

TRAFFIC STUDY

For

***Portola Winery
At The Corner of
De Portola Road and Monte Oro Road***

In the Southwest area of the County of Riverside

Submitted To:

***Koll Development
28780 Old Town Front Street,
Suite C-5
Temecula, CA 92590***

Submitted By:

***Darnell & Associates.
4411 Mercury Street, Suite 207A
San Diego, California 92111***

***Updated: April 24, 2019
Original: July 27, 2018***

Darnell & ASSOCIATES

TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

April 24, 2019

Greg Koll
Koll Development
28780 Old Town Front Street,
Suite C-5
Temecula, CA 92590

D&A Ref. No.: 171001

Subject: Updated Traffic Impact Study for the Portola Winery Project at the corner De Portola Road and Monte De Oro in the southwest area of Riverside County.

Dear Koll:

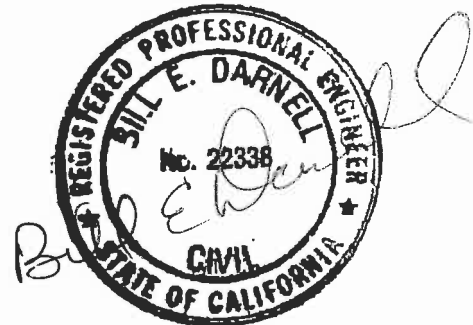
The report has been prepared to assess the impacts of the proposed development of the Portola Winery project on the surrounding roadways and intersections in accordance with the County of Riverside requirements and approved Traffic Study Scoping Agreement.

If you have any questions, please feel free to contact the office.

Darnell & Associates, Inc.



Bill E. Darnell, P.E.
RCE: 22338



171001 -Updated Portola Winery Project Traffic Study_4-24-2019

4/29/2019
Date

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FOR

Portola Winery
De Portola Road and Monte De Oro
*In the
Southwest Area*

OF THE
COUNTY OF RIVERSIDE

Submitted To:

Koll Development
28780 Old Town Front Street,
Suite C-5
Temecula, CA 92590

Submitted By:

Darnell & Associates
4411 Mercury Street, Suite 207A
San Diego, CA 92111
619-233-9373

April 24, 2019

171001 -Updated Portola Winery Project Traffic Study_4-24-2019

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 - Existing Plus Project Phase 1 without and with Monte De Oro
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- Opening Year 2027 Plus Cumulative Plus Project Phases 1-5 without and with Monte De Oro

