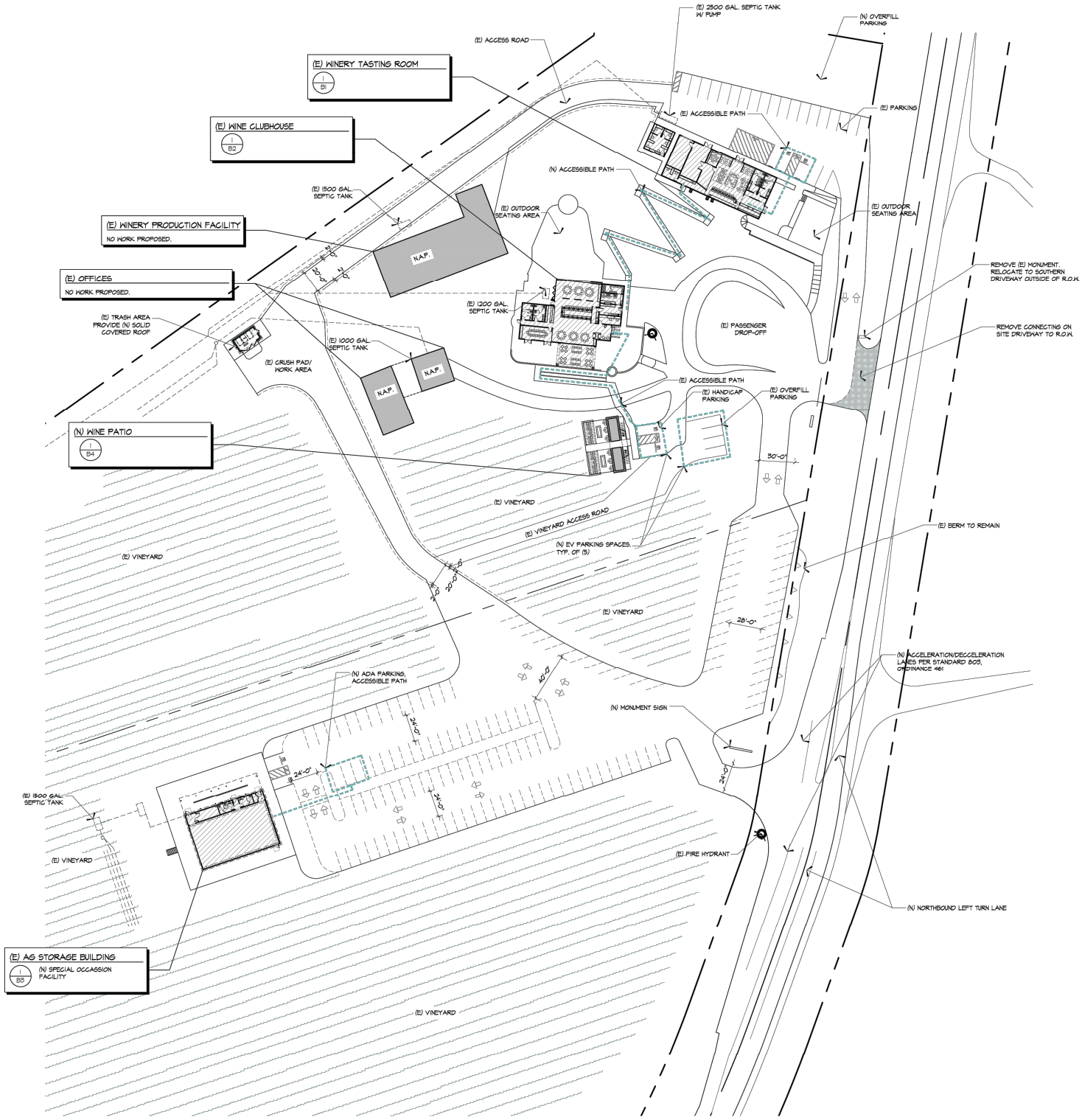
DANZA DEL SOL WINERY PROJECT
TRAFFIC IMPACT ANALYSIS
County of Riverside, California



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TRAFFIC IMPACT ANALYSIS
County of Riverside, California

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(Revision to the April 10, 2023 Report)

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1.0 Introduction

1.1 Purpose of Report and Study Objectives

The purpose of this traffic impact analysis is to evaluate the proposed Danza Del Sol Winery project, hereinafter referred to as "Project" from a traffic and circulation standpoint and determine whether the project will have a significant traffic impact. This study has been conducted pursuant to the *County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles traveled*, dated December 2020, and the California Environmental Quality Act (CEQA) requirements.

This study is prepared in accordance with the scope of work that has been submitted to and approved by the County of Riverside staff, which is contained in Appendix A. A separate report, dated April 7, 2023, has been prepared to address the CEQA VMT Analysis of the project.

1.2 Site Location & Project Description

The project site is located at 39050 De Portola Road in the unincorporated County of Riverside. The project includes a remodeling of the existing tasting room, a conversion of the wine club room to be a second public tasting room with a new limited food service kitchen, and continuing to operate the existing wine production, storage, and office facilities. Additionally, the existing wine storage building (i.e. Barrel Room) will be remodeled into a special occasions facility.

The existing 3,800 square-foot (SF) public tasting room is planned to be remodeled but the operations will remain unchanged (i.e. 3,248 SF Tasting Room, 552 SF Storage). The existing 3,925 SF members-only wine club building will be converted into a second public tasting room. The building will be reconfigured to provide a 2,616 SF tasting room, 713 SF kitchen/storage area, and 596 SF office/bathroom area. A new wine club patio area will be added which can accommodate approximately 40 members. Lastly, a new 840 SF office will also be added.

Access for the project is currently provided via the two (2) full-access unsignalized driveways along De Portola Road. As part of the project, the northern driveway will be closed off to the public but will still provide access for emergency vehicles only. The southern driveway, which is currently unpaved, will be improved and paved per Riverside County Standards and serve as the sole access point to/from the winery. A northbound left-

turn pocket will be provided at the southern driveway, serving inbound vehicles from northbound De Portola Road.

The project is planned to open in 2024 and has been evaluated in one single phase.

The project site location map is shown on Exhibit 1-1. Exhibit 1-2 shows the proposed project's site plan.

1.3 Traffic Study Area & Analysis Scenarios

Exhibit 1-1 illustrates the project site location map and traffic analysis study area. The study area included in this analysis has been determined based upon existing and future transportation facilities within the vicinity of the site where the project may contribute a significant amount of traffic.

The study area consists of the following five (5) intersections listed below. The jurisdiction where each key study intersection is located is also identified.

1. De Portola Road at Pauba Road [County of Riverside]
2. De Portola Road at Camino Del Vino [County of Riverside]
3. De Portola Road at Southern Project Access Driveway [County of Riverside]
4. De Portola Road at Northern Project Access Driveway [County of Riverside]; and
5. De Portola Road at Glen Oaks Road [County of Riverside].

The analysis evaluates traffic conditions of the five (5) study intersections for the following scenarios during a typical weekday AM (7:00 AM – 9:00 AM), weekday PM (4:00 PM – 6:00 PM), and Saturday midday (2:00 PM and 5:00 PM) periods:

- Existing Conditions;
- Project Opening Year With Ambient Growth With Project Conditions; and
- Project Opening Year With Ambient Growth & Cumulative Projects With Project Conditions.

Exhibit 1-1

Location Map

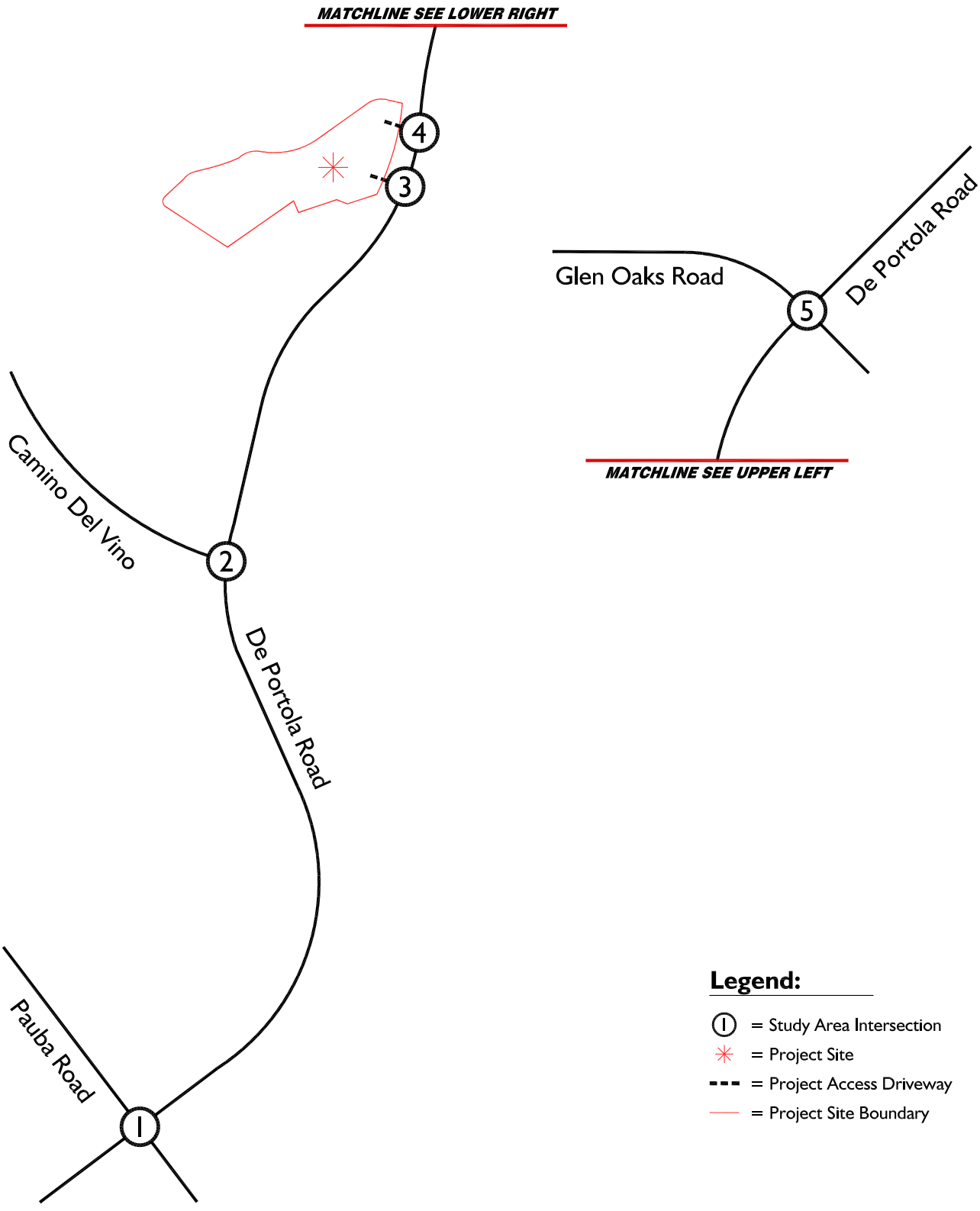
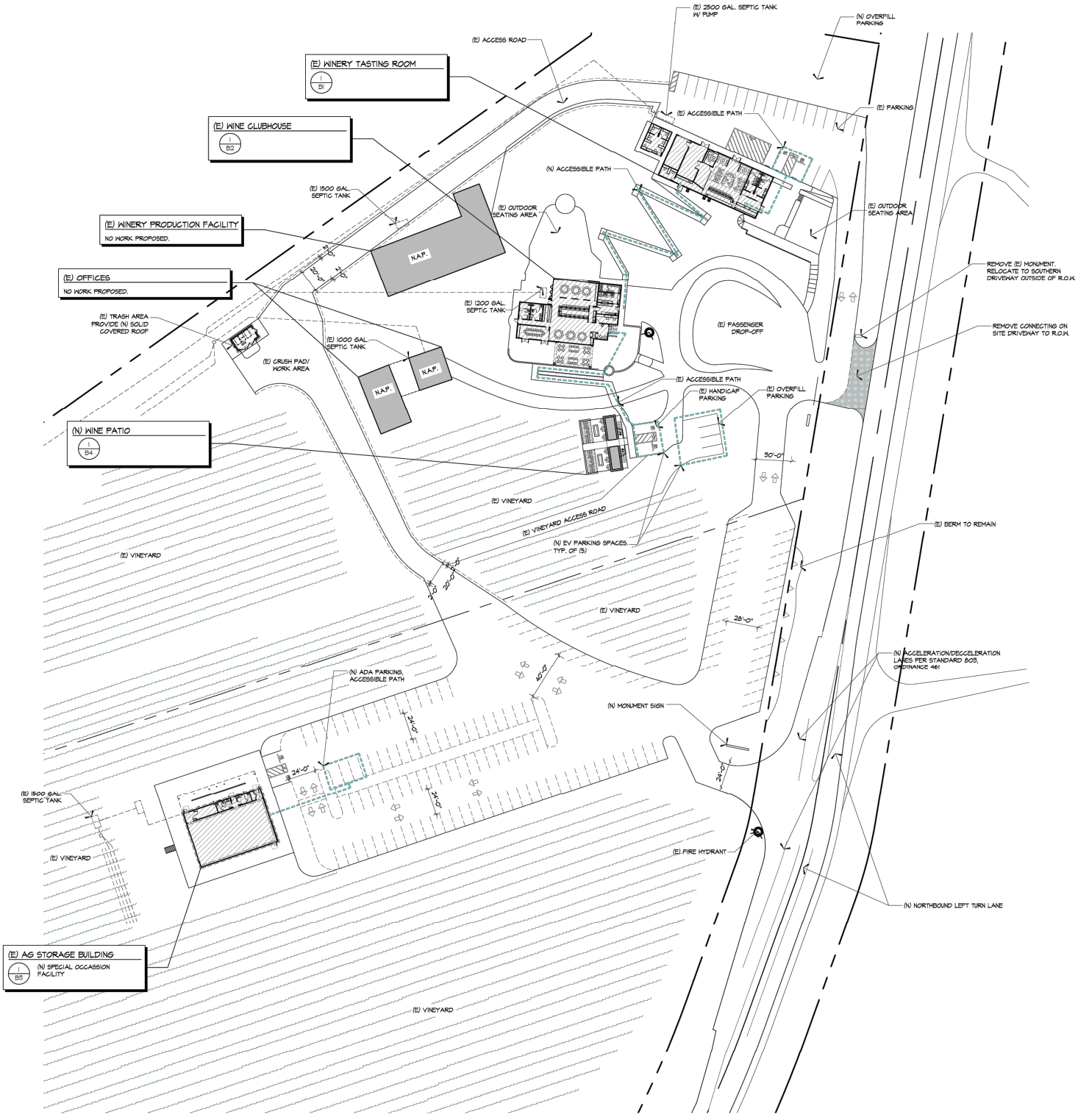


Exhibit 1-2

Site Plan



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2.0 Analysis Methodology

This section of the report presents the analysis study area and the methodologies used to perform the traffic analyses summarized in this report in accordance with the County of Riverside requirements. This section also discusses the agency-established applicable performance criteria and thresholds of significance for the study facilities.

2.1 Study Intersection Peak Hour Level of Service Analysis Methodology

In accordance with the *County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled*, dated December 2020, the Highway Capacity Manual Seventh Edition (HCM 7) is utilized as the technical guide in the evaluation of traffic operations.

The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of factors such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

The definitions of level of service for interrupted flow (flow regulated by the existence of traffic control devices) are:

- **LOS A** (Free Flow / Insignificant Delays) describes traffic operations in which progression is exceptionally favorable or the cycle length is extremely short. Generally, LOS A operations for signalized intersections tend to result in most vehicles arriving during the green phase and traveling through the intersection without stopping.

- **LOS B** (Stable Operation / Minimal Delays) describes traffic operations in which progression slightly diminishes but is still considered highly favorable and the cycle length is short. Vehicles stop more often causing a marginal increase in average delay.

- **LOS C** (Stable Operation / Acceptable Delays) describes traffic operations in which progression is favorable and the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Many vehicles still

past through the intersection but a significant number of vehicles are stopping. Average delay is fair.

- **LOS D** (Approaching Unstable / Tolerable Delays)describes traffic operations in which progression is ineffective and/or cycle length is long. Considerable amount of vehicles stop and individual cycle failures are noticeable. Average delay is adequate.

- **LOS E** (Unstable Operation / Significant Delays) describes traffic operations in which progression is unfavorable and the cycle length is exceedingly long. Individual cycle failures are frequent. Average delay is high.

- **LOS F** (Forced Flow / Excessive Delays) describes traffic operations in which progression is extremely poor and the cycle length is extremely long. Most cycles fail to clear the queue. Average delay is vast.

2.1.1 HCM (7th Edition) Methodology

Level of service is typically dependent on the quality of traffic flow at the intersection along a roadway. The Highway Capacity Manual 7th Edition (HCM 7) expresses the level of service at an intersection in terms of delay time for various intersection approaches. The HCM 7 uses different procedures depending on the type of intersection control. The levels of service determined in this study are calculated using the HCM 7 methodology.

For signalized intersections, average control delay per vehicle is used to determine the level of service. Levels of service at signalized and unsignalized study intersections have been evaluated using the HCM 7 intersection analysis program.

For all-way stop-controlled intersections, average control delay per vehicle is used to determine the level of service.

For intersections with stop control on the minor approach only, the calculation of level of service is dependent on the occurrence of gaps occurring in the free-flow traffic movement of the major street, and the level of service is determined based on the worst individual movement on the stop-controlled minor approach or movements sharing a single lane on the stop-controlled minor approach.

Table 2-1 shows the level of service criteria based on the HCM 7 methodology.

Table 2-1
HCM Intersection LOS & Delay Ranges

LOS	Average Control Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
A	0.00 - 10.00	0.00 - 10.00
B	10.01 - 20.00	10.01 - 15.00
C	20.01 - 35.00	15.01 - 25.00
D	35.01 - 55.00	25.01 - 35.00
E	55.01 - 80.00	35.01 - 50.00
F	>80.00	>50.00

2.1.2 Analysis Parameters

For this study, the HCM level of service grades will be determined utilizing the HCM 7 methodology and the PTV Vistro analysis software. All analysis parameters utilized in this analysis are in accordance with the *County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled*, dated December 2020. Existing peak hour factors have been calculated based upon the manual turning movement counts collected at the study area intersections.

2.2 LOS Performance Criteria & Thresholds for Requiring LOS Improvements

2.2.1 County of Riverside Criteria

According to the Riverside County General Plan, *Section C 2.1*, the following countywide target Levels of Service shall be maintained:

- LOS "C" shall apply to all development proposals in any area of Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/ Woodcrest, Mead Valley, and Temescal Canyon Area Plans.

- LOS "D" shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands,

Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley, and Temescal Canyon Area Plans.

- LOS "E" may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

2.2.2 Minimum Acceptable LOS Thresholds

The project site and study area intersections are located within the Southwest Plan Area. Based on the above-mentioned level of service and impact criteria, LOS D is the minimum acceptable LOS at the five (5) key study intersections. As such, operational improvements would be required for any intersection forecast to operate at LOS E or F.

3.0 Existing Traffic Volumes & Circulation System

This section provides a discussion of existing study area conditions and traffic volumes.

3.1 Existing Traffic Controls & Intersection Geometrics

Exhibit 3-1 identifies the existing roadway conditions for the study area roadways. The number of through traffic lanes for existing roadways and the existing intersection controls are identified. The type of traffic control and number of lanes at an intersection are key inputs for the calculation of level of service.

3.2 Existing Traffic Volumes

Existing conditions intersection level of service calculations are based upon manual AM, PM, and Saturday midday peak hour turning movement counts which have been collected in January 2023 during typical weekday and Saturday conditions. The weekday AM and PM peak hour traffic volumes were determined by counting the two-hour peak period between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively, and using the highest hour within each two-hour peak period.

The Saturday peak period was determined by collecting 24-hour roadway volumes along the following two (2) roadway segments and observing which three-hour period resulted in the highest volumes:

1. De Portola Road, South of Camino Del Vino
2. De Portola Road, North of Pauba Road

As a result of the ADT surveys, the Saturday midday peak period was determined to be between 2:00 PM and 5:00 PM, and the highest hour within the three-hour peak period was utilized. Existing weekday AM, weekday PM, and Saturday midday peak hour traffic volumes for the key study intersections are shown on Exhibit 3-2. The traffic count worksheets are included in Appendix B.

3.3 County of Riverside General Plan

The County of Riverside Roadway Classification is shown on Exhibit 3-3. The County of Riverside General Plan Typical Roadway Cross-Sections are shown in Exhibit 3-4.

Exhibit 3-1

Existing Traffic Controls & Intersection Geometrics

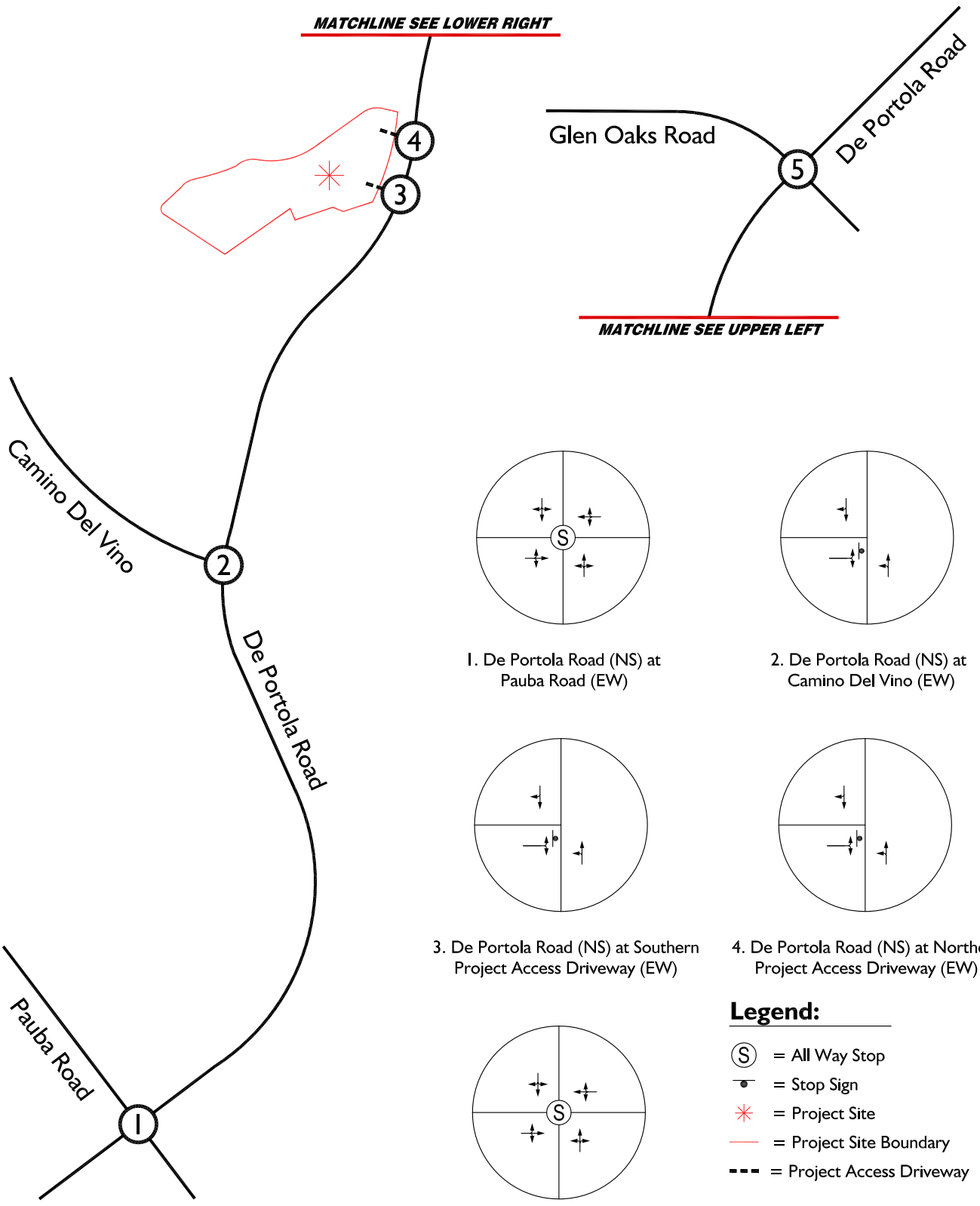


Exhibit 3-2

Existing Traffic Volumes

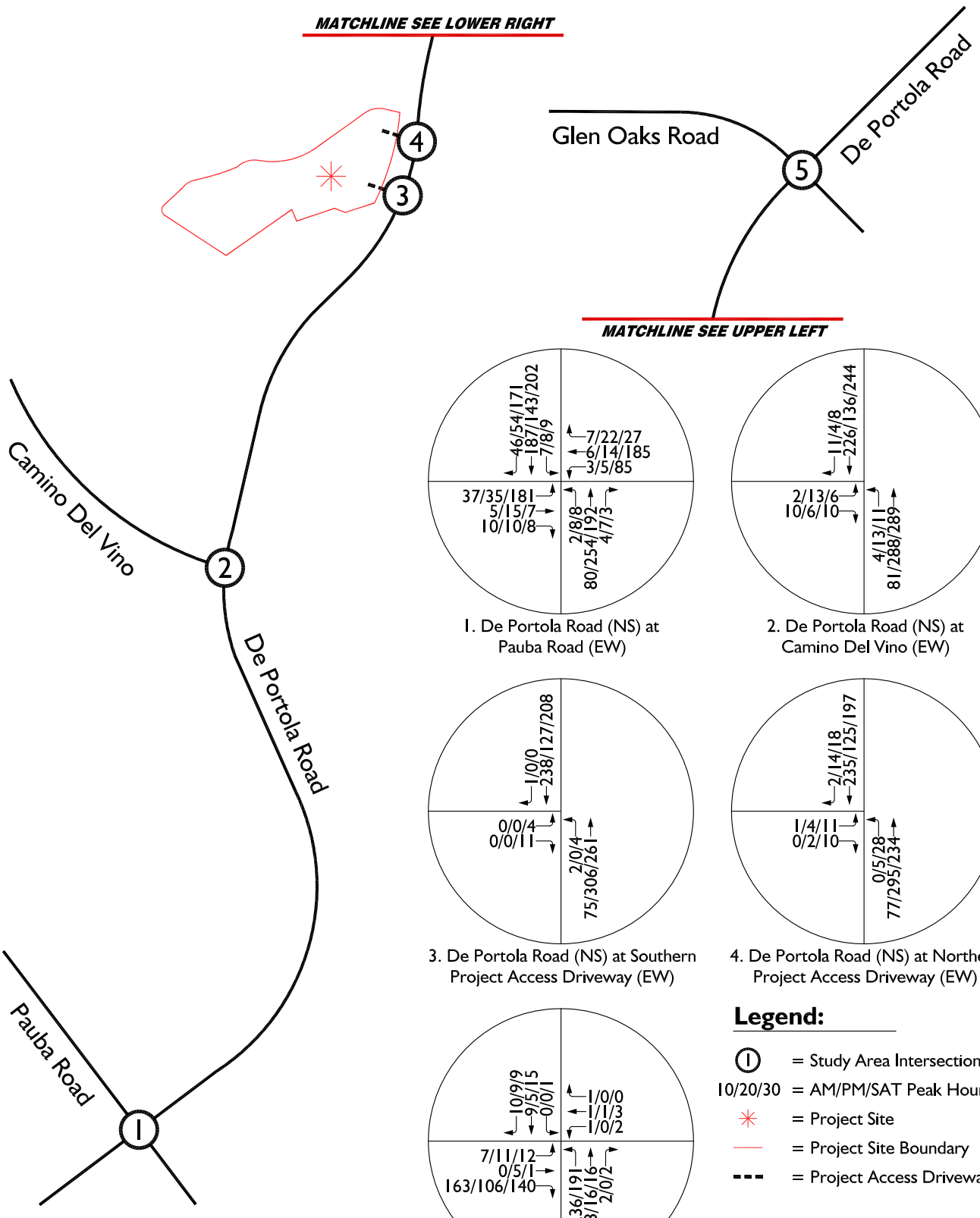
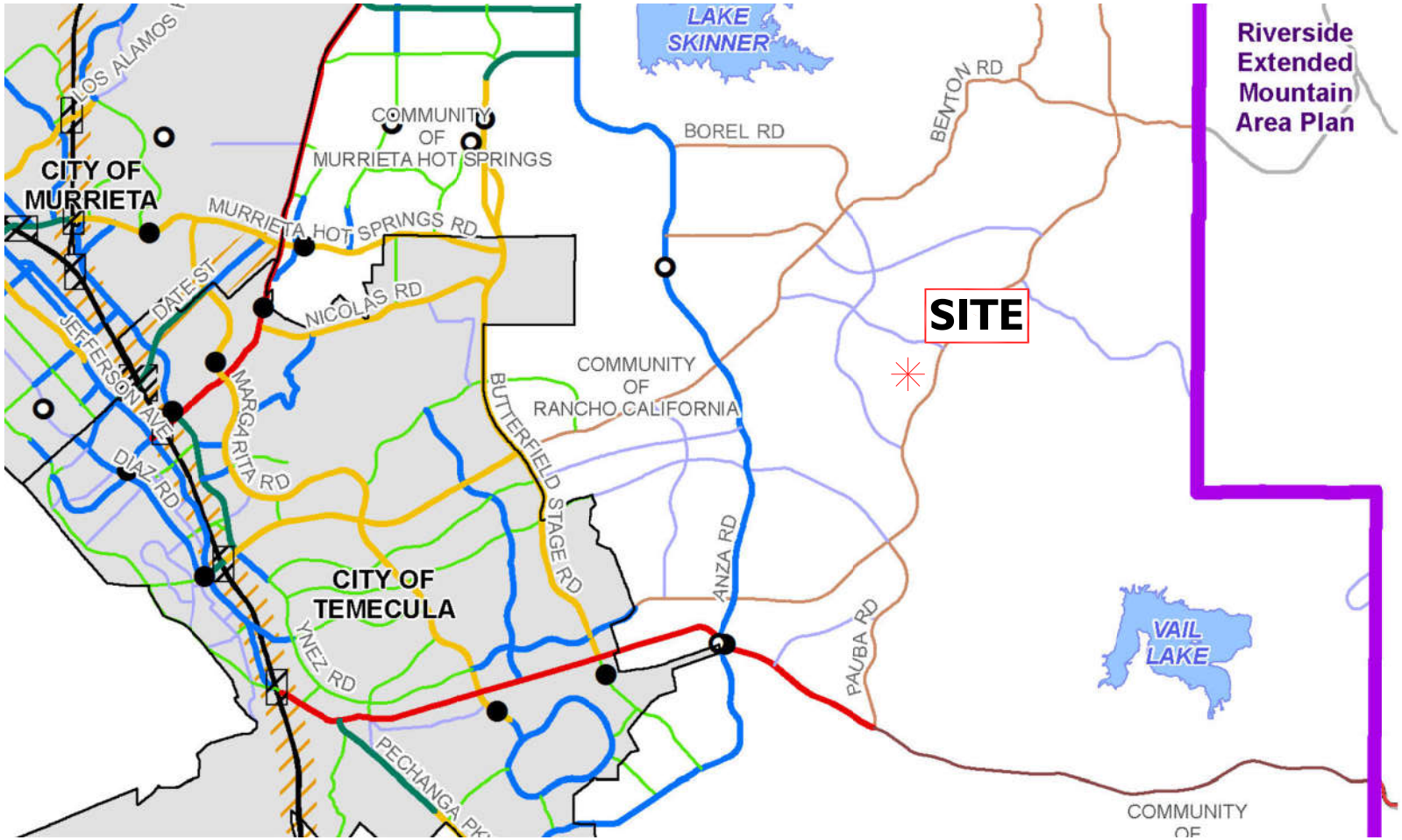


Exhibit 3-3

County of Riverside Southwest Area Plan Roadway Classification



Legend:

= Project Site

- Freeway (Variable ROW)
- Expressway (128' to 220' ROW)
- Urban Arterial (152' ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Secondary (100' ROW)
- Mountain Arterial 4 Ln (110' ROW)
- Mountain Arterial 2 Ln (110' ROW)
- Collector (74' ROW)
- Existing Interchange
- Proposed Interchange
- Winchester to Temecula CETAP
- Existing Bridge
- Proposed Bridge
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

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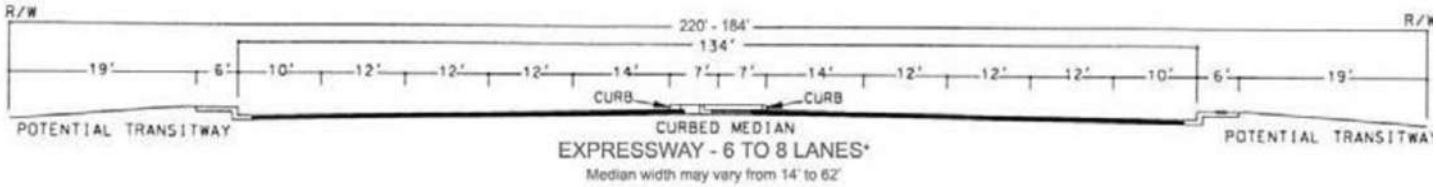
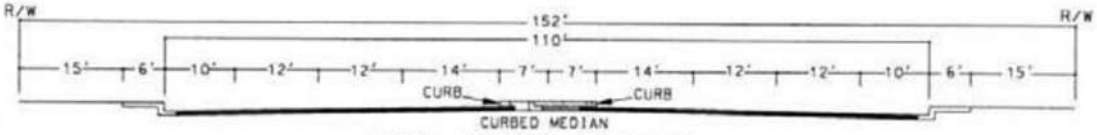
Exhibit 3-4

County of Riverside General Plan
Typical Roadway Cross-Sections

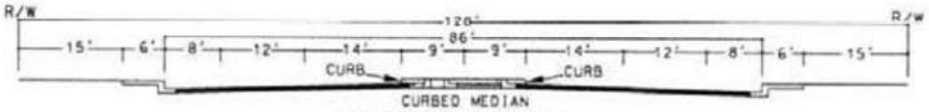


EXPRESSWAY - 6 TO 8 LANES*

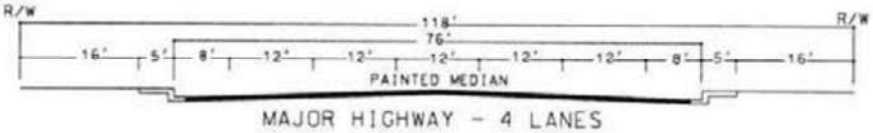
Median width may vary from 14' to 62'



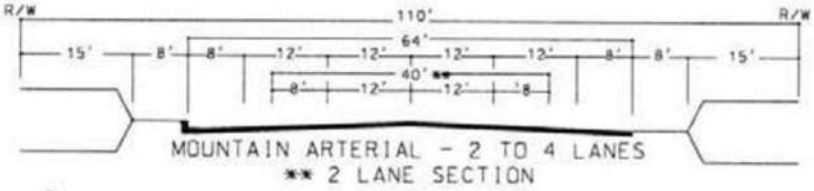
URBAN ARTERIAL HIGHWAY *



ARTERIAL HIGHWAY *

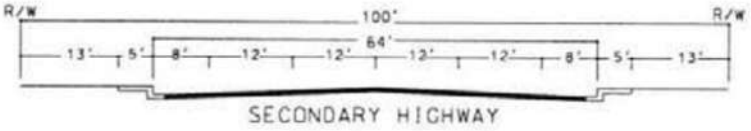


MAJOR HIGHWAY - 4 LANES

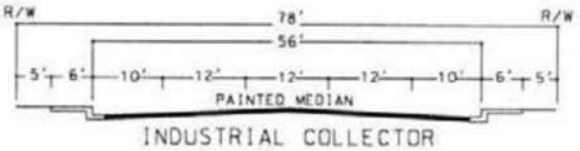


MOUNTAIN ARTERIAL - 2 TO 4 LANES

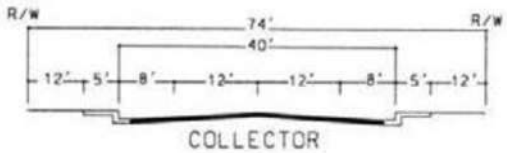
** 2 LANE SECTION



SECONDARY HIGHWAY



INDUSTRIAL COLLECTOR



COLLECTOR

*IMPROVEMENTS MAY BE RECONFIGURED TO ACCOMMODATE EXCLUSIVE TRANSIT LANES OR ALTERNATIVE LANE ARRANGEMENTS. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT INTERSECTIONS TO ACCOMMODATE. ULTIMATE IMPROVEMENTS FOR STATE HIGHWAYS SHALL CONFORM TO CALTRANS DESIGN STANDARDS.

4.0 Projected & Future Traffic Volumes

This section of the report provides a discussion on methodologies utilized to derive future traffic volumes for the study area.

4.1 Project Traffic Conditions

4.1.1 Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development. The trip generation for the project is based upon the specific land uses that have been planned for this development.

Trip generation rates for the proposed development are shown in Table 4-1 and are from the *Institute of Transportation Engineers (ITE) Trip Generation Manual* (11th Edition, 2021). This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

ITE Land Use 970: Wine Tasting Room and ITE Land Use 710: General Office trip rates are the most appropriate for this project. The existing 3,800 SF tasting room is not included in the trip generation estimate since the remodel is not anticipated to modify/increase the existing operations. To provide a conservative analysis, ITE Land Use 970: Wine Tasting Room trip rates are applied to the entire new 3,925 SF second public tasting room building (previously the members only tasting facility). The new wine club patio area is not included in the trip generation estimates since this is an outdoor space (i.e. no gross floor area) and the existing driveway counts already account for the members visiting the site. Lastly, trip generation estimates for the new 840 SF office building are based on the ITE Land Use 710: General Office trip rates.

Table 4-1 shows the ITE trip generation rates for the trip generation analysis of the project land uses.

Utilizing the trip generation rates from Table 4-1, Table 4-2 summarizes the daily and peak hour trip generation for weekday and Saturday conditions for the proposed project.

Table 4-1
Trip Generation Rates[1]

Land Use	ITE Code	Units[2]	Weekday							Saturday			
			Am Peak Hour			PM Peak Hour			Daily	Midday Peak Hour			Daily
			In	Out	Total	In	Out	Total		In	Out	Total	
General Office	710	TSF	1.34	0.18	1.52	0.24	1.20	1.44	10.84	0.29	0.24	0.53	2.21
Wine Tasting Room	970	TSF	1.45	0.62	2.07	3.66	3.65	7.31	45.96	17.15	19.35	36.50	203.48

[1] Source: *ITE Trip Generation Manual* (11th Edition, 2021).

[2] TSF = Thousand Square Feet.

Table 4-2
Project Trip Generation[1]

Land Use (ITE Code)	Quantity	Units[2]	Weekday							Saturday			
			AM Peak Hour			PM Peak Hour			Daily	Midday Peak Hour			Daily
			In	Out	Total	In	Out	Total		In	Out	Total	
General Office (710)	0.840	TSF	1	0	1	0	1	1	9	0	0	0	2
Wine Tasting Room (970)	3.925	TSF	6	2	8	14	15	29	180	67	76	143	799
Total Trip Generation			**7**	**2**	**9**	**14**	**16**	**30**	**189**	**67**	**76**	**143**	**801**

[1] Source: *ITE Trip Generation Manual* (11th Edition, 2021).

[2] TSF = Thousand Square Feet.

As shown in Table 4-2, the proposed project is forecast to generate approximately 189 weekday daily trips which include approximately 9 weekday AM peak hour trips and approximately 30 weekday PM peak hour trips. The proposed project is forecast to generate approximately 801 net Saturday daily trips which include approximately 143 Saturday midday peak hour trips.

