	0	2	A	3	C	C	A	0	0	0	0	33.23114	117.0271	
20150429	1055	VALLEY CENTER RD	LILAC RD	30	W	0	1	2	A	3	C	C	A	0	0	0	0	33.22284	117.0369	
20150430	1435	VALLEY CENTER RD	COLE GRADE RD	554	W	0	1	3	A	3	C	C	A	0	0	0	0	33.23096	117.02581	
20150506	2355	VALLEY CENTER RD	LILAC RD	2050	N	0	0	1	A	8	E	I	D	0	0	0	0	33.22816	117.03745	
20150512	1750	VALLEY CENTER RD	LILAC RD	1301	N	0	1	2	A	9	C	C	A	0	0	0	0	33.22231	117.03671	
20150603	1	VALLEY CENTRE RD	COLE GRADE RD	528	E	0	0	1	A	8	E	I	B	0	0	0	0	33.23121	117.02314	

20150608	2130	VALLEY CENTER RD	LILAC RD	0		0	1	2	A	3	C	C	C	0	0	0	0	33.22227	117.03657
20150611	530	VALLEY CENTER RD	WOODS VALLEY RD	452	E	0	0	1	A	8	E	I	A	0	0	0	0	33.20711	117.03366
20150611	810	VALLEY CENTER RD	COLE GRADE RD	342	E	0	0	1	A	8	E	I	A	0	0	0	0	33.23114	117.02368
20150618	1610	VALLEY CENTER RD	COLE GRADE RD	713	W	0	1	3	A	3	C	C	A	0	0	0	0		
20150620	215	VALLEY CENTER RD	CHAPARRAL TER	100	N	0	0	2	A	8	C	C	D	0	0	0	0	33.22781	117.03757
20150621	2030	VALLEY CENTRE RD	LILAC RD	1334	N	0	0	1	A	1	E	I	D	0	0	0	0	33.22475	117.0373
35				11				0				0				0			
20150701	1430	VALLEY CENTER RD	MILLER RD	199	W	1	4	3	A	5	A	C	A	0	0	0	0	33.23118	117.02415
20150707	1640	VALLEY CENTER RD	LILAC RD	1056	S	0	1	2	A	3	C	C	A	0	0	0	0	33.36519	117.07481
20150805	1240	VALLEY CENTER RD	LILAC RD	0		0	0	2	A	9	D	C	A	0	0	0	0	33.22226	117.03658
20150807	2110	VALLEY CENTER RD	LILAC RD	0		0	0	2	A	9	D	C	C	0	0	0	0	33.22239	117.03664
20150816	755	VALLEY CENTER RD	WOODS VALLEY RD	1584	N	0	1	2	A	9	D	C	A	0	0	0	0	33.21098	117.0335
20150818	1650	VALLEY CENTER RD	WOODS VALLEY RD	556	N	0	0	2	A	8	D	C	A	0	0	0	0	33.20736	117.03358
20150905	1733	WOODS VALLEY RD	VALLEY CENTER RD	0		0	0	1	A	8	E	I	A	0	0	0	0	33.20605	117.60334
20150911	1713	VALLEY CENTER RD	WOODS VALLEY RD	50	N	0	0	2	A	7	B	C	A	0	0	0	0	33.20634	117.03323
20150911	1814	VALLEY CENTER RD	COLE GRADE RD	150	S	0	0	2	A	3	C	C	A	0	0	0	0	33.23123	117.02579
20150914	1755	VALLEY CENTER RD	COLE GRADE RD	20	S	0	0	2	A	3	C	C	A	0	0	0	0	33.23118	117.02415
20150917	1620	VALLEY CENTER RD	COLE GRADE RD	50	S	0	0	2	A	7	B	C	A	0	0	0	0		
20150928	2025	VALLEY CENTER RD	LILAC RD	0		0	2	2	A	9	A	C	C	0	0	0	0	33.22231	117.03671
20151007	2005	VALLEY CENTER RD	LILAC RD	20	W	0	0	2	A	3	C	C	C	0	0	0	0	33.2224	117.03652
20151022	1630	VALLEY CENTER RD.	COLE GRADE RD.	792	W	0	1	2	A	3	C	C	A	0	0	0	0	33.23102	117.02623
20151109	1515	VALLEY CENTER RD	MILLER RD.	2006	S	0	0	1	A	8	E	I	A	0	0	0	0	33.2271	117.03576
20151114	1525	VALLEY CENTER RD.	OLD RD.	100	S	0	2	2	A	9	D	C	A	0	0	0	0	33.21821	117.03359