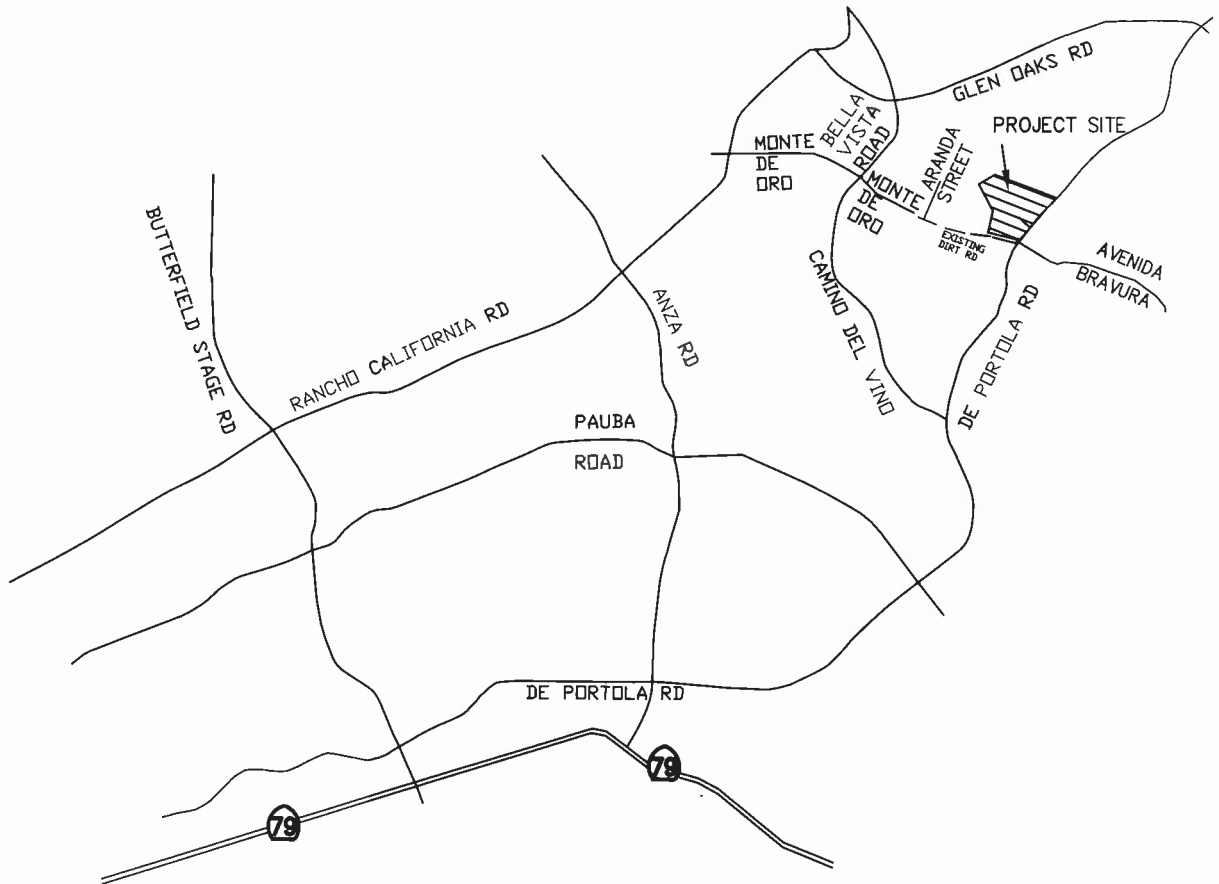
SECTION I - INTRODUCTION

PROJECT DESCRIPTION

The project applicant proposes to construct the Portola Winery Project in five (5) phases. **Table 1** Presents the project development by phase. The project opening year is expected to be in 2019 with Phase 1. The project site is located on a parcel at the corner of De Portola Road and Monte De Oro in the Southwest area of the County of Riverside. **Figure 1** shows the project vicinity and **Figure 2** presents the development site plan.

Table 1 - Project Development by Phase	
Land Use	Amount
Phase 1 – Opening Year 2019	
Tasting Room	4.934 ksf
Production Building	9.554 ksf
Office/Storage	1.805 ksf
Phase 2 – Opening Year 2021	
Special Occasions Facility	8.390 ksf
Phase 3 – Opening Year 2023	
Restaurant	4.746 ksf
Phase 4 – Opening Year 2025	
Cave Building	17.400 ksf
Production Building	6.000 ksf
Case Storage	8.750 ksf
Phase 5 – Opening Year 2027	
Hotel	82 room
Notes:	
ksf: 1,000 square feet	

The proposed project is estimated to generate a total of 2,175 daily trips, 261 Saturday afternoon peak hour trips. The Saturday afternoon analysis time frame was identified by the County based on previous studies prepared for Winery projects in the area.



LEGEND

 - PROJECT SITE

Darnell & ASSOCIATES, INC.