4.1.2 Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of residential, employment and recreational opportunities, and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses, highways within the community, and existing traffic volumes.

The project trip distribution is shown on Exhibit 4-1.

4.1.3 Modal Split

Modal split denotes the proportion of traffic generated by a project that would use any of the transportation modes, namely buses, cars, bicycles, motorcycles, trains, carpools, etc. The traffic-reducing potential of public transit and other modes is significant. However, the traffic projections in this study are conservative in that public transit and alternative transportation may be able to reduce the traffic volumes, but no modal split reduction is applied to the projections. With the implementation of transit services and the provision of alternative transportation ideas and incentives, the automobile traffic demand can be reduced significantly.

4.1.4 Project Traffic Volumes/Assignment

The assignment of project traffic to the adjoining roadway system is based upon the project's trip generation, trip distribution, and arterial highway and local street systems that would be in place by the time of initial occupancy of the site.

Project traffic volumes are shown on Exhibit 4-2 for weekday AM, weekday PM, and Saturday midday peak hours.

Exhibit 4-1

Project Trip Distribution

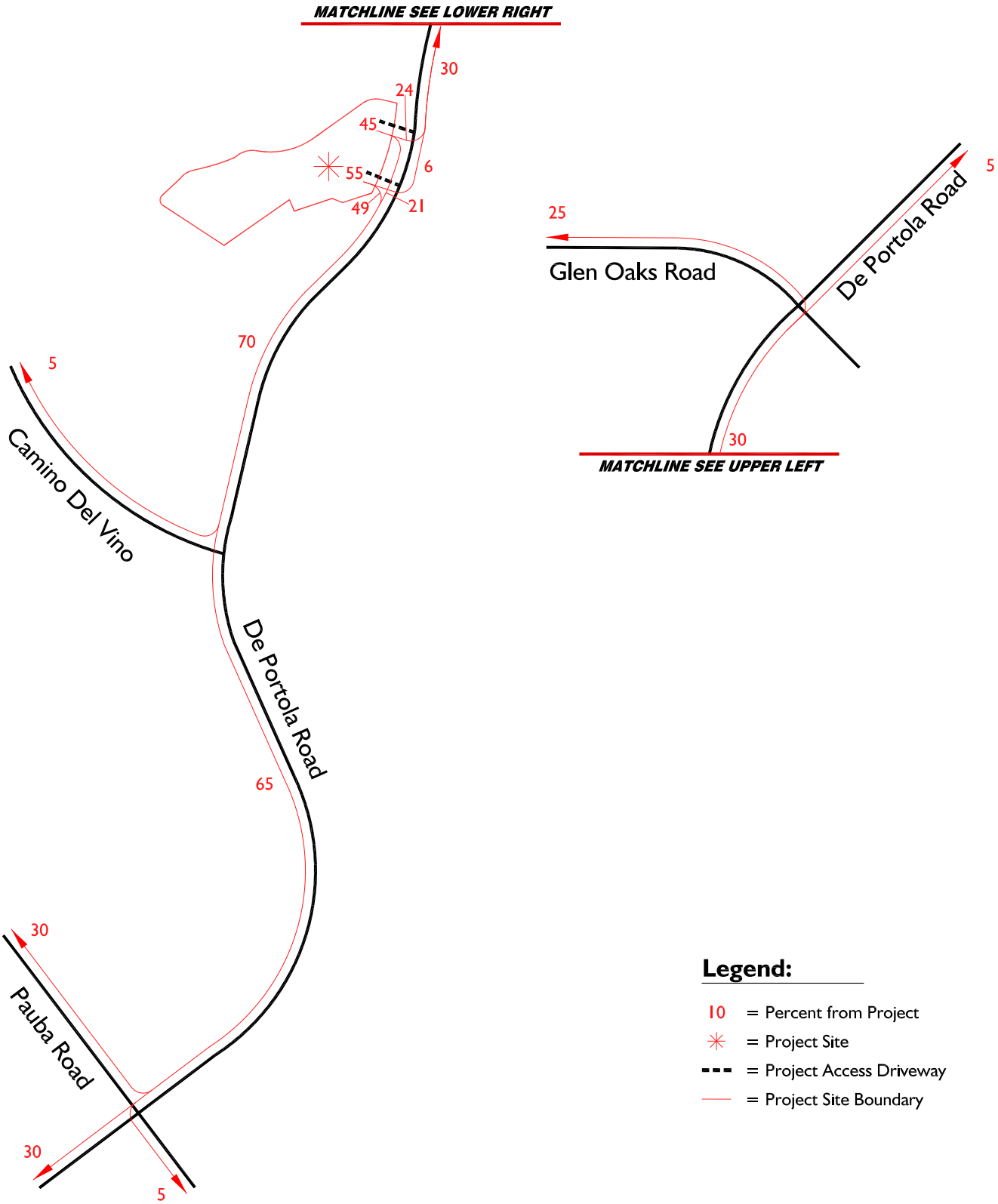
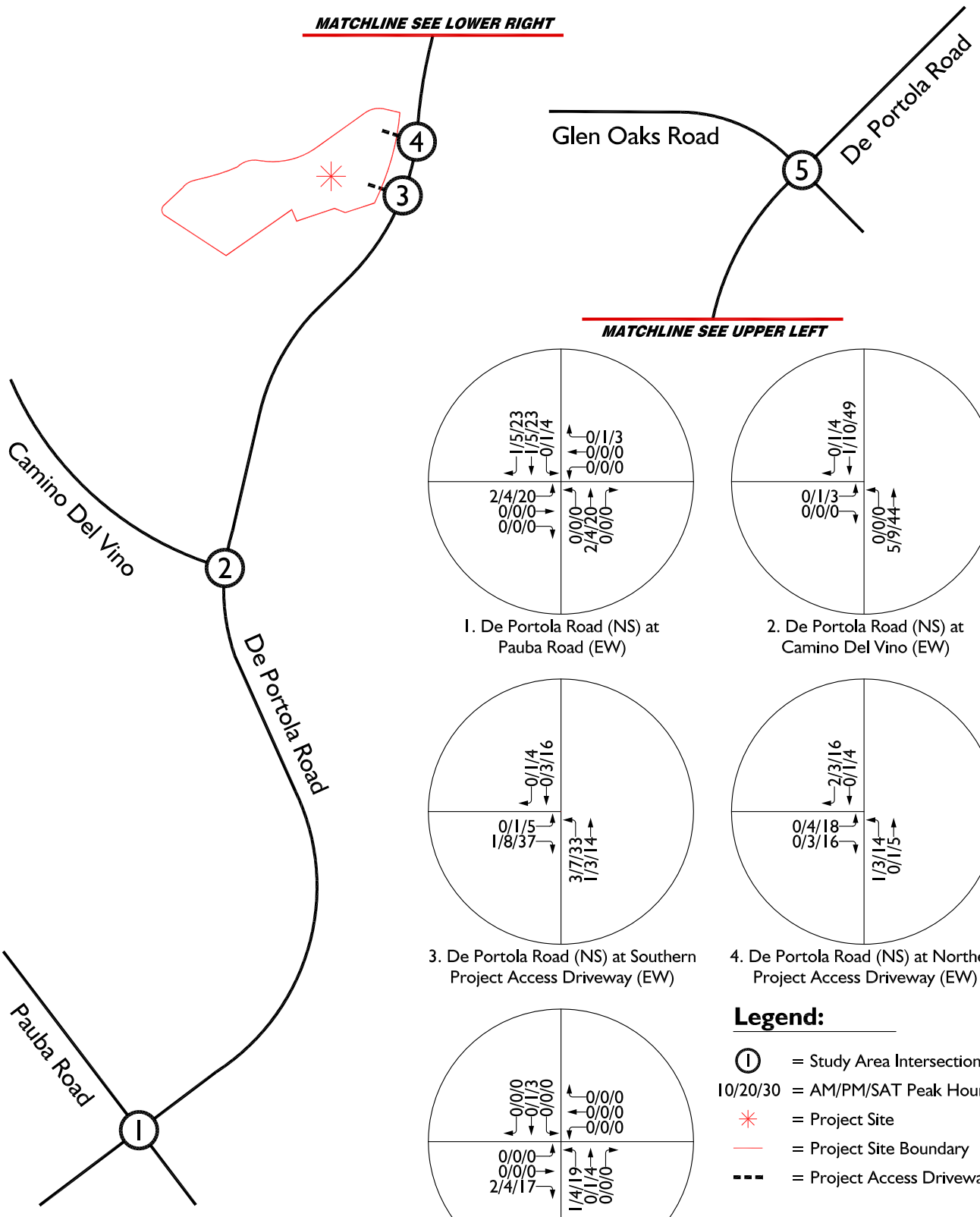


Exhibit 4-2

Project Traffic Volumes



1. De Portola Road (NS) at Pauba Road (EW)

2. De Portola Road (NS) at Camino Del Vino (EW)

3. De Portola Road (NS) at Southern Project Access Driveway (EW)

4. De Portola Road (NS) at Northern Project Access Driveway (EW)

5. De Portola Road (NS) at Glen Oaks Road (EW)

Legend:

- (1) = Study Area Intersection
- 10/20/30 = AM/PM/SAT Peak Hour Volumes
- ✳ = Project Site
- = Project Site Boundary
- = Project Access Driveway

N

4.2 Background Traffic

4.2.1 Method of Projection

To assess future conditions, project traffic is combined with existing traffic and area-wide growth. As directed by City staff, to account for area-wide/ambient growth in the study area, an annual growth rate of two percent (2%) per year has been applied to the existing (2023) traffic volumes over a 1-year period to opening year 2024 conditions (i.e. 2% total growth).

4.2.2 Cumulative Projects Traffic

Information on future projects in the vicinity of the study area has been provided by the County of Riverside staff for inclusion in this analysis and is shown in Table 4-3.

Table 4-3 shows the land uses, and daily and peak hour trip generation for the nearby cumulative projects.

A location map of the cumulative projects is shown on Exhibit 4-3.

Cumulative projects traffic volumes are shown on Exhibit 4-4 for weekday AM, weekday PM, and Saturday midday peak hours.

Therefore, the cumulative analyses set forth below are conservative and could result in greater impacts than actually anticipated. Additionally, the analysis utilizes a growth rate of two percent (2%) per year for project opening year (2024) conditions, which would already capture and account for most projects in the area. The growth rate methodology is considered conservative since it is applied to all movements in all the study intersections.

4.3 Project Opening Year (2024) With Project Conditions Traffic Volumes

Project Opening Year (2024) With Project Conditions traffic volumes consist of one (1) year of annual growth on top of existing (2023) traffic volumes at two percent (2%) per year (i.e. 2% total growth).

Project Opening Year (2024) With Project Conditions for weekday AM, weekday PM, and Saturday midday peak hours are shown on Exhibit 4-5.

Table 4-3
Cumulative Projects Trip Generation[1]

ID No.	Jurisdiction	Project Name / Case Number	Land Use	Quantity	Units[2]	Weekday							Saturday			
						AM Peak Hour			PM Peak Hour			Daily	Midday Peak Hour			Daily
						In	Out	Total	In	Out	Total		In	Out	Total	
TAZ 1																
R1	**County of Riverside**	PPT210141[3]	- -	- -	- -	5	2	7	13	13	26	161	60	68	128	712
R2	**County of Riverside**	Austin Vineyard (PPT210132)[2]	- -	- -	- -	11	3	14	17	20	37	237	77	88	165	921
					TAZ 1 Total	**16**	**5**	**21**	**30**	**33**	**63**	**398**	**137**	**156**	**293**	**1,633**
TAZ 2																
R3	**County of Riverside**	PP26064[4]	- -	- -	- -	22	14	36	41	40	81	696	148	162	310	1,904
R4	**County of Riverside**	PP25893[4]	- -	- -	- -	5	2	7	11	12	23	145	54	61	115	641
R5	**County of Riverside**	PPT220006[4]	- -	- -	- -	13	5	18	22	27	49	314	20	22	42	240
					TAZ 2 Total	**40**	**21**	**61**	**74**	**79**	**153**	**1,155**	**222**	**245**	**467**	**2,785**
TAZ 3																
R6	**County of Riverside**	PPT180003	Wine Tasting Room	11.846	TSF	17	7	24	43	43	86	544	203	229	432	2,410
			General Light Industrial	43.509	TSF	28	4	32	4	24	28	212	2	2	4	30
			Hotel	10	RM	3	2	5	3	3	6	80	4	3	7	81
			Restaurant	4.250	TSF	2	1	3	22	11	33	356	27	19	45	383
					TAZ 3 Total	**50**	**14**	**64**	**72**	**81**	**153**	**1,192**	**236**	**253**	**489**	**2,904**
TAZ 4																
R7	**County of Riverside**	Haven Winery (PPT220029)[5]	- -	- -	- -	12	3	15	18	23	41	264	85	96	181	1,009
					TAZ 4 Total	**12**	**3**	**15**	**18**	**23**	**41**	**264**	**85**	**96**	**181**	**1,009**
TAZ 5																
R8	**County of Riverside**	PPT190036[3]	- -	- -	- -	3	2	5	8	8	16	101	37	43	80	448
					TAZ 5 Total	**3**	**2**	**5**	**8**	**8**	**16**	**101**	**37**	**43**	**80**	**448**
TAZ 6																
R9	**County of Riverside**	PPT180019[3]	- -	- -	- -	24	15	39	47	47	94	779	177	194	371	2,243
R10	**County of Riverside**	PP22263R02	General Light Industrial	8.100	TSF	5	1	6	1	5	6	39	1	0	1	6
					TAZ 6 Total	**29**	**16**	**45**	**48**	**52**	**100**	**818**	**178**	**194**	**372**	**2,249**
					Total Cumulative Projects Trip Generation	***150***	***61***	***211***	***250***	***276***	***526***	***3,928***	**895**	**987**	**1,882**	**11,028**

[1] Cumulative Projects information provided by the County of Riverside.

[2] TSF = Thousand Square Feet;
RM = Rooms.

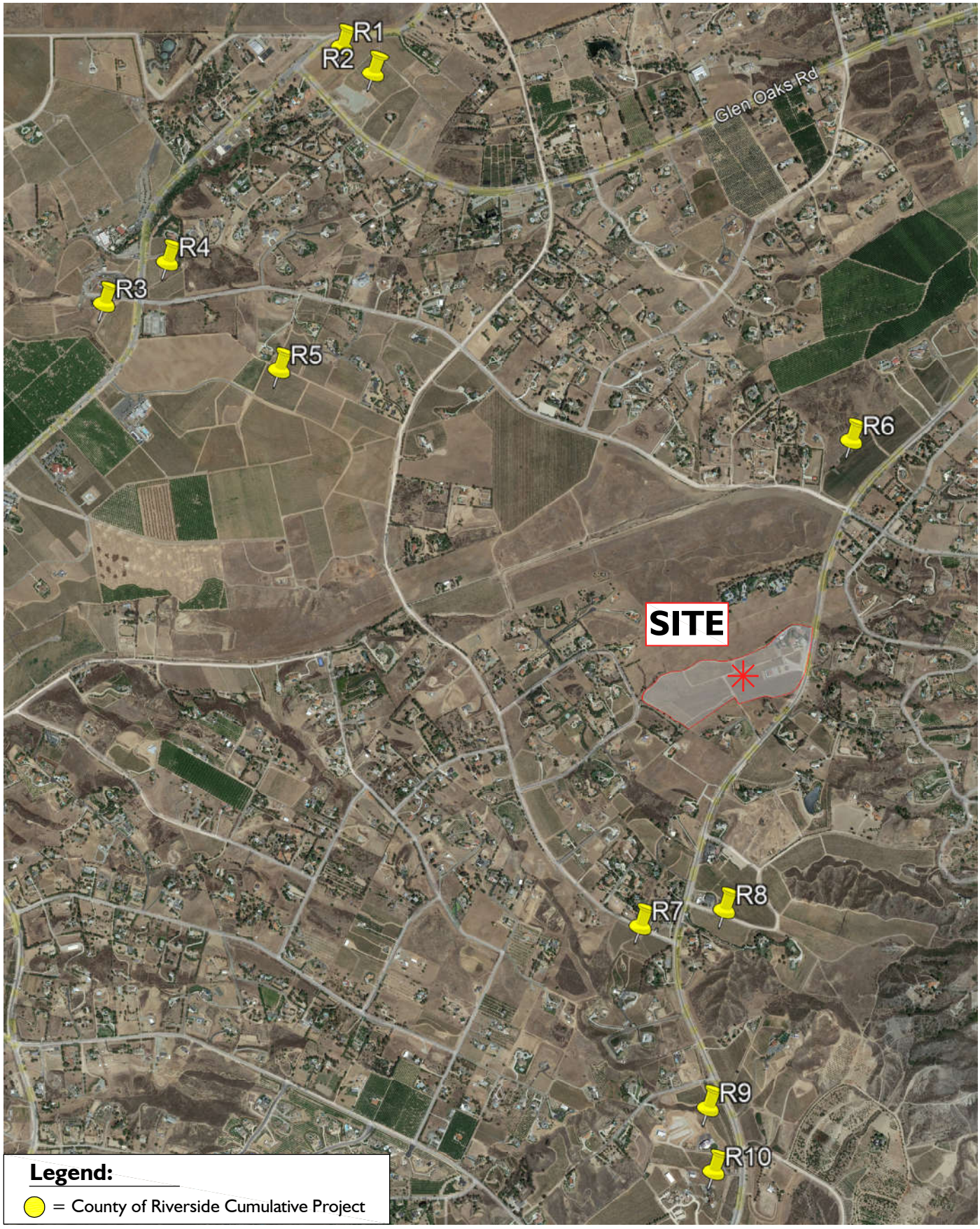
[3] Cumulative project trip generation sourced from *Mexin Teme Winery Project Traffic Impact Analysis County of Riverside*, revised July 19,2022, prepared by RK Engineering Group, Inc.

[4] Cumulative project trip generation sourced from Austin Vineyard Class V Winery Traffic Impact Analysis County of Riverside, dated August 9,2022, prepared by RK Engineering Group, Inc.

[5] Cumulative project trip generation sourced from *Haven Winery Traffic Impact Analysis County of Riverside*, dated December 12,2022, prepared by RK Engineering Group, Inc.

Exhibit 4-3

Cumulative Projects Location Map



NOTE: See report for full list of cumulative projects and traffic analysis zones (TAZs).

Exhibit 4-4

Cumulative Projects Traffic Volumes

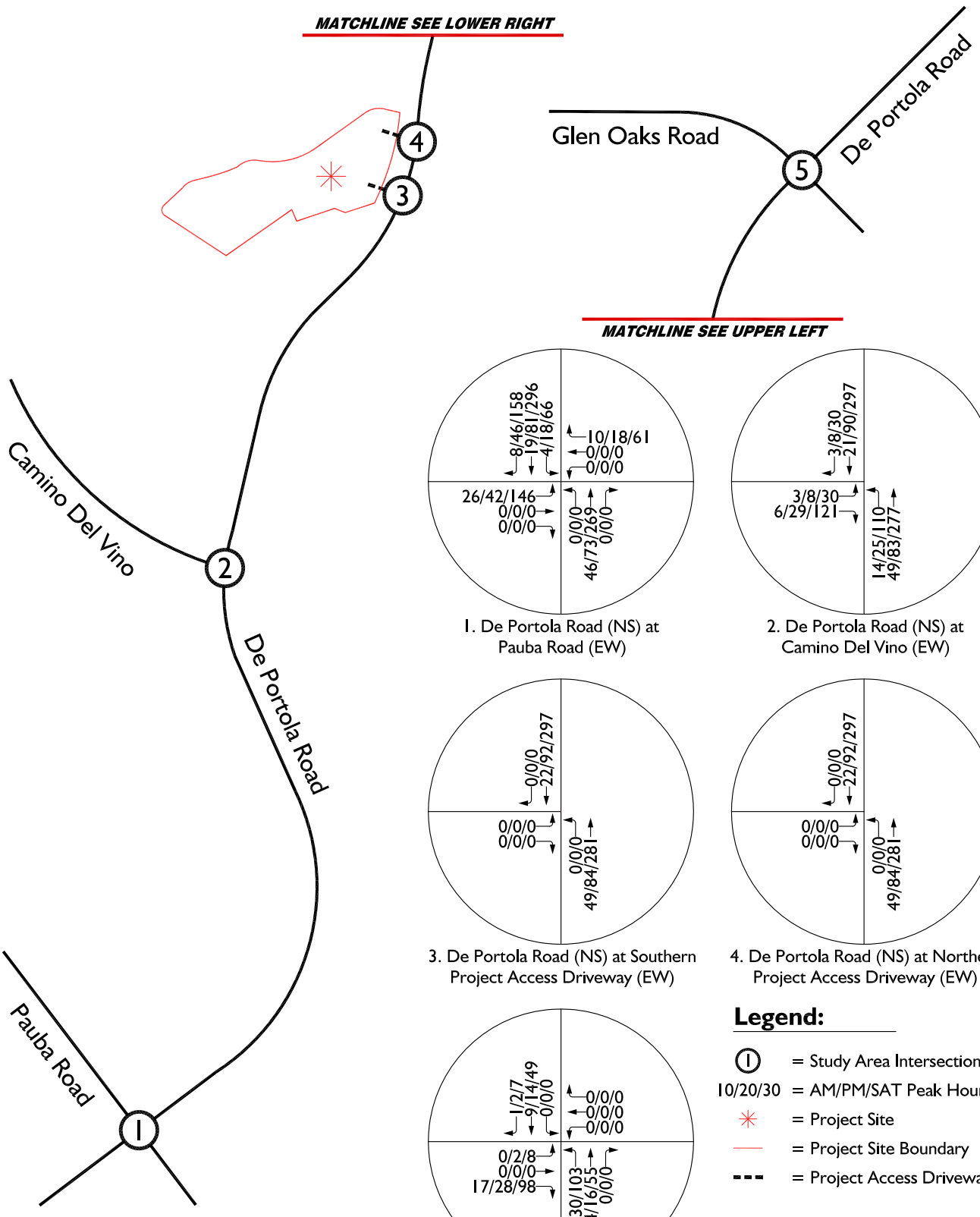
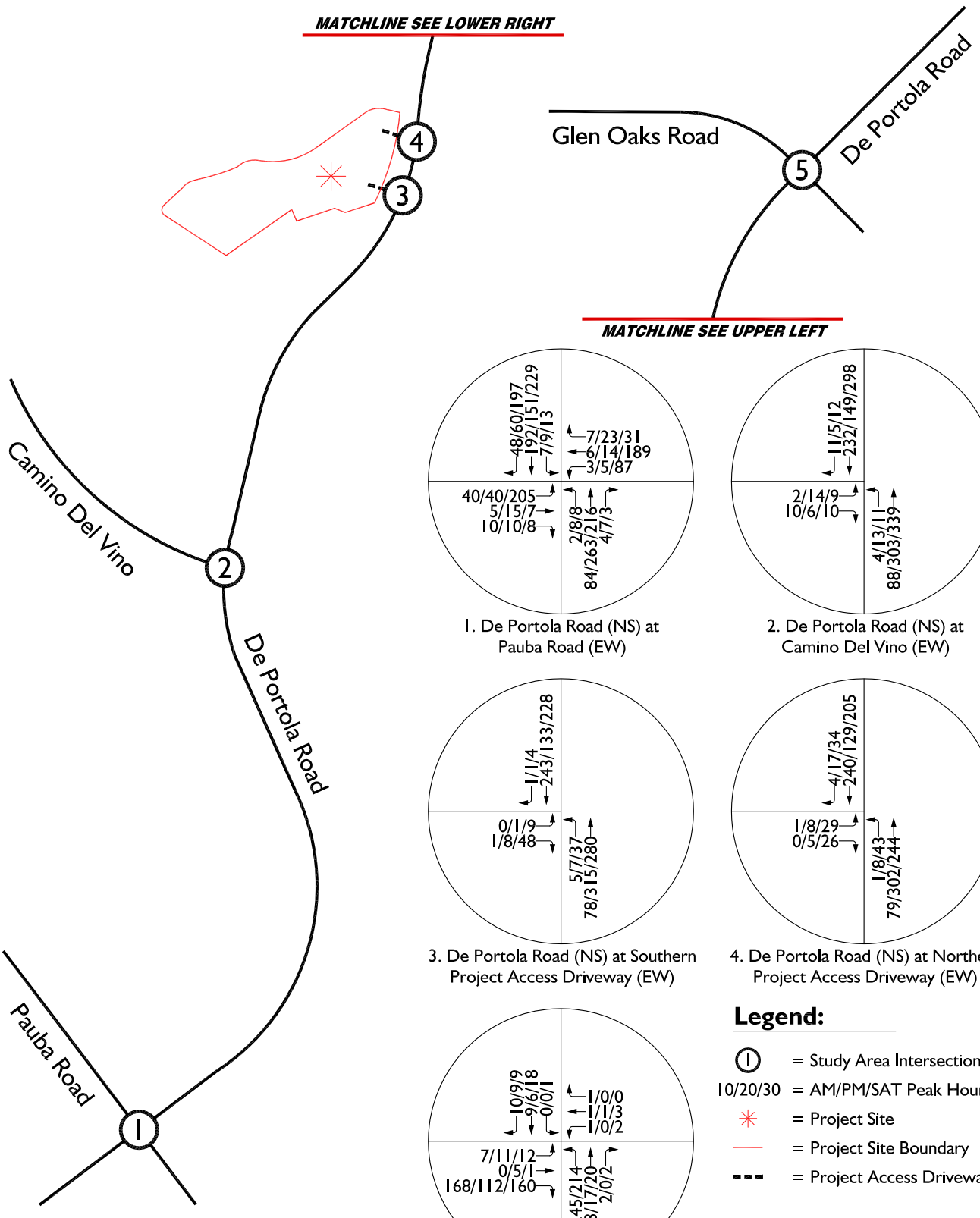


Exhibit 4-5

Project Opening Year (2024) With Ambient Growth With Project Conditions Traffic Volumes



1. De Portola Road (NS) at Pauba Road (EW)

2. De Portola Road (NS) at Camino Del Vino (EW)

3. De Portola Road (NS) at Southern Project Access Driveway (EW)

4. De Portola Road (NS) at Northern Project Access Driveway (EW)

5. De Portola Road (NS) at Glen Oaks Road (EW)

Legend:

(1)	= Study Area Intersection
10/20/30	= AM/PM/SAT Peak Hour Volumes
✳	= Project Site
———	= Project Site Boundary
- - -	= Project Access Driveway

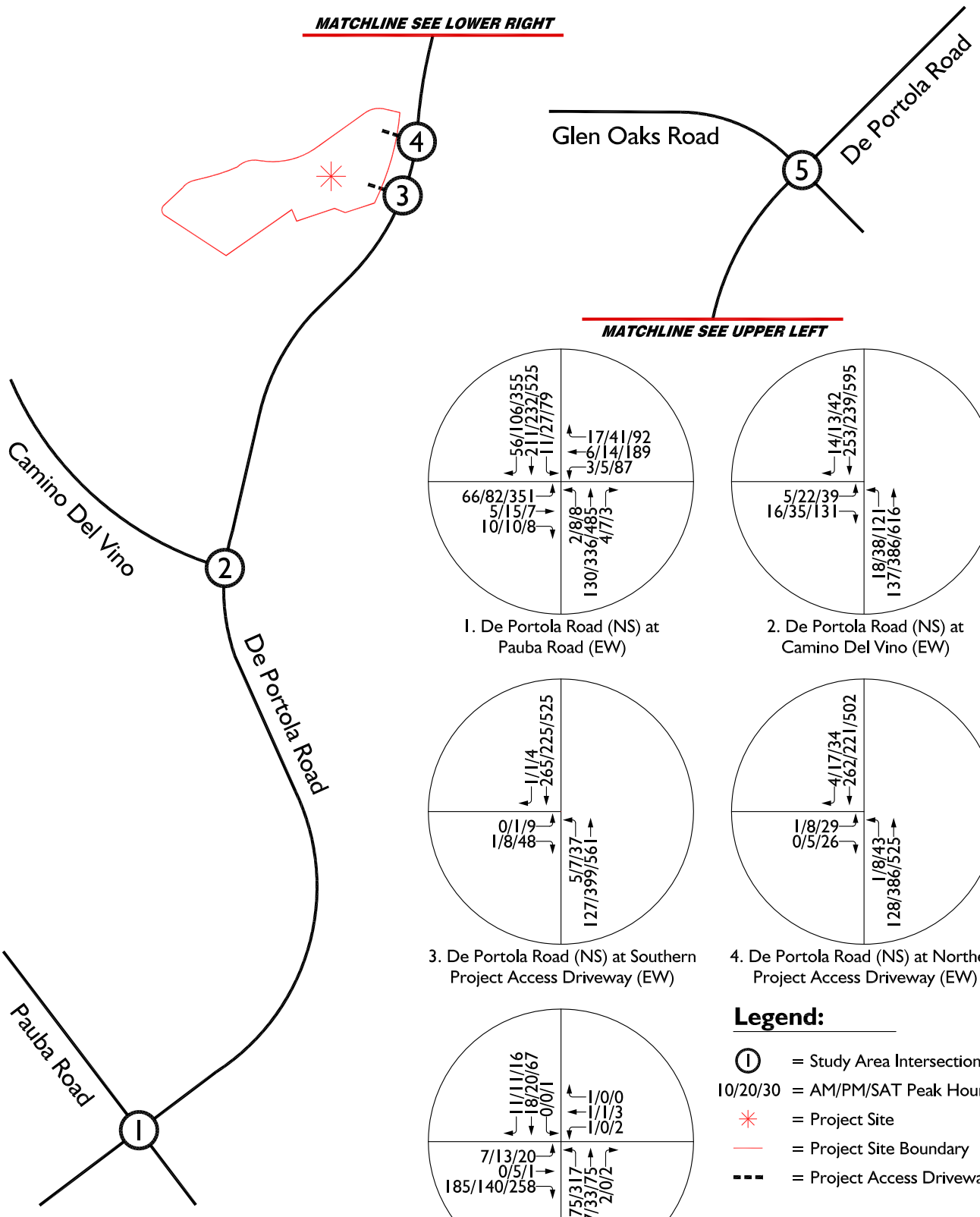
4.4 Project Opening Year (2024) With Project and Cumulative Projects Conditions Traffic Volumes

Project Opening Year (2024) With Project and Cumulative Projects Conditions traffic volumes consist of one (1) year of annual growth on top of existing (2023) traffic volumes at two percent (2%) per year (i.e. 2% total growth), plus traffic generated by cumulative projects and traffic generated by the proposed project.

Project Opening Year (2024) With Project and Cumulative Projects Conditions for weekday AM, weekday PM, and Saturday midday peak hours are shown on Exhibit 4-6.

Exhibit 4-6

Project Opening Year (2024) With Ambient Growth & Cumulative Projects With Project Conditions Traffic Volumes



1. De Portola Road (NS) at Pauba Road (EW)

2. De Portola Road (NS) at Camino Del Vino (EW)

3. De Portola Road (NS) at Southern Project Access Driveway (EW)

4. De Portola Road (NS) at Northern Project Access Driveway (EW)

5. De Portola Road (NS) at Glen Oaks Road (EW)

Legend:

(1)	= Study Area Intersection
10/20/30	= AM/PM/SAT Peak Hour Volumes
✳	= Project Site
——	= Project Site Boundary
- - -	= Project Access Driveway

5.0 Study Intersection Peak Hour LOS Analysis

This section of the report provides a discussion on the study intersection peak hour LOS analysis and findings.

The minimum acceptable LOS thresholds for the five (5) study intersections are detailed in Section 2.2 of this report. Operational improvements shall be identified for any study intersection forecast to operate at LOS E or worse.

5.1 Existing (2023) Conditions Level of Service

Existing Conditions LOS calculations for the five (5) key study intersections are shown in Table 5-1 and are based upon the existing weekday AM, weekday PM, and Saturday midday peak hour traffic volumes shown on Exhibit 3-2 and the existing geometry shown on Exhibit 3-1.

As shown in Table 5-1, the five (5) key study intersections are currently operating at an acceptable LOS (LOS D or better) during the weekday AM, weekday PM, and Saturday midday peak hours under Existing Conditions.

Detailed LOS analysis worksheets for Existing Conditions are included in Appendix C.

5.2 Project Opening Year (2024) With Project Conditions Level of Service

Project Opening Year (2024) With Project Conditions LOS calculations for the five (5) study intersections are shown in Table 5-2 and are based upon the Project Opening Year (2024) With Project Conditions traffic volumes shown on Exhibit 4-5 and the existing geometry shown on Exhibit 3-1.

As shown in Table 5-2, all study intersections are forecast to operate at an acceptable LOS (LOS D or better) during the weekday AM, weekday PM, and Saturday peak hours for Project Opening Year (2024) With Project Conditions, with the exception of the following study intersection, which is forecast to operate at a deficient LOS:

- Int. #1 – De Portola Road (NS) / Pauba Road (EW) – Saturday Midday Peak Hour Only

Table 5-1
Study Intersection LOS Analysis Summary
Existing (Year 2023) Conditions

	Study Intersection	Traffic Control[1]	Methodology	Delay (sec/veh)[2,3]			Level of Service		
				AM	PM	SAT MD	AM	PM	SAT MD
1.	De Portola Road (NS) / Pauba Road (EW)	AWS	HCM 7	8.4	9.2	22.7	A	A	C
2.	De Portola Road (NS) / Camino Del Vino (EW)	CSS	HCM 7	9.8	11.3	11.4	A	B	B
3.	De Portola Road (NS) / Southern Project Access Driveway (EW)	CSS	HCM 7	7.7	0.0	10.4	A	A	B
4.	De Portola Road (NS) / Northern Project Access Driveway (EW)	CSS	HCM 7	10.5	10.7	11.4	B	B	B
5.	De Portola Road (NS) / Glen Oaks Road (EW)	AWS	HCM 7	7.6	8.9	8.7	A	A	A

[1] AWS = All-Way Stop;
CSS = Cross-Street Stop.

[2] Deficient operation shown in **Bold**.

[3] HCM Analysis Software: PTV Vistro, Version 2023.

Table 5-2
Study Intersection LOS Analysis Summary
Project Opening Year (2024) With Project Conditions Without and With Cumulative Projects Conditions

	Study Intersection	Traffic Control[1]	Methodology	Project Opening Year (2024) With Project Conditions						Project Opening Year (2024) With Project and Cumulative Projects Conditions											
				Delay (sec/veh)[2,3]			Level of Service			Delay (sec/veh)[2,3]			Level of Service			Increase in Delay			Requires LOS Improvement?		
				AM	PM	SAT MD	AM	PM	SAT MD	AM	PM	SAT MD	AM	PM	SAT MD	AM	PM	SAT MD	AM	PM	SAT MD
1.	De Portola Road (NS) / Pauba Road (EW)	AWS	HCM 7	8.5	9.4	**42.7**	A	A	**E**	9.0	12.3	**491.3**	A	B	**F**	0.5	2.9	**448.6**	No	No	**Yes**
	With Improvements[4,5]	*AWS/TS*	*HCM 7*	*8.6*	*9.5*	*20.4*	*A*	*A*	*C*	*10.9*	*11.3*	*42.7*	*B*	*B*	*D*	--	--	--	--	--	--
2.	De Portola Road (NS) / Camino Del Vino (EW)	CSS	HCM 7	9.9	11.6	12.7	A	B	B	10.5	13.1	**95.7**	B	B	**F**	0.6	1.5	**83.0**	No	No	**Yes**
	With Improvements	*CSS*	*HCM 7*	--	--	--	--	--	--	*10.4*	*12.5*	*33.3*	*B*	*B*	*D*	--	--	--	--	--	--
3.	De Portola Road (NS) / Southern Project Access Driveway (EW)	CSS	HCM 7	9.6	9.3	10.9	A	A	B	9.7	10.0	16.6	A	A	C	0.1	0.7	5.7	No	No	No
4.	De Portola Road (NS) / Northern Project Access Driveway (EW)	CSS	HCM 7	10.5	10.7	12.6	B	B	B	11.1	12.1	25.6	B	B	D	0.6	1.4	13.0	No	No	No
5.	De Portola Road (NS) / Glen Oaks Road (EW)	AWS	HCM 7	7.6	9.1	9.0	A	A	A	7.8	9.7	13.1	A	A	B	0.2	0.6	4.1	No	No	No

[1] AWS = Cross-Street Stop;
TS = Traffic Signal;
CSS = Cross-Street Stop;

[2] Deficient operation shown in **Bold**.

[3] HCM Analysis Software: PTV Vistro, Version 2023.

[4] Recommended improvement for **Project Opening Year With Project Conditions** consists of widening and restriping the southbound approach along De Portola Road to provide an exclusive right-turn lane.

[5] Recommended improvement for **Project Opening Year With Project and Cumulative Projects Conditions** consists of the following:
- Install a traffic signal with protective left-turn phasing for the eastbound and westbound approaches (i.e. 5-Phase Signal);
- Widen and restripe the southbound approach along De Portola Road to provide an exclusive right-turn lane;
- Widen and restripe the eastbound approach along Pauba Road to provide exclusive dual left-turn lanes; and
- Widen and restripe the westbound approach along Pauba Road to provide an exclusive left-turn lane.

Detailed LOS analysis worksheets for Project Opening Year (2024) With Project Conditions are included in Appendix D.

As such, the proposed project is required to contribute to improvements at key study intersection #1. All recommended improvements including proposed phasing and geometry, are consistent with the County of Riverside's signalized intersection analysis input parameters located in the *County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled*, dated December 2020. The following recommended improvements have been identified:

Int. #1 – De Portola Road (NS) / Pauba Road (EW)

- Widen and restripe the southbound approach along De Portola Road to provide an exclusive right-turn lane.

Detailed LOS analysis worksheets for Project Opening Year (2024) With Project Conditions With Improvements are included in Appendix E.

5.3 Project Opening Year (2024) With Project and Cumulative Projects Conditions Level of Service

Project Opening Year (2024) With Project and Cumulative Projects Conditions LOS calculations for the five (5) study intersections are shown in Table 5-2 and are based upon the Project Opening Year (2024) With Project and Cumulative Projects Conditions traffic volumes shown on Exhibit 4-6 and the existing geometry shown on Exhibit 3-1.

As shown in Table 5-2, all study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) during the weekday AM, weekday PM, and Saturday midday peak hours for Project Opening Year (2024) With Project and Cumulative Projects Conditions, with the exception of the following study intersections, which are forecast to operate at a deficient LOS:

- Int. #1 – De Portola Road (NS) / Pauba Road (EW) – Saturday Midday Peak Hour Only

- Int. #2 – De Portola Road (NS) / Camino Del Vino (EW) – Saturday Midday Peak Hour Only

Detailed LOS analysis worksheets for Project Opening Year (2024) With Project and Cumulative Projects Conditions are included in Appendix F.

As such, the proposed project is required to contribute to improvements at key study intersection #1 and intersection #2. All recommended improvements including proposed phasing and geometry, are consistent with the County of Riverside's signalized intersection analysis input parameters located in the *County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled*, dated December 2020. The following recommended improvements have been identified:

Int. #1 – De Portola Road (NS) / Pauba Road (EW)

- Install a traffic signal with protective left-turn phasing for the eastbound and westbound approaches (i.e. 5-Phase Signal).
- Widen and restripe the southbound approach along De Portola Road to provide an exclusive right-turn lane.
- Widen and restripe the eastbound approach along Pauba Road to provide exclusive dual left-turn lanes.
- Widen and restripe the westbound approach along Pauba Road to provide an exclusive left-turn lane.

Int. #2 – De Portola Road (NS) / Camino Del Vino (EW)

- Widen and restripe the eastbound approach along Camino Del Vino to provide an exclusive left-turn lane.
- Widen and restripe the northbound approach along De Portola Road to provide an exclusive left-turn lane.

Detailed LOS analysis worksheets for Opening Year (2024) Plus Project and Cumulative Projects Conditions With Improvements are included in Appendix G.