20151120	815	VALLEY CENTER ROAD	COLE GRADE ROAD	40	E	0	2	4	A	7	B	C	A	0	0	0	0	33.23128	117.02374
20151127	1330	VALLEY CENTER ROAD	WOODS VALLEY ROAD	1584	N	0	0	2	A	7	C	C	A	0	0	0	0	33.21069	117.03362
20151201	710	MIRAR DE VALLE RD	VALLEY CENTER RD	0		0	0	2	A	9	D	C	A	0	0	0	0	33.21112	117.03372
20151208	1755	VALLEY CENTER RD	WOODS VALLEY RD	0		0	1	2	A	12	D	C	C	0	0	0	0	33.20608	117.03325
20151218	1605	VALLEY CENTER RD.	COLE GRADE RD.	528	S	0	0	2	A	9	D	C	A	0	0	0	0	33.23107	117.02605
20160105	745	VALLEY CENTER RD.	OLD RD	65	S	0	0	2	A	3	C	C	A	0	0	0	0	33.39039	117.08489
20160107	1130	VALLEY CENTER RD	MILLER RD	85	W	0	0	2	A	1	C	C	A	0	0	0	0	33.23085	117.03419
20160122	1835	VALLEY CENTER RD.	WOODS VALLEY RD.	1056	N	0	4	2	A	9	D	C	D	0	0	0	0	33.20849	117.83387
20160210	1	VALLEY CENTER RD.	OLD RD	150	S	0	0	1	A	8	E	I	C	0	0	0	0	33.21817	117.03347
20160217	1405	VALLEY CENTER RD	LILAC RD	15	S	0	0	2	A	3	C	C	A	0	0	0	0	33.2226	117.03676
20160331	1245	VALLEY CENTER RD	MIRAR DE VALLE RD	528	N	0	0	2	A	8	D	C	A	0	0	0	0	33.21247	117.03366
20160404	2245	VALLEY CENTER RD	OLD ROAD	850	S	0	0	1	A	1	E	I	D	0	0	0	0	33.21635	117.03343
20160430	1655	VALLEY CENTER RD	MIRAR DE VALLE RD	55	W	0	0	2	A	9	E	I	A	0	0	0	0	33.21088	117.03372
20160507	1408	VALLEY CENTER RD S/B	LILAC RD	15	N	0	0	2	A	3	B	C	A	0	0	0	0	33.22261	117.03697
20160515	1215	VALLEY CENTER RD N/B	MIRAR DE VALLE RD	275	E	0	0	1	A	8	E	I	A	0	0	0	0	33.21177	117.03346
20160607	1240	VALLEY CENTER ROAD	CANYON DRIVE (PRIVATE)	0		0	2	2	A	9	D	C	A	0	0	0	0	33.2304	117.03602
20160621	1335	VALLEY CENTER RD	CALLE DE VISTA	0		0	1	2	A	8	B	C	A	0	0	0	0	33.20754	117.00069
20160622	710	VALLEY CENTER RD.	LILAC RD.	0		0	1	2	A	21	H	G	A	0	0	0	1	33.22236	117.03677
20160623	1625	VALLEY CENTER ROAD	OLD RD	528	S	0	1	2	A	9	D	C	A	0	0	0	0	33.13029	117.02009
20160626	1410	VALLEY CENTER RD	WOODS VALLEY RD	528	N	0	3	3	A	9	D	C	A	0	0	0	0	33.20585	117.03333
36				14				0				0				1			
20160723	133	VALLEY CENTER RD.	COLE GRADE RD	0		0	4	3	A	9	D	C	C	0	0	0	0	33.23125	117.02428
20160724	510	VALLEY CENTER RD	COLE GRADE RD	18	E	0	0	2	A	3	C	C	C	0	0	0	0	33.23118	117.02415
20160802	1339	VALLEY CENTER RD	WOODS VALLEY RD	0		0	0	2	A	12	D	C	A	0	0	0	0	33.20584	117.03333
20160822	2155	VALLEY CENTER RD N/B	LILAC RD	1056	N	0	0	2	A	3	C	C	D	0	0	0	0	33.22463	117.03744
20160823	1135	VALLEY CENTER ROAD	VESPER ROAD	2640	E	0	1	1	A	8	E	I	A	0	0	0	0	33.22817	117.01206
20160901	1809	VALLEY CENTER RD.	COLE GRADE RD.	528	S	0	1	3	A	8	C	C	A	0	0	0	0	33.23112	117.02623
20160909	1039	VALLEY CENTER RD	COLE GRADE RD	0		0	0	2	A	21	B	C	A	0	0	0	0	33.23111	117.02424