171001-CC.dwg 4-24-19

JAM

FIGURE 1
VICINITY MAP

PRE-APPLICATION REVIEW

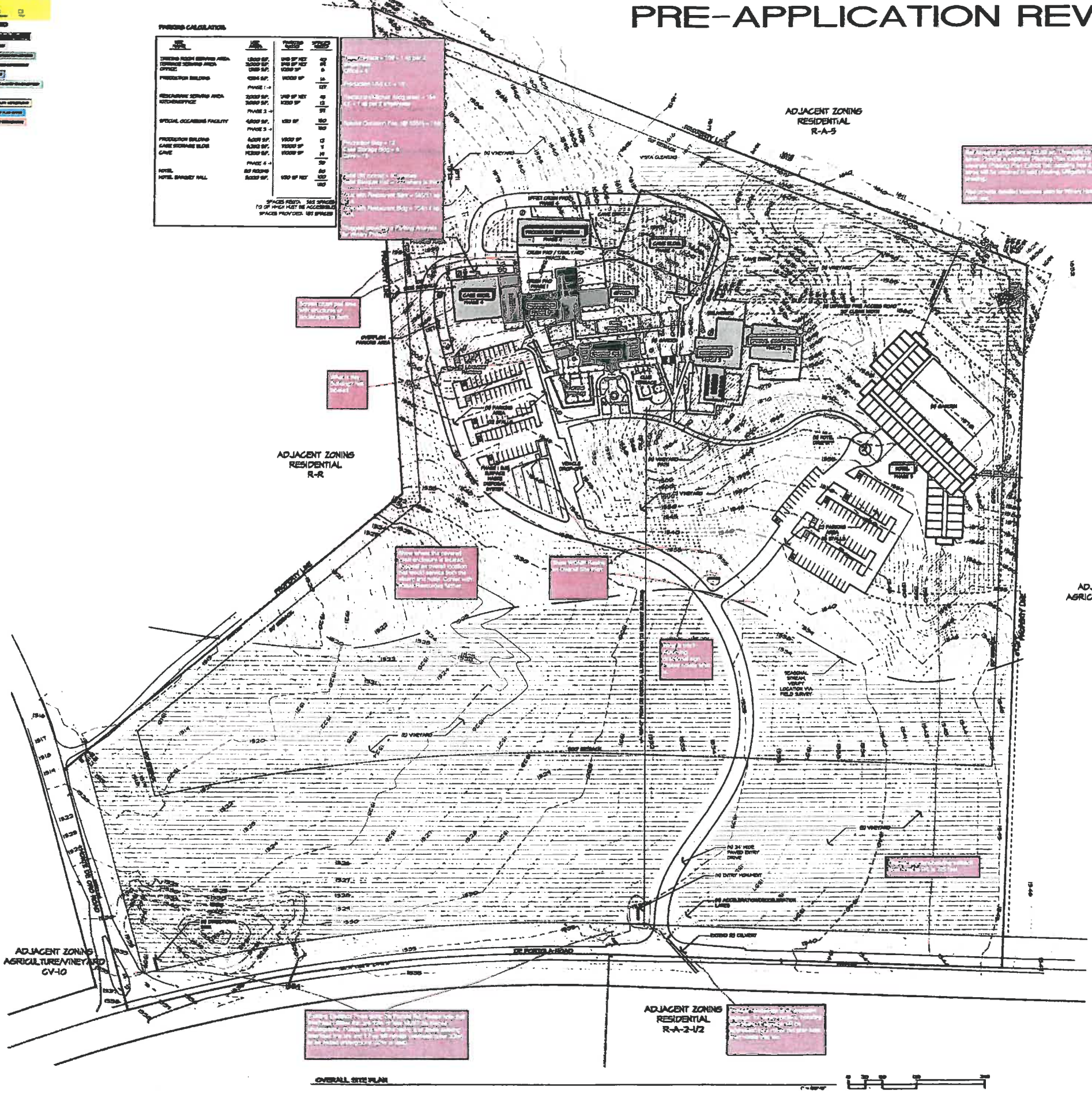
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PROJECT: De Portola Winery
PLANNED: 7/11/11
Page: 1 of 1

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PHASE CALCULATION

USE	AREA (SQ FT)	PHASE	PHASE AREA (SQ FT)	PHASE PERCENT (%)
TOTAL PROJECT AREA	1,000,000			100
PHASE 1	100,000	PHASE 1	100,000	10
PHASE 2	200,000	PHASE 2	200,000	20
PHASE 3	300,000	PHASE 3	300,000	30
PHASE 4	400,000	PHASE 4	400,000	40
PHASE 5	500,000	PHASE 5	500,000	50
PHASE 6	600,000	PHASE 6	600,000	60
PHASE 7	700,000	PHASE 7	700,000	70
PHASE 8	800,000	PHASE 8	800,000	80
PHASE 9	900,000	PHASE 9	900,000	90
PHASE 10	1,000,000	PHASE 10	1,000,000	100



CONTACT INFORMATION

OWNER	PORTOLA WINERY, LLC 10000 N. MOUNTAIN VIEW TUCUMAN, CA 95320
ARCHITECT	WALTER R. ALLEN, AIA 10000 N. MOUNTAIN VIEW TUCUMAN, CA 95320
ENGINEER	WALTER R. ALLEN, AIA 10000 N. MOUNTAIN VIEW TUCUMAN, CA 95320
LANDSCAPE ARCHITECT	WALTER R. ALLEN, AIA 10000 N. MOUNTAIN VIEW TUCUMAN, CA 95320

PROJECT DESCRIPTION

GENERAL NOTES:

- 1. REFER TO CIVIL.
- 2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE, CALIFORNIA ELECTRICAL CODE, CALIFORNIA MECHANICAL CODE, CALIFORNIA PLUMBING CODE, CALIFORNIA FIRE CODE, AND CALIFORNIA SOILS AND FOUNDATIONS CODE.
- 3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE, CALIFORNIA ELECTRICAL CODE, CALIFORNIA MECHANICAL CODE, CALIFORNIA PLUMBING CODE, CALIFORNIA FIRE CODE, AND CALIFORNIA SOILS AND FOUNDATIONS CODE.
- 4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE, CALIFORNIA ELECTRICAL CODE, CALIFORNIA MECHANICAL CODE, CALIFORNIA PLUMBING CODE, CALIFORNIA FIRE CODE, AND CALIFORNIA SOILS AND FOUNDATIONS CODE.

PROJECT DESCRIPTION

UTILITY PURVEYORS:

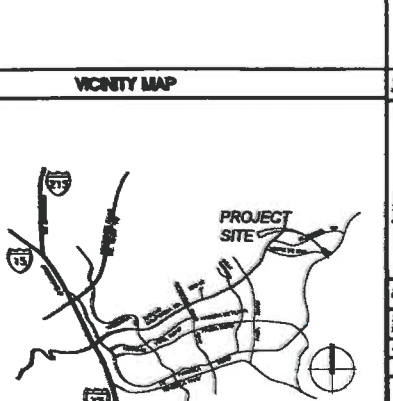
WATER	SAN JOSE CALIFORNIA WATER DISTRICT	TEL: 408 298-6000
SEWER	SAN JOSE CALIFORNIA WATER DISTRICT	TEL: 408 298-6000
POWER	PACIFIC GAS AND ELECTRIC	TEL: 800 451-4000
TELEPHONE	VERIZON WIRELESS	TEL: 800 451-4000
INTERNET	WIRELESS WIRELESS	TEL: 800 451-4000

AREA CALCULATION

PHASE	AREA (SQ FT)	PERCENT (%)
PHASE 1	100,000	10
PHASE 2	200,000	20
PHASE 3	300,000	30
PHASE 4	400,000	40
PHASE 5	500,000	50
PHASE 6	600,000	60
PHASE 7	700,000	70
PHASE 8	800,000	80
PHASE 9	900,000	90
PHASE 10	1,000,000	100

AREA PHASE SUMMARY

PHASE	AREA (SQ FT)	PERCENT (%)
PHASE 1	100,000	10
PHASE 2	200,000	20
PHASE 3	300,000	30
PHASE 4	400,000	40
PHASE 5	500,000	50
PHASE 6	600,000	60
PHASE 7	700,000	70
PHASE 8	800,000	80
PHASE 9	900,000	90
PHASE 10	1,000,000	100



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De Portola Winery
 Northeast corner of De Portola + Monte De Oro
 Temecula, CA 92592

FIGURE 2 - PROPOSED PROJECT SITE PLAN

SCENARIOS STUDIED

The following scenarios were analyzed in this report and are identified as follows:

2018 Existing Conditions refers to that condition which exists on the ground today (2018), including existing traffic counts and existing lane configurations at the intersections and roadway segments.

2018 Existing Plus Project Conditions by each Phase refers to that condition which includes the project traffic added onto existing volumes.

Opening Year Plus Project Condition by each Phase refers to that condition which includes two (2%) percent growth per year to existing account for the project opening in 2019, 2021, 2023 and 2027.

Opening Plus Cumulative Conditions refers to that condition which includes two (2%) percent growth to accommodate cumulative projects.

Opening Plus Cumulative Plus Project Conditions by each Phase refers to that condition which includes the approved and pending projects in the vicinity of the proposed project.

LEVEL OF SERVICE

Level of Service (LOS) is a professional industry standard by which the operating conditions of a given roadway segment or intersection are measured. Level of Service is defined on a scale of “A” to “F”; where LOS A represents the best operating conditions and LOS F represents the worst operating conditions. LOS “A” facilities are characterized as having free flowing traffic conditions with no restrictions on maneuvering or operating speeds; traffic volumes are low and travel speeds are high. LOS “F” facilities are characterized as having forced flow with many stoppages and low operating speeds.

ANALYSIS METHODOLOGY

Roadway Segments

Table 2 presents a copy of the County of Riverside Roadway Segment Thresholds to be used to analyze the study area.