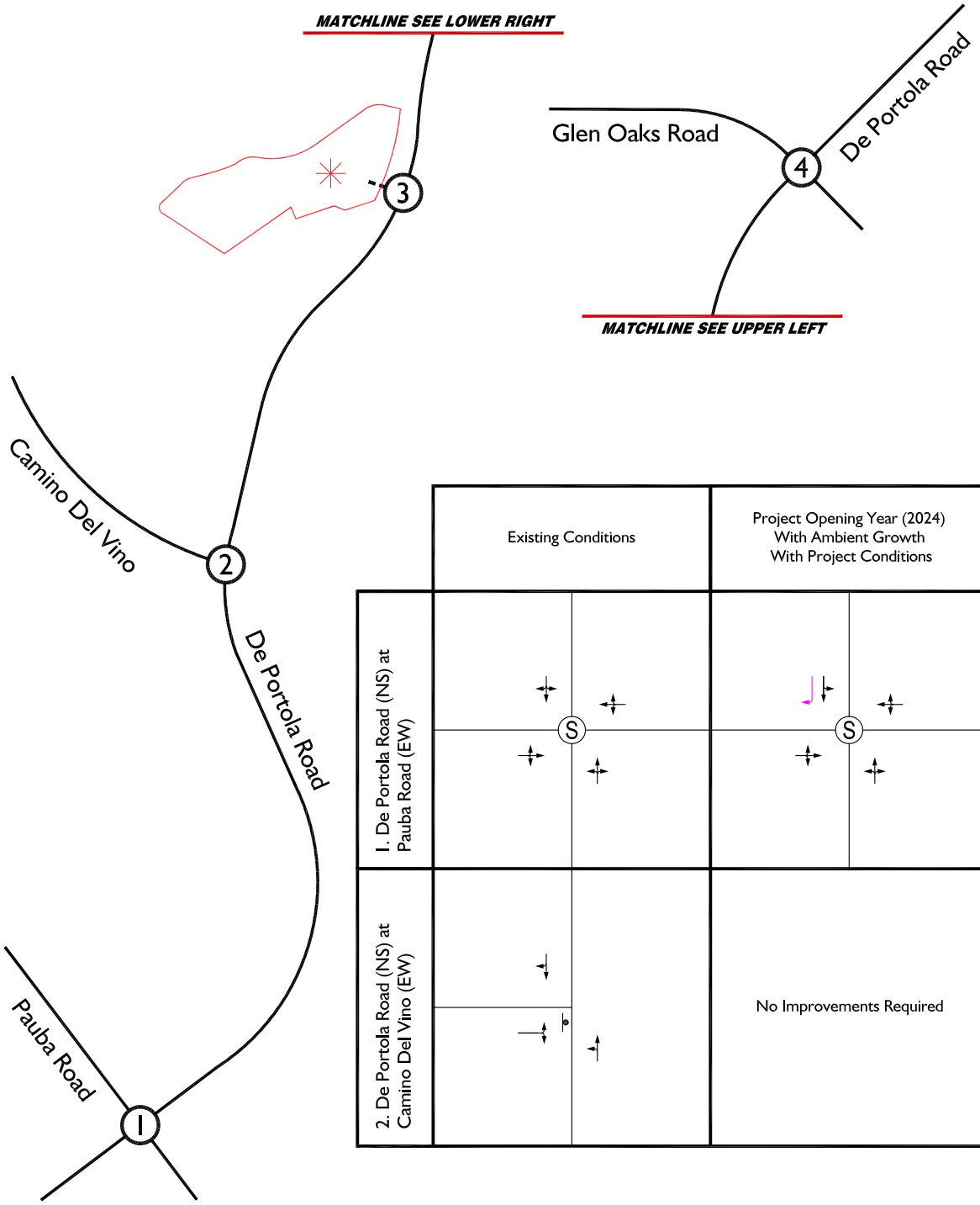
Recommended improvements are illustrated in Exhibit 5-1.

5.4 Peak Hour Signal Warrant Analysis

Intersection #1 (i.e., De Portola Road at Pauba Road) has been evaluated for signalization based on the peak hour traffic signal warrants (i.e., Warrant #3) and procedures contained in the latest *California Manual on Uniform Traffic Control Devices (CA MUTCD), 2014 Edition*.

Exhibit 5-1

Recommended Improvements



	Existing Conditions	Project Opening Year (2024) With Ambient Growth With Project Conditions	Project Opening Year (2024) With Ambient Growth & Cumulative Projects With Project Conditions
1. De Portola Road (NS) at Pauba Road (EW)	S	S	
2. De Portola Road (NS) at Camino Del Vino (EW)		No Improvements Required	

Legend:

- = Traffic Signal
- = Recommended Improvement
- = Study Area Intersection
- = Project Site
- = Project Access Driveway
- = Project Site Boundary

N

It should be noted that the purpose of the traffic signal warrant analysis is to determine if an intersection meets the minimum traffic volume requirements to be eligible for the installation of a traffic signal. The actual need for signalization is determined based on the level of service (LOS) evaluation conducted in Section 5.0 of this report.

Table 5-3 summarizes the results of the MUTCD peak hour traffic signal warrant analysis for all traffic analysis scenarios evaluated as a part of this study.

As shown in Table 5-3, the peak hour traffic signal warrant is satisfied for the De Portola at Pauba Road intersection under the following scenarios:

- Existing (2023) Conditions
    - Saturday Midday Peak Hour Only
- Project Opening Year (2024) With Project Conditions
    - Saturday Midday Peak Hour Only
- Project Opening Year (2024) With Project and Cumulative Projects Conditions
    - Saturday Midday Peak Hour Only

Detailed MUTCD traffic signal warrant analysis worksheets are included in Appendix H.

Table 5-3
MUTCD Peak Hour Signal Warrant Analysis Summary

Intersection	Signal Warrant Met?								
	Existing Conditions			Project Opening Year (2024) With Project Conditions			Project Opening Year (2024) With Project and Cumulative Projects Conditions		
	AM	PM	SAT MD	AM	PM	SAT MD	AM	PM	SAT MD
1. De Portola Road (NS) at Camino Del Vino (EW)	NO	NO	**YES**	NO	NO	**YES**	NO	NO	**YES**

5.5 Project & Cumulative Fair-Share Contribution

Fair-share contribution is typically based on project trip contributions relative to the amount of overall growth from existing traffic conditions. The project and cumulative fair-share contributions percentages are provided in Table 5-4.and Table 5-5, respectively.

As shown in Table 5-4, the project fair share percentages for Project Opening Year (2024) With Project Conditions are listed below:

- Int. #1 – De Portola Road (NS) / Pauba Road (EW) – 100.0% (Saturday Midday Peak Hour)

It is important to note that the project will be responsible for the entirety of the recommended improvement identified in Section 5.2 (i.e. Widen and/or re-stripe Intersection #1 to provide a southbound right-turn lane) because the deficient LOS at Intersection #1 is a direct impact of the project traffic.

As shown in Table 5-5, the cumulative fair share percentages for Project Opening Year (2024) With Project and Cumulative Projects Conditions are listed below:

- Int. #1 – De Portola Road (NS) / Pauba Road (EW) – 8.4% (Saturday Midday Peak Hour)

- Int. #2 – De Portola Road (NS) / Camino Del Vino (EW) – 10.2% (Saturday Midday Peak Hour)

Table 5-4
Project Fair-Share Contribution Summary[1]
Project Opening Year (2024) With Project Conditions

	Intersection	Existing (Year 2023) Conditions Traffic			Project Opening Year (2024) With Project Conditions Traffic			Growth in Traffic			Project Traffic			Project Fair-Share		
		AM	PM	SAT MD	AM	PM	SAT MD	AM	PM	SAT MD	AM	PM	SAT MD	AM	PM	SAT MD
1	De Portola Road (NS) / Pauba Road (EW)	Not Impacted Under This Time Period	Not Impacted Under This Time Period	1,078	Not Impacted Under This Time Period	Not Impacted Under This Time Period	1,193	Not Impacted Under This Time Period	Not Impacted Under This Time Period	115	Not Impacted Under This Time Period	Not Impacted Under This Time Period	93	Not Impacted Under This Time Period	Not Impacted Under This Time Period	**100%[2]**

[1] Project Fair-Share Contribution represents the project's traffic contribution at each impacted study area intersection as a percentage of the overall growth in traffic for Project Opening Year (2024) With Project Conditions. This table is for informational purposes only and is not tied to any mitigation.
[2] It is important to note that the project will be responsible for the entirety of the recommended improvement identified in Section 5.2 (i.e. Widen and/or re-stripe Intersection #1 to provide a southbound right-turn lane) because the deficient LOS at Intersection #1 is a direct impact of the project traffic.

Table 5-5
Cumulative Fair-Share Contribution Summary[1]
Project Opening Year (2024) With Project and Cumulative Projects Conditions

	Intersection	Existing (Year 2023) Conditions Traffic			Project Opening Year (2024) With Project and Cumulative Projects Conditions Traffic			Growth in Traffic			Project Traffic			Project Fair-Share		
		AM	PM	SAT MD	AM	PM	SAT MD	AM	PM	SAT MD	AM	PM	SAT MD	AM	PM	SAT MD
1	De Portola Road (NS) / Pauba Road (EW)	Not Impacted Under This Time Period	Not Impacted Under This Time Period	1,078	Not Impacted Under This Time Period	Not Impacted Under This Time Period	2,189	Not Impacted Under This Time Period	Not Impacted Under This Time Period	1,111	Not Impacted Under This Time Period	Not Impacted Under This Time Period	93	Not Impacted Under This Time Period	Not Impacted Under This Time Period	**8.4%**
2	De Portola Road (NS) / Pauba Road (EW)	Not Impacted Under This Time Period	Not Impacted Under This Time Period	568	Not Impacted Under This Time Period	Not Impacted Under This Time Period	1,544	Not Impacted Under This Time Period	Not Impacted Under This Time Period	976	Not Impacted Under This Time Period	Not Impacted Under This Time Period	100	Not Impacted Under This Time Period	Not Impacted Under This Time Period	**10.2%**

[1] Project Fair-Share Contribution represents the project's traffic contribution at each impacted study area intersection as a percentage of the overall growth in traffic for Project Opening Year (2024) With Project and Cumulative Projects Conditions. This table is for informational purposes only and is not tied to any mitigation.

6.0 Special Event Traffic Analysis

A special event traffic analysis has been prepared to evaluate potential traffic impacts caused by special events that are anticipated to occur at the project site. Specifically, this special event analysis calculates the projected peak hour trip generation of a typical special event, assesses whether the traffic associated with a special event would adversely impact the project access point or the adjacent off-site intersection of De Portola Road at Camino Del Vino, and determines whether a traffic management plan (TMP) will be required.

A special events operation schedule was provided by the project team detailing the number of employees and guests that are expected to be on-site during any given hour of the day. The special events operation schedule is provided in Appendix I.

Based on information provided by the project team, the following assumptions have been made to calculate the projected peak hour trip generation of a typical special event:

- Special Events can potentially occur on any day of the week.
- Special Event traffic does overlap during certain hours with normal tasting room traffic. This is observed as wine tasting room guests leave the site and as special event guests arrive at the site.
- The special occasion facility will not be utilized at the same time as winery operations.
- For both the Wine Tasting Room and Special Event guests, an average vehicle ridership of two (2) people per vehicle (i.e., AVR = 2.0) has been conservatively assumed to arrive.
- All employees (for wine tasting room and special events) are conservatively assumed to arrive individually (i.e., AVR = 1.0).
- Inbound traffic for special events is expected to mainly arrive during the 5:00 PM hour. Special events are expected to start after the wine tasting room is closed, around 6:00 PM.
- Special events are anticipated to end around 11 PM with all guest traffic departing within the 11 PM hour.
- During a typical Monday-Thursday weekday, a maximum of 45 guests and 13 employees are anticipated to be on-site during any given hour for the tasting room.

A maximum of 100 guests and 10 employees are anticipated to be on-site during any given hour for special events.

- During a typical Friday-Sunday weekend, a maximum of 100 guests and 16 employees are anticipated to be on-site during any given hour for the tasting room. A maximum of 120 guests and 15 employees are anticipated to be on-site during any given hour for special events.

Based on the special events operation schedule and assumptions previously identified, Table 6-1 presents the Special Event (Monday-Thursday) Hourly Trip Generation.

As shown in Table 6-1, the peak hour of generator for a special event (Monday-Thursday) occurs between 11:00 PM and 12:00 AM and is forecast to generate approximately 50 peak hour trips, which includes approximately 0 inbound trips and 50 outbound trips. Additionally, the peak hour during adjacent street traffic (i.e. 7:00 to 9:00 AM and 4:00 PM to 6:00 PM) for a special event (Monday-Thursday) occurs between 5:00 PM and 6:00 PM and is forecast to generate approximately 48 peak hour trips, which includes approximately 40 inbound trips and 8 outbound trips. To provide a conservative analysis, the peak hour of generator for a special event (Monday-Thursday) volumes have been utilized.

A comparison of the projected special event peak hour of generator trip generation with the typical weekday trip generation of the tasting room (i.e., 30 PM peak hour trips previously shown in Table 4-2) shows that the special event traffic is forecast to generate 20 more peak hour trips. However, as shown in Table 5-2, the driveway is forecasted to operate at an acceptable LOS (11.5 sec/veh, LOS B) under Project Opening Year (2024) With Project & Cumulative Projects traffic conditions. As such, the project driveway is expected to continue to operate at an acceptable LOS during weekday special events with the increase in traffic, which is considered to be nominal.

Table 6-2 presents the Special Event (Friday-Sunday) Hourly Trip Generation.

As shown in Table 6-2, the peak hour of generator for a special event (Friday-Sunday) occurs between 11:00 PM and 12:00 AM and is forecast to generate approximately 60 peak hour trips, which includes approximately 0 inbound trips and 60 outbound trips. Additionally, the peak hour during adjacent street traffic (i.e. 2:00 PM to 5:00 PM) for a special event (Friday-Sunday) occurs between 4:00 PM and 5:00 PM and is forecast to generate approximately 16 peak hour trips, which includes approximately 6 inbound trips and 10 outbound trips. To provide a conservative analysis, the peak hour of generator for a special event (Friday-Sunday) volumes have been utilized.

Table 6-1
Special Event (Monday-Thursday) Hourly Trip Generation[1]

Time-frame	Total Employees			Total Person Trips (Guests)			Total Vehicle Trips (Guests) AVR = 2.0			Total Vehicle Trips (Employees + Guests)		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
8:00 AM - 9:00 AM	9	0	9	0	0	0	0	0	0	9	0	9
9:00 AM - 10:00 AM	6	1	7	4	0	4	2	0	2	8	1	9
10:00 AM - 11:00 AM	2	0	2	0	0	0	0	0	0	2	0	2
11:00 AM - 12:00 PM	0	0	0	16	0	16	8	0	8	8	0	8
12:00 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM - 3:00 PM	0	0	0	5	0	5	3	0	3	3	0	3
3:00 PM - 4:00 PM	0	0	0	24	0	24	12	0	12	12	0	12
4:00 PM - 5:00 PM	7	3	10	16	0	16	8	0	8	15	3	18
5:00 PM - 6:00 PM	0	3	3	80	10	90	40	5	45	40	8	48
6:00 PM - 7:00 PM	0	3	3	0	15	15	0	8	8	0	11	11
7:00 PM - 8:00 PM	0	4	4	0	20	20	0	10	10	0	14	14
8:00 PM - 9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 12:00 AM	0	0	0	0	100	100	0	50	50	0	50	50
12:00 AM - 1:00 AM	0	10	10	0	0	0	0	0	0	0	10	10

[1] Based on Danza Del Sol Winery Employee Operation Schedule, see Appendix I. This includes typical tasting toom traffic as well as special event traffic.

Special event (Monday-Thursday) peak hour of adjacent street traffic volumes.

Special event (Monday-Thursday) peak hour of generator volumes.

Special Event Assumptions

- For both tasting room and special event guests, an average vehicle ridership of 2 people per vehicle has been conservatively assumed (i.e., AVR = 2.0).
- All employees (for tasting room and special events) are conservatively assumed to arrive individually (i.e., AVR = 1.0).

Table 6-2
Special Event (Friday-Sunday) Hourly Trip Generation[1]

Time-frame	Total Employees			Total Person Trips (Guests)			Total Vehicle Trips (Guests) AVR = 2.0			Total Vehicle Trips (Employees + Guests)		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
8:00 AM - 9:00 AM	2	0	2	0	0	0	0	0	0	2	0	2
9:00 AM - 10:00 AM	9	0	9	6	0	6	3	0	3	12	0	12
10:00 AM - 11:00 AM	2	0	2	0	0	0	0	0	0	2	0	2
11:00 AM - 12:00 PM	6	0	6	50	0	50	25	0	25	31	0	31
12:00 PM - 1:00 PM	0	0	0	40	0	40	20	0	20	20	0	20
1:00 PM - 2:00 PM	1	0	1	10	0	10	5	0	5	6	0	6
2:00 PM - 3:00 PM	0	1	1	0	5	5	0	3	3	0	4	4
3:00 PM - 4:00 PM	0	0	0	19	10	29	10	5	15	10	5	15
4:00 PM - 5:00 PM	6	0	6	0	20	20	0	10	10	6	10	16
5:00 PM - 6:00 PM	0	1	1	100	5	105	50	3	53	50	4	54
6:00 PM - 7:00 PM	5	2	7	2	40	42	1	20	21	6	22	28
7:00 PM - 8:00 PM	0	10	10	0	27	27	0	14	14	0	24	24
8:00 PM - 9:00 PM	0	2	2	0	0	0	0	0	0	0	2	2
9:00 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 12:00 AM	0	0	0	0	120	120	0	60	60	0	60	60
12:00 AM - 1:00 AM	0	15	15	0	0	0	0	0	0	0	15	15

[1] Based on Danza Del Sol Winery Employee Operation Schedule, see Appendix I. This includes typical tasting toom traffic as well as special event traffic.

Special event (Friday-Sunday) peak hour of adjacent street traffic volumes.

Special event (Friday-Sunday) peak hour of generator volumes.

Special Event Assumptions

- For both tasting room and special event guests, an average vehicle ridership of 2 people per vehicle has been conservatively assumed (i.e., AVR = 2.0).
- All employees (for tasting room and special events) are conservatively assumed to arrive individually (i.e., AVR = 1.0).

A comparison of the projected special event peak hour trip generation with the typical Saturday midday peak hour trip generation of the tasting room (i.e., 143 Saturday midday peak hour trips as previously shown in Table 4-2) shows that special event traffic is forecast to generate less total peak hour trips. Therefore, no further analysis is needed as there is no added impact. Furthermore, the special event peak hour of 11:00 PM to 12:00 AM falls well outside the Saturday midday peak hour and will not impact the adjacent roadway traffic along De Portola Road.

As a result, it has been determined that the traffic associated with a special event will not cause new or worse impacts along De Portola Road. With the improvements previously mentioned in Section 5.6 at study intersections #1 and #2, all intersections are expected to operate at acceptable levels of service during special event peak hours. As such, no additional analysis, or a traffic management plan (TMP) is required.

7.0 CEQA Vehicle Miles Traveled (VMT) Analysis

Consistent with the recommendation of the *County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled*, adopted December 2020, screening thresholds may quickly identify whether or not a project should be expected to have a less than significant impact without conducting a detailed project-level assessment.

Per County of Riverside staff direction, a separate VMT screening assessment (Danza Del Sol Winery Project Vehicle Miles Traveled (VMT) Screening Analysis, dated September 5, 2023, prepared by RK Engineering Group) has been prepared. The findings of this VMT screening assessment are described below:

The *County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled,* dated December 2020, provide screening criteria for land use projects in Figure 3 – Screening Criteria for Development Projects.

The proposed project qualifies for small project screening and may be presumed to have a less than significant impact to VMT based on the following screening criteria:

- Annual Project GHG emissions are less than 3,000 Metric Tons of Carbon Dioxide Equivalent ($MTCO_2e$).

Table 7-1 below summarizes the findings of the screening analysis and shows that the project GHG emissions are below the County of Riverside small project screening criteria. Thus, the project may be presumed to have a less than significant impact to VMT, and therefore can be screened out of a project-level VMT assessment.

Table 7-1

VMT Screening Criteria

Project Type (Small Projects)	Screening Criteria[1]
Project GHG Emissions (Annual)[2]	880.1 $MTCO_2e$
County of Riverside Small Project Screening Criteria	3,000 $MTCO_2e$
Less than Significant?	**Yes**

[1] $MTCO_2e$ = Metric Tons of Carbon Dioxide Equivalent

[2] *Danza Del Sol Winery Air Quality, Greenhouse Gas, and Energy Impact Study, February 28, 2023*, prepared by RK Engineering Group.

Based on the results of this analysis, the project meets the small project screening criteria and may be presumed to have a less than significant VMT impact under CEQA. No further VMT analysis is required.

8.0 Sight Distance Analysis

One of the most important design factors to consider when taking access to a mountain arterial is the ability of a driver to see oncoming traffic before entering the roadway. This analysis has been provided to review the adequacy of sight distance at the project's two (2) access driveways.

De Portola Road is classified as a two (2) lane Mountain Arterial (with 110' Right-Of-Way). Normally a design speed of 45 miles per hour would be used for a Mountain Arterial however the posted speed is 50 miles per hour within the vicinity of the project site. The posted speed was used to determine adequate sight distance. RK reviewed sight distance standards from both Caltrans Highway Manual and the Riverside County Highway Design Manual. The minimum corner sight distance (feet) is determined by the equation *(1.47 x V_m x T_g), where V_m* is the design speed (mph) of the major road and T_g is the time gap (seconds) for the minor road vehicle to enter the major road. Conservatively, the County of Riverside assumes a 7.5 s time gap for crossing a 2-lane highway.

Based on the County of Riverside's Standard Plan No. 821: "Intersection Sight Distance", 430 feet is required to provide adequate sight distance for drivers entering De Portola Road.

Exhibit 8-1 shows the required site distance for the southern driveway. Exhibit 8-2 shows the required site distance for the northern driveway.

The County of Riverside requires that the limited-use area, bounded by sight lines and centerlines of the nearest approaching traffic lanes, shall be clear of all obstructions more than 18 inches above road surface including vegetation. Selected plant material shall have mature height less than 12" without trimming. This would have to be applied to the hatched areas within the project site on Exhibits 8-1 and 8-2.

Exhibit 8-1

Sight Distance Analysis - Southern Project Access Driveway

Sight distance at each project access should be reviewed at the time of construction per County of Riverside standards.

- The decision point shall be measured 3' to the right of minor road centerline and 15' back from the edge of the traveled way or 8' back from the stop bar whichever is greater.
- Sight distance shall be measured along the centerline of the nearest approaching traffic lane.
- The limited use area is bounded by sight lines and centerlines of the nearest approaching traffic lanes. This area shall be clear of all obstructions more than 18 inches above road surface including vegetation. Selected plant material shall have mature height less than 12" without trimming.

Legend:

= Limited Use Area

N

Exhibit 8-2

Sight Distance Analysis - Northern Project Access Driveway

Sight distance at each project access should be reviewed at the time of construction per County of Riverside standards.

- The decision point shall be measured 3' to the right of minor road centerline and 15' back from the edge of the traveled way or 8' back from the stop bar whichever is greater.
- Sight distance shall be measured along the centerline of the nearest approaching traffic lane.
- The limited use area is bounded by sight lines and centerlines of the nearest approaching traffic lanes. This area shall be clear of all obstructions more than 18 inches above road surface including vegetation. Selected plant material shall have mature height less than 12" without trimming.

Legend:

= Limited Use Area

N

9.0 Findings, Conclusions & Recommendations

9.1 Project Summary

The project site is located at 39050 De Portola Road in the unincorporated County of Riverside. The existing 3,800 square-foot (SF) public tasting room is planned to be remodeled but the operations will remain unchanged (i.e. 3,248 SF Tasting Room, 552 SF Storage). The existing 3,925 SF members-only wine club building will be converted into a second public tasting room. The building will be reconfigured to provide a 2,616 SF tasting room, 713 SF kitchen/storage area, and 596 SF office/bathroom area. A new wine club patio area will be added which can accommodate approximately 40 members. Lastly, a new 840 SF office will also be added.

Access for the project is currently provided via the two (2) full-access unsignalized driveways along De Portola Road. As part of the project, the northern driveway will be closed off to the public but will still provide access for emergency vehicles only. The southern driveway, which is currently unpaved, will be improved and paved per Riverside County Standards and serve as the sole access point to/from the winery. A northbound left-turn pocket will be provided at the southern driveway, serving inbound vehicles from northbound De Portola Road.

The project is planned to open in 2024 and has been evaluated in one single phase.

9.2 Traffic Study Area & Analysis Summary

The study area consists of the following five (5) intersections listed below. The jurisdiction where each key study intersection is located is also identified.

1. De Portola Road at Pauba Road [County of Riverside]

2. De Portola Road at Camino Del Vino [County of Riverside]

3. De Portola Road at Southern Project Access Driveway [County of Riverside]

4. De Portola Road at Northern Project Access Driveway [County of Riverside]; and

5. De Portola Road at Glen Oaks Road [County of Riverside].

The analysis evaluates traffic conditions of the five (5) study intersections for the following scenarios during a typical weekday AM (7:00 AM – 9:00 AM), weekday PM (4:00 PM – 6:00 PM), and Saturday midday (2:00 PM and 5:00 PM) periods:

- Existing Conditions;
- Project Opening Year With Ambient Growth With Project Conditions; and
- Project Opening Year With Ambient Growth & Cumulative Projects With Project Conditions.

9.3 Project Trip Generation Summary

The proposed project is forecast to generate approximately 189 net weekday daily trips which include approximately 9 net weekday AM peak hour trips and approximately 30 net weekday PM peak hour trips. The proposed project is forecast to generate approximately 801 net Saturday daily trips which include approximately 143 net Saturday midday peak hour trips.

9.4 Study Intersection Peak Hour LOS Analysis Summary

The intersection level of service analysis has been performed at three (3) intersections within the vicinity of the site where the project may contribute a significant amount of traffic. Project deficiencies have been evaluated within the study area based on peak hour level of service criteria. Operational improvements shall be identified for any study intersection forecast to operate at LOS E or worse.

All study intersections are forecasted to operate at an acceptable LOS under Existing Conditions.

All study intersections are forecasted to continue to operate at an acceptable LOS under Project Opening Year (2024) With Project Conditions, with the exception of the following study intersections, which are forecast to operate at a deficient LOS:

- Int. #1 – De Portola Road (NS) / Pauba Road (EW) – Saturday Midday Peak Hour

All study intersections are forecasted to continue to operate at an acceptable LOS under Project Opening Year (2024) With Project and Cumulative Projects Conditions, with the exception of the following study intersections, which are forecast to operate at a deficient LOS:

- Int. #1 – De Portola Road (NS) / Pauba Road (EW) – Saturday Midday Peak Hour
- Int. #2 – De Portola Road (NS) / Camino Del Vino (EW) – Saturday Midday Peak Hour

9.5 Recommended Project Improvements Summary

The intersection improvements listed below are recommended for the deficient study intersections:

- Recommended Improvement #1 – Int. #1 De Portola Road at Pauba Road
    - Install a traffic signal with protective phasing for the eastbound and westbound left-turn movement (i.e. 3-Phase Signal).
    - Widen and restripe the southbound approach along De Portola Road to provide a right-turn lane and a shared through/left-tun lane.
    - Widen and restripe the eastbound approach along Pauba Road to provide exclusive dual left-turn lanes and a shared through/right-turn lane.
    - Widen and restripe the westbound approach along Pauba Road to provide an exclusive left-turn lane and a shared through/right-turn lane.

- Recommended Improvement #2 – Int. De Portola Road at Camino Del Vino
    - Widen and restripe the eastbound approach along Camino Del Vino to provide a left turn lane and a right turn lane.
    - Widen and restripe the northbound approach along De Portola Road to provide a left turn pocket.

9.6 Project & Cumulative Fair-Share Contribution Summary

Fair-share contribution is based on project trip contributions relative to the amount of overall growth from existing traffic conditions.

The project fair share percentages for Project Opening Year (2024) With Project Conditions are listed below:

- Int. #1 – De Portola Road (NS) / Pauba Road (EW) – 100.0% (Saturday Midday Peak Hour)

It is important to note that the project will be responsible for the entirety of the recommended improvement identified in Section 5.2 (i.e. Widen and/or re-stripe Intersection #1 to provide a southbound right-turn lane) because the deficient LOS at Intersection #1 is a direct impact of the project traffic.

The cumulative fair share percentages for Project Opening Year With Project and Cumulative Projects Conditions are listed below:

- Int. #1 – De Portola Road (NS) / Pauba Road (EW) – 8.37% (Saturday Midday Peak Hour)

- Int. #2 – De Portola Road (NS) / Camino Del Vino (EW) – 10.25% (Saturday Midday Peak Hour)

9.7 Special Event Analysis Summary

Based on the special events operation schedule and assumptions previously identified,

The peak hour of generator for a special event (Monday-Thursday) occurs between 11:00 PM and 12:00 AM and is forecast to generate approximately 50 peak hour trips, which includes approximately 0 inbound trips and 50 outbound trips. Additionally, the peak hour during adjacent street traffic (i.e. 7:00 to 9:00 AM and 4:00 PM to 6:00 PM) for a special event (Monday-Thursday) occurs between 5:00 PM and 6:00 PM and is forecast to generate approximately 48 peak hour trips, which includes approximately 40 inbound trips and 8 outbound trips. To provide a conservative analysis, the peak hour of generator for a special event (Monday-Thursday) volumes have been utilized.

A comparison of the projected special event peak hour of generator trip generation with the typical weekday trip generation of the tasting room (i.e., 30 PM peak hour trips previously shown in Table 4-2) shows that the special event traffic is forecast to generate 20 more peak hour trips. However, as shown in Table 5-2, the driveway is forecasted to operate at an acceptable LOS (11.5 sec/veh, LOS B) under Project Opening Year (2024) With Project & Cumulative Projects traffic conditions. As such, the project driveway is expected to continue to operate at an acceptable LOS during weekday special events with the increase in traffic, which is considered to be nominal.

The peak hour of generator for a special event (Friday-Sunday) occurs between 11:00 PM and 12:00 AM and is forecast to generate approximately 60 peak hour trips, which includes approximately 0 inbound trips and 60 outbound trips. Additionally, the peak hour during adjacent street traffic (i.e. 2:00 PM to 5:00 PM) for a special event (Friday-Sunday) occurs between 4:00 PM and 5:00 PM and is forecast to generate approximately 16 peak hour trips, which includes approximately 6 inbound trips and 10 outbound trips. To provide a conservative analysis, the peak hour of generator for a special event (Friday-Sunday) volumes have been utilized.

A comparison of the projected special event peak hour trip generation with the typical Saturday midday peak hour trip generation of the tasting room (i.e., 143 Saturday midday peak hour trips as previously shown in Table 4-2) shows that special event traffic is forecast

to generate less total peak hour trips. Therefore, no further analysis is needed as there is no added impact. Furthermore, the special event peak hour of 11:00 PM to 12:00 AM falls well outside the Saturday midday peak hour and will not impact the adjacent roadway traffic along De Portola Road.

As a result, it has been determined that the traffic associated with a special event will not cause new or worse impacts along De Portola Road. With the improvements previously mentioned in Section 5.6 at study intersections #1 and #2, all intersections are expected to operate at acceptable levels of service during special event peak hours. As such, no additional analysis, or a traffic management plan (TMP) is required.

9.8 CEQA Vehicle Miles Traveled (VMT) Analysis Summary

The proposed project qualifies for the "Small Projects" screening criteria and may be presumed to have a less than significant impact to VMT as Annual Project GHG emissions are forecasted to be less than 3,000 Metric Tons of Carbon Dioxide Equivalent ($MTCO_2e$). As such, no further VMT analysis is required.

9.9 Sight Distance Analysis Summary

De Portola Road is classified as a two (2) lane Mountain Arterial (with 110' Right-Of-Way) with a minimum design speed of 50 miles per hour within the vicinity of the project site. RK reviewed sight distance standards from both Caltrans Highway Manual and the Riverside County Highway Design Manual. The minimum corner sight distance (feet) is determined by the equation *$(1.47 \times V_m \times T_g)$, where V_m* is the design speed (mph) of the major road and T_g is the time gap (seconds) for the minor road vehicle to enter the major road. Conservatively, the County of Riverside assumes a 7.5 s time gap for crossing a 2-lane highway.

The County of Riverside requires that the limited-use area, bounded by sight lines and centerlines of the nearest approaching traffic lanes, shall be clear of all obstructions more than 18 inches above road surface including vegetation. Selected plant material shall have mature height less than 12" without trimming. This would have to be applied to the hatched areas within the project site on Exhibits 8-1 and 8-2.

Appendices

Appendix A

Scope of Work

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the Riverside County Transportation Department requirements for traffic impact analysis of the following project. The analysis must follow the County of Riverside Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled dated December 2020.

Case No.
Related Cases -
SP No.
EIR No.
GPA No.
CZ No.
Project Name: **DANZA DEL SOL WINERY**
Project Address: **39050 DE PORTOLA ROAD, TEMECULA, CA 92592**
Project Description: **Conversion of 3,925 SF members only tasting room into a second public tasting room. New 840 SF office.**
Conversion of existing wine storage facility (Barrel Room) into a special occasions facility.

	Consultant	Developer
Name:	**RK ENGINEERING GROUP, INC.**	**SMITH FAMILY TRUST**
Address:	**1401 DOVE STREET, SUITE 540**	**35879 BELLE CHAIN LOOP**
	NEWPORT BEACH, CA 92660	**TEMECULA, CA 92592**
Telephone:	**949-474-0809**	
Fax:		

A. Trip Generation Source: **ITE 11TH EDITION, 2021**

Current GP Land Use: **AG** Proposed Land Use: **AG**

Current Zoning: **C/V, WC-W, WC-WE** Proposed Zoning **C/V, WC-W, WC-WE**

Current Trip Generation:

	In	Out	Total
AM Trips	--	--	--
PM Trips	--	--	--
Saturday Trips	--	--	--

Proposed Trip Generation

	In	Out	Total
AM Trips	7	2	9
PM Trips	14	16	30
Saturday Trips	67	76	143

***Existing Trip Generation will be determined based on existing driveway counts.**

Internal Trip Allowance Yes ____ No **X** % Trip Discount **0%**
Pass-By Trip Allowance Yes ____ No **X** % Trip Discount **0%**

A pass by trip discount of 25% is allowed for appropriate land uses. The pass by trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

B. Trip Geographic Distribution N **TBD** S **TBD** E **TBD** W **TBD**
(See attached exhibit for detailed distribution) ***Distribution will be confirmed after existing counts are taken.**

C. Background Traffic

Project buildout Year: **2024** Annual Ambient Growth Rate: **2%**

Phase Year(s) **SINGLE PHASE**

Other area projects to be analyzed: **TO BE PROVIDED BY COUNTY OF RIVERSIDE STAFF**

Model forecast methodology: **AMBIENT GROWTH PLUS CUMULATIVE PROJECTS**

D. Study Intersections: Note: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.

1	DE PORTOLA ROAD / PAUBA ROAD	6	
2	DE PORTOLA ROAD / CAMINO DEL VINO	7	
3	DE PORTOLA RD / PROJECT ACCESS DRIVEWAY	8	
4	DE PORTOLA RD / GLEN OAKS ROAD	9	
5		10	

E. Study Roadway Segments: Note: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.

1	NONE	6	
2		7	
3		8	
4		9	
5		10	

F. Other Jurisdictional Impacts

Is the project within a City's sphere of influence or one-mile radius of City boundaries? Yes _____ No X

If so, name of City or Jurisdiction: _____

G. Site Plan (Copy Attached)

H. Specific Issues to be addressed in the Study (in addition of the standard analysis described in the Guidelines) - To be filled out by transportation department. Note: If the traffic study states that a "traffic signal is warranted" or "a traffic signal appears to be warranted" , or similar statement, at an existing unsignalized intersection, under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.

I. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts. Date of counts: _____

Note: Traffic Study Submittal Form and appropriate fee must be submitted with, or prior to submittal of this form. Transportation Department staff will not process the Scoping Agreement prior to the fee.

Recommended by:		**Approved by:**	
Justin Tucker, PE	1/18/2023		
Consultant's Representative	Date	Transportation Department	Date

Scoping agreement submitted on: 11/4/2022

Scoping agreement revised on: 1/18/2023

Danza Del Sol Winery Project
Traffic Impact Analysis
Scoping Agreement

January 18, 2023

The following provides information on the proposed project, summarizes the analysis scope, parameters, and assumptions for review and approval, and also includes requests for information on items related to the study.

A. Project Description: The project site is located at 39050 De Portola Road in the unincorporated County of Riverside. The proposed project consists of a lot merger and re-entitlements for the existing Danza Del Sol Winery. The project includes a remodeling of the existing tasting room, a conversion of the wine club room to be a second public tasting room with a new limited food service kitchen, and continuing to operate the existing wine production, storage, and office facilities. Additionally, the existing wine storage building (i.e. Barrel Room) will be remodeled into a special occasions facility.

The existing 3,800 square-foot (SF) public tasting room is planned to be remodeled but the operations will remain unchanged (i.e. 3,248 SF Tasting Room, 552 SF Storage).

The existing 3,925 SF members only wine club building will be converted into a second public tasting room. The building will be reconfigured to provide a 2,616 SF tasting room, 713 SF kitchen/storage area, and 596 SF office/bathroom area. A new wine club patio area will be added which can accommodate approximately 40 members.

Lastly, a new 840 SF office will also be added.

Access for the project is currently provided and is proposed to continue to be provided via the one (1) full-access unsignalized driveway along De Portola Road. This driveway is currently a dirt road but will be improved with the project. It should be noted that there is a second (paved) existing driveway located to the north which primarily serves the existing member only wine club and public tasting room. This driveway is proposed to be closed off to the public with the project and will only serve as secondary access for emergency vehicles only.

The project is planned to open in 2024 and will be evaluated in one single phase.

Exhibit A shows the location map of the proposed project. Exhibit B presents the proposed site plan.

B. Project Trip Generation: Trip generation represents the amount of traffic that is attracted and produced by a development.

Trip generation is typically estimated based on the trip generation rates from the latest *Institute of Transportation Engineers (ITE) Trip Generation Manual.* The latest and most recent version (11th Edition, 2021) ITE Manual has been utilized for this scoping agreement. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

ITE Land Use 970: Wine Tasting Room and ITE Land Use 710: General Office trip rates are the most appropriate for this project. The existing 3,800 SF tasting room will not be included in the trip generation estimate since the remodel is not anticipated to modify/increase the existing operations. To provide a conservative analysis, ITE Land Use 970: Wine Tasting Room trip rates will be applied to the entire new 3,925 SF second public tasting room building (previously the members only tasting facility). The new wine club patio area will not be included in the trip generation estimates since this is an outdoor space (i.e. no gross floor area) and the existing driveway counts will already account for the members already visiting the site. Lastly, the new 840 SF office building will utilize the ITE Land Use 710: General Office trip rates.

Table 1 shows the ITE trip generation rates utilized for the trip generation analysis of the proposed project land use.

Table 2 shows the trip generation for the proposed project utilizing the trip generation rates shown in Table 1.

As shown in Table 2, based on the preliminary evaluation of the project trip generation utilizing the Institute of Transportation Engineers (ITE) trip generation rates, the proposed project is forecast to generate approximately 189 daily weekday trips, which include approximately 9 AM peak hour trips and 30 PM peak hour trips; and approximately 801 daily Saturday trips, which include approximately 143 Saturday midday peak hour trips.

C. Project Trip Distribution: The proposed project trip distribution will be submitted along with the existing traffic counts prior to submitting the Traffic Impact Analysis report.