20160914	1755	VALLEY CENTER RD. E/B	COLE GRADE RD.	250	W	0	1	2	A	21	C	C	A	0	0	0	0	33.23111	117.02617
20160926	815	VALLEY CENTER RD	CALLE DE VISTA	0		0	0	2	A	9	D	C	A	0	0	0	0	33.13879	117.2243
20161019	1440	VALLEY CENTER RD	OLD RD	50	N	0	0	2	A	3	C	C	A	0	0	0	0	33.21873	117.03372
20161103	1640	VALLEY CENTER RD.	COLE GRADE RD.	528	W	0	2	2	A	9	D	C	A	0	0	0	0	33.23104	117.02647
20161103	1710	VALLEY CENTER RD. E/B	MILLER RD.	792	E	0	1	2	A	3	C	C	A	0	0	0	0	33.23195	117.02998
20161110	2200	VALLEY CENTER RD	CHARLAN RD	45	E	0	1	2	A	8	D	C	D	0	0	0	0	33.20997	117.03369
20161113	345	VALLEY CENTER ROAD S/B (28600 BLOCK)	MILLER ROAD	912	S	0	0	1	A	8	E	I	D	0	0	0	0	33.23083	117.03526
20161117	1930	VALLEY CENTER RD	COLE GRADE RD	4752	E	0	1	2	A	3	C	C	D	0	0	0	0	33.22819	117.01111
20161207	1605	VALLEY CENTER RD	MILLER RD	101	S	0	6	2	A	3	C	C	A	0	0	0	0	33.13516	117.01585
20161218	150	VALLEY CENTER RD	VESPER RD	210	E	0	0	1	A	8	E	I	D	0	0	0	0	33.23106	117.01976
20161218	823	VALLEY CENTER RD.	LILAC RD.	25	S	0	2	2	A	1	C	C	A	0	0	0	0	33.22244	117.03663
20161221	1730	VALLEY CENTER RD	CALLE DE VISTA	10	N	0	0	2	A	8	D	C	D	0	0	0	0	33.13088	117.02023
20161225	2140	VALLEY CENTER RD	LILAC RD	0		0	2	2	D	0	A	C	C	0	0	0	0	33.22242	117.03684
20161228	942	VALLEY CENTER RD	LILAC RD	35	W	0	1	2	A	3	C	C	A	0	0	0	0	33.22234	117.03652
20170105	1642	VALLEY CENTER RD (28700 BLOCK)	MILLER RD	600	W	0	0	2	A	9	D	C	A	0	0	0	0	33.231	117.03356
20170112	1745	MIRAR DE VALLE RD	VALLEY CENTER RD	0		0	0	2	A	9	B	C	C	0	0	0	0	33.21298	117.03348
20170119	230	VALLEY CENTER RD	WOODS VALLEY RD	250	E	0	0	1	A	8	E	I	D	0	0	0	0	33.12261	117.21007
20170121	1910	VALLEY CENTER RD	MILLER RD	528	W	0	2	2	A	9	D	C	D	0	0	0	0	33.1351	117.0203
20170202	815	VALLEY CENTER ROAD	MIRAR DE VALLE ROAD	20	S	0	0	2	A	9	B	C	A	0	0	0	0	33.2111	117.03377
20170207	1635	VALLEY CENTER RD.	OLD RD.	1320	S	0	2	2	A	3	C	C	A	0	0	0	0	33.21613	117.03344
20170215	330	VALLEY CENTER RD	WOODS VALLEY RD	530	N	0	0	1	A	8	E	I	D	0	0	0	0	33.20742	117.0337
20170226	157	VALLEY CENTER ROAD	MILLER RD	912	S	0	1	1	A	1	E	I	E	0	0	0	0	33.23054	117.03592
20170320	1700	VALLEY CENTER RD.	WOODS VALLEY RD.	950	N	0	2	2	A	9	D	C	A	0	0	0	0	33.20853	117.03367
20170501	305	VALLEY CENTER RD	CHAPARRAL TER	100	E	0	0	1	A	3	E	J	D	0	0	0	0	33.22772	117.03242
20170505	1400	VALLEY CENTER RD	VESPER RD	35	W	0	1	2	A	3	C	C	A	0	0	0	0	33.23133	117.02054
20170506	2155	VALLEY CENTER RD.	COLE GRADE RD	82	W	0	2	3	A	8	C	C	D	0	0	0	0	33.23123	117.02459
20170520	1400	VALLEY CENTER ROAD	OLD ROAD	0		0	0	2	A	9	D	C	A	0	0	0	0	33.13069	117.02017