Intersections

Synchro, version 8.0, was utilized to analyze the Saturday afternoon peak hour conditions at the intersections in the project vicinity. The signalized intersection methodology defines LOS based on delay using variables such as lane configuration, traffic volumes, and signal timings. The unsignalized intersection methodology defines LOS based on the longest delay experienced by any single movement. Since the Synchro program calculates the average delay per vehicle, there may be instances where the Synchro analysis will show a reduction in delay with the addition of more traffic. This phenomenon

thereby decreasing the intersections average delay per vehicle (i.e. a larger amount of vehicles will have to wait a shorter time while only a few vehicles have to wait an extended period of time). It should be noted, however, that even if the addition of traffic results in a lower average intersection delay per vehicle, the total delay at the intersection will gradually increase as more traffic is added to the intersection. The measure of effectiveness utilized within this report is the average intersection delay, not the total intersection delay. It should be noted that the Synchro software is based on the 2000 Highway Capacity Manual (HCM). Table 3 presents intersection Level of Service Thresholds.

Roadway Classifications	Number of Lanes	Maximum Two-Way Traffic Volume (ADT) (2)		
		LOS C	LOS D	LOS E
Collector	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100
Arterial (3)	2	14,400	16,200	18,000
Arterial	4	28,700	32,300	35,900
Mountain Arterial (3)	2	12,900	14,500	16,100
Mountain Arterial with Roundabouts (5)	2	16,000	18,000	20,000
Mountain Arterial	3	16,700	18,800	20,900
Mountain Arterial	4	29,800	33,500	37,200
Urban Arterial	4	28,700	32,300	35,900

Notes:

- 1) All capacity figures are based on optimum conditions and are intended as guidelines for planning purposes only.
- 2) Maximum two-way ADT values are based on the Riverside County General Plan and the Riverside County Congestion management Program.
- 3) Two-lane roadways designated as future arterials that conform to arterial design standards for vertical and horizontal alignment are analyzed as arterials.
- 4) Ramp capacity is given as a one-way traffic volume.
- 5) Capacity based on simulation models developed by Fehr & Peers and is unique to the future control along Rancho California Road.

	Signalized Delay (Seconds/Vehicle) ¹	Unsignalized Delay (Seconds/Vehicle) ¹
A	Less than or Equal to 10.0	Less than or Equal to 10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	Greater Than 80.0	Greater Than 50.1

¹ The delay ranges shown are based on the 2000 Highway Capacity Manual (HCM)
LOS = level of service

REPORT ORGANIZATION

Following this section, Section II evaluates the existing roadway characteristics and traffic conditions surrounding the project area. Section III examines the project trip generation and distribution assumptions. Section IV analyzes the following traffic conditions:

- Existing
- Existing Plus Project by Phase
- Opening Year Conditions
- Opening Year Plus Project by Phase without Monte De Oro;
- Opening Year Plus Project by Phase with Monte De Oro
- Opening Year Plus Cumulative Conditions
- Opening Year Plus Cumulative Plus Project by each Phase

Section V addresses project access and on-site circulation. Section VI provides recommended mitigation measures, and Section VII summarizes the report's findings and conclusions.

STUDY AREA

The Transportation Impact Analysis (TIA) has been developed based on Requirements in the Riverside County's Traffic Impact Analysis Preparation Guide (April 2008). Assumptions for trip generation, distribution background traffic and study were approved by County of Riverside in the Approved Scoping Memo Provided in Appendix A.

SECTION II - EXISTING CONDITIONS

This section of the traffic study is intended to assess the existing conditions of the roadways and intersections within the vicinity of the project to determine travel flow and/or delay difficulties, if any, that exist prior to adding the traffic generated by the proposed project. The existing conditions analysis establishes a base condition which is used to assess the other scenarios discussed in this report.

Darnell & Associates, Inc. (D&A) conducted a field review of the area surrounding the project in June 2018. The existing roadway and intersection geometrics are illustrated in **Figure 3**.

EXISTING ROADWAY CHARACTERISTICS

The key segments in the study area are identified below:

De Portola Road: is classified as a mountain arterial in the County Riverside Wine County Community Plan with a LOS C capacity of 28,700 daily vehicles. Presently the roadway is improved as a two lane roadway with a LOS C capacity of 10,400 daily vehicles.