D. Study Intersections: The analysis will evaluate the following four (4) study intersections, which are all located within the County of Riverside.

1. De Portola Road (NS) at Pauba Road (EW);

2. De Portola Road (NS) at Camino Del Vino (EW);

3. De Portola Road (NS) at Project Access Driveway (EW); and

4. De Portola Road (NS) at Glen Oaks Road (EW).

E. Analysis Scenarios: The analysis will evaluate traffic conditions for the following scenarios during the weekday AM (7:00 AM to 9:00 AM), weekday PM (4:00 PM to 6:00 PM), and Saturday (2:00 PM and 5:00 PM) peak hour conditions:

- Existing Conditions;
- Project Opening Year With Ambient Growth With Project Conditions; and
- Project Opening Year With Ambient Growth & Cumulative Projects With Project Conditions.

The Saturday peak period was determined by collecting 24-hour roadway volumes (previously collected on June 4, 2022) along the following two (2) roadway segments and observing which three-hour period resulted in the highest volumes:

1. De Portola Road, South of Camino Del Vino

2. De Portola Road, North of Pauba Road

As a result of the ADT surveys, the Saturday midday peak period was determined to be between 2:00 PM and 5:00 PM. These Saturday daily traffic count worksheets are included at the end of this scoping agreement.

F. Traffic Analysis Parameters: The analysis will utilize the following parameters:

- Vistro 2022 analysis software and the Highway Capacity Manual 7th Edition (HCM 7) methodology (electronic files can be provided upon request).

- Optimized Signal Timing.

G. Existing Traffic Counts: Existing traffic counts were previously conducted on June 1, 2022 and June 4, 2022 for the De Portola Road at Pauba Road intersection (i.e. key study intersection #1) as well as the as the De Portola Road at Camino Del Vino intersection (i.e. key study intersection #2). However, new traffic counts will be collected for all study intersections during the following periods to account for Year 2023 traffic conditions:

- Weekday AM peak period counts will be collected during one typical weekday from 7:00 AM to 9:00 AM.

- Weekday PM peak period counts will be collected during one typical weekday from 4:00 PM to 6:00 PM.

- Saturday midday peak period counts will be collected on one Saturday from 2:00 PM to 5:00 PM.

Please note that these counts will ***not*** be collected by vehicle classification.

H. Forecast Opening Year (2024) Conditions Traffic Volumes: Opening year (2024) background traffic volumes will be derived by applying an annual growth rate of two percent (2%) per year (i.e. 2% total growth) to existing traffic volumes and addition of traffic associated with specific cumulative projects in the area provided by the City.

I. VMT Analysis: Effective July 1st, 2020, the longstanding metric of roadway level of service (LOS), which is typically measured in terms of vehicle delay, roadway capacity and congestion, will no longer be considered a significant impact under the California Environmental Quality Act (CEQA). Pursuant to CEQA Guidelines, Section 15064.3, VMT is now the most appropriate measure of transportation impacts.

The County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled, adopted December 2020, provides recommendations in the form of thresholds of

significance and methodology for identifying VMT related impacts. The proposed project is subject to a VMT analysis and will adhere to the recommendations and practices described in the County's guidelines. However, the County has identified the following seven project screening types that lead agencies can apply to effectively screen projects from project-level of assessment:

1. Small Projects
2. Projects Near High Quality Transit
3. Local-Serving Retail
4. Affordable Housing
5. Local Essential Service
6. Map-Based Screening
7. Redevelopment Projects

As part of the "Small Projects" screening criteria, Project GHG emissions less than 3,000 Metric Tons of Carbon Dioxide Equivalent ($MTCO_2e$) has been deemed as an acceptable methodology by the Transportation Department.

The project is expected to screen out for VMT based on greenhouse gas emissions showing less than 3,000 $MTCO_2e$ and as such, can be assumed to cause a less-than significant impact.

A separate GHG screening report for the proposed project will be provided.

J. Performance Criteria: According to the Riverside County General Plan, *Section C 2.1*, the following countywide target Levels of Service shall be maintained:

- LOS "C" shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/ Woodcrest, Mead Valley and Temescal Canyon Area Plans.

- LOS "D" shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community

Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

- LOS "E" may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

Based on the above, the minimum acceptable LOS for the four (4) study intersections is LOS D or better.

K. Mitigation Measures: If an intersection is already operating deficiently, improvements shall be identified to improve intersection operations back to overall level of service prior to the addition of project-related traffic. If a level of service drops from an acceptable LOS to an unacceptable LOS level, then improvements may be necessary to return intersection operations back to an acceptable level.

L. Special Event Analysis: The impact of special event traffic will be calculated at all study intersections and project access points and it will be determined whether or not a traffic management plan will be required. A typical special event is anticipated to host up to 150 guests and will take place on a Thursday, Friday, Saturday or Sunday. More details will be provided in the Traffic Study.

M. Request for Information: Please provide information on the following for use in the traffic study:

- Information on cumulative projects that need to be included in the traffic analysis (location, land use type(s), and land use quantities); and

- Information on future roadway and circulation system modifications/improvements that are planned within the study area and would potentially affect the analysis.

If you have any questions, or would like further review, please call us at (949) 474-0809.

Sincerely,

RK ENGINEERING GROUP, INC.

Justin Tucker, P.E.
Principal Engineer

Attachments

Approved by:

Eva Covarrubias

County of Riverside

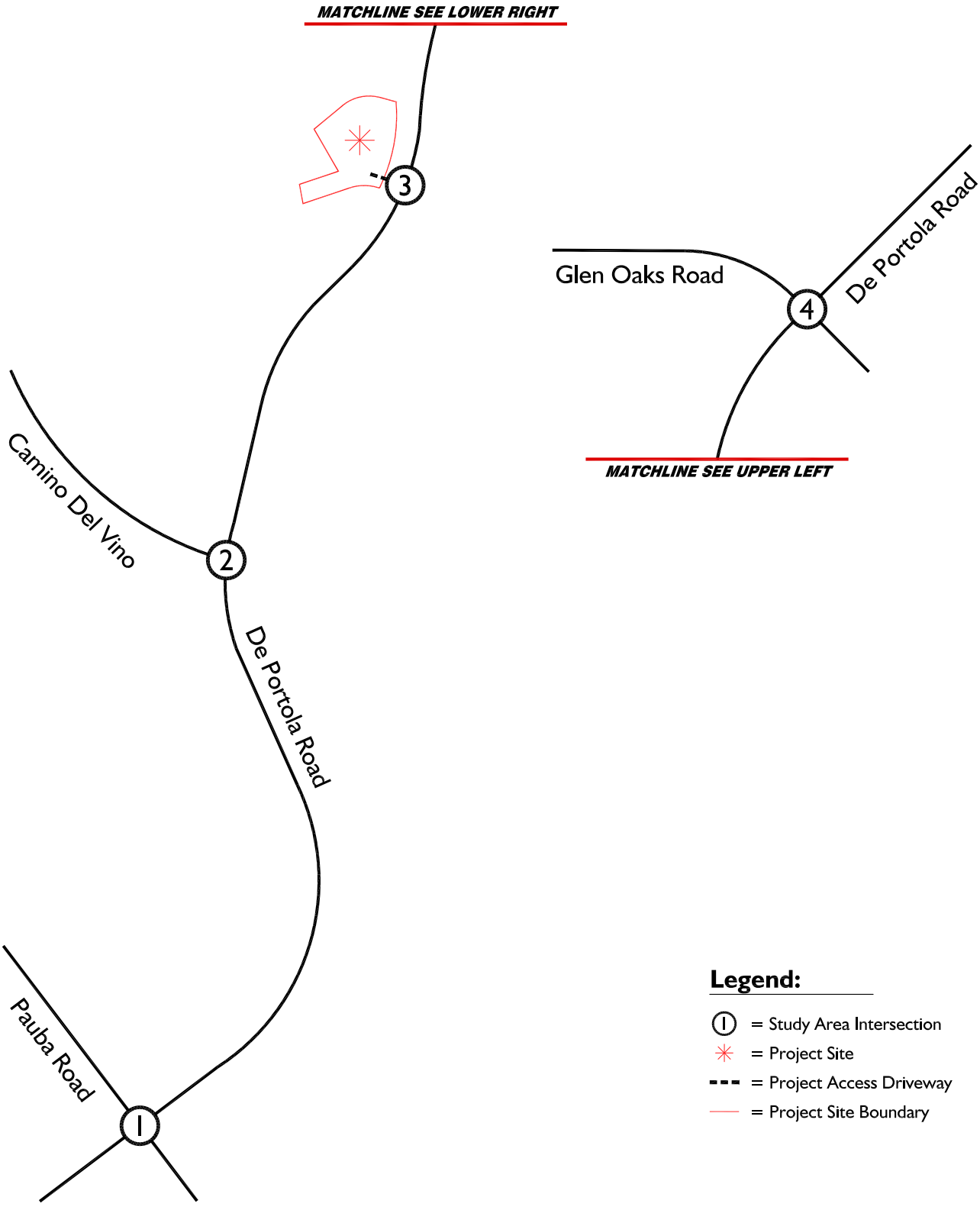
01/18/2023

Date

Exhibits

Exhibit A

Location Map

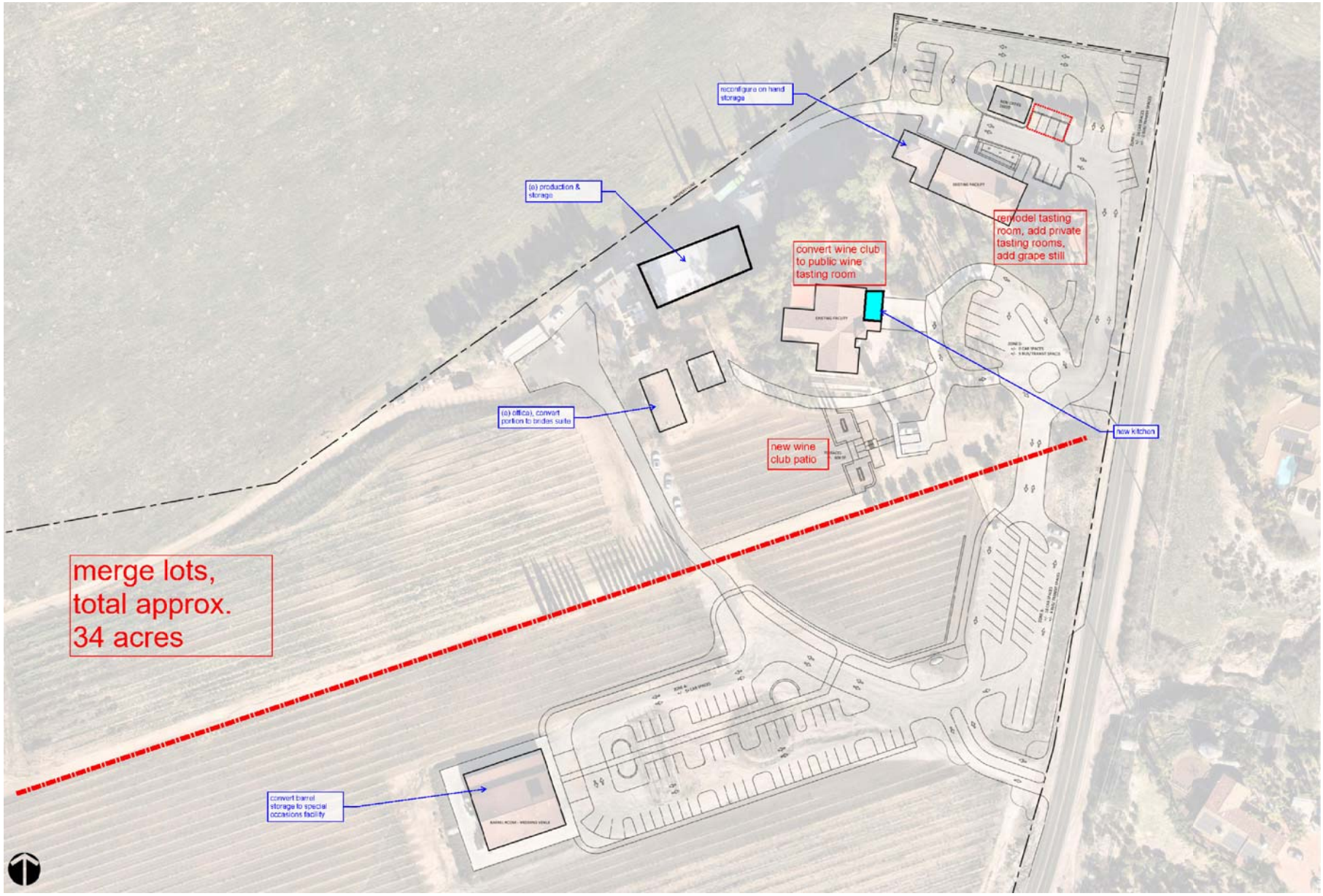


Legend:

- (1) = Study Area Intersection
- ✳ = Project Site
- = Project Access Driveway
- = Project Site Boundary

Exhibit B

Site Plan



Tables

Table 1
ITE Trip Generation Rates[1]

Land Use	ITE Code	Units[2]	Weekday							Saturday			
			AM Peak Hour			PM Peak Hour			Daily	Midday Peak Hour			Daily
			In	Out	Total	In	Out	Total		In	Out	Total	
General Office	710	TSF	1.34	0.18	1.52	0.24	1.20	1.44	10.84	0.29	0.24	0.53	2.21
Wine Tasting Room	970	TSF	1.45	0.62	2.07	3.66	3.65	7.31	45.96	17.15	19.35	36.50	203.48

[1] Source: *ITE Trip Generation Manual* (11th Edition, 2021).

[2] TSF = Thousand Square Feet.

Table 2
Project Trip Generation[1]

Land Use (ITE Code)	Quantity	Units[2]	Weekday							Saturday			
			AM Peak Hour			PM Peak Hour			Daily	Midday Peak Hour			Daily
			In	Out	Total	In	Out	Total		In	Out	Total	
General Office (710)	0.840	TSF	1	0	1	0	1	1	9	0	0	0	2
Wine Tasting Room (970)	3.925	TSF	6	2	8	14	15	29	180	67	76	143	799
Total Trip Generation			***7***	***2***	***9***	***14***	***16***	***30***	***189***	***67***	***76***	***143***	***801***

[1] Source: *ITE Trip Generation Manual* (11th Edition, 2021).

[2] TSF = Thousand Square Feet.

Existing Traffic Count Data

ADT1 De Portola south of Camino Del Vino.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB			PM Period	NB		SB		
0:00	6		4			12:00	42		55		
0:15	3		0			12:15	59		62		
0:30	2		6			12:30	64		46		
0:45	0	11	1	11	22	12:45	51	216	50	213	429
1:00	1		2			13:00	57		49		
1:15	2		1			13:15	76		60		
1:30	4		0			13:30	64		62		
1:45	4	11	0	3	14	13:45	65	262	54	225	487
2:00	5		1			14:00	75		70		
2:15	0		0			14:15	66		75		
2:30	2		0			14:30	73		47		
2:45	2	9	2	3	12	14:45	82	296	55	247	543
3:00	1		2			15:00	80		55		
3:15	2		1			15:15	82		57		
3:30	0		2			15:30	99		53		
3:45	0	3	3	8	11	15:45	62	323	58	223	546
4:00	1		2			16:00	83		65		
4:15	1		3			16:15	70		52		
4:30	0		7			16:30	56		69		
4:45	2	4	5	17	21	16:45	69	278	53	239	517
5:00	0		4			17:00	68		55		
5:15	0		7			17:15	60		63		
5:30	2		13			17:30	51		63		
5:45	3	5	13	37	42	17:45	57	236	45	226	462
6:00	7		17			18:00	51		54		
6:15	7		16			18:15	44		51		
6:30	11		18			18:30	57		49		
6:45	15	40	25	76	116	18:45	45	197	49	203	400
7:00	12		22			19:00	28		30		
7:15	13		21			19:15	33		17		
7:30	15		27			19:30	32		34		
7:45	31	71	47	117	188	19:45	34	127	51	132	259
8:00	12		28			20:00	27		33		
8:15	23		43			20:15	27		23		
8:30	28		36			20:30	20		25		
8:45	13	76	41	148	224	20:45	27	101	33	114	215
9:00	31		38			21:00	27		34		
9:15	19		26			21:15	19		27		
9:30	22		27			21:30	21		23		
9:45	39	111	46	137	248	21:45	18	85	23	107	192
10:00	34		37			22:00	23		42		
10:15	33		46			22:15	19		34		
10:30	45		54			22:30	19		34		
10:45	40	152	53	190	342	22:45	18	79	23	133	212
11:00	55		50			23:00	13		7		
11:15	46		50			23:15	8		10		
11:30	52		76			23:30	14		6		
11:45	69	222	53	229	451	23:45	8	43	3	26	69
Total Vol.		715		976	**1691**			2243		2088	**4331**

	Daily Totals		
	NB	SB	**Combined**
	2958	3064	**6022**

	AM			**PM**		
Split %	42.3%	57.7%	**28.1%**	51.8%	48.2%	**71.9%**
Peak Hour	11:45	11:30	**11:30**	14:45	13:30	**14:45**
Volume	234	246	**468**	343	261	**563**
P.H.F.	0.85	0.81	**0.91**	0.99	0.87	**0.93**

ADT2 De Portola west of Pauba.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB			PM Period	EB		WB		
0:00	4		1			12:00	56		40		
0:15	1		0			12:15	61		56		
0:30	1		6			12:30	66		27		
0:45	0	6	0	7	13	12:45	50	233	53	176	409
1:00	2		2			13:00	65		42		
1:15	0		0			13:15	64		44		
1:30	6		0			13:30	52		48		
1:45	3	11	0	2	13	13:45	42	223	46	180	403
2:00	4		0			14:00	61		58		
2:15	1		0			14:15	54		63		
2:30	1		0			14:30	59		40		
2:45	1	7	2	2	9	14:45	64	238	49	210	448
3:00	1		3			15:00	65		47		
3:15	1		1			15:15	61		47		
3:30	1		2			15:30	66		71		
3:45	0	3	2	8	11	15:45	62	254	51	216	470
4:00	1		2			16:00	58		66		
4:15	2		1			16:15	49		47		
4:30	1		2			16:30	46		61		
4:45	1	5	5	10	15	16:45	44	197	49	223	420
5:00	0		4			17:00	47		67		
5:15	1		5			17:15	59		58		
5:30	1		9			17:30	44		55		
5:45	7	9	9	27	36	17:45	39	189	45	225	414
6:00	6		10			18:00	37		74		
6:15	9		13			18:15	37		71		
6:30	9		9			18:30	34		50		
6:45	12	36	21	53	89	18:45	35	143	53	248	391
7:00	13		11			19:00	22		36		
7:15	14		14			19:15	34		30		
7:30	21		23			19:30	27		32		
7:45	31	79	34	82	161	19:45	28	111	43	141	252
8:00	16		34			20:00	19		40		
8:15	24		38			20:15	27		30		
8:30	27		25			20:30	12		32		
8:45	18	85	29	126	211	20:45	25	83	32	134	217
9:00	33		32			21:00	20		28		
9:15	21		21			21:15	14		26		
9:30	23		27			21:30	15		29		
9:45	42	119	44	124	243	21:45	14	63	32	115	178
10:00	27		33			22:00	19		33		
10:15	41		42			22:15	17		35		
10:30	36		46			22:30	9		26		
10:45	46	150	41	162	312	22:45	17	62	31	125	187
11:00	51		39			23:00	13		18		
11:15	57		33			23:15	8		18		
11:30	46		53			23:30	10		29		
11:45	54	208	46	171	379	23:45	5	36	18	83	119
Total Vol.		718		774	**1492**			1832		2076	**3908**

	Daily Totals EB	WB	**Combined**
	2550	2850	**5400**

	AM			**PM**		
Split %	48.1%	51.9%	**27.6%**	46.9%	53.1%	**72.4%**
Peak Hour	11:45	11:30	**11:30**	14:45	18:00	**15:15**
Volume	237	195	**412**	256	248	**482**
P.H.F.	0.90	0.87	**0.88**	0.97	0.84	**0.88**

cs@aimtd.com Tell. 714 253 7888

Appendix B

Traffic Count Worksheets

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

County of Riverside
N/S: De Portola Road
E/W: Pauba Road
Weather: Clear

File Name : 01_CRV_De P_Pauba AM
Site Code : 10523082
Start Date : 1/24/2023
Page No : 1

Groups Printed- Total Volume

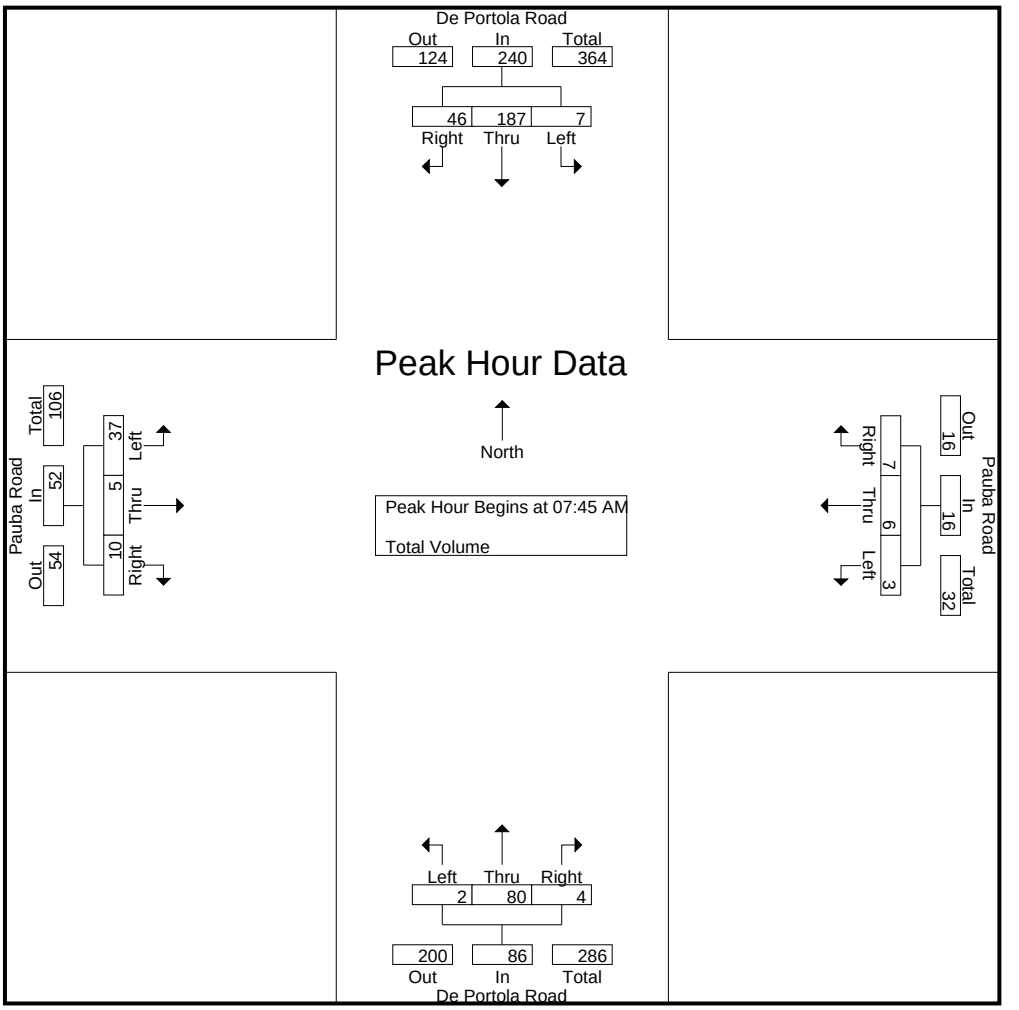
	De Portola Road Southbound				Pauba Road Westbound				De Portola Road Northbound				Pauba Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	26	2	30	2	1	4	7	0	5	1	6	2	1	3	6	49
07:15 AM	1	34	9	44	2	0	0	2	0	13	1	14	5	2	0	7	67
07:30 AM	3	51	12	66	1	6	2	9	0	8	0	8	3	2	0	5	88
07:45 AM	1	50	16	67	1	1	3	5	0	15	0	15	12	1	3	16	103
Total	7	161	39	207	6	8	9	23	0	41	2	43	22	6	6	34	307
08:00 AM	2	45	9	56	0	2	2	4	0	27	2	29	8	2	1	11	100
08:15 AM	0	49	13	62	1	2	1	4	1	16	0	17	10	1	2	13	96
08:30 AM	4	43	8	55	1	1	1	3	1	22	2	25	7	1	4	12	95
08:45 AM	3	19	9	31	0	4	0	4	1	20	0	21	13	3	2	18	74
Total	9	156	39	204	2	9	4	15	3	85	4	92	38	7	9	54	365
Grand Total	16	317	78	411	8	17	13	38	3	126	6	135	60	13	15	88	672
Apprch %	3.9	77.1	19		21.1	44.7	34.2		2.2	93.3	4.4		68.2	14.8	17		
Total %	2.4	47.2	11.6	61.2	1.2	2.5	1.9	5.7	0.4	18.8	0.9	20.1	8.9	1.9	2.2	13.1	

	De Portola Road Southbound				Pauba Road Westbound				De Portola Road Northbound				Pauba Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	**50**	**16**	**67**	**1**	1	**3**	**5**	0	15	0	15	**12**	1	3	**16**	**103**
08:00 AM	2	45	9	56	0	**2**	2	4	0	**27**	**2**	**29**	8	**2**	1	11	100
08:15 AM	0	49	13	62	1	2	1	4	**1**	16	0	17	10	1	2	13	96
08:30 AM	**4**	43	8	55	1	1	1	3	1	22	2	25	7	1	**4**	12	95
Total Volume	7	187	46	240	3	6	7	16	2	80	4	86	37	5	10	52	394
% App. Total	2.9	77.9	19.2		18.8	37.5	43.8		2.3	93	4.7		71.2	9.6	19.2		
PHF	.438	.935	.719	.896	.750	.750	.583	.800	.500	.741	.500	.741	.771	.625	.625	.813	.956

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

County of Riverside
N/S: De Portola Road
E/W: Pauba Road
Weather: Clear

File Name : 01_CRV_De P_Pauba AM
Site Code : 10523082
Start Date : 1/24/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				08:00 AM				08:00 AM			
+0 mins.	**3**	**51**	12	66	**2**	1	**4**	7	0	**27**	**2**	**29**	8	2	1	11
+15 mins.	1	50	**16**	**67**	2	0	0	2	**1**	16	0	17	10	1	2	13
+30 mins.	2	45	9	56	1	**6**	2	**9**	1	22	2	25	7	1	**4**	12
+45 mins.	0	49	13	62	1	1	3	5	1	20	0	21	**13**	**3**	2	**18**
Total Volume	6	195	50	251	6	8	9	23	3	85	4	92	38	7	9	54
% App. Total	2.4	77.7	19.9		26.1	34.8	39.1		3.3	92.4	4.3		70.4	13	16.7	
PHF	.500	.956	.781	.937	.750	.333	.563	.639	.750	.787	.500	.793	.731	.583	.563	.750

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

County of Riverside
N/S: De Portola Road
E/W: Pauba Road
Weather: Clear

File Name : 01_CRV_De P_Pauba PM
Site Code : 10523082
Start Date : 1/24/2023
Page No : 1

Groups Printed- Total Volume

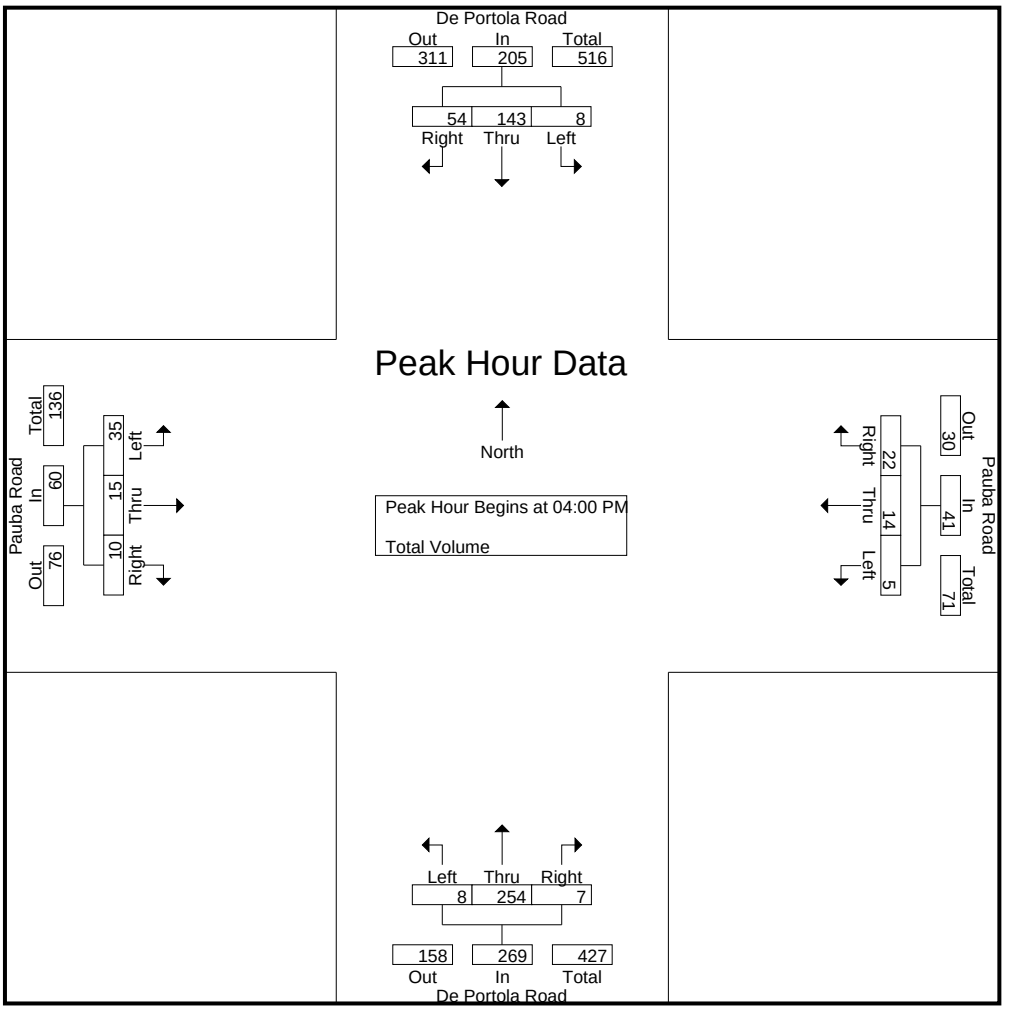
	De Portola Road Southbound				Pauba Road Westbound				De Portola Road Northbound				Pauba Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	39	14	56	0	5	7	12	2	63	1	66	7	4	5	16	150
04:15 PM	0	33	16	49	2	2	9	13	0	64	4	68	13	6	2	21	151
04:30 PM	0	40	17	57	2	1	5	8	5	63	1	69	7	3	1	11	145
04:45 PM	5	31	7	43	1	6	1	8	1	64	1	66	8	2	2	12	129
Total	8	143	54	205	5	14	22	41	8	254	7	269	35	15	10	60	575
05:00 PM	4	36	16	56	3	5	1	9	4	62	3	69	7	1	6	14	148
05:15 PM	1	26	11	38	0	0	3	3	1	46	3	50	11	6	0	17	108
05:30 PM	4	34	14	52	2	2	6	10	1	60	0	61	5	3	1	9	132
05:45 PM	5	27	14	46	0	1	1	2	3	44	1	48	5	3	0	8	104
Total	14	123	55	192	5	8	11	24	9	212	7	228	28	13	7	48	492
Grand Total	22	266	109	397	10	22	33	65	17	466	14	497	63	28	17	108	1067
Apprch %	5.5	67	27.5		15.4	33.8	50.8		3.4	93.8	2.8		58.3	25.9	15.7		
Total %	2.1	24.9	10.2	37.2	0.9	2.1	3.1	6.1	1.6	43.7	1.3	46.6	5.9	2.6	1.6	10.1	

	De Portola Road Southbound				Pauba Road Westbound				De Portola Road Northbound				Pauba Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	39	14	56	0	5	7	12	2	63	1	66	7	4	**5**	16	150
04:15 PM	0	33	16	49	**2**	2	**9**	**13**	0	**64**	**4**	68	**13**	**6**	2	**21**	**151**
04:30 PM	0	**40**	**17**	**57**	2	1	5	8	**5**	63	1	**69**	7	3	1	11	145
04:45 PM	**5**	31	7	43	1	**6**	1	8	1	64	1	66	8	2	2	12	129
Total Volume	8	143	54	205	5	14	22	41	8	254	7	269	35	15	10	60	575
% App. Total	3.9	69.8	26.3		12.2	34.1	53.7		3	94.4	2.6		58.3	25	16.7		
PHF	.400	.894	.794	.899	.625	.583	.611	.788	.400	.992	.438	.975	.673	.625	.500	.714	.952

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

County of Riverside
N/S: De Portola Road
E/W: Pauba Road
Weather: Clear

File Name : 01_CRV_De P_Pauba PM
Site Code : 10523082
Start Date : 1/24/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	3	39	14	56	0	5	7	12	0	**64**	**4**	68	7	4	**5**	16
+15 mins.	0	33	16	49	**2**	2	**9**	**13**	**5**	63	1	**69**	**13**	**6**	2	**21**
+30 mins.	0	**40**	**17**	**57**	2	1	5	8	1	64	1	66	7	3	1	11
+45 mins.	**5**	31	7	43	1	**6**	1	8	4	62	3	69	8	2	2	12
Total Volume	8	143	54	205	5	14	22	41	10	253	9	272	35	15	10	60
% App. Total	3.9	69.8	26.3		12.2	34.1	53.7		3.7	93	3.3		58.3	25	16.7	
PHF	.400	.894	.794	.899	.625	.583	.611	.788	.500	.988	.563	.986	.673	.625	.500	.714

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

County of Riverside
N/S: De Portola Road
E/W: Pauba Road
Weather: Clear

File Name : 01_CRV_De P_Pauba SAT
Site Code : 10523082
Start Date : 1/21/2023
Page No : 1

Groups Printed- Total Volume

	De Portola Road Southbound				Pauba Road Westbound				De Portola Road Northbound				Pauba Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
02:00 PM	2	43	34	79	23	29	6	58	1	59	1	61	54	8	1	63	261
02:15 PM	6	35	37	78	26	67	9	102	4	54	2	60	37	8	2	47	287
02:30 PM	5	44	40	89	19	32	11	62	2	44	3	49	50	3	4	57	257
02:45 PM	7	48	37	92	3	15	7	25	5	55	2	62	46	4	2	52	231
Total	20	170	148	338	71	143	33	247	12	212	8	232	187	23	9	219	1036
03:00 PM	4	48	30	82	12	17	9	38	2	46	1	49	48	5	0	53	222
03:15 PM	3	44	40	87	12	18	2	32	1	54	1	56	44	2	1	47	222
03:30 PM	3	58	37	98	28	45	7	80	1	39	1	41	38	5	3	46	265
03:45 PM	0	46	44	90	33	82	12	127	0	36	1	37	57	0	2	59	313
Total	10	196	151	357	85	162	30	277	4	175	4	183	187	12	6	205	1022
04:00 PM	3	54	50	107	12	40	6	58	6	63	0	69	42	0	2	44	278
04:15 PM	3	55	45	103	5	22	4	31	2	39	3	44	27	3	3	33	211
04:30 PM	4	54	57	115	14	25	6	45	1	35	2	38	42	2	1	45	243
04:45 PM	2	60	53	115	23	66	8	97	5	37	2	44	32	3	6	41	297
Total	12	223	205	440	54	153	24	231	14	174	7	195	143	8	12	163	1029
Grand Total	42	589	504	1135	210	458	87	755	30	561	19	610	517	43	27	587	3087
Apprch %	3.7	51.9	44.4		27.8	60.7	11.5		4.9	92	3.1		88.1	7.3	4.6		
Total %	1.4	19.1	16.3	36.8	6.8	14.8	2.8	24.5	1	18.2	0.6	19.8	16.7	1.4	0.9	19	

	De Portola Road Southbound				Pauba Road Westbound				De Portola Road Northbound				Pauba Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	**3**	44	40	87	12	18	2	32	1	54	**1**	56	44	2	1	47	222
03:30 PM	3	**58**	37	98	28	45	7	80	1	39	1	41	38	**5**	**3**	46	265
03:45 PM	0	46	44	90	**33**	**82**	**12**	**127**	0	36	1	37	**57**	0	2	**59**	**313**
04:00 PM	3	54	**50**	**107**	12	40	6	58	**6**	**63**	0	**69**	42	0	2	44	278
Total Volume	9	202	171	382	85	185	27	297	8	192	3	203	181	7	8	196	1078
% App. Total	2.4	52.9	44.8		28.6	62.3	9.1		3.9	94.6	1.5		92.3	3.6	4.1		
PHF	.750	.871	.855	.893	.644	.564	.563	.585	.333	.762	.750	.736	.794	.350	.667	.831	.861

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County of Riverside
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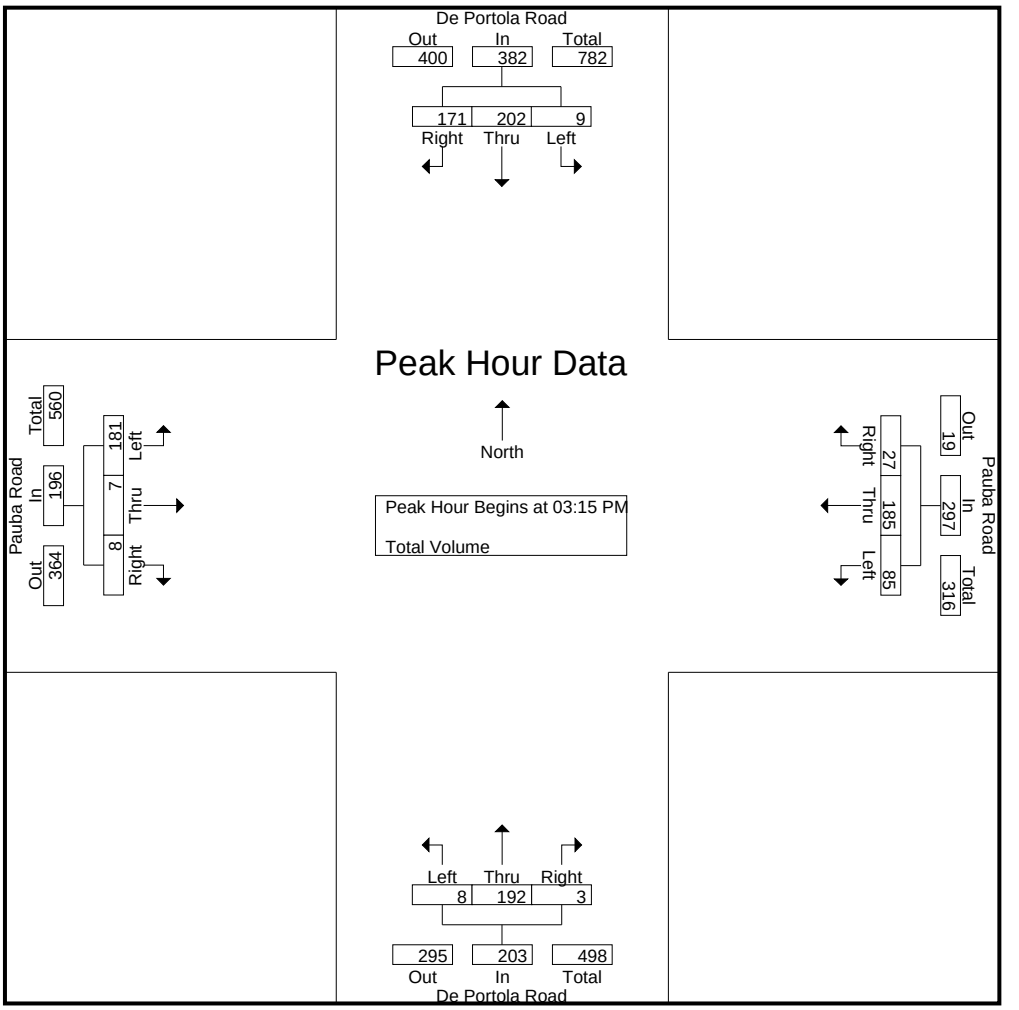
E/W: Pauba Road
Weather: Clear