20170608	1655	VALLEY CENTER RD. S/B	MILLER RD.	300	N	0	0	2	A	17	C	C	A	0	0	0	0	33.23103	117.03179
35				18				0				0				0			
20170708	310	VALLEY CENTER RD	LILAC RD	1145	S	0	0	1	A	8	E	I	C	0	0	0	0	33.21987	117.0345
20170724	1440	VALLEY CENTER RD	LILAC RD	1584	S	0	2	2	A	3	C	C	A	0	0	0	0	33.21747	117.0338
20170724	1405	VALLEY CENTER RD S/B	COLE GRADE RD	528	S	0	1	2	A	7	B	C	A	0	0	0	0	33.23091	117.02636
20170725	711	VALLEY CENTER RD	COLE GRADE RD	3696	S	0	0	1	A	8	E	I	A	0	0	0	0	33.23041	117.03576
20170726	1149	VALLEY CENTER RD	COLE GRADE RD	1584	W	0	0	2	A	3	C	C	A	0	0	0	0	33.23099	117.02845
20170729	2235	VALLEY CENTER RD	RINEHART LN	124	N	0	0	2	A	9	B	C	C	0	0	0	0	33.20832	117.03387
20170803	2013	VALLEY CENTER RD	LILAC RD.	1795	S	0	2	2	A	9	D	C	C	0	0	0	0	33.2183	117.03359
20170914	1020	VALLEY CENTER RD.	MILLER RD.	1584	S	0	1	2	A	3	C	C	A	0	0	0	0	33.22886	117.03716
20170930	2225	VALLEY CENTER ROAD	WOODS VALLEY RD	382	N	0	0	3	A	1	C	C	C	0	0	0	0	33.20742	117.0337
20171002	1532	VALLEY CENTER RD	COLE GRADE RD	150	S	0	1	2	A	9	D	C	A	0	0	0	0	33.23089	117.02615
20171020	1800	VALLEY CENTER RD.	OLD RD.	100	S	0	2	2	A	9	D	C	B	0	0	0	0	33.21843	117.03364
20171022	40	VALLEY CENTER RD	VESPER RD	1584	E	0	3	3	A	1	B	C	D	0	0	0	0	33.22843	117.01805
20171102	2155	VALLEY CENTER RD	LILAC RD	1080	S	0	0	1	A	8	E	I	D	0	0	0	0	33.21997	117.03459
20171105	1354	VALLEY CENTER RD	LILAC RD	0		0	0	2	A	0	A	C	A	0	0	0	0	33.22246	117.03674
20171222	605	LILAC RD	VALLEY CENTER RD	0		0	0	2	A	9	D	C	A	0	0	0	0	33.22245	117.03681
20180101	10	LILAC RD	VALLEY CENTER RD	0		0	0	2	A	8	B	C	C	0	0	0	0	33.22254	117.03676
20180106	1805	VALLEY CENTER RD	VESPER RD	55	W	0	2	1	A	8	E	I	C	0	0	0	0	33.17822	116.87695
20180213	627	VALLEY CENTER ROAD E/B	COLE GRADE RD	139	W	0	0	2	A	3	C	C	A	0	0	0	0	33.23136	117.02475
20180216	1908	VALLEY CENTER RD.	COLE GRADE RD.	5280	E	0	0	2	A	6	D	C	D	0	0	0	0	33.22841	117.00608
20180302	2130	VALLEY CENTER RD	MILLER RD	0		0	0	2	A	1	C	C	C	0	0	0	0	33.23116	117.03248
20180411	1454	VALLEY CENTER RD	LILAC RD	200	N	0	0	2	A	7	B	C	A	0	0	0	0	33.22423	117.03714
20180427	130	VALLEY CENTER RD	VESPER ROAD	1300	E	0	0	1	A	8	E	I	D	0	0	0	0	33.22827	117.01783
20180508	1610	VALLEY CENTER ROAD W/B	COLE GRADE RD	100	W	0	1	2	A	7	B	C	A	0	0	0	0	33.23126	117.0246
20180516	245	VALLEY CENTER RD	WOODS VALLEY RD	528	E	0	0	2	A	3	C	C	C	0	0	0	0	33.20837	117.03366
20180520	635	VALLEY CENTER RD	VESPER RD	1056	E	0	0	1	A	3	E	I	B	0	0	0	0	33.22861	117.01815
20180529	2030	VALLEY CENTER RD	COLE GRADE RD	0		0	0	2	A	9	A	C	C	0	0	0	0	33.23132	117.02408
20180616	2245	VALLEY CENTER RD. NORTHBOUND	LILAC RD.	30	S	0	0	3	A	8	C	C	C	0	0	0	0	33.2224	117.03662
20180616	1645	VALLEY CENTER ROAD	COLE GRADE RD	100	E	0	0	3	A	3	C	C	A	0	0	0	0	33.13522	117.01291
28				9				0				0				0			