Monte De Oro: is classified as a two-lane Collector with a LOS C capacity of 10,400 in the County Riverside Wine County Community Plan. Between De Portola Road and Aranda Street, Monte De Oro is a graded dirt roadway. North of Aranda Street to Rancho California Road, the roadway is improved as a two-lane roadway with a LOS C capacity of 12,400 daily vehicles. The project has approximately 480 feet of frontage along Monte De Oro. However the project does propose any direct access to Monte De Oro. Existing Saturday traffic volumes are presented on **Figure 3**.

KEY INTERSECTIONS

Figure 4 provides intersection configurations and traffic control for the key intersections. The key intersections analyzed in the study area are identified below:

1. De Portola Road at Monte De Oro (One Way Stop Control),
2. De Portola Road at Camino Del Vino (Two Way Stop Control), and
3. Monte De Oro at Rancho California Road (All Way Stop Control).

INTERSECTION TRAFFIC COUNTS

Figure 4 presents the existing conditions peak hour traffic volumes used in this analysis. Saturday Afternoon peak hour traffic counts were collected at each of the key intersections on Saturday afternoon between 11 AM and 2 PM.

EXISTING LEVEL OF SERVICE CONDITIONS

Roadways

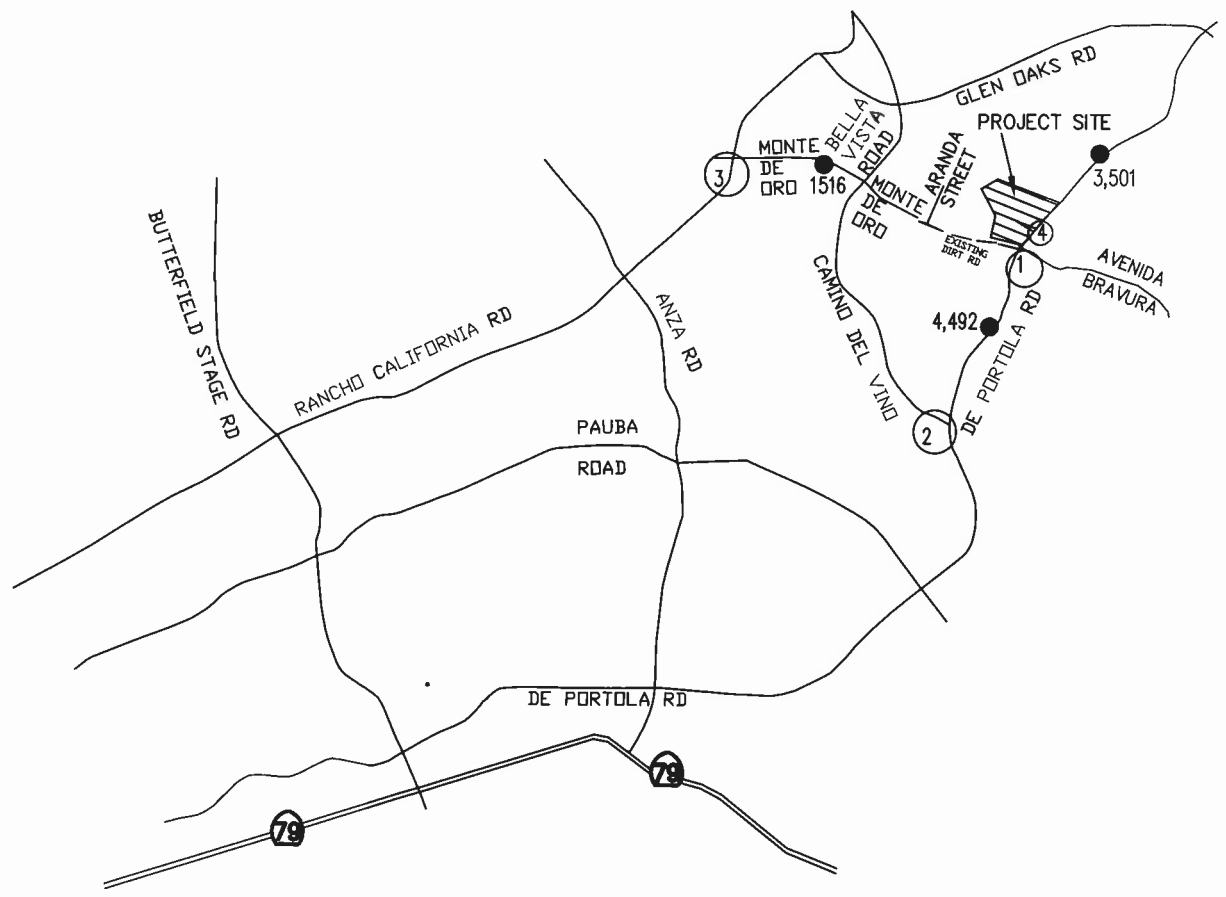
Existing daily traffic volumes were analyzed based on existing roadway conditions. **Table 4** summarizes the existing level of services.