File Name : 01_CRV_De P_Pauba SAT
Site Code : 10523082
Start Date : 1/21/2023
Page No : 2



Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				03:15 PM				02:00 PM				02:00 PM			
+0 mins.	3	54	50	107	12	18	2	32	1	**59**	1	61	**54**	**8**	1	**63**
+15 mins.	3	55	45	103	28	45	7	80	4	54	2	60	37	8	2	47
+30 mins.	**4**	54	**57**	**115**	**33**	**82**	**12**	**127**	2	44	**3**	49	50	3	**4**	57
+45 mins.	2	**60**	53	115	12	40	6	58	**5**	55	2	**62**	46	4	2	52
Total Volume	12	223	205	440	85	185	27	297	12	212	8	232	187	23	9	219
% App. Total	2.7	50.7	46.6		28.6	62.3	9.1		5.2	91.4	3.4		85.4	10.5	4.1	
PHF	.750	.929	.899	.957	.644	.564	.563	.585	.600	.898	.667	.935	.866	.719	.563	.869

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County of Riverside
N/S: De Portola Road
E/W: Camino Del Vino
Weather: Clear

File Name : 02_CRV_De P_CDV AM
Site Code : 10523082
Start Date : 1/24/2023
Page No : 1

Groups Printed- Total Volume

	De Portola Road Southbound			De Portola Road Northbound			Camino Del Vino Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	33	1	34	1	9	10	0	1	1	45
07:15 AM	41	1	42	2	14	16	1	3	4	62
07:30 AM	64	2	66	0	11	11	0	3	3	80
07:45 AM	60	1	61	2	23	25	0	2	2	88
Total	198	5	203	5	57	62	1	9	10	275
08:00 AM	52	6	58	2	27	29	2	3	5	92
08:15 AM	50	2	52	0	20	20	0	2	2	74
08:30 AM	52	0	52	1	21	22	0	2	2	76
08:45 AM	30	1	31	1	25	26	1	1	2	59
Total	184	9	193	4	93	97	3	8	11	301
Grand Total	382	14	396	9	150	159	4	17	21	576
Apprch %	96.5	3.5		5.7	94.3		19	81		
Total %	66.3	2.4	68.8	1.6	26	27.6	0.7	3	3.6	

	De Portola Road Southbound			De Portola Road Northbound			Camino Del Vino Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**64**	2	**66**	0	11	11	0	**3**	3	80
07:45 AM	60	1	61	**2**	23	25	0	2	2	88
08:00 AM	52	**6**	58	2	**27**	**29**	**2**	3	**5**	**92**
08:15 AM	50	2	52	0	20	20	0	2	2	74
Total Volume	226	11	237	4	81	85	2	10	12	334
% App. Total	95.4	4.6		4.7	95.3		16.7	83.3		
PHF	.883	.458	.898	.500	.750	.733	.250	.833	.600	.908

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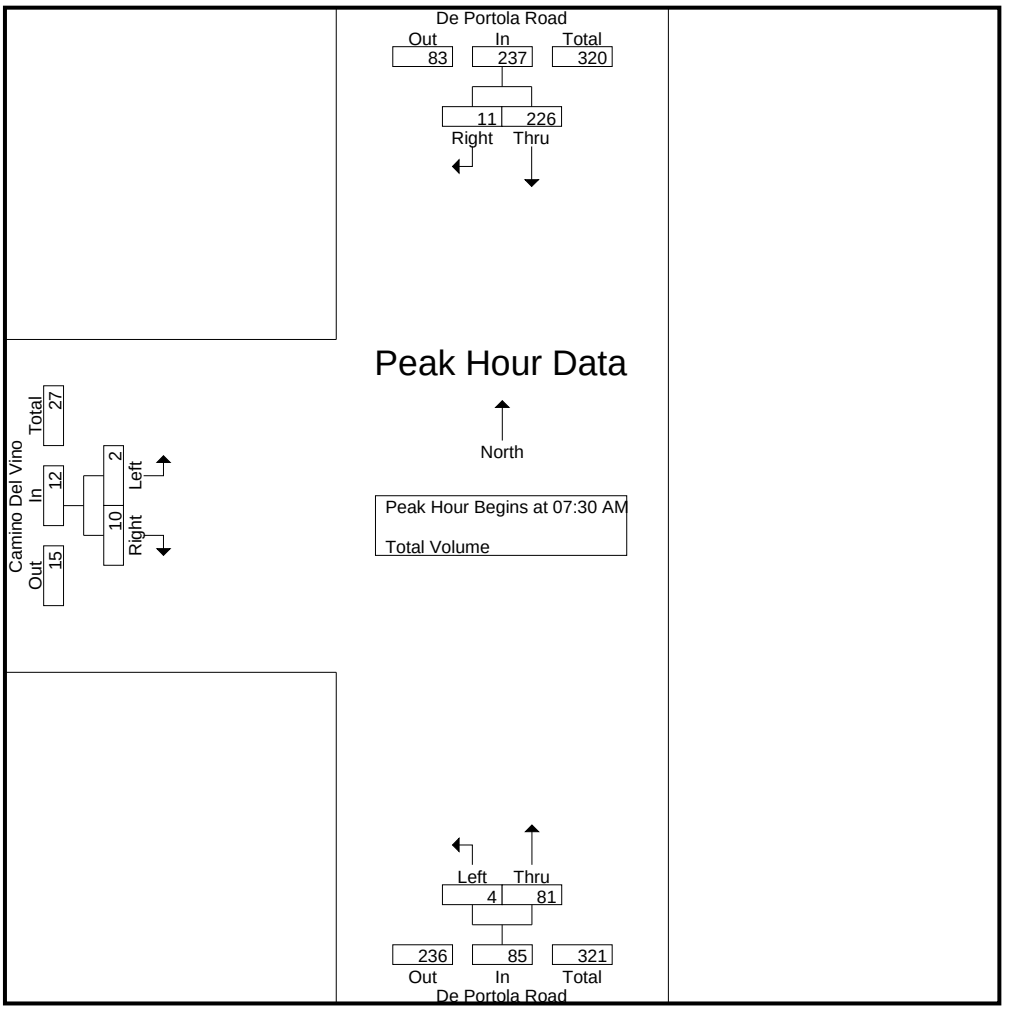
Weather: Clear

File Name : 02_CRV_De P_CDV AM
Site Code : 10523082
Start Date : 1/24/2023



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			08:00 AM			07:15 AM		
+0 mins.	**64**	2	**66**	**2**	**27**	**29**	1	**3**	4
+15 mins.	60	1	61	0	20	20	0	3	3
+30 mins.	52	**6**	58	1	21	22	0	2	2
+45 mins.	50	2	52	1	25	26	**2**	3	**5**
Total Volume	226	11	237	4	93	97	3	11	14
% App. Total	95.4	4.6		4.1	95.9		21.4	78.6	
PHF	.883	.458	.898	.500	.861	.836	.375	.917	.700

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County of Riverside
N/S: De Portola Road
E/W: Camino Del Vino
Weather: Clear

File Name : 02_CRV_De P_CDV PM
Site Code : 10523082
Start Date : 1/24/2023
Page No : 1

Groups Printed- Total Volume

	De Portola Road Southbound			De Portola Road Northbound			Camino Del Vino Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	31	1	32	1	66	67	4	1	5	104
04:15 PM	36	2	38	5	79	84	8	1	9	131
04:30 PM	32	2	34	3	69	72	3	3	6	112
04:45 PM	33	0	33	2	69	71	1	1	2	106
Total	132	5	137	11	283	294	16	6	22	453
05:00 PM	35	0	35	3	71	74	1	1	2	111
05:15 PM	33	0	33	1	58	59	2	1	3	95
05:30 PM	35	1	36	4	70	74	1	1	2	112
05:45 PM	26	1	27	0	50	50	1	4	5	82
Total	129	2	131	8	249	257	5	7	12	400
Grand Total	261	7	268	19	532	551	21	13	34	853
Apprch %	97.4	2.6		3.4	96.6		61.8	38.2		
Total %	30.6	0.8	31.4	2.2	62.4	64.6	2.5	1.5	4	

	De Portola Road Southbound			De Portola Road Northbound			Camino Del Vino Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**36**	**2**	**38**	**5**	**79**	**84**	**8**	1	**9**	**131**
04:30 PM	32	2	34	3	69	72	3	**3**	6	112
04:45 PM	33	0	33	2	69	71	1	1	2	106
05:00 PM	35	0	35	3	71	74	1	1	2	111
Total Volume	136	4	140	13	288	301	13	6	19	460
% App. Total	97.1	2.9		4.3	95.7		68.4	31.6		
PHF	.944	.500	.921	.650	.911	.896	.406	.500	.528	.878

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Weather: Clear

File Name : 02_CRV_De P_CDV PM
Site Code : 10523082
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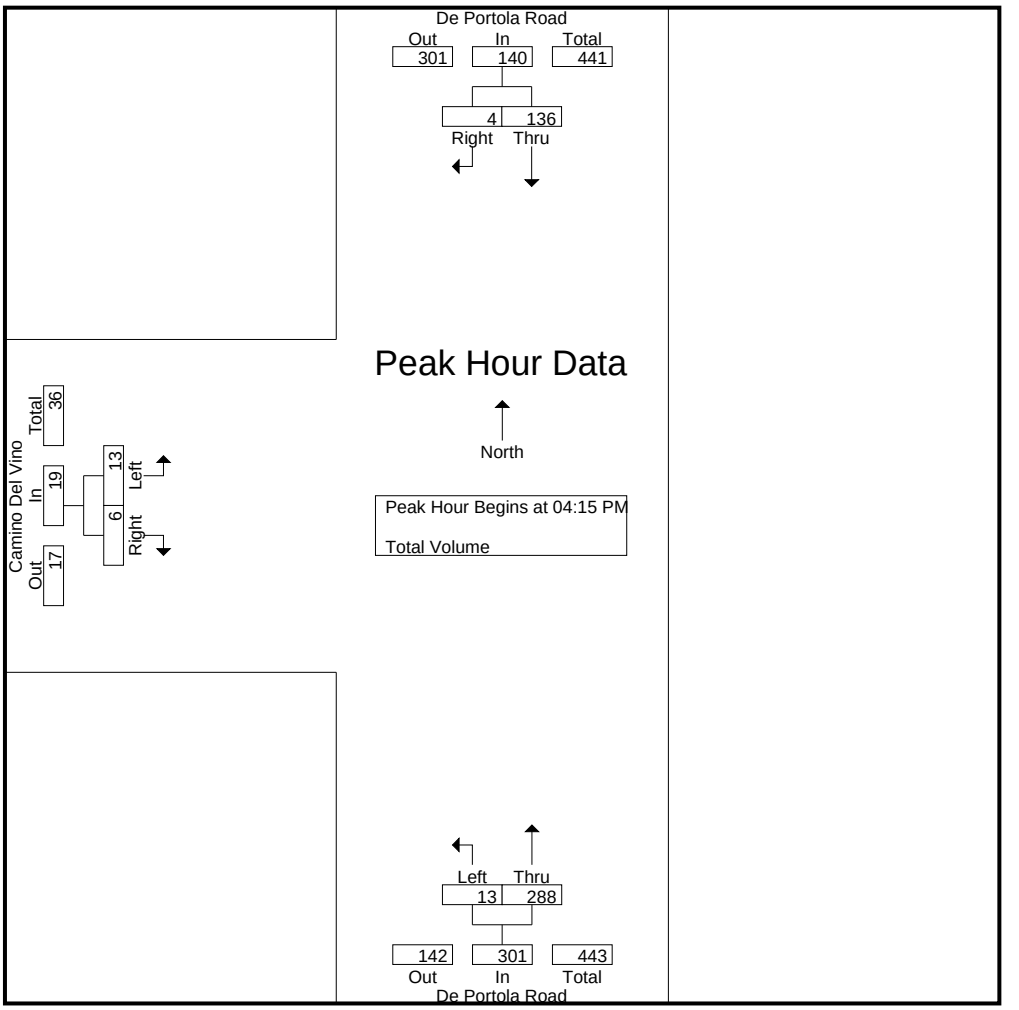

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:00 PM		
+0 mins.	**36**	**2**	**38**	**5**	**79**	**84**	4	1	5
+15 mins.	32	2	34	3	69	72	**8**	1	**9**
+30 mins.	33	0	33	2	69	71	3	**3**	6
+45 mins.	35	0	35	3	71	74	1	1	2
Total Volume	136	4	140	13	288	301	16	6	22
% App. Total	97.1	2.9		4.3	95.7		72.7	27.3	
PHF	.944	.500	.921	.650	.911	.896	.500	.500	.611

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County of Riverside
N/S: De Portola Road
E/W: Camino Del Vino
Weather: Clear

File Name : 02_CRV_De P_CDV SAT
Site Code : 10523082
Start Date : 1/21/2023
Page No : 1

Groups Printed- Total Volume

	De Portola Road Southbound			De Portola Road Northbound			Camino Del Vino Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
02:00 PM	51	2	53	2	52	54	2	3	5	112
02:15 PM	42	1	43	3	79	82	2	1	3	128
02:30 PM	68	0	68	2	73	75	0	4	4	147
02:45 PM	57	2	59	1	59	60	2	2	4	123
Total	218	5	223	8	263	271	6	10	16	510
03:00 PM	59	5	64	4	92	96	1	2	3	163
03:15 PM	60	1	61	4	65	69	3	2	5	135
03:30 PM	65	2	67	2	70	72	2	5	7	146
03:45 PM	47	4	51	5	58	63	5	2	7	121
Total	231	12	243	15	285	300	11	11	22	565
04:00 PM	60	3	63	5	75	80	3	1	4	147
04:15 PM	66	3	69	1	61	62	2	5	7	138
04:30 PM	70	0	70	4	59	63	4	1	5	138
04:45 PM	66	2	68	5	46	51	0	6	6	125
Total	262	8	270	15	241	256	9	13	22	548
Grand Total	711	25	736	38	789	827	26	34	60	1623
Apprch %	96.6	3.4		4.6	95.4		43.3	56.7		
Total %	43.8	1.5	45.3	2.3	48.6	51	1.6	2.1	3.7	

	De Portola Road Southbound			De Portola Road Northbound			Camino Del Vino Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:30 PM										
02:30 PM	**68**	0	**68**	2	73	75	0	**4**	4	147
02:45 PM	57	2	59	1	59	60	2	2	4	123
03:00 PM	59	**5**	64	**4**	**92**	**96**	1	2	3	**163**
03:15 PM	60	1	61	4	65	69	**3**	2	**5**	135
Total Volume	244	8	252	11	289	300	6	10	16	568
% App. Total	96.8	3.2		3.7	96.3		37.5	62.5		
PHF	.897	.400	.926	.688	.785	.781	.500	.625	.800	.871

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County of Riverside
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Weather: Clear

File Name : 02_CRV_De P_CDV SAT
Site Code : 10523082
Start Date : 1/21/2023
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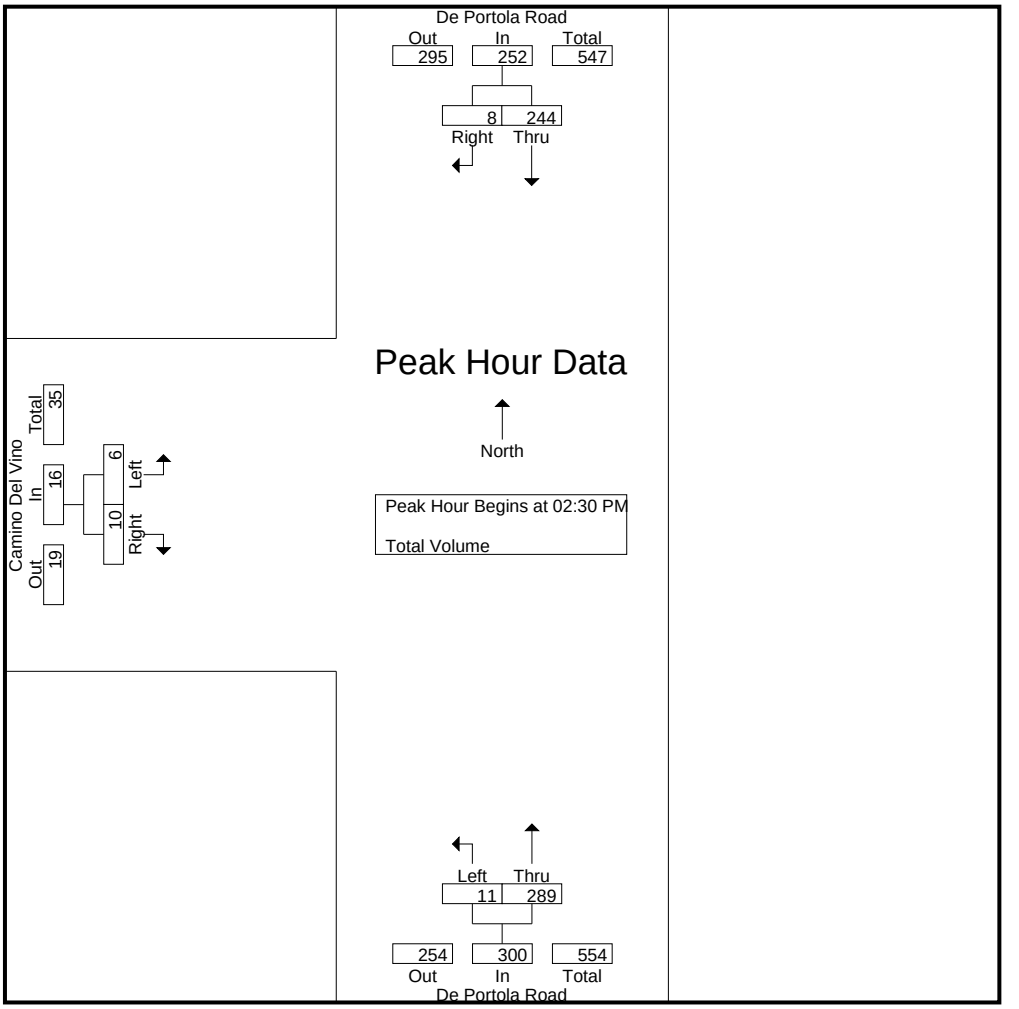

Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			02:15 PM			03:30 PM		
+0 mins.	60	**3**	63	3	79	82	2	**5**	**7**
+15 mins.	66	3	69	2	73	75	**5**	2	7
+30 mins.	**70**	0	**70**	1	59	60	3	1	4
+45 mins.	66	2	68	**4**	**92**	**96**	2	5	7
Total Volume	262	8	270	10	303	313	12	13	25
% App. Total	97	3		3.2	96.8		48	52	
PHF	.936	.667	.964	.625	.823	.815	.600	.650	.893

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County of Riverside
N/S: De Portola Road
E/W: Project Access Driveway 1 (South)
Weather: Clear

File Name : 03_CRV_De P_DW1 AM
Site Code : 10523082
Start Date : 1/24/2023
Page No : 1

Groups Printed- Total Volume

	De Portola Road Southbound			De Portola Road Northbound			Project Access Driveway 1 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	33	0	33	0	9	9	0	0	0	42
07:15 AM	41	0	41	0	12	12	0	0	0	53
07:30 AM	67	0	67	1	13	14	0	0	0	81
07:45 AM	59	1	60	0	22	22	0	0	0	82
Total	200	1	201	1	56	57	0	0	0	258
08:00 AM	59	0	59	1	22	23	0	0	0	82
08:15 AM	53	0	53	0	18	18	0	0	0	71
08:30 AM	54	0	54	0	19	19	0	0	0	73
08:45 AM	28	0	28	0	27	27	0	0	0	55
Total	194	0	194	1	86	87	0	0	0	281
Grand Total	394	1	395	2	142	144	0	0	0	539
Apprch %	99.7	0.3		1.4	98.6		0	0		
Total %	73.1	0.2	73.3	0.4	26.3	26.7	0	0	0	

	De Portola Road Southbound			De Portola Road Northbound			Project Access Driveway 1 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**67**	0	**67**	**1**	13	14	0	0	0	81
07:45 AM	59	**1**	60	0	**22**	22	0	0	0	**82**
08:00 AM	59	0	59	1	22	**23**	0	0	0	82
08:15 AM	53	0	53	0	18	18	0	0	0	71
Total Volume	238	1	239	2	75	77	0	0	0	316
% App. Total	99.6	0.4		2.6	97.4		0	0		
PHF	.888	.250	.892	.500	.852	.837	.000	.000	.000	.963

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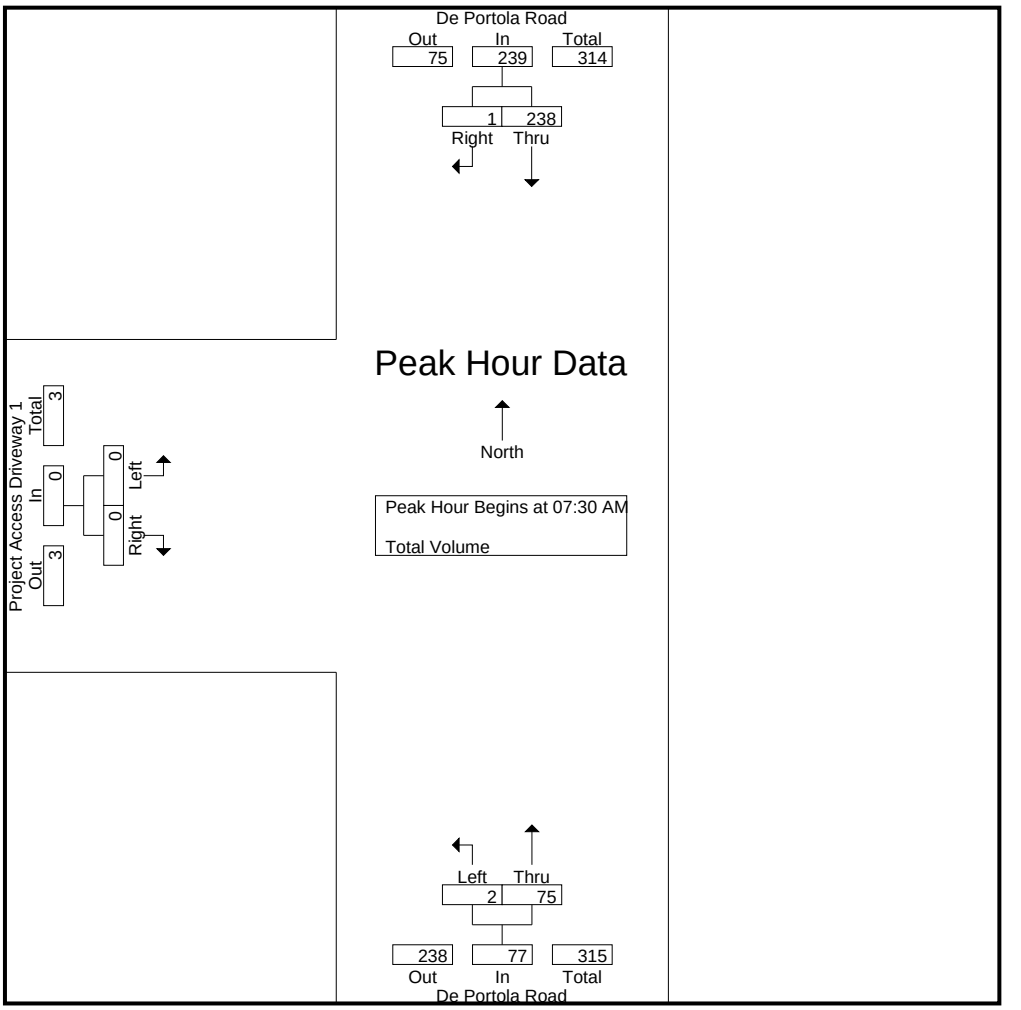
County of Riverside
N/S: De Portola Road
E/W: Project Access Driveway 1 (South)
Weather: Clear

File Name : 03_CRV_De P_DW1 AM
Site Code : 10523082
Start Date : 1/24/2023



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			08:00 AM			07:00 AM		
+0 mins.	**67**	0	**67**	**1**	22	23	0	0	0
+15 mins.	59	**1**	60	0	18	18	0	0	0
+30 mins.	59	0	59	0	19	19	0	0	0
+45 mins.	53	0	53	0	**27**	**27**	0	0	0
Total Volume	238	1	239	1	86	87	0	0	0
% App. Total	99.6	0.4		1.1	98.9		0	0	
PHF	.888	.250	.892	.250	.796	.806	.000	.000	.000

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County of Riverside
N/S: De Portola Road
E/W: Project Access Driveway 1 (South)
Weather: Clear

File Name : 03_CRV_De P_DW1 PM
Site Code : 10523082
Start Date : 1/24/2023
Page No : 1

Groups Printed- Total Volume

	De Portola Road Southbound			De Portola Road Northbound			Project Access Driveway 1 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	31	0	31	0	74	74	0	0	0	105
04:15 PM	33	0	33	0	80	80	0	0	0	113
04:30 PM	31	0	31	0	72	72	0	0	0	103
04:45 PM	32	0	32	0	80	80	0	0	0	112
Total	127	0	127	0	306	306	0	0	0	433
05:00 PM	31	0	31	0	71	71	0	0	0	102
05:15 PM	28	0	28	0	59	59	1	3	4	91
05:30 PM	27	0	27	0	75	75	0	2	2	104
05:45 PM	29	0	29	0	46	46	0	0	0	75
Total	115	0	115	0	251	251	1	5	6	372
Grand Total	242	0	242	0	557	557	1	5	6	805
Apprch %	100	0		0	100		16.7	83.3		
Total %	30.1	0	30.1	0	69.2	69.2	0.1	0.6	0.7	

	De Portola Road Southbound			De Portola Road Northbound			Project Access Driveway 1 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	31	0	31	0	74	74	0	0	0	105
04:15 PM	**33**	0	**33**	0	**80**	**80**	0	0	0	**113**
04:30 PM	31	0	31	0	72	72	0	0	0	103
04:45 PM	32	0	32	0	80	80	0	0	0	112
Total Volume	127	0	127	0	306	306	0	0	0	433
% App. Total	100	0		0	100		0	0		
PHF	.962	.000	.962	.000	.956	.956	.000	.000	.000	.958

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County of Riverside
N/S: De Portola Road
E/W: Project Access Driveway 1 (South)
Weather: Clear

File Name : 03_CRV_De P_DW1 PM
Site Code : 10523082
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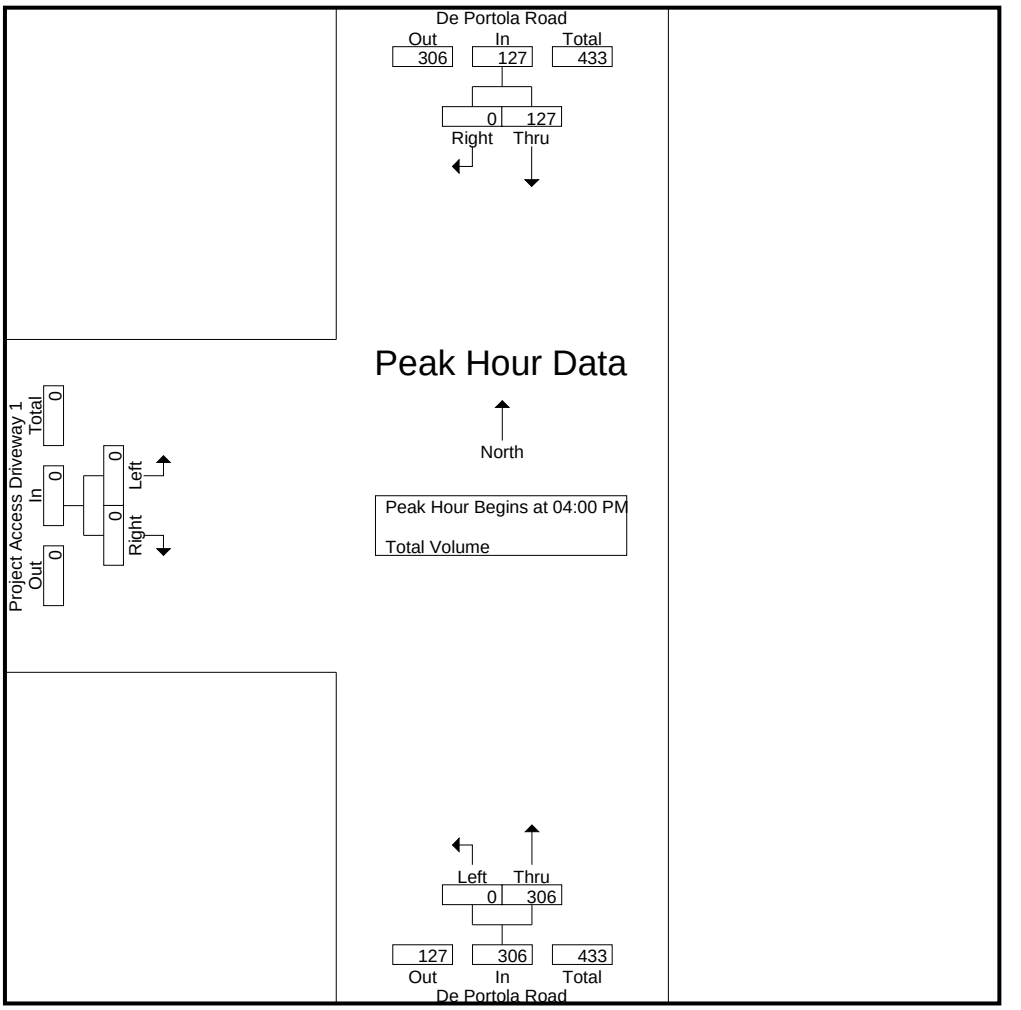

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:45 PM		
+0 mins.	31	0	31	0	74	74	0	0	0
+15 mins.	**33**	0	**33**	0	**80**	**80**	0	0	0
+30 mins.	31	0	31	0	72	72	**1**	**3**	**4**
+45 mins.	32	0	32	0	80	80	0	2	2
Total Volume	127	0	127	0	306	306	1	5	6
% App. Total	100	0		0	100		16.7	83.3	
PHF	.962	.000	.962	.000	.956	.956	.250	.417	.375

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County of Riverside
N/S: De Portola Road
E/W: Project Access Driveway 1 (South)
Weather: Clear

File Name : 03_CRV_De P_DW1 SAT
Site Code : 10523082
Start Date : 1/21/2023
Page No : 1

Groups Printed- Total Volume

	De Portola Road Southbound			De Portola Road Northbound			Project Access Driveway 1 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
02:00 PM	45	0	45	1	51	52	0	2	2	99
02:15 PM	36	0	36	0	66	66	0	3	3	105
02:30 PM	65	0	65	1	72	73	1	1	2	140
02:45 PM	42	0	42	1	48	49	1	4	5	96
Total	188	0	188	3	237	240	2	10	12	440
03:00 PM	51	0	51	2	80	82	2	4	6	139
03:15 PM	50	0	50	0	61	61	0	2	2	113
03:30 PM	57	0	57	0	64	64	2	2	4	125
03:45 PM	43	0	43	1	57	58	2	0	2	103
Total	201	0	201	3	262	265	6	8	14	480
04:00 PM	48	0	48	1	62	63	2	4	6	117
04:15 PM	53	0	53	1	61	62	3	10	13	128
04:30 PM	55	2	57	2	57	59	0	3	3	119
04:45 PM	46	0	46	0	41	41	0	5	5	92
Total	202	2	204	4	221	225	5	22	27	456
Grand Total	591	2	593	10	720	730	13	40	53	1376
Apprch %	99.7	0.3		1.4	98.6		24.5	75.5		
Total %	43	0.1	43.1	0.7	52.3	53.1	0.9	2.9	3.9	

	De Portola Road Southbound			De Portola Road Northbound			Project Access Driveway 1 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:30 PM										
02:30 PM	**65**	0	**65**	1	72	73	1	1	2	**140**
02:45 PM	42	0	42	1	48	49	1	**4**	5	96
03:00 PM	51	0	51	**2**	**80**	**82**	**2**	4	**6**	139
03:15 PM	50	0	50	0	61	61	0	2	2	113
Total Volume	208	0	208	4	261	265	4	11	15	488
% App. Total	100	0		1.5	98.5		26.7	73.3		
PHF	.800	.000	.800	.500	.816	.808	.500	.688	.625	.871

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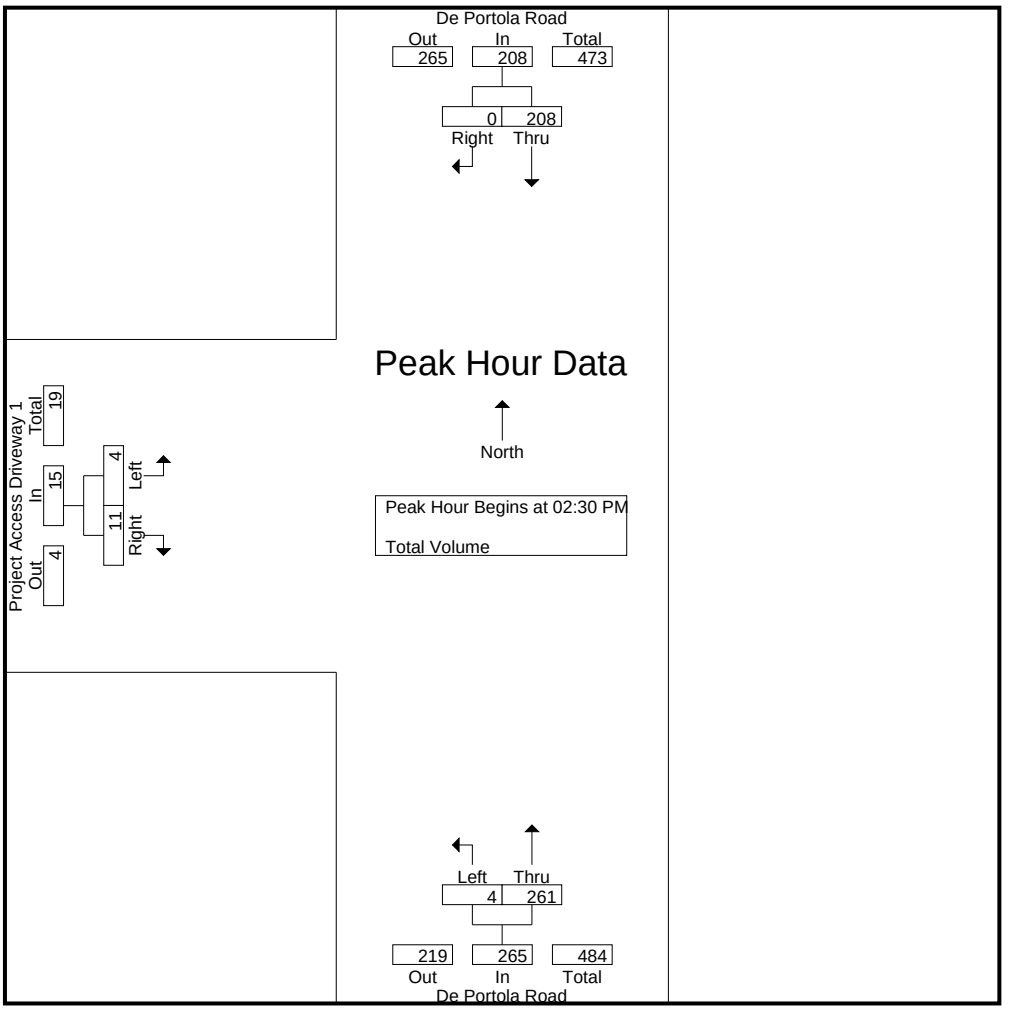
County of Riverside
N/S: De Portola Road
E/W: Project Access Driveway 1 (South)
Weather: Clear

File Name : 03_CRV_De P_DW1 SAT
Site Code : 10523082
Start Date : 1/21/2023
Page No : 2



Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:30 PM			02:15 PM			04:00 PM		
+0 mins.	**65**	0	**65**	0	66	66	2	4	6
+15 mins.	42	0	42	1	72	73	**3**	**10**	**13**
+30 mins.	51	0	51	1	48	49	0	3	3
+45 mins.	50	0	50	**2**	**80**	**82**	0	5	5
Total Volume	208	0	208	4	266	270	5	22	27
% App. Total	100	0		1.5	98.5		18.5	81.5	
PHF	.800	.000	.800	.500	.831	.823	.417	.550	.519

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County of Riverside
N/S: De Portola Road
E/W: Project Access Driveway 2 (North)
Weather: Clear

File Name : 04_CRV_De P_DW2 AM
Site Code : 10523082
Start Date : 1/24/2023
Page No : 1

Groups Printed- Total Volume

	De Portola Road Southbound			De Portola Road Northbound			Project Access Driveway 2 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	33	1	34	0	9	9	0	0	0	43
07:15 AM	43	0	43	0	12	12	1	0	1	56
07:30 AM	66	1	67	0	13	13	0	0	0	80
07:45 AM	60	0	60	0	23	23	1	0	1	84
Total	202	2	204	0	57	57	2	0	2	263
08:00 AM	55	1	56	0	22	22	0	0	0	78
08:15 AM	54	0	54	0	19	19	0	0	0	73
08:30 AM	52	2	54	0	19	19	2	0	2	75
08:45 AM	58	1	59	2	24	26	0	0	0	85
Total	219	4	223	2	84	86	2	0	2	311
Grand Total	421	6	427	2	141	143	4	0	4	574
Apprch %	98.6	1.4		1.4	98.6		100	0		
Total %	73.3	1	74.4	0.3	24.6	24.9	0.7	0	0.7	

	De Portola Road Southbound			De Portola Road Northbound			Project Access Driveway 2 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**66**	**1**	**67**	0	13	13	0	0	0	80
07:45 AM	60	0	60	0	**23**	**23**	**1**	0	**1**	**84**
08:00 AM	55	1	56	0	22	22	0	0	0	78
08:15 AM	54	0	54	0	19	19	0	0	0	73
Total Volume	235	2	237	0	77	77	1	0	1	315
% App. Total	99.2	0.8		0	100		100	0		
PHF	.890	.500	.884	.000	.837	.837	.250	.000	.250	.938