Year	Collisions	Injuries
7/1/2013 - 06/30/2014	42	16
7/1/2014 - 06/30/2015	35	11
7/1/2015 - 06/30/2016	36	14
7/1/2016 - 06/30/2017	35	18
7/1/2017 - 06/30/2018	28	9

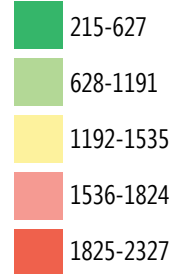
**Michael Baker**  
INTERNATIONAL

# **Attachment F Pedestrian Gap Analysis Worksheets**



Roadway	Segment	Direction	Field Points	Attractor Score	Diabetes Score	Crash Score	Socioeconomic Score	Project priority Score	School Score	Total Score	
Valley Center Road	Woods Valley Road to Charlan Road	NB	523	500	127	0	0	0	0	1150	Good
		SB	274	500	127	0	0	0	0	901	Good
	Charlan Road to Mirar De Valle Road	NB	519	1000	127	0	0	0	0	1646	Poor
		SB	159	1000	127	0	0	0	0	1286	Average
	Mirar De Valle Road to 27634 Valley Center Road Driveway Entrance	NB	142	1000	127	0	0	0	0	1269	Average
		SB	115	1000	127	0	0	0	0	1242	Average
	27634 Valley Center Road Driveway Entrance to Sunday Drive	NB	481	0	127	0	0	0	0	608	Very Good
		SB	159	0	127	0	0	0	0	286	Very Good
	Sunday Drive to Old Road	NB	563	0	127	0	0	0	0	690	Good
		SB	248	0	127	0	0	0	0	375	Very Good
	Old Road to Lilac Road	NB	258	500	127	0	0	0	0	885	Good
		SB	142	500	127	0	0	0	0	769	Good
	Lilac Road to Valley Center Road Bridge (South)	NB	545	0	127	0	0	0	0	672	Good
		SB	916	0	127	0	0	0	0	1043	Good
	Valley Center Road Bridge (South) to Valley Center Road Bridge (North)	NB	265	0	127	0	0	0	0	392	Very Good
		SB	50	0	127	0	0	0	0	177	Very Good
	Valley Center Road Bridge (North) to Canyon Road (N)	NB	343	0	127	0	0	0	0	470	Very Good
		SB	249	0	127	0	0	0	0	376	Very Good
	Canyon Road (N) to Miller Road	NB	474	0	127	0	0	0	0	601	Very Good
		SB	1000	0	127	0	0	0	0	1127	Good
	Miller Road to Indian Creek Road	NB	430	0	127	0	0	0	0	557	Very Good
		SB	580	0	127	0	0	0	0	707	Good
	Indian Creek Road to Old Town Center Plaza Southern Boundary	NB	474	1000	127	0	0	0	0	1601	Poor
		SB	248	1000	127	0	0	0	0	1375	Average
Old Town Center Plaza Southern Boundary to Old Town Center Plaza Northern Boundary	NB	211	1000	127	0	0	0	0	1338	Average	
	SB	271	1000	127	0	0	0	0	1398	Average	
Old Town Center Plaza Northern Boundary to Cole Grade Road	NB	390	1000	127	0	0	0	200	1717	Poor	
	SB	97	1000	127	0	0	0	200	1424	Average	