Table 4 - Existing Roadway Level of Service Summary		
Roadway	LOS Capacity	Existing Traffic LOS
De Portola Road between Monte De Oro to Camino Del Vino	10,400	4,492
De Portola Road E/O Monte De Oro	10,400	3,501
LOS = Level of Service, E/O = East of		

Intersections

The intersections were analyzed under existing conditions using the lane configurations illustrated in **Figure 3** and the existing traffic volumes presented on **Figure 4**. The existing levels of service for the intersections are shown in **Table 5**. As shown in **Table 5**, all intersections operate at an acceptable LOS "C" or better during both peak hours under existing conditions. A copy of the Synchro worksheets for existing conditions can be found in Appendix C.

Table 5 - Existing Intersection Level of Service Summary					
#	Intersection	Traffic Control	Peak Hour	Existing Conditions	
				Delay (a)	LOS (b)
1	De Portola Road at Monte De Oro	OWSC	SAT	11.9	B
2	De Portola Road at Camino Del Vino	TWSC	SAT	9.9	A
3	Rancho California Road at Monte De Oro	AWSC	SAT	23.5	C
4	De Portola at Project Driveway	DNE	DNE	DNE	
(a) Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections; (b) (b) LOS calculations are based on the methodology outlined in the <i>2000 Highway Capacity Manual (HCM)</i> and performed using Synchro 8; DNE = Does not exist. SAT= Saturday Afternoon , OWSC = One Way Stop Control, AWSC=All Way Stop Control; TWSC= Two Way Stop Control;					

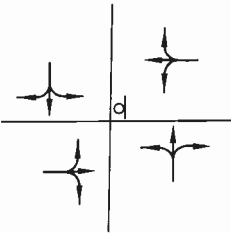
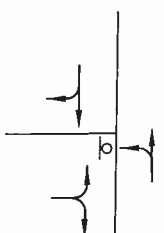
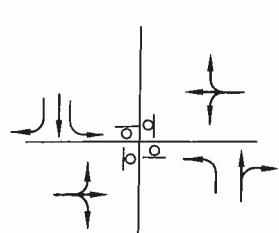