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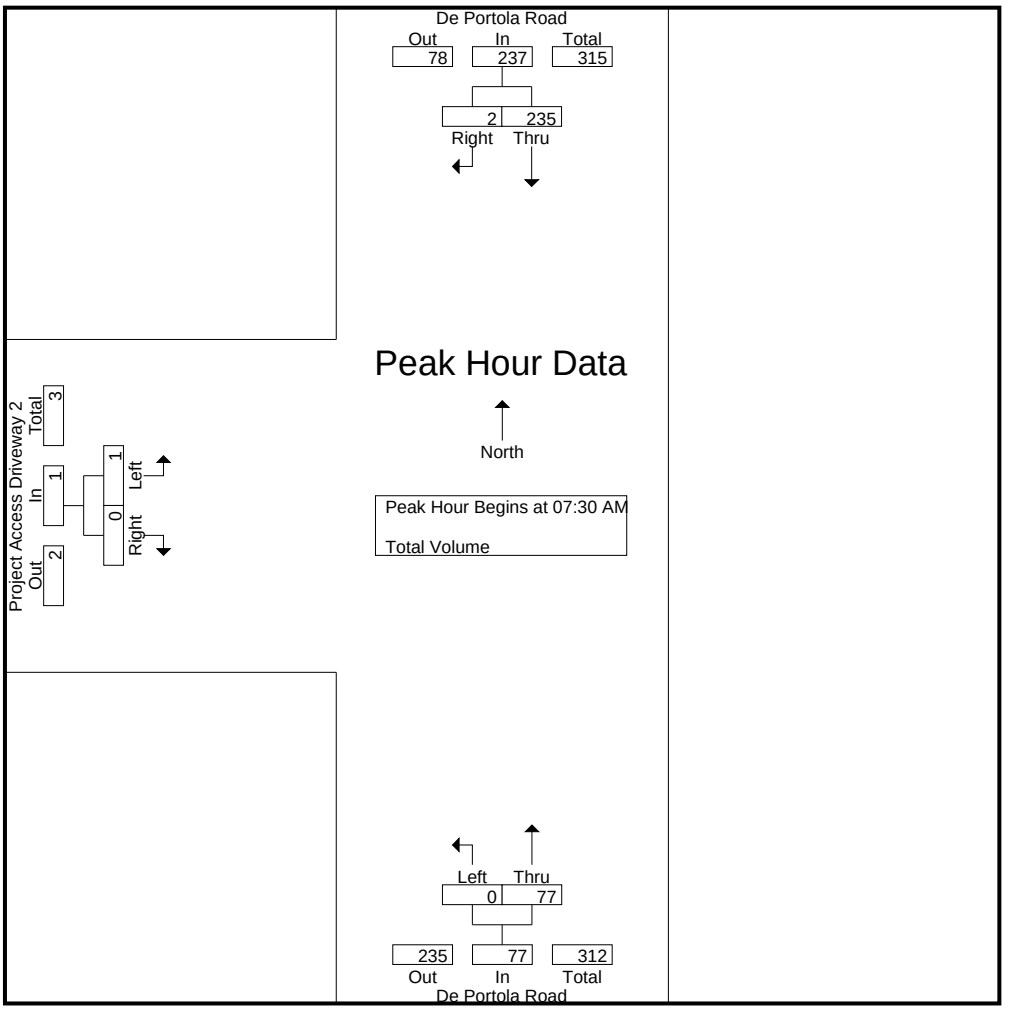
E/W: Project Access Driveway 2 (North)
Weather: Clear

File Name : 04_CRV_De P_DW2 AM
Site Code : 10523082
Start Date : 1/24/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			08:00 AM			07:45 AM		
+0 mins.	**66**	**1**	**67**	0	22	22	1	0	1
+15 mins.	60	0	60	0	19	19	0	0	0
+30 mins.	55	1	56	0	19	19	0	0	0
+45 mins.	54	0	54	**2**	**24**	**26**	**2**	0	**2**
Total Volume	235	2	237	2	84	86	3	0	3
% App. Total	99.2	0.8		2.3	97.7		100	0	
PHF	.890	.500	.884	.250	.875	.827	.375	.000	.375

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County of Riverside
N/S: De Portola Road
E/W: Project Access Driveway 2 (North)
Weather: Clear

File Name : 04_CRV_De P_DW2 PM
Site Code : 10523082
Start Date : 1/24/2023
Page No : 1

Groups Printed- Total Volume

	De Portola Road Southbound			De Portola Road Northbound			Project Access Driveway 2 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	31	1	32	2	71	73	0	0	0	105
04:15 PM	32	2	34	0	80	80	1	0	1	115
04:30 PM	30	2	32	5	65	70	0	1	1	103
04:45 PM	31	4	35	0	79	79	1	1	2	116
Total	124	9	133	7	295	302	2	2	4	439
05:00 PM	32	6	38	0	71	71	2	0	2	111
05:15 PM	27	1	28	0	58	58	3	0	3	89
05:30 PM	27	2	29	0	74	74	6	0	6	109
05:45 PM	29	1	30	0	44	44	5	0	5	79
Total	115	10	125	0	247	247	16	0	16	388
Grand Total	239	19	258	7	542	549	18	2	20	827
Apprch %	92.6	7.4		1.3	98.7		90	10		
Total %	28.9	2.3	31.2	0.8	65.5	66.4	2.2	0.2	2.4	

	De Portola Road Southbound			De Portola Road Northbound			Project Access Driveway 2 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**32**	2	34	0	**80**	**80**	1	0	1	115
04:30 PM	30	2	32	**5**	65	70	0	**1**	1	103
04:45 PM	31	4	35	0	79	79	1	1	**2**	**116**
05:00 PM	32	**6**	**38**	0	71	71	**2**	0	2	111
Total Volume	125	14	139	5	295	300	4	2	6	445
% App. Total	89.9	10.1		1.7	98.3		66.7	33.3		
PHF	.977	.583	.914	.250	.922	.938	.500	.500	.750	.959

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County of Riverside
N/S: De Portola Road
E/W: Project Access Driveway 2 (North)
Weather: Clear

File Name : 04_CRV_De P_DW2 PM
Site Code : 10523082
Start Date : 1/24/2023
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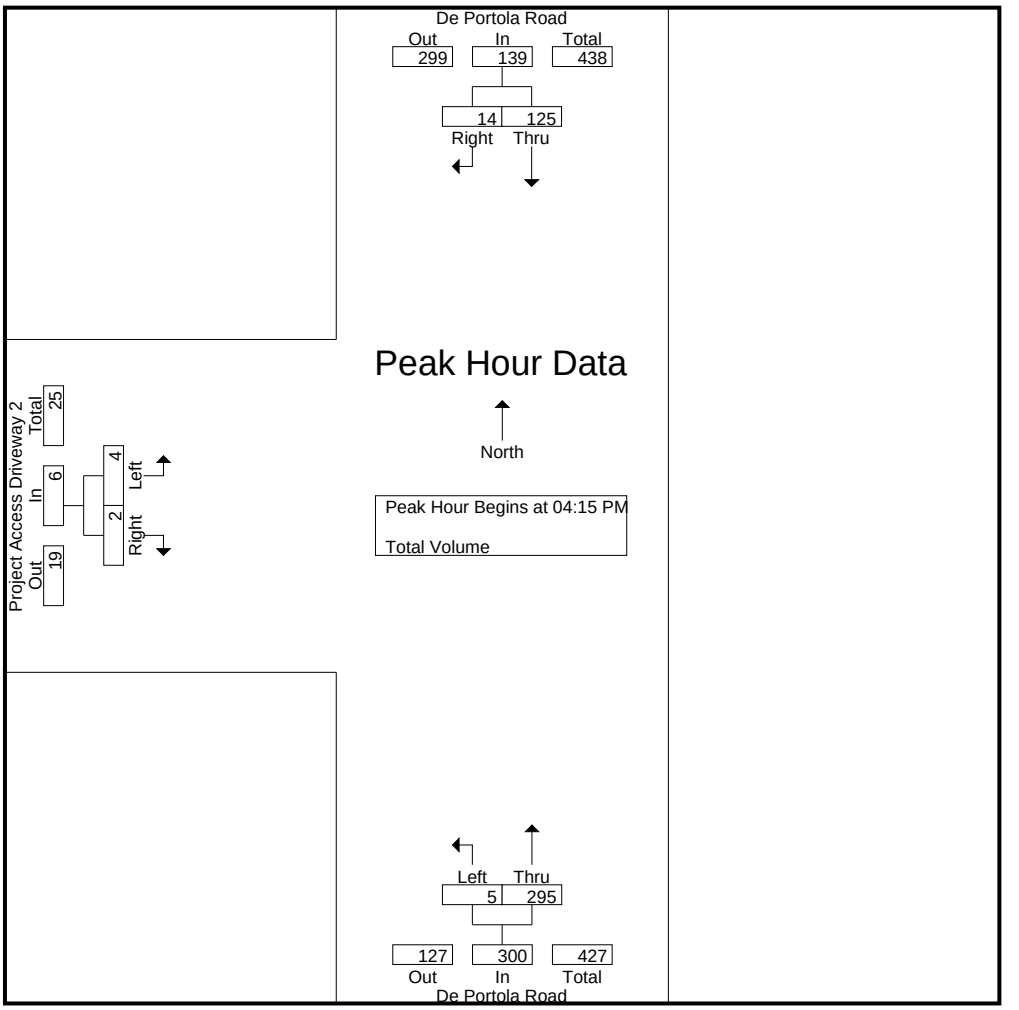

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:00 PM			05:00 PM		
+0 mins.	**32**	2	34	2	71	73	2	0	2
+15 mins.	30	2	32	0	**80**	**80**	3	0	3
+30 mins.	31	4	35	**5**	65	70	**6**	0	**6**
+45 mins.	32	**6**	**38**	0	79	79	5	0	5
Total Volume	125	14	139	7	295	302	16	0	16
% App. Total	89.9	10.1		2.3	97.7		100	0	
PHF	.977	.583	.914	.350	.922	.944	.667	.000	.667

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County of Riverside
N/S: De Portola Road
E/W: Project Access Driveway 2 (North)
Weather: Clear

File Name : 04_CRV_De P_DW2 SAT
Site Code : 10523082
Start Date : 1/21/2023
Page No : 1

Groups Printed- Total Volume

	De Portola Road Southbound			De Portola Road Northbound			Project Access Driveway 2 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
02:00 PM	42	2	44	6	46	52	2	3	5	101
02:15 PM	37	2	39	7	61	68	2	0	2	109
02:30 PM	62	8	70	8	62	70	2	2	4	144
02:45 PM	40	4	44	5	45	50	3	1	4	98
Total	181	16	197	26	214	240	9	6	15	452
03:00 PM	48	5	53	9	70	79	5	3	8	140
03:15 PM	47	1	48	6	57	63	1	4	5	116
03:30 PM	56	2	58	7	59	66	2	2	4	128
03:45 PM	42	8	50	6	51	57	1	2	3	110
Total	193	16	209	28	237	265	9	11	20	494
04:00 PM	47	12	59	8	58	66	2	3	5	130
04:15 PM	42	3	45	10	53	63	3	8	11	119
04:30 PM	52	4	56	3	54	57	0	4	4	117
04:45 PM	32	2	34	3	37	40	0	1	1	75
Total	173	21	194	24	202	226	5	16	21	441
Grand Total	547	53	600	78	653	731	23	33	56	1387
Apprch %	91.2	8.8		10.7	89.3		41.1	58.9		
Total %	39.4	3.8	43.3	5.6	47.1	52.7	1.7	2.4	4	

	De Portola Road Southbound			De Portola Road Northbound			Project Access Driveway 2 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:30 PM										
02:30 PM	**62**	**8**	**70**	8	62	70	2	2	4	**144**
02:45 PM	40	4	44	5	45	50	3	1	4	98
03:00 PM	48	5	53	**9**	**70**	**79**	**5**	3	**8**	140
03:15 PM	47	1	48	6	57	63	1	**4**	5	116
Total Volume	197	18	215	28	234	262	11	10	21	498
% App. Total	91.6	8.4		10.7	89.3		52.4	47.6		
PHF	.794	.563	.768	.778	.836	.829	.550	.625	.656	.865

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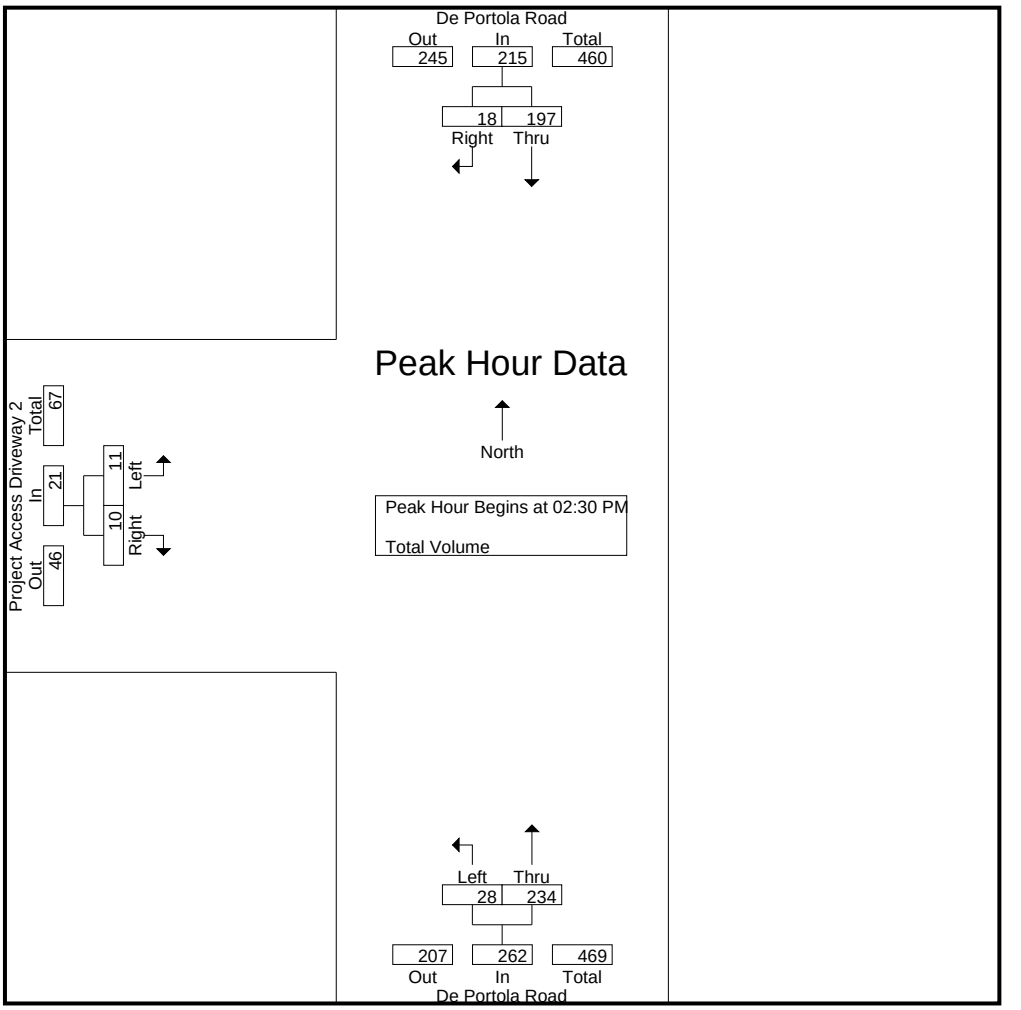
County of Riverside
N/S: De Portola Road
E/W: Project Access Driveway 2 (North)
Weather: Clear

File Name : 04_CRV_De P_DW2 SAT
Site Code : 10523082
Start Date : 1/21/2023
Page No : 2



Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:30 PM			02:15 PM			03:30 PM		
+0 mins.	**62**	**8**	**70**	7	61	68	2	2	4
+15 mins.	40	4	44	8	62	70	1	2	3
+30 mins.	48	5	53	5	45	50	2	3	5
+45 mins.	47	1	48	**9**	**70**	**79**	**3**	**8**	**11**
Total Volume	197	18	215	29	238	267	8	15	23
% App. Total	91.6	8.4		10.9	89.1		34.8	65.2	
PHF	.794	.563	.768	.806	.850	.845	.667	.469	.523

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County of Riverside
N/S: De Portola Road
E/W: Glen Oaks Road/Rock Creek Circle
Weather: Clear

File Name : 05_CRV_De P_Glen O AM
Site Code : 10523082
Start Date : 1/24/2023
Page No : 1

Groups Printed- Total Volume

	De Portola Road Southbound				Rock Creek Circle Westbound				De Portola Road Northbound				Glen Oaks Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	4	0	0	0	0	18	1	0	19	0	1	25	26	49
07:15 AM	0	0	3	3	0	0	0	0	12	0	0	12	2	1	41	44	59
07:30 AM	0	2	5	7	1	1	0	2	19	2	1	22	0	0	43	43	74
07:45 AM	0	3	0	3	0	0	1	1	12	0	0	12	3	0	46	49	65
Total	0	7	10	17	1	1	1	3	61	3	1	65	5	2	155	162	247
08:00 AM	0	4	3	7	0	0	0	0	14	1	1	16	1	0	34	35	58
08:15 AM	0	0	2	2	0	0	0	0	16	0	0	16	3	0	40	43	61
08:30 AM	0	5	2	7	0	0	0	0	11	1	0	12	2	0	35	37	56
08:45 AM	0	3	1	4	0	1	0	1	24	0	1	25	0	0	21	21	51
Total	0	12	8	20	0	1	0	1	65	2	2	69	6	0	130	136	226
Grand Total	0	19	18	37	1	2	1	4	126	5	3	134	11	2	285	298	473
Apprch %	0	51.4	48.6		25	50	25		94	3.7	2.2		3.7	0.7	95.6		
Total %	0	4	3.8	7.8	0.2	0.4	0.2	0.8	26.6	1.1	0.6	28.3	2.3	0.4	60.3	63	

	De Portola Road Southbound				Rock Creek Circle Westbound				De Portola Road Northbound				Glen Oaks Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	**5**	**7**	**1**	**1**	0	**2**	**19**	**2**	**1**	**22**	0	0	43	43	**74**
07:45 AM	0	3	0	3	0	0	**1**	1	12	0	0	12	**3**	0	**46**	**49**	65
08:00 AM	0	**4**	3	7	0	0	0	0	14	1	1	16	1	0	34	35	58
08:15 AM	0	0	2	2	0	0	0	0	16	0	0	16	3	0	40	43	61
Total Volume	0	9	10	19	1	1	1	3	61	3	2	66	7	0	163	170	258
% App. Total	0	47.4	52.6		33.3	33.3	33.3		92.4	4.5	3		4.1	0	95.9		
PHF	.000	.563	.500	.679	.250	.250	.250	.375	.803	.375	.500	.750	.583	.000	.886	.867	.872

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County of Riverside
N/S: De Portola Road
E/W: Glen Oaks Road/Rock Creek Circle
Weather: Clear

File Name : 05_CRV_De P_Glen O AM
Site Code : 10523082
Start Date : 1/24/2023
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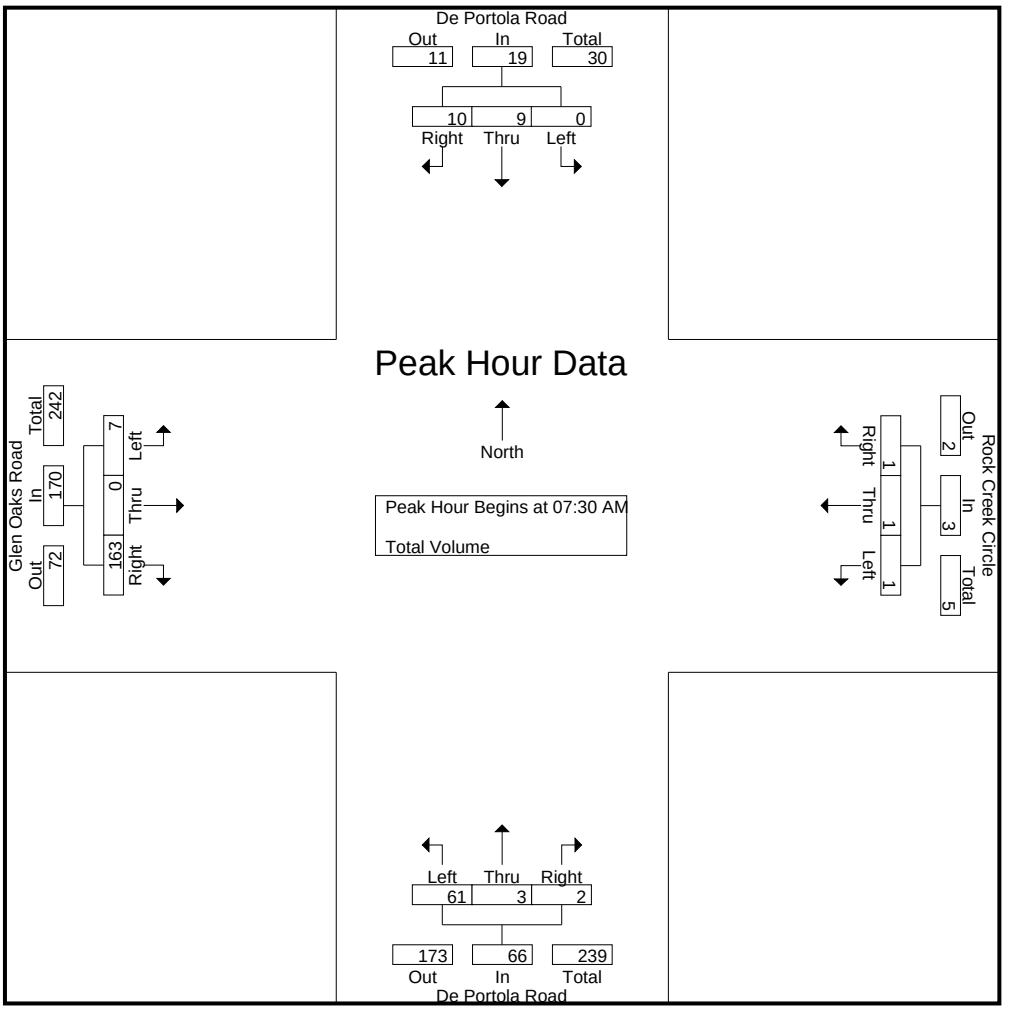

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				08:00 AM				07:15 AM			
+0 mins.	0	0	3	3	0	0	0	0	14	**1**	**1**	16	2	**1**	41	44
+15 mins.	0	2	**5**	**7**	0	0	0	0	16	0	0	16	0	0	43	43
+30 mins.	0	3	0	3	**1**	**1**	0	**2**	11	1	0	12	**3**	0	**46**	**49**
+45 mins.	0	**4**	3	7	0	0	**1**	1	**24**	0	1	**25**	1	0	34	35
Total Volume	0	9	11	20	1	1	1	3	65	2	2	69	6	1	164	171
% App. Total	0	45	55		33.3	33.3	33.3		94.2	2.9	2.9		3.5	0.6	95.9	
PHF	.000	.563	.550	.714	.250	.250	.250	.375	.677	.500	.500	.690	.500	.250	.891	.872

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County of Riverside
N/S: De Portola Road
E/W: Glen Oaks Road/Rock Creek Circle
Weather: Clear

File Name : 05_CRV_De P_Glen O PM
Site Code : 10523082
Start Date : 1/24/2023
Page No : 1

Groups Printed- Total Volume

	De Portola Road Southbound				Rock Creek Circle Westbound				De Portola Road Northbound				Glen Oaks Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	3	4	0	0	0	0	49	6	0	55	4	0	24	28	87
04:15 PM	0	1	3	4	0	1	0	1	63	6	0	69	2	2	25	29	103
04:30 PM	0	1	3	4	0	0	0	0	52	1	0	53	5	1	31	37	94
04:45 PM	0	1	3	4	0	0	0	0	61	3	0	64	3	0	28	31	99
Total	0	4	12	16	0	1	0	1	225	16	0	241	14	3	108	125	383
05:00 PM	0	2	0	2	0	0	0	0	60	6	0	66	1	2	22	25	93
05:15 PM	0	2	7	9	0	0	0	0	51	0	1	52	2	3	15	20	81
05:30 PM	0	3	1	4	1	0	0	1	56	2	0	58	1	0	20	21	84
05:45 PM	0	1	2	3	0	0	0	0	37	3	0	40	1	0	29	30	73
Total	0	8	10	18	1	0	0	1	204	11	1	216	5	5	86	96	331
Grand Total	0	12	22	34	1	1	0	2	429	27	1	457	19	8	194	221	714
Apprch %	0	35.3	64.7		50	50	0		93.9	5.9	0.2		8.6	3.6	87.8		
Total %	0	1.7	3.1	4.8	0.1	0.1	0	0.3	60.1	3.8	0.1	64	2.7	1.1	27.2	31	

	De Portola Road Southbound				Rock Creek Circle Westbound				De Portola Road Northbound				Glen Oaks Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	**3**	**4**	0	**1**	0	**1**	**63**	**6**	0	**69**	2	**2**	25	29	**103**
04:30 PM	0	1	3	4	0	0	0	0	52	1	0	53	**5**	1	**31**	**37**	94
04:45 PM	0	1	3	4	0	0	0	0	61	3	0	64	3	0	28	31	99
05:00 PM	0	**2**	0	2	0	0	0	0	60	6	0	66	1	2	22	25	93
Total Volume	0	5	9	14	0	1	0	1	236	16	0	252	11	5	106	122	389
% App. Total	0	35.7	64.3		0	100	0		93.7	6.3	0		9	4.1	86.9		
PHF	.000	.625	.750	.875	.000	.250	.000	.250	.937	.667	.000	.913	.550	.625	.855	.824	.944

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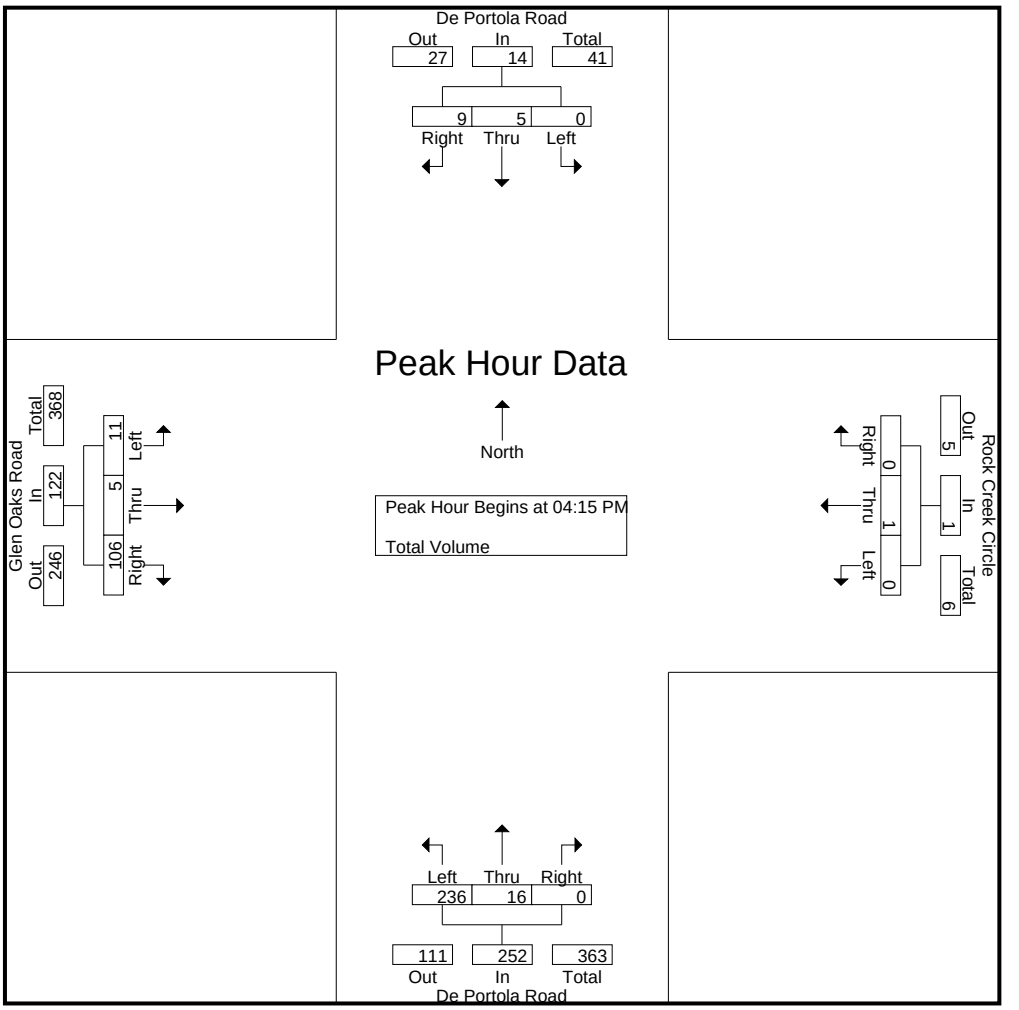
County of Riverside
N/S: De Portola Road
E/W: Glen Oaks Road/Rock Creek Circle
Weather: Clear

File Name : 05_CRV_De P_Glen O PM
Site Code : 10523082
Start Date : 1/24/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	0	1	3	4	0	0	0	0	**63**	**6**	0	**69**	4	0	24	28
+15 mins.	0	1	3	4	0	**1**	0	**1**	52	1	0	53	2	**2**	25	29
+30 mins.	0	**2**	0	2	0	0	0	0	61	3	0	64	**5**	1	**31**	**37**
+45 mins.	0	2	**7**	**9**	0	0	0	0	60	6	0	66	3	0	28	31
Total Volume	0	6	13	19	0	1	0	1	236	16	0	252	14	3	108	125
% App. Total	0	31.6	68.4		0	100	0		93.7	6.3	0		11.2	2.4	86.4	
PHF	.000	.750	.464	.528	.000	.250	.000	.250	.937	.667	.000	.913	.700	.375	.871	.845

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County of Riverside
N/S: De Portola Road
E/W: Glen Oaks Road/Rock Creek Circle
Weather: Clear

File Name : 05_CRV_De P_Glen O SAT
Site Code : 10523082
Start Date : 1/21/2023
Page No : 1

Groups Printed- Total Volume

	De Portola Road Southbound				Rock Creek Circle Westbound				De Portola Road Northbound				Glen Oaks Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
02:00 PM	0	2	0	2	0	0	0	0	43	5	0	48	0	0	37	37	87
02:15 PM	0	0	2	2	0	0	0	0	37	5	0	42	0	0	32	32	76
02:30 PM	0	7	2	9	0	1	0	1	30	1	0	31	4	0	42	46	87
02:45 PM	0	2	0	2	0	0	0	0	41	2	0	43	4	1	40	45	90
Total	0	11	4	15	0	1	0	1	151	13	0	164	8	1	151	160	340
03:00 PM	0	3	5	8	0	0	0	0	45	0	0	45	2	0	29	31	84
03:15 PM	0	4	4	8	0	0	0	0	48	5	0	53	2	0	32	34	95
03:30 PM	0	2	3	5	1	0	0	1	53	4	1	58	1	0	40	41	105
03:45 PM	0	5	1	6	0	2	0	2	41	1	1	43	4	0	29	33	84
Total	0	14	13	27	1	2	0	3	187	10	2	199	9	0	130	139	368
04:00 PM	1	4	1	6	1	1	0	2	49	6	0	55	5	1	39	45	108
04:15 PM	0	1	0	1	0	0	0	0	52	2	0	54	1	0	38	39	94
04:30 PM	0	5	3	8	0	1	0	1	42	4	0	46	2	1	36	39	94
04:45 PM	0	2	2	4	0	0	0	0	38	4	0	42	3	0	42	45	91
Total	1	12	6	19	1	2	0	3	181	16	0	197	11	2	155	168	387
Grand Total	1	37	23	61	2	5	0	7	519	39	2	560	28	3	436	467	1095
Apprch %	1.6	60.7	37.7		28.6	71.4	0		92.7	7	0.4		6	0.6	93.4		
Total %	0.1	3.4	2.1	5.6	0.2	0.5	0	0.6	47.4	3.6	0.2	51.1	2.6	0.3	39.8	42.6	

	De Portola Road Southbound				Rock Creek Circle Westbound				De Portola Road Northbound				Glen Oaks Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	4	**4**	**8**	0	0	0	0	48	5	0	53	2	0	32	34	95
03:30 PM	0	2	3	5	**1**	0	0	1	**53**	4	**1**	**58**	1	0	**40**	41	105
03:45 PM	0	**5**	1	6	0	**2**	0	**2**	41	1	1	43	4	0	29	33	84
04:00 PM	**1**	4	1	6	1	1	0	2	49	**6**	0	55	**5**	**1**	39	**45**	**108**
Total Volume	1	15	9	25	2	3	0	5	191	16	2	209	12	1	140	153	392
% App. Total	4	60	36		40	60	0		91.4	7.7	1		7.8	0.7	91.5		
PHF	.250	.750	.563	.781	.500	.375	.000	.625	.901	.667	.500	.901	.600	.250	.875	.850	.907

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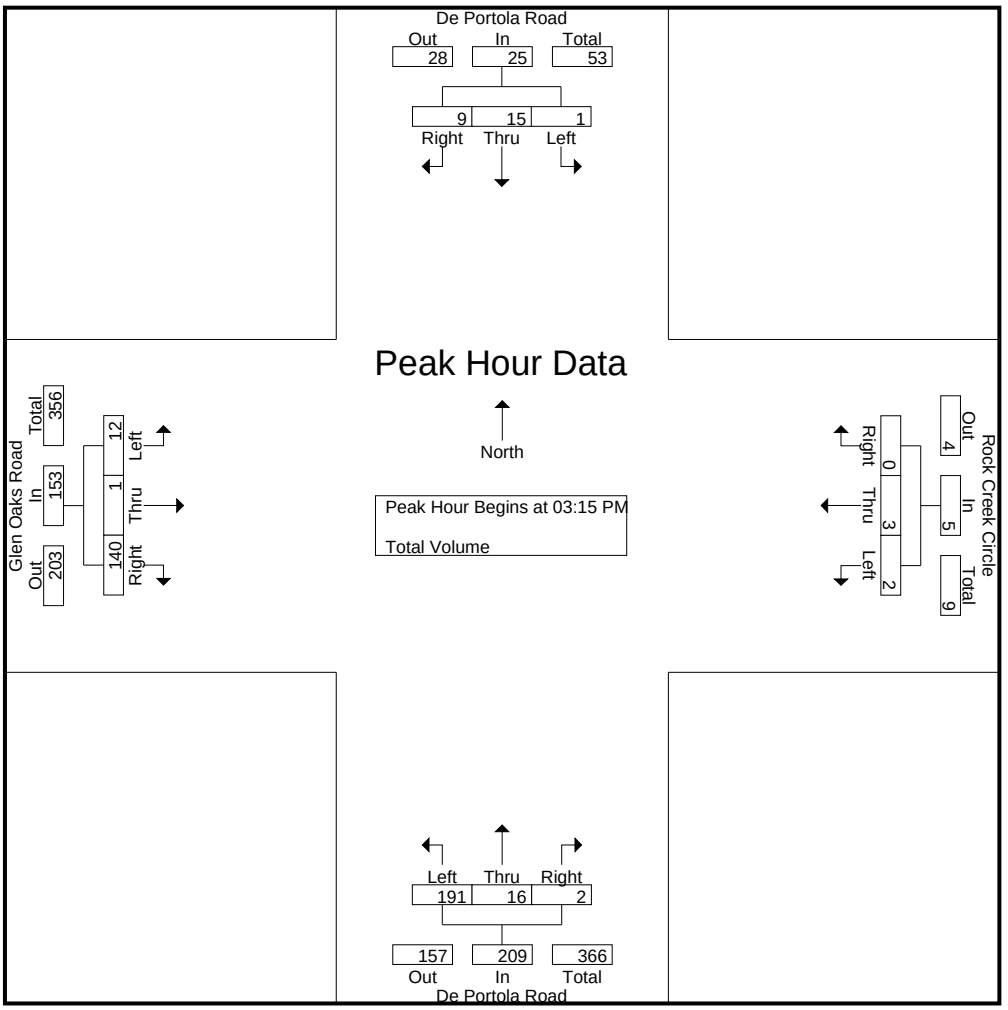
File Name : 05_CRV_De P_Glen O SAT
Site Code : 10523082
Start Date : 1/21/2023
Page No : 2



Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:30 PM				03:15 PM				03:30 PM				04:00 PM			
+0 mins.	0	**7**	2	**9**	0	0	0	0	**53**	4	**1**	**58**	**5**	**1**	39	**45**
+15 mins.	0	2	0	2	**1**	0	0	1	41	1	1	43	1	0	38	39
+30 mins.	0	3	**5**	8	0	**2**	0	**2**	49	**6**	0	55	2	1	36	39
+45 mins.	0	4	4	8	1	1	0	2	52	2	0	54	3	0	**42**	45
Total Volume	0	16	11	27	2	3	0	5	195	13	2	210	11	2	155	168
% App. Total	0	59.3	40.7		40	60	0		92.9	6.2	1		6.5	1.2	92.3	
PHF	.000	.571	.550	.750	.500	.375	.000	.625	.920	.542	.500	.905	.550	.500	.923	.933

Appendix C

Existing (2023) Conditions LOS Analysis Worksheets

Intersection Level Of Service Report
Intersection 1: De Portola Road at Pauba Road

Control Type:	All-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.285

Intersection Setup

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			50.00			45.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Base Volume Input [veh/h]	2	80	4	7	187	46	37	5	10	3	6	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	80	4	7	187	46	37	5	10	3	6	7
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	21	1	2	49	12	10	1	3	1	2	2
Total Analysis Volume [veh/h]	2	84	4	7	196	48	39	5	10	3	6	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	831	879	762	796
Degree of Utilization, x	0.11	0.29	0.07	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.36	1.18	0.23	0.06
95th-Percentile Queue Length [ft]	9.08	29.51	5.71	1.54
Approach Delay [s/veh]	7.86	8.72	8.09	7.61
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.41			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2: De Portola Road at Camino Del Vino

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	De Portola Road		De Portola Road		Camino Del Vino	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Camino Del Vino	
Base Volume Input [veh/h]	4	81	226	11	2	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	81	226	11	2	10
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	22	62	3	1	3
Total Analysis Volume [veh/h]	4	89	249	12	2	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.77	0.00	0.00	0.00	10.68	9.68
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	0.17	0.17	0.00	0.00	1.31	1.31
d_A, Approach Delay [s/veh]	0.33		0.00		9.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.43					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: De Portola Road at Southern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	7.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Base Volume Input [veh/h]	2	75	238	1	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	75	238	1	0	0
Peak Hour Factor	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	19	62	0	0	0
Total Analysis Volume [veh/h]	2	78	247	1	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.73	0.00	0.00	0.00	10.42	9.55
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.08	0.08	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.19		0.00		9.99	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: De Portola Road at Northern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Base Volume Input [veh/h]	0	77	235	2	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	77	235	2	1	0
Peak Hour Factor	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	63	1	0	0
Total Analysis Volume [veh/h]	0	82	251	2	1	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.74	0.00	0.00	0.00	10.45	9.58
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.11	0.11
d_A, Approach Delay [s/veh]	0.00		0.00		10.45	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.03					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 5: De Portola Road at Glen Oaks Road

Control Type:	All-way stop	Delay (sec / veh):	7.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.195

Intersection Setup

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Base Volume Input [veh/h]	61	3	2	0	9	10	7	0	163	1	1	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	3	2	0	9	10	7	0	163	1	1	1
Peak Hour Factor	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	1	1	0	3	3	2	0	47	0	0	0
Total Analysis Volume [veh/h]	70	3	2	0	10	11	8	0	187	1	1	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	799	883	1002	859
Degree of Utilization, x	0.09	0.02	0.19	0.00

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.31	0.07	0.72	0.01
95th-Percentile Queue Length [ft]	7.74	1.83	17.99	0.26
Approach Delay [s/veh]	7.97	7.18	7.46	7.21
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.57			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1: De Portola Road at Pauba Road

Control Type:	All-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.348

Intersection Setup

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			50.00			45.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Base Volume Input [veh/h]	8	254	7	8	143	54	35	15	10	5	14	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	254	7	8	143	54	35	15	10	5	14	22
Peak Hour Factor	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	67	2	2	38	14	9	4	3	1	4	6
Total Analysis Volume [veh/h]	8	267	7	8	150	57	37	16	11	5	15	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	810	823	702	742
Degree of Utilization, x	0.35	0.26	0.09	0.06

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.56	1.05	0.30	0.18
95th-Percentile Queue Length [ft]	39.08	26.17	7.50	4.61
Approach Delay [s/veh]	9.79	8.91	8.64	8.15
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.24			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2: De Portola Road at Camino Del Vino