**Segment Scores**





## Condition of Sidewalk Point System

**FIELD INVENTORY CATEGORY**

Sidewalk	Curb Ramp	Driveway	Crosswalk
0.4	0.25	0.25	0.1

**SIDEWALK:**

	1				2			3					5				6			
Category Percentage	0.30				0.10			0.40					0.10				0.10			
Cumulative Percentage	0.12				0.04			0.16					0.04				0.04			
	a	b-d, g, h	e	f	a	b	c	ai-av	avi-aix	ax	bi-bv	ci-ciii	a	b	c	d	a	b	c	d
Category Percentage	0.50	0.05	0.10	0.35	0.80	0.15	0.05	0.10	0.20	0.30	0.20	0.20	0.05	0.15	0.30	0.50	0.05	0.15	0.30	0.50
Cumulative Percentage	0.060	0.006	0.012	0.042	0.032	0.006	0.002	0.016	0.032	0.048	0.032	0.032	0.002	0.006	0.012	0.020	0.002	0.006	0.012	0.020
Point Allocation*	60.0	6.0	12.0	42.0	32.0	6.0	2.0	16.0	32.0	48.0	32.0	32.0	2.0	6.0	12.0	20.0	2.0	6.0	12.0	20.0

**CURB RAMP:**

	1				2		3		4		5		6		7		8					
Category Percentage	0.30				0.05		0.1		0.1		0.1		0.05		0.1		0.2					
Cumulative Percentage	0.08				0.0125		0.025		0.025		0.025		0.0125		0.025		0.05					
	a	b	c	d	e	a-d	e	a	b	a	b	a	b	a	b	a	b	i-iii	iv	v	vi	vii
Category Percentage	0.60	0.20	0.05	0.00	0.15	0	1	0	1	0	1	0	1	0	1	0	1	0.3	0.5	0.2	0	0
Cumulative Percentage	0.045	0.015	0.004	0.000	0.011	0	0.0125	0	0.025	0	0.025	0	0.025	0	0.0125	0	0.025	0.015	0.025	0.01	0	0
Point Allocation*	45.0	15.0	3.8	0.0	11.3	0.0	12.5	0.0	25.0	0.0	25.0	0.0	25.0	0.0	12.5	0.0	25.0	15.0	25.0	10.0	0.0	0.0

**DRIVEWAY:**

	1				2		3				4				5				6				
Category Percentage	0.3				0.1		0.1				0.1				0.1				0.3				
Cumulative Percentage	0.075				0.025		0.025				0.025				0.025				0.075				
	a-c	d	e	f	a-f	g	a	b	c, d	e	a	b	c, d	e	a	b	c	d	i-v	vi	vii	viii	ix
Category Percentage	0.05	0.15	0.60	0.20	0	1	0.05	0.15	0.3	0.5	0.05	0.15	0.3	0.5	0.3	0.15	0.05	0.5	0.1	0.3	0.4	0.2	0
Cumulative Percentage	0.004	0.011	0.045	0.015	0.000	0.025	0.001	0.004	0.008	0.013	0.001	0.004	0.008	0.013	0.008	0.004	0.001	0.013	0.008	0.023	0.030	0.015	0.000
Point Allocation*	3.8	11.3	45.0	15.0	0.0	25.0	1.3	3.8	7.5	12.5	1.3	3.8	7.5	12.5	7.5	3.8	1.3	12.5	7.5	22.5	30.0	15.0	0.0

**CROSSWALK:**

	1		2				3		4	
Category Percentage	0.15		0.30				0.15		0.4	
Cumulative Percentage	0.015		0.030				0.015		0.04	
	a	b	a	b	c-d	e	a-f	g	a	b
Category Percentage	0.00	1.00	0.15	0.30	0.05	0.50	0.05	0.95	1.00	0.00
Cumulative Percentage	0.000	0.015	0.005	0.009	0.002	0.015	0.001	0.014	0.04	0
Point Allocation*	0.0	15.0	4.5	9.0	1.5	15.0	0.8	14.3	40.0	0.0

\* Assumes a basis of 1000 points is applied to each date point.