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

Intersection Setup

Name	De Portola Road		De Portola Road		Camino Del Vino	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Camino Del Vino	
Base Volume Input [veh/h]	13	288	136	4	13	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	288	136	4	13	6
Peak Hour Factor	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	82	39	1	4	2
Total Analysis Volume [veh/h]	15	328	155	5	15	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	7.55	0.00	0.00	0.00	12.26	9.29
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.12	0.12
95th-Percentile Queue Length [ft/ln]	0.63	0.63	0.00	0.00	2.89	2.89
d_A, Approach Delay [s/veh]	0.33		0.00		11.31	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.69					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: De Portola Road at Southern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Base Volume Input [veh/h]	0	306	127	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	306	127	0	0	0
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	80	33	0	0	0
Total Analysis Volume [veh/h]	0	319	133	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.48	0.00	0.00	0.00	11.37	8.93
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.15	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: De Portola Road at Northern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Base Volume Input [veh/h]	5	295	125	14	4	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	295	125	14	4	2
Peak Hour Factor	0.9590	0.9590	0.9590	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	77	33	4	1	1
Total Analysis Volume [veh/h]	5	308	130	15	4	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	7.51	0.00	0.00	0.00	11.48	9.00
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.21	0.21	0.00	0.00	0.71	0.71
d_A, Approach Delay [s/veh]	0.12		0.00		10.65	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 5: De Portola Road at Glen Oaks Road

Control Type:	All-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.328

Intersection Setup

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Base Volume Input [veh/h]	236	16	0	0	5	9	11	5	106	0	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	236	16	0	0	5	9	11	5	106	0	1	0
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	4	0	0	1	2	3	1	28	0	0	0
Total Analysis Volume [veh/h]	250	17	0	0	5	10	12	5	112	0	1	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	814	876	880	760
Degree of Utilization, x	0.33	0.02	0.15	0.00

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.43	0.05	0.51	0.00
95th-Percentile Queue Length [ft]	35.86	1.31	12.82	0.10
Approach Delay [s/veh]	9.57	7.18	7.80	7.75
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.92			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1: De Portola Road at Pauba Road

Control Type:	All-way stop	Delay (sec / veh):	22.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.789

Intersection Setup

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			50.00			45.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Base Volume Input [veh/h]	8	192	3	9	202	171	181	7	8	85	185	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	192	3	9	202	171	181	7	8	85	185	27
Peak Hour Factor	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	56	1	3	59	50	53	2	2	25	54	8
Total Analysis Volume [veh/h]	9	223	3	10	235	199	210	8	9	99	215	31
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	501	562	485	519
Degree of Utilization, x	0.47	0.79	0.47	0.66

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.47	7.47	2.46	4.85
95th-Percentile Queue Length [ft]	61.75	186.79	61.45	121.31
Approach Delay [s/veh]	16.39	29.23	16.82	22.58
Approach LOS	C	D	C	C
Intersection Delay [s/veh]	22.73			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 2: De Portola Road at Camino Del Vino

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	De Portola Road		De Portola Road		Camino Del Vino	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Camino Del Vino	
Base Volume Input [veh/h]	11	289	244	8	6	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	289	244	8	6	10
Peak Hour Factor	0.8710	0.8710	0.8710	0.8710	0.8710	0.8710
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	83	70	2	2	3
Total Analysis Volume [veh/h]	13	332	280	9	7	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	7.84	0.00	0.00	0.00	13.52	9.97
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	0.55	0.55	0.00	0.00	2.38	2.38
d_A, Approach Delay [s/veh]	0.30		0.00		11.35	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.47					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: De Portola Road at Southern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	12.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Base Volume Input [veh/h]	4	261	208	0	4	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	261	208	0	4	11
Peak Hour Factor	0.8710	0.8710	0.8710	0.8710	0.8710	0.8710
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	75	60	0	1	3
Total Analysis Volume [veh/h]	5	300	239	0	5	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	7.72	0.00	0.00	0.00	12.42	9.64
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.21	0.21	0.00	0.00	2.03	2.03
d_A, Approach Delay [s/veh]	0.13		0.00		10.42	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.40					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: De Portola Road at Northern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Base Volume Input [veh/h]	28	234	197	18	11	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	234	197	18	11	10
Peak Hour Factor	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	68	57	5	3	3
Total Analysis Volume [veh/h]	32	271	228	21	13	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	7.77	0.00	0.00	0.00	12.99	9.77
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.13	0.13
95th-Percentile Queue Length [ft/ln]	1.36	1.36	0.00	0.00	3.35	3.35
d_A, Approach Delay [s/veh]	0.82		0.00		11.44	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.93					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 5: De Portola Road at Glen Oaks Road

Control Type:	All-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.290

Intersection Setup

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Base Volume Input [veh/h]	191	16	2	1	15	9	12	1	140	2	3	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	191	16	2	1	15	9	12	1	140	2	3	0
Peak Hour Factor	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	4	1	0	4	2	3	0	39	1	1	0
Total Analysis Volume [veh/h]	211	18	2	1	17	10	13	1	154	2	3	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	797	825	895	748
Degree of Utilization, x	0.29	0.03	0.19	0.01

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.20	0.11	0.69	0.02
95th-Percentile Queue Length [ft]	30.10	2.63	17.20	0.50
Approach Delay [s/veh]	9.35	7.52	7.95	7.85
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.67			
Intersection LOS	A			

Appendix D

Project Opening Year (2024) With Project Conditions
LOS Analysis Worksheets

Intersection Level Of Service Report
Intersection 1: De Portola Road at Pauba Road

Control Type:	All-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.294

Intersection Setup

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			50.00			45.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Base Volume Input [veh/h]	2	84	4	7	192	48	40	5	10	3	6	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	84	4	7	192	48	40	5	10	3	6	7
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	22	1	2	50	13	10	1	3	1	2	2
Total Analysis Volume [veh/h]	2	88	4	7	201	50	42	5	10	3	6	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	828	877	756	791
Degree of Utilization, x	0.11	0.29	0.08	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.38	1.23	0.24	0.06
95th-Percentile Queue Length [ft]	9.57	30.77	6.10	1.55
Approach Delay [s/veh]	7.91	8.81	8.15	7.65
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.48			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2: De Portola Road at Camino Del Vino

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	De Portola Road		De Portola Road		Camino Del Vino	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Camino Del Vino	
Base Volume Input [veh/h]	4	88	232	11	2	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	88	232	11	2	10
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	24	64	3	1	3
Total Analysis Volume [veh/h]	4	97	256	12	2	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.78	0.00	0.00	0.00	10.79	9.72
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	0.17	0.17	0.00	0.00	1.32	1.32
d_A, Approach Delay [s/veh]	0.31		0.00		9.88	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.42					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: De Portola Road at Southern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Base Volume Input [veh/h]	5	78	243	1	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	78	243	1	0	1
Peak Hour Factor	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	20	63	0	0	0
Total Analysis Volume [veh/h]	5	81	252	1	0	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.75	0.00	0.00	0.00	10.54	9.59
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.21	0.21	0.00	0.00	0.10	0.10
d_A, Approach Delay [s/veh]	0.45		0.00		9.59	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: De Portola Road at Northern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Base Volume Input [veh/h]	1	79	240	4	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	79	240	4	1	0
Peak Hour Factor	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	64	1	0	0
Total Analysis Volume [veh/h]	1	84	256	4	1	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.76	0.00	0.00	0.00	10.53	9.62
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.04	0.04	0.00	0.00	0.12	0.12
d_A, Approach Delay [s/veh]	0.09		0.00		10.53	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 5: De Portola Road at Glen Oaks Road

Control Type:	All-way stop	Delay (sec / veh):	7.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.201

Intersection Setup

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Base Volume Input [veh/h]	63	3	2	0	9	10	7	0	168	1	1	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	3	2	0	9	10	7	0	168	1	1	1
Peak Hour Factor	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	1	1	0	3	3	2	0	48	0	0	0
Total Analysis Volume [veh/h]	72	3	2	0	10	11	8	0	193	1	1	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	798	879	1001	857
Degree of Utilization, x	0.10	0.02	0.20	0.00

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.32	0.07	0.75	0.01
95th-Percentile Queue Length [ft]	7.99	1.83	18.71	0.26
Approach Delay [s/veh]	8.00	7.19	7.50	7.22
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.60			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1: De Portola Road at Pauba Road

Control Type:	All-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.362

Intersection Setup

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			50.00			45.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Base Volume Input [veh/h]	8	263	7	9	151	60	40	15	10	5	14	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	263	7	9	151	60	40	15	10	5	14	23
Peak Hour Factor	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	69	2	2	40	16	11	4	3	1	4	6
Total Analysis Volume [veh/h]	8	276	7	9	159	63	42	16	11	5	15	24
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	803	818	691	732
Degree of Utilization, x	0.36	0.28	0.10	0.06

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.66	1.16	0.33	0.19
95th-Percentile Queue Length [ft]	41.52	29.09	8.28	4.79
Approach Delay [s/veh]	10.00	9.13	8.78	8.24
Approach LOS	B	A	A	A
Intersection Delay [s/veh]	9.43			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2: De Portola Road at Camino Del Vino

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	De Portola Road		De Portola Road		Camino Del Vino	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Camino Del Vino	
Base Volume Input [veh/h]	13	303	149	5	14	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	303	149	5	14	6
Peak Hour Factor	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	86	42	1	4	2
Total Analysis Volume [veh/h]	15	345	170	6	16	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	7.59	0.00	0.00	0.00	12.60	9.40
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.13	0.13
95th-Percentile Queue Length [ft/ln]	0.63	0.63	0.00	0.00	3.17	3.17
d_A, Approach Delay [s/veh]	0.32		0.00		11.63	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.68					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: De Portola Road at Southern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Base Volume Input [veh/h]	7	315	133	1	1	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	315	133	1	1	8
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	82	35	0	0	2
Total Analysis Volume [veh/h]	7	329	139	1	1	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.50	0.00	0.00	0.00	11.72	9.01
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.29	0.29	0.00	0.00	0.81	0.81
d_A, Approach Delay [s/veh]	0.16		0.00		9.31	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: De Portola Road at Northern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Base Volume Input [veh/h]	8	302	129	17	8	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	302	129	17	8	5
Peak Hour Factor	0.9590	0.9590	0.9590	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	79	34	4	2	1
Total Analysis Volume [veh/h]	8	315	135	18	8	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	7.53	0.00	0.00	0.00	11.73	9.10
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.33	0.33	0.00	0.00	1.55	1.55
d_A, Approach Delay [s/veh]	0.19		0.00		10.72	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.41					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 5: De Portola Road at Glen Oaks Road

Control Type:	All-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.343

Intersection Setup

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Base Volume Input [veh/h]	245	17	0	0	6	9	11	5	112	0	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	245	17	0	0	6	9	11	5	112	0	1	0
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	5	0	0	2	2	3	1	30	0	0	0
Total Analysis Volume [veh/h]	260	18	0	0	6	10	12	5	119	0	1	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	810	864	874	753
Degree of Utilization, x	0.34	0.02	0.16	0.00

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.53	0.06	0.55	0.00
95th-Percentile Queue Length [ft]	38.27	1.41	13.74	0.10
Approach Delay [s/veh]	9.74	7.25	7.88	7.79
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.06			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1: De Portola Road at Pauba Road

Control Type:	All-way stop	Delay (sec / veh):	42.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.009

Intersection Setup

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			50.00			45.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Base Volume Input [veh/h]	8	216	3	13	229	197	205	7	8	87	189	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	216	3	13	229	197	205	7	8	87	189	31
Peak Hour Factor	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	63	1	4	66	57	60	2	2	25	55	9
Total Analysis Volume [veh/h]	9	251	3	15	266	229	238	8	9	101	220	36
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	440	510	427	457
Degree of Utilization, x	0.60	1.01	0.60	0.78

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.79	14.11	3.79	6.91
95th-Percentile Queue Length [ft]	94.83	352.79	94.78	172.69
Approach Delay [s/veh]	22.55	69.01	23.23	33.76
Approach LOS	C	F	C	D
Intersection Delay [s/veh]	42.67			
Intersection LOS	E			

Intersection Level Of Service Report
Intersection 2: De Portola Road at Camino Del Vino

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name	De Portola Road		De Portola Road		Camino Del Vino	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Camino Del Vino	
Base Volume Input [veh/h]	11	339	298	12	9	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	339	298	12	9	10
Peak Hour Factor	0.8710	0.8710	0.8710	0.8710	0.8710	0.8710
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	97	86	3	3	3
Total Analysis Volume [veh/h]	13	389	342	14	10	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.03	0.02
d_M, Delay for Movement [s/veh]	8.01	0.00	0.00	0.00	15.15	10.52
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.13	0.13
95th-Percentile Queue Length [ft/ln]	0.55	0.55	0.00	0.00	3.37	3.37
d_A, Approach Delay [s/veh]	0.26		0.00		12.72	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 3: De Portola Road at Southern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Base Volume Input [veh/h]	37	280	228	4	9	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	280	228	4	9	48
Peak Hour Factor	0.8710	0.8710	0.8710	0.8710	0.8710	0.8710
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	80	65	1	3	14
Total Analysis Volume [veh/h]	42	321	262	5	10	55
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.02	0.07
d_M, Delay for Movement [s/veh]	7.82	0.00	0.00	0.00	14.43	10.21
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.32	0.32
95th-Percentile Queue Length [ft/ln]	1.79	1.79	0.00	0.00	7.90	7.90
d_A, Approach Delay [s/veh]	0.91		0.00		10.86	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.49					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: De Portola Road at Northern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.081

Intersection Setup

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Base Volume Input [veh/h]	43	244	205	34	29	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	244	205	34	29	26
Peak Hour Factor	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	71	59	10	8	8
Total Analysis Volume [veh/h]	50	282	237	39	34	30
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.08	0.04
d_M, Delay for Movement [s/veh]	7.85	0.00	0.00	0.00	14.47	10.51
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.40	0.40
95th-Percentile Queue Length [ft/ln]	2.14	2.14	0.00	0.00	10.09	10.09
d_A, Approach Delay [s/veh]	1.18		0.00		12.62	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.79					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 5: De Portola Road at Glen Oaks Road

Control Type:	All-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.331

Intersection Setup

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Base Volume Input [veh/h]	214	20	2	1	18	9	12	1	160	2	3	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	214	20	2	1	18	9	12	1	160	2	3	0
Peak Hour Factor	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	6	1	0	5	2	3	0	44	1	1	0
Total Analysis Volume [veh/h]	236	22	2	1	20	10	13	1	176	2	3	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	787	804	878	730
Degree of Utilization, x	0.33	0.04	0.22	0.01

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.45	0.12	0.82	0.02
95th-Percentile Queue Length [ft]	36.23	3.01	20.51	0.52
Approach Delay [s/veh]	9.82	7.66	8.23	7.97
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.04			
Intersection LOS	A			

Appendix E

Project Opening Year (2024) With Project Conditions With Improvements
LOS Analysis Worksheets

Intersection Level Of Service Report
Intersection 1: De Portola Road at Pauba Road

Control Type:	All-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.278

Intersection Setup

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			50.00			45.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Base Volume Input [veh/h]	2	84	4	7	192	48	40	5	10	3	6	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	84	4	7	192	48	40	5	10	3	6	7
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	22	1	2	50	13	10	1	3	1	2	2
Total Analysis Volume [veh/h]	2	88	4	7	201	50	42	5	10	3	6	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	806	749	881	751	785
Degree of Utilization, x	0.12	0.28	0.06	0.08	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.39	1.13	0.18	0.25	0.06
95th-Percentile Queue Length [ft]	9.86	28.36	4.51	6.14	1.56
Approach Delay [s/veh]	8.06	8.90		8.19	7.68
Approach LOS	A	A		A	A
Intersection Delay [s/veh]	8.57				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1: De Portola Road at Pauba Road

Control Type:	All-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.371

Intersection Setup

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			50.00			45.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Base Volume Input [veh/h]	8	263	7	9	151	60	40	15	10	5	14	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	263	7	9	151	60	40	15	10	5	14	23
Peak Hour Factor	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	69	2	2	40	16	11	4	3	1	4	6
Total Analysis Volume [veh/h]	8	276	7	9	159	63	42	16	11	5	15	24
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	784	705	823	690	730
Degree of Utilization, x	0.37	0.24	0.08	0.10	0.06

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.72	0.93	0.25	0.33	0.19
95th-Percentile Queue Length [ft]	43.05	23.14	6.20	8.30	4.80
Approach Delay [s/veh]	10.27	8.86		8.80	8.25
Approach LOS	B	A		A	A
Intersection Delay [s/veh]	9.46				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 1: De Portola Road at Pauba Road

Control Type:	All-way stop	Delay (sec / veh):	20.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.708

Intersection Setup

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			50.00			45.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Base Volume Input [veh/h]	8	216	3	13	229	197	205	7	8	87	189	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	216	3	13	229	197	205	7	8	87	189	31
Peak Hour Factor	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	63	1	4	66	57	60	2	2	25	55	9
Total Analysis Volume [veh/h]	9	251	3	15	266	229	238	8	9	101	220	36
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	477	476	528	473	505
Degree of Utilization, x	0.55	0.59	0.43	0.54	0.71

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.28	3.75	2.17	3.15	5.58
95th-Percentile Queue Length [ft]	82.02	93.73	54.28	78.84	139.52
Approach Delay [s/veh]	19.41	17.92		19.21	25.62
Approach LOS	C	C		C	D
Intersection Delay [s/veh]	20.43				
Intersection LOS	C				

Appendix F

Project Opening Year (2024) With Project and Cumulative Projects Conditions
LOS Analysis Worksheets

Intersection Level Of Service Report
Intersection 1: De Portola Road at Pauba Road

Control Type:	All-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.346

Intersection Setup

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			50.00			45.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Base Volume Input [veh/h]	2	130	4	11	211	56	66	5	10	3	6	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	130	4	11	211	56	66	5	10	3	6	17
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	34	1	3	55	15	17	1	3	1	2	4
Total Analysis Volume [veh/h]	2	136	4	12	221	59	69	5	10	3	6	18
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	797	843	715	774
Degree of Utilization, x	0.18	0.35	0.12	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.65	1.55	0.40	0.11
95th-Percentile Queue Length [ft]	16.14	38.87	9.94	2.71
Approach Delay [s/veh]	8.50	9.52	8.71	7.82
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.04			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 2: De Portola Road at Camino Del Vino

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	De Portola Road		De Portola Road		Camino Del Vino	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Camino Del Vino	
Base Volume Input [veh/h]	18	137	253	14	5	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	137	253	14	5	16
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	38	70	4	1	4
Total Analysis Volume [veh/h]	20	151	279	15	6	18
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	7.86	0.00	0.00	0.00	11.89	9.98
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.84	0.84	0.00	0.00	2.72	2.72
d_A, Approach Delay [s/veh]	0.92		0.00		10.45	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.83					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: De Portola Road at Southern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Base Volume Input [veh/h]	5	127	265	1	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	127	265	1	0	1
Peak Hour Factor	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	33	69	0	0	0
Total Analysis Volume [veh/h]	5	132	275	1	0	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.80	0.00	0.00	0.00	11.11	9.72
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.21	0.21	0.00	0.00	0.10	0.10
d_A, Approach Delay [s/veh]	0.28		0.00		9.72	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.12					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: De Portola Road at Northern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Base Volume Input [veh/h]	1	128	262	4	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	128	262	4	1	0
Peak Hour Factor	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	34	70	1	0	0
Total Analysis Volume [veh/h]	1	136	279	4	1	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.82	0.00	0.00	0.00	11.11	9.76
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.04	0.04	0.00	0.00	0.13	0.13
d_A, Approach Delay [s/veh]	0.06		0.00		11.11	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 5: De Portola Road at Glen Oaks Road

Control Type:	All-way stop	Delay (sec / veh):	7.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.224

Intersection Setup

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Base Volume Input [veh/h]	70	7	2	0	18	11	7	0	185	1	1	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	7	2	0	18	11	7	0	185	1	1	1
Peak Hour Factor	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	2	1	0	5	3	2	0	53	0	0	0
Total Analysis Volume [veh/h]	80	8	2	0	21	13	8	0	212	1	1	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	787	848	984	838
Degree of Utilization, x	0.11	0.04	0.22	0.00

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.39	0.13	0.86	0.01
95th-Percentile Queue Length [ft]	9.64	3.13	21.42	0.27
Approach Delay [s/veh]	8.17	7.43	7.71	7.31
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.80			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1: De Portola Road at Pauba Road

Control Type:	All-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			50.00			45.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Base Volume Input [veh/h]	8	336	7	27	232	106	82	15	10	5	14	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	336	7	27	232	106	82	15	10	5	14	41
Peak Hour Factor	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	88	2	7	61	28	22	4	3	1	4	11
Total Analysis Volume [veh/h]	8	353	7	28	244	111	86	16	11	5	15	43
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	726	750	602	641
Degree of Utilization, x	0.51	0.51	0.19	0.10

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.90	2.94	0.68	0.33
95th-Percentile Queue Length [ft]	72.42	73.60	17.12	8.13
Approach Delay [s/veh]	12.95	12.71	10.35	9.22
Approach LOS	B	B	B	A
Intersection Delay [s/veh]	12.28			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 2: De Portola Road at Camino Del Vino

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name	De Portola Road		De Portola Road		Camino Del Vino	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Camino Del Vino	
Base Volume Input [veh/h]	38	386	239	13	22	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	386	239	13	22	35
Peak Hour Factor	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	110	68	4	6	10
Total Analysis Volume [veh/h]	43	440	272	15	25	40
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.07	0.05
d_M, Delay for Movement [s/veh]	7.87	0.00	0.00	0.00	16.74	10.76
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.43	0.43
95th-Percentile Queue Length [ft/ln]	1.83	1.83	0.00	0.00	10.84	10.84
d_A, Approach Delay [s/veh]	0.70		0.00		13.06	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.42					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 3: De Portola Road at Southern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Base Volume Input [veh/h]	7	399	225	1	1	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	399	225	1	1	8
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	104	59	0	0	2
Total Analysis Volume [veh/h]	7	416	235	1	1	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.71	0.00	0.00	0.00	13.59	9.54
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.29	0.29	0.00	0.00	0.94	0.94
d_A, Approach Delay [s/veh]	0.13		0.00		9.99	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: De Portola Road at Northern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Base Volume Input [veh/h]	8	386	221	17	8	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	386	221	17	8	5
Peak Hour Factor	0.9590	0.9590	0.9590	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	101	58	4	2	1
Total Analysis Volume [veh/h]	8	403	230	18	8	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	7.74	0.00	0.00	0.00	13.63	9.68
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.33	0.33	0.00	0.00	1.92	1.92
d_A, Approach Delay [s/veh]	0.15		0.00		12.11	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.33					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 5: De Portola Road at Glen Oaks Road

Control Type:	All-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.411

Intersection Setup

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Base Volume Input [veh/h]	275	33	0	0	20	11	13	5	140	0	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	275	33	0	0	20	11	13	5	140	0	1	0
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	9	0	0	5	3	3	1	37	0	0	0
Total Analysis Volume [veh/h]	291	35	0	0	21	12	14	5	148	0	1	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	794	805	842	720
Degree of Utilization, x	0.41	0.04	0.20	0.00

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.02	0.13	0.74	0.00
95th-Percentile Queue Length [ft]	50.52	3.20	18.40	0.10
Approach Delay [s/veh]	10.66	7.67	8.33	8.01
Approach LOS	B	A	A	A
Intersection Delay [s/veh]	9.73			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 1: De Portola Road at Pauba Road

Control Type:	All-way stop	Delay (sec / veh):	491.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.907

Intersection Setup

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			50.00			45.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Base Volume Input [veh/h]	8	485	3	79	525	355	351	7	8	87	189	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	485	3	79	525	355	351	7	8	87	189	92
Peak Hour Factor	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	141	1	23	152	103	102	2	2	25	55	27
Total Analysis Volume [veh/h]	9	563	3	92	610	412	408	8	9	101	220	107
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	575	1114	425	428
Degree of Utilization, x	1.53	2.91	1.15	1.13

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	31.78	95.71	16.66	16.09
95th-Percentile Queue Length [ft]	794.43	2392.76	416.57	402.19
Approach Delay [s/veh]	277.48	884.55	126.74	116.78
Approach LOS	F	F	F	F
Intersection Delay [s/veh]	491.26			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 2: De Portola Road at Camino Del Vino

Control Type:	Two-way stop	Delay (sec / veh):	126.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.596

Intersection Setup

Name	De Portola Road		De Portola Road		Camino Del Vino	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Camino Del Vino	
Base Volume Input [veh/h]	121	616	595	42	39	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	616	595	42	39	131
Peak Hour Factor	0.8710	0.8710	0.8710	0.8710	0.8710	0.8710
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	177	171	12	11	38
Total Analysis Volume [veh/h]	139	707	683	48	45	150
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.01	0.01	0.00	0.60	0.34
d_M, Delay for Movement [s/veh]	9.29	0.00	0.00	0.00	125.97	86.59
Movement LOS	A	A	A	A	F	F
95th-Percentile Queue Length [veh/ln]	0.25	0.25	0.00	0.00	7.81	7.81
95th-Percentile Queue Length [ft/ln]	6.27	6.27	0.00	0.00	195.31	195.31
d_A, Approach Delay [s/veh]	1.53		0.00		95.68	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	11.26					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 3: De Portola Road at Southern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	29.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.063

Intersection Setup

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Southern Project Access Driveway	
Base Volume Input [veh/h]	37	561	525	4	9	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	561	525	4	9	48
Peak Hour Factor	0.8710	0.8710	0.8710	0.8710	0.8710	0.8710
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	161	151	1	3	14
Total Analysis Volume [veh/h]	42	644	603	5	10	55
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.01	0.00	0.06	0.11
d_M, Delay for Movement [s/veh]	8.76	0.00	0.00	0.00	29.75	14.25
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.62	0.62
95th-Percentile Queue Length [ft/ln]	1.79	1.79	0.00	0.00	15.52	15.52
d_A, Approach Delay [s/veh]	0.54		0.00		16.64	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.07					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 4: De Portola Road at Northern Project Access Driveway

Control Type:	Two-way stop	Delay (sec / veh):	32.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.209

Intersection Setup

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Nothern Project Access Driveway	
Base Volume Input [veh/h]	43	525	502	34	29	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	525	502	34	29	26
Peak Hour Factor	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	152	145	10	8	8
Total Analysis Volume [veh/h]	50	607	580	39	34	30
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.01	0.01	0.00	0.21	0.06
d_M, Delay for Movement [s/veh]	8.80	0.00	0.00	0.00	32.64	17.66
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	1.05	1.05
95th-Percentile Queue Length [ft/ln]	2.14	2.14	0.00	0.00	26.34	26.34
d_A, Approach Delay [s/veh]	0.67		0.00		25.62	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	1.55					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 5: De Portola Road at Glen Oaks Road

Control Type:	All-way stop	Delay (sec / veh):	13.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.608

Intersection Setup

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Glen Oaks Road			Rock Creek Circle		
Base Volume Input [veh/h]	317	75	2	1	67	16	20	1	258	2	3	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	317	75	2	1	67	16	20	1	258	2	3	0
Peak Hour Factor	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	87	21	1	0	18	4	6	0	71	1	1	0
Total Analysis Volume [veh/h]	350	83	2	1	74	18	22	1	284	2	3	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	716	688	754	610
Degree of Utilization, x	0.61	0.14	0.41	0.01

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	4.16	0.47	1.99	0.02
95th-Percentile Queue Length [ft]	103.88	11.65	49.80	0.62
Approach Delay [s/veh]	15.50	9.05	11.03	8.95
Approach LOS	C	A	B	A
Intersection Delay [s/veh]	13.11			
Intersection LOS	B			

Appendix G

Project Opening Year (2024) With Project and Cumulative Projects Conditions
With Improvements
LOS Analysis Worksheets

Intersection Level Of Service Report
Intersection 1: De Portola Road at Pauba Road

Control Type:	Signalized	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.186

Intersection Setup

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			50.00			45.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Base Volume Input [veh/h]	2	130	4	11	211	56	66	5	10	3	6	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	130	4	11	211	56	66	5	10	3	6	17
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	34	1	3	55	15	17	1	3	1	2	4
Total Analysis Volume [veh/h]	2	136	4	12	221	59	69	5	10	3	6	18
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	13	0	0	13	0	61	63	0	14	16	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	69	69	69	6	8	1	3
g / C, Green / Cycle	0.77	0.77	0.77	0.06	0.09	0.01	0.04
(v / s)_i Volume / Saturation Flow Rate	0.08	0.13	0.04	0.02	0.01	0.00	0.01
s, saturation flow rate [veh/h]	1857	1844	1589	3459	1673	1781	1651
c, Capacity [veh/h]	1462	1454	1217	225	158	12	60
d1, Uniform Delay [s]	2.68	2.83	2.57	40.16	37.26	44.48	42.43
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.13	0.24	0.08	0.76	0.26	9.88	4.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.16	0.05	0.31	0.09	0.24	0.40
d, Delay for Lane Group [s/veh]	2.82	3.07	2.65	40.92	37.51	54.36	46.68
Lane Group LOS	A	A	A	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.33	0.64	0.15	0.72	0.30	0.10	0.57
50th-Percentile Queue Length [ft/ln]	8.33	16.00	3.77	18.05	7.51	2.43	14.14
95th-Percentile Queue Length [veh/ln]	0.60	1.15	0.27	1.30	0.54	0.17	1.02
95th-Percentile Queue Length [ft/ln]	15.00	28.80	6.79	32.48	13.51	4.37	25.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	2.82	2.82	2.82	3.07	3.07	2.65	40.92	37.51	37.51	54.36	46.68	46.68
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	2.82			2.98			40.31			47.54		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	10.90											
Intersection LOS	B											
Intersection V/C	0.186											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	200	200	1311	267
d_b, Bicycle Delay [s]	36.46	36.46	5.35	33.81
l_b,int, Bicycle LOS Score for Intersection	1.794	2.041	1.698	1.604
Bicycle LOS	A	B	A	A

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Intersection Level Of Service Report
Intersection 2: De Portola Road at Camino Del Vino

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	De Portola Road		De Portola Road		Camino Del Vino	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Camino Del Vino	
Base Volume Input [veh/h]	18	137	253	14	5	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	137	253	14	5	16
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	38	70	4	1	4
Total Analysis Volume [veh/h]	20	151	279	15	6	18
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	7.89	0.00	0.00	0.00	11.77	9.90
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.00	0.03	0.07
95th-Percentile Queue Length [ft/ln]	1.20	0.00	0.00	0.00	0.85	1.84
d_A, Approach Delay [s/veh]	0.92		0.00		10.37	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.83					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1: De Portola Road at Pauba Road

Control Type:	Signalized	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.298

Intersection Setup

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			50.00			45.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Base Volume Input [veh/h]	8	336	7	27	232	106	82	15	10	5	14	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	336	7	27	232	106	82	15	10	5	14	41
Peak Hour Factor	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	88	2	7	61	28	22	4	3	1	4	11
Total Analysis Volume [veh/h]	8	353	7	28	244	111	86	16	11	5	15	43
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	23	0	0	23	0	48	54	0	13	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	66	66	66	6	11	1	5
g / C, Green / Cycle	0.74	0.74	0.74	0.07	0.12	0.01	0.06
(v / s)_i Volume / Saturation Flow Rate	0.20	0.15	0.07	0.02	0.02	0.00	0.04
s, saturation flow rate [veh/h]	1854	1762	1589	3459	1745	1781	1654
c, Capacity [veh/h]	1406	1341	1170	241	209	19	100
d1, Uniform Delay [s]	3.90	3.66	3.37	39.95	35.41	44.21	41.17
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.45	0.34	0.16	0.89	0.27	7.54	5.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.26	0.20	0.09	0.36	0.13	0.27	0.58
d, Delay for Lane Group [s/veh]	4.35	4.01	3.53	40.84	35.69	51.75	46.34
Lane Group LOS	A	A	A	D	D	D	D
Critical Lane Group	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.35	1.01	0.38	0.90	0.52	0.14	1.33
50th-Percentile Queue Length [ft/ln]	33.63	25.26	9.59	22.47	13.05	3.60	33.22
95th-Percentile Queue Length [veh/ln]	2.42	1.82	0.69	1.62	0.94	0.26	2.39
95th-Percentile Queue Length [ft/ln]	60.53	45.47	17.26	40.45	23.49	6.48	59.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.35	4.35	4.35	4.01	4.01	3.53	40.84	35.69	35.69	51.75	46.34	46.34
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	4.35			3.87			39.61			46.77		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	11.33											
Intersection LOS	B											
Intersection V/C	0.298											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	1111	333
d_b, Bicycle Delay [s]	28.02	28.02	8.90	31.26
l_b,int, Bicycle LOS Score for Intersection	2.167	2.192	1.746	1.664
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: De Portola Road at Camino Del Vino

Control Type:	Two-way stop	Delay (sec / veh):	16.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name	De Portola Road		De Portola Road		Camino Del Vino	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Camino Del Vino	
Base Volume Input [veh/h]	38	386	239	13	22	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	386	239	13	22	35
Peak Hour Factor	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	110	68	4	6	10
Total Analysis Volume [veh/h]	43	440	272	15	25	40
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.07	0.05
d_M, Delay for Movement [s/veh]	7.92	0.00	0.00	0.00	16.44	10.00
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.10	0.00	0.00	0.00	0.24	0.17
95th-Percentile Queue Length [ft/ln]	2.62	0.00	0.00	0.00	5.92	4.16
d_A, Approach Delay [s/veh]	0.71		0.00		12.48	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.38					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1: De Portola Road at Pauba Road

Control Type:	Signalized	Delay (sec / veh):	42.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.993

Intersection Setup

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			50.00			45.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	De Portola Road			De Portola Road			Pauba Road			Pauba Road		
Base Volume Input [veh/h]	8	485	3	79	525	355	351	7	8	87	189	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	485	3	79	525	355	351	7	8	87	189	92
Peak Hour Factor	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	141	1	23	152	103	102	2	2	25	55	27
Total Analysis Volume [veh/h]	9	563	3	92	610	412	408	8	9	101	220	107
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	119	71	0	119	71	0	18	11	0	33	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	67	67	67	14	28	8	22
g / C, Green / Cycle	0.58	0.58	0.58	0.12	0.24	0.07	0.19
(v / s)_i Volume / Saturation Flow Rate	0.38	0.59	0.26	0.12	0.01	0.06	0.18
s, saturation flow rate [veh/h]	1502	1197	1589	3459	1710	1781	1768
c, Capacity [veh/h]	909	734	928	422	410	128	336
d1, Uniform Delay [s]	15.42	24.38	13.43	50.26	33.55	52.52	46.31
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.24
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.34	24.01	1.54	14.08	0.04	10.33	28.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.96	0.44	0.97	0.04	0.79	0.97
d, Delay for Lane Group [s/veh]	18.76	48.39	14.97	64.34	33.59	62.84	74.48
Lane Group LOS	B	D	B	E	C	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.56	22.70	5.69	6.49	0.36	3.14	11.48
50th-Percentile Queue Length [ft/ln]	213.99	567.62	142.23	162.20	9.00	78.39	286.96
95th-Percentile Queue Length [veh/ln]	13.36	30.52	9.60	10.67	0.65	5.64	17.03
95th-Percentile Queue Length [ft/ln]	333.94	762.98	240.02	266.63	16.20	141.09	425.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.76	18.76	18.76	48.39	48.39	14.97	64.34	33.59	33.59	62.84	74.48	74.48
Movement LOS	B	B	B	D	D	B	E	C	C	E	E	E
d_A, Approach Delay [s/veh]	18.76			36.03			63.11			71.73		
Approach LOS	B			D			E			E		
d_I, Intersection Delay [s/veh]	42.66											
Intersection LOS	D											
Intersection V/C	0.993											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1165	1165	122	383
d_b, Bicycle Delay [s]	10.02	10.02	50.71	37.60
l_b,int, Bicycle LOS Score for Intersection	2.508	3.398	2.261	2.266
Bicycle LOS	B	C	B	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Intersection Level Of Service Report
Intersection 2: De Portola Road at Camino Del Vino

Control Type:	Two-way stop	Delay (sec / veh):	85.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.523

Intersection Setup

Name	De Portola Road		De Portola Road		Camino Del Vino	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	De Portola Road		De Portola Road		Camino Del Vino	
Base Volume Input [veh/h]	121	616	595	42	39	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	616	595	42	39	131
Peak Hour Factor	0.8710	0.8710	0.8710	0.8710	0.8710	0.8710
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	177	171	12	11	38
Total Analysis Volume [veh/h]	139	707	683	48	45	150
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.01	0.01	0.00	0.52	0.34
d_M, Delay for Movement [s/veh]	9.90	0.00	0.00	0.00	85.64	17.56
Movement LOS	A	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.56	0.00	0.00	0.00	2.28	1.51
95th-Percentile Queue Length [ft/ln]	14.11	0.00	0.00	0.00	56.93	37.83
d_A, Approach Delay [s/veh]	1.63		0.00		33.27	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	4.44					
Intersection LOS	F					

Appendix H

MUTCD Traffic Signal Warrant Analysis Worksheets

Signal Warrants Report For Intersection 1: De Portola Road at Pauba Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	240	86	16	52
2	233	83	16	50
3	228	82	15	49
4	214	77	14	46
5	190	68	13	41
6	187	67	12	41
7	185	66	12	40
8	168	60	11	36
9	166	59	11	36
10	163	58	11	35
11	142	51	9	31
12	132	47	9	29
13	130	46	9	28
14	96	34	6	21
15	96	34	6	21
16	67	24	4	15
17	38	14	3	8
18	38	14	3	8
19	22	8	1	5
20	12	4	1	3
21	7	3	0	2
22	2	1	0	1
23	2	1	0	1
24	2	1	0	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	326	1	52	No	No	No	No	No	No	No	No	No	No
2	1	316	1	50	No	No	No	No	No	No	No	No	No	No
3	1	310	1	49	No	No	No	No	No	No	No	No	No	No
4	1	291	1	46	No	No	No	No	No	No	No	No	No	No
5	1	258	1	41	No	No	No	No	No	No	No	No	No	No
6	1	254	1	41	No	No	No	No	No	No	No	No	No	No
7	1	251	1	40	No	No	No	No	No	No	No	No	No	No
8	1	228	1	36	No	No	No	No	No	No	No	No	No	No
9	1	225	1	36	No	No	No	No	No	No	No	No	No	No
10	1	221	1	35	No	No	No	No	No	No	No	No	No	No
11	1	193	1	31	No	No	No	No	No	No	No	No	No	No
12	1	179	1	29	No	No	No	No	No	No	No	No	No	No
13	1	176	1	28	No	No	No	No	No	No	No	No	No	No
14	1	130	1	21	No	No	No	No	No	No	No	No	No	No
15	1	130	1	21	No	No	No	No	No	No	No	No	No	No
16	1	91	1	15	No	No	No	No	No	No	No	No	No	No
17	1	52	1	8	No	No	No	No	No	No	No	No	No	No
18	1	52	1	8	No	No	No	No	No	No	No	No	No	No
19	1	30	1	5	No	No	No	No	No	No	No	No	No	No
20	1	16	1	3	No	No	No	No	No	No	No	No	No	No
21	1	10	1	2	No	No	No	No	No	No	No	No	No	No
22	1	3	1	1	No	No	No	No	No	No	No	No	No	No
23	1	3	1	1	No	No	No	No	No	No	No	No	No	No
24	1	3	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	7.6	8.1
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:02	0:07
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	16	52
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	394	394
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 2: De Portola Road at Camino Del Vino

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	237	85	12
2	230	82	12
3	225	81	11
4	211	76	11
5	187	67	9
6	185	66	9
7	182	65	9
8	166	59	8
9	164	59	8
10	161	58	8
11	140	50	7
12	130	47	7
13	128	46	6
14	95	34	5
15	95	34	5
16	66	24	3
17	38	14	2
18	38	14	2
19	21	8	1
20	12	4	1
21	7	3	0
22	2	1	0
23	2	1	0
24	2	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	322	1	12	No	No	No	No	No	No	No	No	No	No
2	1	312	1	12	No	No	No	No	No	No	No	No	No	No
3	1	306	1	11	No	No	No	No	No	No	No	No	No	No
4	1	287	1	11	No	No	No	No	No	No	No	No	No	No
5	1	254	1	9	No	No	No	No	No	No	No	No	No	No
6	1	251	1	9	No	No	No	No	No	No	No	No	No	No
7	1	247	1	9	No	No	No	No	No	No	No	No	No	No
8	1	225	1	8	No	No	No	No	No	No	No	No	No	No
9	1	223	1	8	No	No	No	No	No	No	No	No	No	No
10	1	219	1	8	No	No	No	No	No	No	No	No	No	No
11	1	190	1	7	No	No	No	No	No	No	No	No	No	No
12	1	177	1	7	No	No	No	No	No	No	No	No	No	No
13	1	174	1	6	No	No	No	No	No	No	No	No	No	No
14	1	129	1	5	No	No	No	No	No	No	No	No	No	No
15	1	129	1	5	No	No	No	No	No	No	No	No	No	No
16	1	90	1	3	No	No	No	No	No	No	No	No	No	No
17	1	52	1	2	No	No	No	No	No	No	No	No	No	No
18	1	52	1	2	No	No	No	No	No	No	No	No	No	No
19	1	29	1	1	No	No	No	No	No	No	No	No	No	No
20	1	16	1	1	No	No	No	No	No	No	No	No	No	No
21	1	10	1	0	No	No	No	No	No	No	No	No	No	No
22	1	3	1	0	No	No	No	No	No	No	No	No	No	No
23	1	3	1	0	No	No	No	No	No	No	No	No	No	No
24	1	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	12
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	334
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 1: De Portola Road at Pauba Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	205	269	41	60
2	199	261	40	58
3	195	256	39	57
4	182	239	36	53
5	162	213	32	47
6	160	210	32	47
7	158	207	32	46
8	144	188	29	42
9	141	186	28	41
10	139	183	28	41
11	121	159	24	35
12	113	148	23	33
13	111	145	22	32
14	82	108	16	24
15	82	108	16	24
16	57	75	11	17
17	33	43	7	10
18	33	43	7	10
19	18	24	4	5
20	10	13	2	3
21	6	8	1	2
22	2	3	0	1
23	2	3	0	1
24	2	3	0	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	474	1	60	No	No	No	No	No	No	No	Yes	No	No
2	1	460	1	58	No	No	No	No	No	No	No	Yes	No	No
3	1	451	1	57	No	No	No	No	No	No	No	Yes	No	No
4	1	421	1	53	No	No	No	No	No	No	No	Yes	No	No
5	1	375	1	47	No	No	No	No	No	No	No	No	No	No
6	1	370	1	47	No	No	No	No	No	No	No	No	No	No
7	1	365	1	46	No	No	No	No	No	No	No	No	No	No
8	1	332	1	42	No	No	No	No	No	No	No	No	No	No
9	1	327	1	41	No	No	No	No	No	No	No	No	No	No
10	1	322	1	41	No	No	No	No	No	No	No	No	No	No
11	1	280	1	35	No	No	No	No	No	No	No	No	No	No
12	1	261	1	33	No	No	No	No	No	No	No	No	No	No
13	1	256	1	32	No	No	No	No	No	No	No	No	No	No
14	1	190	1	24	No	No	No	No	No	No	No	No	No	No
15	1	190	1	24	No	No	No	No	No	No	No	No	No	No
16	1	132	1	17	No	No	No	No	No	No	No	No	No	No
17	1	76	1	10	No	No	No	No	No	No	No	No	No	No
18	1	76	1	10	No	No	No	No	No	No	No	No	No	No
19	1	42	1	5	No	No	No	No	No	No	No	No	No	No
20	1	23	1	3	No	No	No	No	No	No	No	No	No	No
21	1	14	1	2	No	No	No	No	No	No	No	No	No	No
22	1	5	1	1	No	No	No	No	No	No	No	No	No	No
23	1	5	1	1	No	No	No	No	No	No	No	No	No	No
24	1	5	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	4	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.2	8.6
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:05	0:08
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	41	60
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	575	575
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 2: De Portola Road at Camino Del Vino

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	140	301	19
2	136	292	18
3	133	286	18
4	125	268	17
5	111	238	15
6	109	235	15
7	108	232	15
8	98	211	13
9	97	208	13
10	95	205	13
11	83	178	11
12	77	166	10
13	76	163	10
14	56	120	8
15	56	120	8
16	39	84	5
17	22	48	3
18	22	48	3
19	13	27	2
20	7	15	1
21	4	9	1
22	1	3	0
23	1	3	0
24	1	3	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	441	1	19	No	No	No	No	No	No	No	No	No	No
2	1	428	1	18	No	No	No	No	No	No	No	No	No	No
3	1	419	1	18	No	No	No	No	No	No	No	No	No	No
4	1	393	1	17	No	No	No	No	No	No	No	No	No	No
5	1	349	1	15	No	No	No	No	No	No	No	No	No	No
6	1	344	1	15	No	No	No	No	No	No	No	No	No	No
7	1	340	1	15	No	No	No	No	No	No	No	No	No	No
8	1	309	1	13	No	No	No	No	No	No	No	No	No	No
9	1	305	1	13	No	No	No	No	No	No	No	No	No	No
10	1	300	1	13	No	No	No	No	No	No	No	No	No	No
11	1	261	1	11	No	No	No	No	No	No	No	No	No	No
12	1	243	1	10	No	No	No	No	No	No	No	No	No	No
13	1	239	1	10	No	No	No	No	No	No	No	No	No	No
14	1	176	1	8	No	No	No	No	No	No	No	No	No	No
15	1	176	1	8	No	No	No	No	No	No	No	No	No	No
16	1	123	1	5	No	No	No	No	No	No	No	No	No	No
17	1	70	1	3	No	No	No	No	No	No	No	No	No	No
18	1	70	1	3	No	No	No	No	No	No	No	No	No	No
19	1	40	1	2	No	No	No	No	No	No	No	No	No	No
20	1	22	1	1	No	No	No	No	No	No	No	No	No	No
21	1	13	1	1	No	No	No	No	No	No	No	No	No	No
22	1	4	1	0	No	No	No	No	No	No	No	No	No	No
23	1	4	1	0	No	No	No	No	No	No	No	No	No	No
24	1	4	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.3
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:03
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	19
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	460
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 1: De Portola Road at Pauba Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	382	203	297	196
2	371	197	288	190
3	363	193	282	186
4	340	181	264	174
5	302	160	235	155
6	298	158	232	153
7	294	156	229	151
8	267	142	208	137
9	264	140	205	135
10	260	138	202	133
11	225	120	175	116
12	210	112	163	108
13	206	110	160	106
14	153	81	119	78
15	153	81	119	78
16	107	57	83	55
17	61	32	48	31
18	61	32	48	31
19	34	18	27	18
20	19	10	15	10
21	11	6	9	6
22	4	2	3	2
23	4	2	3	2
24	4	2	3	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	585	1	297	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
2	1	568	1	288	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
3	1	556	1	282	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
4	1	521	1	264	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No
5	1	462	1	235	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
6	1	456	1	232	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
7	1	450	1	229	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
8	1	409	1	208	No	Yes	Yes	Yes	No	No	No	No	Yes	No
9	1	404	1	205	No	Yes	Yes	Yes	No	No	No	No	Yes	No
10	1	398	1	202	No	No	Yes	Yes	No	No	No	No	Yes	No
11	1	345	1	175	No	No	No	Yes	No	No	No	No	No	No
12	1	322	1	163	No	No	No	Yes	No	No	No	No	No	No
13	1	316	1	160	No	No	No	Yes	No	No	No	No	No	No
14	1	234	1	119	No	No	No	No	No	No	No	No	No	No
15	1	234	1	119	No	No	No	No	No	No	No	No	No	No
16	1	164	1	83	No	No	No	No	No	No	No	No	No	No
17	1	93	1	48	No	No	No	No	No	No	No	No	No	No
18	1	93	1	48	No	No	No	No	No	No	No	No	No	No
19	1	52	1	27	No	No	No	No	No	No	No	No	No	No
20	1	29	1	15	No	No	No	No	No	No	No	No	No	No
21	1	17	1	9	No	No	No	No	No	No	No	No	No	No
22	1	6	1	3	No	No	No	No	No	No	No	No	No	No
23	1	6	1	3	No	No	No	No	No	No	No	No	No	No
24	1	6	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					4	9	10	13	0	0	3	7	10	3

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	22.6	16.8
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:51	0:54
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	297	196
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	1078	1078
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 2: De Portola Road at Camino Del Vino

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	252	300	16
2	244	291	16
3	239	285	15
4	224	267	14
5	199	237	13
6	197	234	12
7	194	231	12
8	176	210	11
9	174	207	11
10	171	204	11
11	149	177	9
12	139	165	9
13	136	162	9
14	101	120	6
15	101	120	6
16	71	84	4
17	40	48	3
18	40	48	3
19	23	27	1
20	13	15	1
21	8	9	0
22	3	3	0
23	3	3	0
24	3	3	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	552	1	16	No	No	No	No	No	No	No	No	No	No
2	1	535	1	16	No	No	No	No	No	No	No	No	No	No
3	1	524	1	15	No	No	No	No	No	No	No	No	No	No
4	1	491	1	14	No	No	No	No	No	No	No	No	No	No
5	1	436	1	13	No	No	No	No	No	No	No	No	No	No
6	1	431	1	12	No	No	No	No	No	No	No	No	No	No
7	1	425	1	12	No	No	No	No	No	No	No	No	No	No
8	1	386	1	11	No	No	No	No	No	No	No	No	No	No
9	1	381	1	11	No	No	No	No	No	No	No	No	No	No
10	1	375	1	11	No	No	No	No	No	No	No	No	No	No
11	1	326	1	9	No	No	No	No	No	No	No	No	No	No
12	1	304	1	9	No	No	No	No	No	No	No	No	No	No
13	1	298	1	9	No	No	No	No	No	No	No	No	No	No
14	1	221	1	6	No	No	No	No	No	No	No	No	No	No
15	1	221	1	6	No	No	No	No	No	No	No	No	No	No
16	1	155	1	4	No	No	No	No	No	No	No	No	No	No
17	1	88	1	3	No	No	No	No	No	No	No	No	No	No
18	1	88	1	3	No	No	No	No	No	No	No	No	No	No
19	1	50	1	1	No	No	No	No	No	No	No	No	No	No
20	1	28	1	1	No	No	No	No	No	No	No	No	No	No
21	1	17	1	0	No	No	No	No	No	No	No	No	No	No
22	1	6	1	0	No	No	No	No	No	No	No	No	No	No
23	1	6	1	0	No	No	No	No	No	No	No	No	No	No
24	1	6	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.3
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:03
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	16
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	568
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 1: De Portola Road at Pauba Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	247	90	16	55
2	240	87	16	53
3	235	86	15	52
4	220	80	14	49
5	195	71	13	43
6	193	70	12	43
7	190	69	12	42
8	173	63	11	39
9	170	62	11	38
10	168	61	11	37
11	146	53	9	32
12	136	50	9	30
13	133	49	9	30
14	99	36	6	22
15	99	36	6	22
16	69	25	4	15
17	40	14	3	9
18	40	14	3	9
19	22	8	1	5
20	12	5	1	3
21	7	3	0	2
22	2	1	0	1
23	2	1	0	1
24	2	1	0	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	337	1	55	No	No	No	No	No	No	No	No	No	No
2	1	327	1	53	No	No	No	No	No	No	No	No	No	No
3	1	321	1	52	No	No	No	No	No	No	No	No	No	No
4	1	300	1	49	No	No	No	No	No	No	No	No	No	No
5	1	266	1	43	No	No	No	No	No	No	No	No	No	No
6	1	263	1	43	No	No	No	No	No	No	No	No	No	No
7	1	259	1	42	No	No	No	No	No	No	No	No	No	No
8	1	236	1	39	No	No	No	No	No	No	No	No	No	No
9	1	232	1	38	No	No	No	No	No	No	No	No	No	No
10	1	229	1	37	No	No	No	No	No	No	No	No	No	No
11	1	199	1	32	No	No	No	No	No	No	No	No	No	No
12	1	186	1	30	No	No	No	No	No	No	No	No	No	No
13	1	182	1	30	No	No	No	No	No	No	No	No	No	No
14	1	135	1	22	No	No	No	No	No	No	No	No	No	No
15	1	135	1	22	No	No	No	No	No	No	No	No	No	No
16	1	94	1	15	No	No	No	No	No	No	No	No	No	No
17	1	54	1	9	No	No	No	No	No	No	No	No	No	No
18	1	54	1	9	No	No	No	No	No	No	No	No	No	No
19	1	30	1	5	No	No	No	No	No	No	No	No	No	No
20	1	17	1	3	No	No	No	No	No	No	No	No	No	No
21	1	10	1	2	No	No	No	No	No	No	No	No	No	No
22	1	3	1	1	No	No	No	No	No	No	No	No	No	No
23	1	3	1	1	No	No	No	No	No	No	No	No	No	No
24	1	3	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	7.6	8.2
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:02	0:07
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	16	55
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	408	408
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 2: De Portola Road at Camino Del Vino

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	243	92	12
2	236	89	12
3	231	87	11
4	216	82	11
5	192	73	9
6	190	72	9
7	187	71	9
8	170	64	8
9	168	63	8
10	165	63	8
11	143	54	7
12	134	51	7
13	131	50	6
14	97	37	5
15	97	37	5
16	68	26	3
17	39	15	2
18	39	15	2
19	22	8	1
20	12	5	1
21	7	3	0
22	2	1	0
23	2	1	0
24	2	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	335	1	12	No	No	No	No	No	No	No	No	No	No
2	1	325	1	12	No	No	No	No	No	No	No	No	No	No
3	1	318	1	11	No	No	No	No	No	No	No	No	No	No
4	1	298	1	11	No	No	No	No	No	No	No	No	No	No
5	1	265	1	9	No	No	No	No	No	No	No	No	No	No
6	1	262	1	9	No	No	No	No	No	No	No	No	No	No
7	1	258	1	9	No	No	No	No	No	No	No	No	No	No
8	1	234	1	8	No	No	No	No	No	No	No	No	No	No
9	1	231	1	8	No	No	No	No	No	No	No	No	No	No
10	1	228	1	8	No	No	No	No	No	No	No	No	No	No
11	1	197	1	7	No	No	No	No	No	No	No	No	No	No
12	1	185	1	7	No	No	No	No	No	No	No	No	No	No
13	1	181	1	6	No	No	No	No	No	No	No	No	No	No
14	1	134	1	5	No	No	No	No	No	No	No	No	No	No
15	1	134	1	5	No	No	No	No	No	No	No	No	No	No
16	1	94	1	3	No	No	No	No	No	No	No	No	No	No
17	1	54	1	2	No	No	No	No	No	No	No	No	No	No
18	1	54	1	2	No	No	No	No	No	No	No	No	No	No
19	1	30	1	1	No	No	No	No	No	No	No	No	No	No
20	1	17	1	1	No	No	No	No	No	No	No	No	No	No
21	1	10	1	0	No	No	No	No	No	No	No	No	No	No
22	1	3	1	0	No	No	No	No	No	No	No	No	No	No
23	1	3	1	0	No	No	No	No	No	No	No	No	No	No
24	1	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	12
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	347
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 1: De Portola Road at Pauba Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	220	278	42	65
2	213	270	41	63
3	209	264	40	62
4	196	247	37	58
5	174	220	33	51
6	172	217	33	51
7	169	214	32	50
8	154	195	29	46
9	152	192	29	45
10	150	189	29	44
11	130	164	25	38
12	121	153	23	36
13	119	150	23	35
14	88	111	17	26
15	88	111	17	26
16	62	78	12	18
17	35	44	7	10
18	35	44	7	10
19	20	25	4	6
20	11	14	2	3
21	7	8	1	2
22	2	3	0	1
23	2	3	0	1
24	2	3	0	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	498	1	65	No	No	No	No	No	No	No	Yes	No	No
2	1	483	1	63	No	No	No	No	No	No	No	Yes	No	No
3	1	473	1	62	No	No	No	No	No	No	No	Yes	No	No
4	1	443	1	58	No	No	No	No	No	No	No	Yes	No	No
5	1	394	1	51	No	No	No	No	No	No	No	No	No	No
6	1	389	1	51	No	No	No	No	No	No	No	No	No	No
7	1	383	1	50	No	No	No	No	No	No	No	No	No	No
8	1	349	1	46	No	No	No	No	No	No	No	No	No	No
9	1	344	1	45	No	No	No	No	No	No	No	No	No	No
10	1	339	1	44	No	No	No	No	No	No	No	No	No	No
11	1	294	1	38	No	No	No	No	No	No	No	No	No	No
12	1	274	1	36	No	No	No	No	No	No	No	No	No	No
13	1	269	1	35	No	No	No	No	No	No	No	No	No	No
14	1	199	1	26	No	No	No	No	No	No	No	No	No	No
15	1	199	1	26	No	No	No	No	No	No	No	No	No	No
16	1	140	1	18	No	No	No	No	No	No	No	No	No	No
17	1	79	1	10	No	No	No	No	No	No	No	No	No	No
18	1	79	1	10	No	No	No	No	No	No	No	No	No	No
19	1	45	1	6	No	No	No	No	No	No	No	No	No	No
20	1	25	1	3	No	No	No	No	No	No	No	No	No	No
21	1	15	1	2	No	No	No	No	No	No	No	No	No	No
22	1	5	1	1	No	No	No	No	No	No	No	No	No	No
23	1	5	1	1	No	No	No	No	No	No	No	No	No	No
24	1	5	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	4	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.2	8.8
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:05	0:09
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	42	65
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	605	605
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 2: De Portola Road at Camino Del Vino

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	154	316	20
2	149	307	19
3	146	300	19
4	137	281	18
5	122	250	16
6	120	246	16
7	119	243	15
8	108	221	14
9	106	218	14
10	105	215	14
11	91	186	12
12	85	174	11
13	83	171	11
14	62	126	8
15	62	126	8
16	43	88	6
17	25	51	3
18	25	51	3
19	14	28	2
20	8	16	1
21	5	9	1
22	2	3	0
23	2	3	0
24	2	3	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	470	1	20	No	No	No	No	No	No	No	No	No	No
2	1	456	1	19	No	No	No	No	No	No	No	No	No	No
3	1	446	1	19	No	No	No	No	No	No	No	No	No	No
4	1	418	1	18	No	No	No	No	No	No	No	No	No	No
5	1	372	1	16	No	No	No	No	No	No	No	No	No	No
6	1	366	1	16	No	No	No	No	No	No	No	No	No	No
7	1	362	1	15	No	No	No	No	No	No	No	No	No	No
8	1	329	1	14	No	No	No	No	No	No	No	No	No	No
9	1	324	1	14	No	No	No	No	No	No	No	No	No	No
10	1	320	1	14	No	No	No	No	No	No	No	No	No	No
11	1	277	1	12	No	No	No	No	No	No	No	No	No	No
12	1	259	1	11	No	No	No	No	No	No	No	No	No	No
13	1	254	1	11	No	No	No	No	No	No	No	No	No	No
14	1	188	1	8	No	No	No	No	No	No	No	No	No	No
15	1	188	1	8	No	No	No	No	No	No	No	No	No	No
16	1	131	1	6	No	No	No	No	No	No	No	No	No	No
17	1	76	1	3	No	No	No	No	No	No	No	No	No	No
18	1	76	1	3	No	No	No	No	No	No	No	No	No	No
19	1	42	1	2	No	No	No	No	No	No	No	No	No	No
20	1	24	1	1	No	No	No	No	No	No	No	No	No	No
21	1	14	1	1	No	No	No	No	No	No	No	No	No	No
22	1	5	1	0	No	No	No	No	No	No	No	No	No	No
23	1	5	1	0	No	No	No	No	No	No	No	No	No	No
24	1	5	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:03
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	20
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	490
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 1: De Portola Road at Pauba Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	439	227	307	220
2	426	220	298	213
3	417	216	292	209
4	391	202	273	196
5	347	179	243	174
6	342	177	239	172
7	338	175	236	169
8	307	159	215	154
9	303	157	212	152
10	299	154	209	150
11	259	134	181	130
12	241	125	169	121
13	237	123	166	119
14	176	91	123	88
15	176	91	123	88
16	123	64	86	62
17	70	36	49	35
18	70	36	49	35
19	40	20	28	20
20	22	11	15	11
21	13	7	9	7
22	4	2	3	2
23	4	2	3	2
24	4	2	3	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	666	1	307	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
2	1	646	1	298	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
3	1	633	1	292	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
4	1	593	1	273	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
5	1	526	1	243	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
6	1	519	1	239	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No
7	1	513	1	236	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No
8	1	466	1	215	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
9	1	460	1	212	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
10	1	453	1	209	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
11	1	393	1	181	No	No	Yes	Yes	No	No	No	No	Yes	No
12	1	366	1	169	No	No	Yes	Yes	No	No	No	No	No	No
13	1	360	1	166	No	No	Yes	Yes	No	No	No	No	No	No
14	1	267	1	123	No	No	No	No	No	No	No	No	No	No
15	1	267	1	123	No	No	No	No	No	No	No	No	No	No
16	1	187	1	86	No	No	No	No	No	No	No	No	No	No
17	1	106	1	49	No	No	No	No	No	No	No	No	No	No
18	1	106	1	49	No	No	No	No	No	No	No	No	No	No
19	1	60	1	28	No	No	No	No	No	No	No	No	No	No
20	1	33	1	15	No	No	No	No	No	No	No	No	No	No
21	1	20	1	9	No	No	No	No	No	No	No	No	No	No
22	1	6	1	3	No	No	No	No	No	No	No	No	No	No
23	1	6	1	3	No	No	No	No	No	No	No	No	No	No
24	1	6	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					7	10	13	13	0	3	5	10	11	4

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	33.8	23.2
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:52	1:25
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	307	220
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	1193	1193
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 2: De Portola Road at Camino Del Vino

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	310	350	19
2	301	340	18
3	295	333	18
4	276	312	17
5	245	277	15
6	242	273	15
7	239	270	15
8	217	245	13
9	214	241	13
10	211	238	13
11	183	207	11
12	171	193	10
13	167	189	10
14	124	140	8
15	124	140	8
16	87	98	5
17	50	56	3
18	50	56	3
19	28	32	2
20	16	18	1
21	9	11	1
22	3	4	0
23	3	4	0
24	3	4	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	660	1	19	No	No	No	No	No	No	No	No	No	No
2	1	641	1	18	No	No	No	No	No	No	No	No	No	No
3	1	628	1	18	No	No	No	No	No	No	No	No	No	No
4	1	588	1	17	No	No	No	No	No	No	No	No	No	No
5	1	522	1	15	No	No	No	No	No	No	No	No	No	No
6	1	515	1	15	No	No	No	No	No	No	No	No	No	No
7	1	509	1	15	No	No	No	No	No	No	No	No	No	No
8	1	462	1	13	No	No	No	No	No	No	No	No	No	No
9	1	455	1	13	No	No	No	No	No	No	No	No	No	No
10	1	449	1	13	No	No	No	No	No	No	No	No	No	No
11	1	390	1	11	No	No	No	No	No	No	No	No	No	No
12	1	364	1	10	No	No	No	No	No	No	No	No	No	No
13	1	356	1	10	No	No	No	No	No	No	No	No	No	No
14	1	264	1	8	No	No	No	No	No	No	No	No	No	No
15	1	264	1	8	No	No	No	No	No	No	No	No	No	No
16	1	185	1	5	No	No	No	No	No	No	No	No	No	No
17	1	106	1	3	No	No	No	No	No	No	No	No	No	No
18	1	106	1	3	No	No	No	No	No	No	No	No	No	No
19	1	60	1	2	No	No	No	No	No	No	No	No	No	No
20	1	34	1	1	No	No	No	No	No	No	No	No	No	No
21	1	20	1	1	No	No	No	No	No	No	No	No	No	No
22	1	7	1	0	No	No	No	No	No	No	No	No	No	No
23	1	7	1	0	No	No	No	No	No	No	No	No	No	No
24	1	7	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	12.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:04
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	19
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	679
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 1: De Portola Road at Pauba Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	278	136	26	81
2	270	132	25	79
3	264	129	25	77
4	247	121	23	72
5	220	107	21	64
6	217	106	20	63
7	214	105	20	62
8	195	95	18	57
9	192	94	18	56
10	189	92	18	55
11	164	80	15	48
12	153	75	14	45
13	150	73	14	44
14	111	54	10	32
15	111	54	10	32
16	78	38	7	23
17	44	22	4	13
18	44	22	4	13
19	25	12	2	7
20	14	7	1	4
21	8	4	1	2
22	3	1	0	1
23	3	1	0	1
24	3	1	0	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	414	1	81	No	No	No	No	No	No	No	No	No	No
2	1	402	1	79	No	No	No	No	No	No	No	No	No	No
3	1	393	1	77	No	No	No	No	No	No	No	No	No	No
4	1	368	1	72	No	No	No	No	No	No	No	No	No	No
5	1	327	1	64	No	No	No	No	No	No	No	No	No	No
6	1	323	1	63	No	No	No	No	No	No	No	No	No	No
7	1	319	1	62	No	No	No	No	No	No	No	No	No	No
8	1	290	1	57	No	No	No	No	No	No	No	No	No	No
9	1	286	1	56	No	No	No	No	No	No	No	No	No	No
10	1	281	1	55	No	No	No	No	No	No	No	No	No	No
11	1	244	1	48	No	No	No	No	No	No	No	No	No	No
12	1	228	1	45	No	No	No	No	No	No	No	No	No	No
13	1	223	1	44	No	No	No	No	No	No	No	No	No	No
14	1	165	1	32	No	No	No	No	No	No	No	No	No	No
15	1	165	1	32	No	No	No	No	No	No	No	No	No	No
16	1	116	1	23	No	No	No	No	No	No	No	No	No	No
17	1	66	1	13	No	No	No	No	No	No	No	No	No	No
18	1	66	1	13	No	No	No	No	No	No	No	No	No	No
19	1	37	1	7	No	No	No	No	No	No	No	No	No	No
20	1	21	1	4	No	No	No	No	No	No	No	No	No	No
21	1	12	1	2	No	No	No	No	No	No	No	No	No	No
22	1	4	1	1	No	No	No	No	No	No	No	No	No	No
23	1	4	1	1	No	No	No	No	No	No	No	No	No	No
24	1	4	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	7.8	8.7
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:03	0:11
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	26	81
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	521	521
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 2: De Portola Road at Camino Del Vino

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	267	155	21
2	259	150	20
3	254	147	20
4	238	138	19
5	211	122	17
6	208	121	16
7	206	119	16
8	187	109	15
9	184	107	14
10	182	105	14
11	158	91	12
12	147	85	12
13	144	84	11
14	107	62	8
15	107	62	8
16	75	43	6
17	43	25	3
18	43	25	3
19	24	14	2
20	13	8	1
21	8	5	1
22	3	2	0
23	3	2	0
24	3	2	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	422	1	21	No	No	No	No	No	No	No	No	No	No
2	1	409	1	20	No	No	No	No	No	No	No	No	No	No
3	1	401	1	20	No	No	No	No	No	No	No	No	No	No
4	1	376	1	19	No	No	No	No	No	No	No	No	No	No
5	1	333	1	17	No	No	No	No	No	No	No	No	No	No
6	1	329	1	16	No	No	No	No	No	No	No	No	No	No
7	1	325	1	16	No	No	No	No	No	No	No	No	No	No
8	1	296	1	15	No	No	No	No	No	No	No	No	No	No
9	1	291	1	14	No	No	No	No	No	No	No	No	No	No
10	1	287	1	14	No	No	No	No	No	No	No	No	No	No
11	1	249	1	12	No	No	No	No	No	No	No	No	No	No
12	1	232	1	12	No	No	No	No	No	No	No	No	No	No
13	1	228	1	11	No	No	No	No	No	No	No	No	No	No
14	1	169	1	8	No	No	No	No	No	No	No	No	No	No
15	1	169	1	8	No	No	No	No	No	No	No	No	No	No
16	1	118	1	6	No	No	No	No	No	No	No	No	No	No
17	1	68	1	3	No	No	No	No	No	No	No	No	No	No
18	1	68	1	3	No	No	No	No	No	No	No	No	No	No
19	1	38	1	2	No	No	No	No	No	No	No	No	No	No
20	1	21	1	1	No	No	No	No	No	No	No	No	No	No
21	1	13	1	1	No	No	No	No	No	No	No	No	No	No
22	1	5	1	0	No	No	No	No	No	No	No	No	No	No
23	1	5	1	0	No	No	No	No	No	No	No	No	No	No
24	1	5	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:03
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	21
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	443
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 1: De Portola Road at Pauba Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	365	351	60	107
2	354	340	58	104
3	347	333	57	102
4	325	312	53	95
5	288	277	47	85
6	285	274	47	83
7	281	270	46	82
8	255	246	42	75
9	252	242	41	74
10	248	239	41	73
11	215	207	35	63
12	201	193	33	59
13	197	190	32	58
14	146	140	24	43
15	146	140	24	43
16	102	98	17	30
17	58	56	10	17
18	58	56	10	17
19	33	32	5	10
20	18	18	3	5
21	11	11	2	3
22	4	4	1	1
23	4	4	1	1
24	4	4	1	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	716	1	107	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No
2	1	694	1	104	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
3	1	680	1	102	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
4	1	637	1	95	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
5	1	565	1	85	No	No	No	Yes	No	No	Yes	Yes	No	No
6	1	559	1	83	No	No	No	No	No	No	Yes	Yes	No	No
7	1	551	1	82	No	No	No	No	No	No	Yes	Yes	No	No
8	1	501	1	75	No	No	No	No	No	No	No	Yes	No	No
9	1	494	1	74	No	No	No	No	No	No	No	Yes	No	No
10	1	487	1	73	No	No	No	No	No	No	No	Yes	No	No
11	1	422	1	63	No	No	No	No	No	No	No	Yes	No	No
12	1	394	1	59	No	No	No	No	No	No	No	No	No	No
13	1	387	1	58	No	No	No	No	No	No	No	No	No	No
14	1	286	1	43	No	No	No	No	No	No	No	No	No	No
15	1	286	1	43	No	No	No	No	No	No	No	No	No	No
16	1	200	1	30	No	No	No	No	No	No	No	No	No	No
17	1	114	1	17	No	No	No	No	No	No	No	No	No	No
18	1	114	1	17	No	No	No	No	No	No	No	No	No	No
19	1	65	1	10	No	No	No	No	No	No	No	No	No	No
20	1	36	1	5	No	No	No	No	No	No	No	No	No	No
21	1	22	1	3	No	No	No	No	No	No	No	No	No	No
22	1	8	1	1	No	No	No	No	No	No	No	No	No	No
23	1	8	1	1	No	No	No	No	No	No	No	No	No	No
24	1	8	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	1	5	0	4	7	11	4	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.2	10.3
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:09	0:18
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	60	107
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	883	883
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 2: De Portola Road at Camino Del Vino

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	252	424	57
2	244	411	55
3	239	403	54
4	224	377	51
5	199	335	45
6	197	331	44
7	194	326	44
8	176	297	40
9	174	293	39
10	171	288	39
11	149	250	34
12	139	233	31
13	136	229	31
14	101	170	23
15	101	170	23
16	71	119	16
17	40	68	9
18	40	68	9
19	23	38	5
20	13	21	3
21	8	13	2
22	3	4	1
23	3	4	1
24	3	4	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	676	1	57	No	No	No	No	No	No	Yes	Yes	No	No
2	1	655	1	55	No	No	No	No	No	No	Yes	Yes	No	No
3	1	642	1	54	No	No	No	No	No	No	Yes	Yes	No	No
4	1	601	1	51	No	No	No	No	No	No	No	Yes	No	No
5	1	534	1	45	No	No	No	No	No	No	No	Yes	No	No
6	1	528	1	44	No	No	No	No	No	No	No	Yes	No	No
7	1	520	1	44	No	No	No	No	No	No	No	Yes	No	No
8	1	473	1	40	No	No	No	No	No	No	No	No	No	No
9	1	467	1	39	No	No	No	No	No	No	No	No	No	No
10	1	459	1	39	No	No	No	No	No	No	No	No	No	No
11	1	399	1	34	No	No	No	No	No	No	No	No	No	No
12	1	372	1	31	No	No	No	No	No	No	No	No	No	No
13	1	365	1	31	No	No	No	No	No	No	No	No	No	No
14	1	271	1	23	No	No	No	No	No	No	No	No	No	No
15	1	271	1	23	No	No	No	No	No	No	No	No	No	No
16	1	190	1	16	No	No	No	No	No	No	No	No	No	No
17	1	108	1	9	No	No	No	No	No	No	No	No	No	No
18	1	108	1	9	No	No	No	No	No	No	No	No	No	No
19	1	61	1	5	No	No	No	No	No	No	No	No	No	No
20	1	34	1	3	No	No	No	No	No	No	No	No	No	No
21	1	21	1	2	No	No	No	No	No	No	No	No	No	No
22	1	7	1	1	No	No	No	No	No	No	No	No	No	No
23	1	7	1	1	No	No	No	No	No	No	No	No	No	No
24	1	7	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	3	7	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:12
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	57
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	733
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 1: De Portola Road at Pauba Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	959	496	368	366
2	930	481	357	355
3	911	471	350	348
4	854	441	328	326
5	758	392	291	289
6	748	387	287	285
7	738	382	283	282
8	671	347	258	256
9	662	342	254	253
10	652	337	250	249
11	566	293	217	216
12	527	273	202	201
13	518	268	199	198
14	384	198	147	146
15	384	198	147	146
16	269	139	103	102
17	153	79	59	59
18	153	79	59	59
19	86	45	33	33
20	48	25	18	18
21	29	15	11	11
22	10	5	4	4
23	10	5	4	4
24	10	5	4	4

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1455	1	368	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	1	1411	1	357	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	1	1382	1	350	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	1	1295	1	328	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	1	1150	1	291	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	1	1135	1	287	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	1	1120	1	283	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	1	1018	1	258	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	1	1004	1	254	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	1	989	1	250	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	1	859	1	217	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12	1	800	1	202	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13	1	786	1	199	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14	1	582	1	147	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
15	1	582	1	147	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
16	1	408	1	103	No	No	No	Yes	No	No	No	No	No	No
17	1	232	1	59	No	No	No	No	No	No	No	No	No	No
18	1	232	1	59	No	No	No	No	No	No	No	No	No	No
19	1	131	1	33	No	No	No	No	No	No	No	No	No	No
20	1	73	1	18	No	No	No	No	No	No	No	No	No	No
21	1	44	1	11	No	No	No	No	No	No	No	No	No	No
22	1	15	1	4	No	No	No	No	No	No	No	No	No	No
23	1	15	1	4	No	No	No	No	No	No	No	No	No	No
24	1	15	1	4	No	No	No	No	No	No	No	No	No	No
Hours Met					13	15	15	16	13	13	15	15	15	13

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	116.8	126.7
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	11:56	12:53
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	368	366
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	2189	2189
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	Yes
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 2: De Portola Road at Camino Del Vino

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	N	S	W
1	637	737	170
2	618	715	165
3	605	700	162
4	567	656	151
5	503	582	134
6	497	575	133
7	490	567	131
8	446	516	119
9	440	509	117
10	433	501	116
11	376	435	100
12	350	405	94
13	344	398	92
14	255	295	68
15	255	295	68
16	178	206	48
17	102	118	27
18	102	118	27
19	57	66	15
20	32	37	9
21	19	22	5
22	6	7	2
23	6	7	2
24	6	7	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1374	1	170	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	1	1333	1	165	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	1	1305	1	162	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	1	1223	1	151	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	1	1085	1	134	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	1	1072	1	133	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	1	1057	1	131	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	1	962	1	119	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
9	1	949	1	117	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
10	1	934	1	116	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
11	1	811	1	100	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
12	1	755	1	94	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
13	1	742	1	92	No	No	No	Yes	No	Yes	Yes	Yes	Yes	No
14	1	550	1	68	No	No	No	No	No	No	Yes	Yes	No	No
15	1	550	1	68	No	No	No	No	No	No	Yes	Yes	No	No
16	1	384	1	48	No	No	No	No	No	No	No	No	No	No
17	1	220	1	27	No	No	No	No	No	No	No	No	No	No
18	1	220	1	27	No	No	No	No	No	No	No	No	No	No
19	1	123	1	15	No	No	No	No	No	No	No	No	No	No
20	1	69	1	9	No	No	No	No	No	No	No	No	No	No
21	1	41	1	5	No	No	No	No	No	No	No	No	No	No
22	1	13	1	2	No	No	No	No	No	No	No	No	No	No
23	1	13	1	2	No	No	No	No	No	No	No	No	No	No
24	1	13	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					4	7	10	13	12	13	15	15	13	7

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	95.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	4:31
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	170
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1544
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Appendix I

Special Events Operation Schedule

Employee Operation Schedule

SPECIAL OCCASION FACILITY WILL NOT BE UTILIZED AT THE SAME TIME AS WINERY OPERATIONS

Activity	Employee	Guest	Employee	Guest	Employee	Guest	Employee	Guest	Employee	Guest	Employee	Guest	Employee	Guest	Employee	Guest	Employee	Guest	Employee	Guest	Employee	Guest	Employee	Guest	Employee	Guest	Employee	Guest	Employee	Guest	Employee	Guest		
	8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM		
Monday through Thursday - Operating Hours																																		
Current Tasting Room	1	0	0	0	2	0	2	10	2	10	2	10	2	15	2	15	2	15	2	15	2	10	0	0	0	0	0	0	0	0	0	0	0	
Office/Storage	2	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
Tasting Patio	0	0	0	0	0	0	0	6	0	6	0	6	0	6	0	30	0	30	0	20	0	10	0	0	0	0	0	0	0	0	0	0	0	
Wine Club Tasting Room	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Production	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Other Buildings																																		
Future Wedding / Reception / Events Area			3	4	3	4	3	4	3	4	3	4	3	4	3	4	10	20	10	100	10	100	10	100	10	100	10	100	10	100	10	0	10	0
Total Number of Guests	9	0	14	4	16	4	16	20	16	20	16	20	16	25	16	49	20	65	17	135	14	120	10	100	10	100	10	100	10	100	10	0	10	0
Total Number of Employees																																		
Friday through Sunday - Operating Hours																																		
Current Tasting Room	1	0	3	0	5	0	7	30	7	45	8	50	8	45	8	35	8	30	7	25	6	10	0	0	0	0	0	0	0	0	0	0	0	
Office/Storage	0	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	2	2	2	0	0	0	0	0	0	0	0	0	0	
Tasting Patio	0	0	0	0	0	0	1	20	1	25	1	30	1	30	1	30	1	20	1	20	1	15	0	0	0	0	0	0	0	0	0	0	0	
Wine Club Tasting Room	0	0	0	0	0	0	3	0	3	20	3	20	3	20	3	25	3	20	3	20	3	0	0	0	0	0	0	0	0	0	0	0	0	
Production	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Other Buildings																																		
Future Wedding / Reception / Events Area			4	6	4	6	4	6	4	6	4	6	4	6	4	20	10	20	10	120	15	120	15	120	15	120	15	120	15	120	15		15	
Total Number of Guests	2	0	11	6	13	6	19	56	19	96	20	106	19	101	19	110	25	90	24	185	27	147	17	120	15	120	15	120	15	120	15	0	15	0
Total Number of Employees																																		
Maximum Parking Required																																		
Maximum Persons On Site	22	0	50	20	58	20	70	152	70	232	72	252	70	252	70	318	90	310	82	640	82	534	54	440	50	440	50	440	50	440	50	0	50	0