LEGEND

 - PROJECT SITE

 - DIRECTION OF TRAVEL

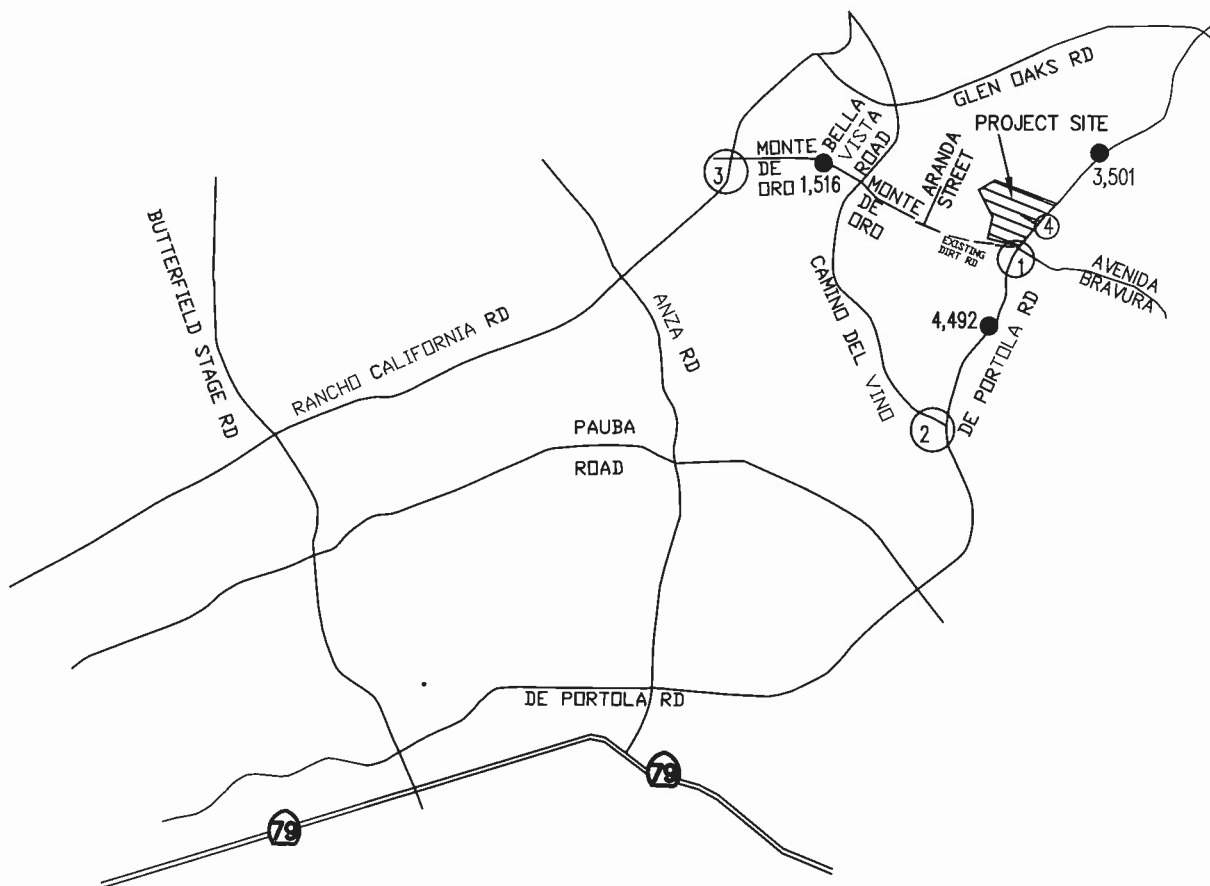
 - STOP SIGN



1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.	2. De Portola Rd. at Camino Del Vino Rd.	3. Rancho California Rd. at Monte De Oro Rd.	4. De Portola Rd. at Project Driveway
			DOES NOT EXIST

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FIGURE 3
EXISTING CONDITIONS AND SATURDAY TRAFFIC VOLUMES



LEGEND
 - PROJECT SITE
 - DIRECTION OF TRAVEL
 XX/YY - SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.	2. De Portola Rd. at Camino Del Vino Rd.	3. Rancho California Rd. at Monte De Oro Rd.	4. De Portola Rd. at Project Driveway
			DOES NOT EXIST

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FIGURE 4

EXISTING SATURDAY TRAFFIC VOLUMES

SECTION III - PROJECT RELATED CONDITIONS

TRIP GENERATION

Trip generation rates published by the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition* and supplemented with data from the *Riverside County Wine Country Community Plan Traffic Study, November 2011* and *Silver Rose Winery and Resort Project Traffic Study, February 14, 2012* were applied to the proposed project in order to determine the traffic generation characteristics of the site during the Saturday peak. The trip rates for the tasting room were derived from the averages of traffic volume data collected at the Oak Meadows/Viagliano Winery and Leones Winery. These wineries were selected since it was the most similar to the proposed project. The trip rate for the tasting room was estimated based on applying a 13 percent factor to the daily trip rate. This percentage was determined based on data provided in the *Silver Rose Winery and Resort Project Traffic Study*. The trip rate for the special occasions facility was based on the 133 parking spaces required. All trips were assumed to enter during the Saturday peak-hour.

The project proposes to construct the project over five phases. The first phase will include a 4,934 square foot Tasting Room, a 9,554 square foot Production Building, and 1,805 square feet of Offices/Storage. The Production Building and Offices/Storage are considered ancillary to the main use and would generate nominal amount of trips. The second phase will include an 8,390 square foot Special Occasions Facility. The third phase will include a 4,746 square foot Restaurant. The fourth phase will include a 17,400 square foot Cave Building, 6,000 square foot Production Building, and 8,750 square foot Case Storage. All of these uses are considered ancillary to the main use and would generate nominal amount of trips. The fifth phase will include an 82 Room Hotel. **Table 6** summarizes the Saturday trip generation rates and calculations.

The following list summarizes the estimated trips generated by each phase of the project:

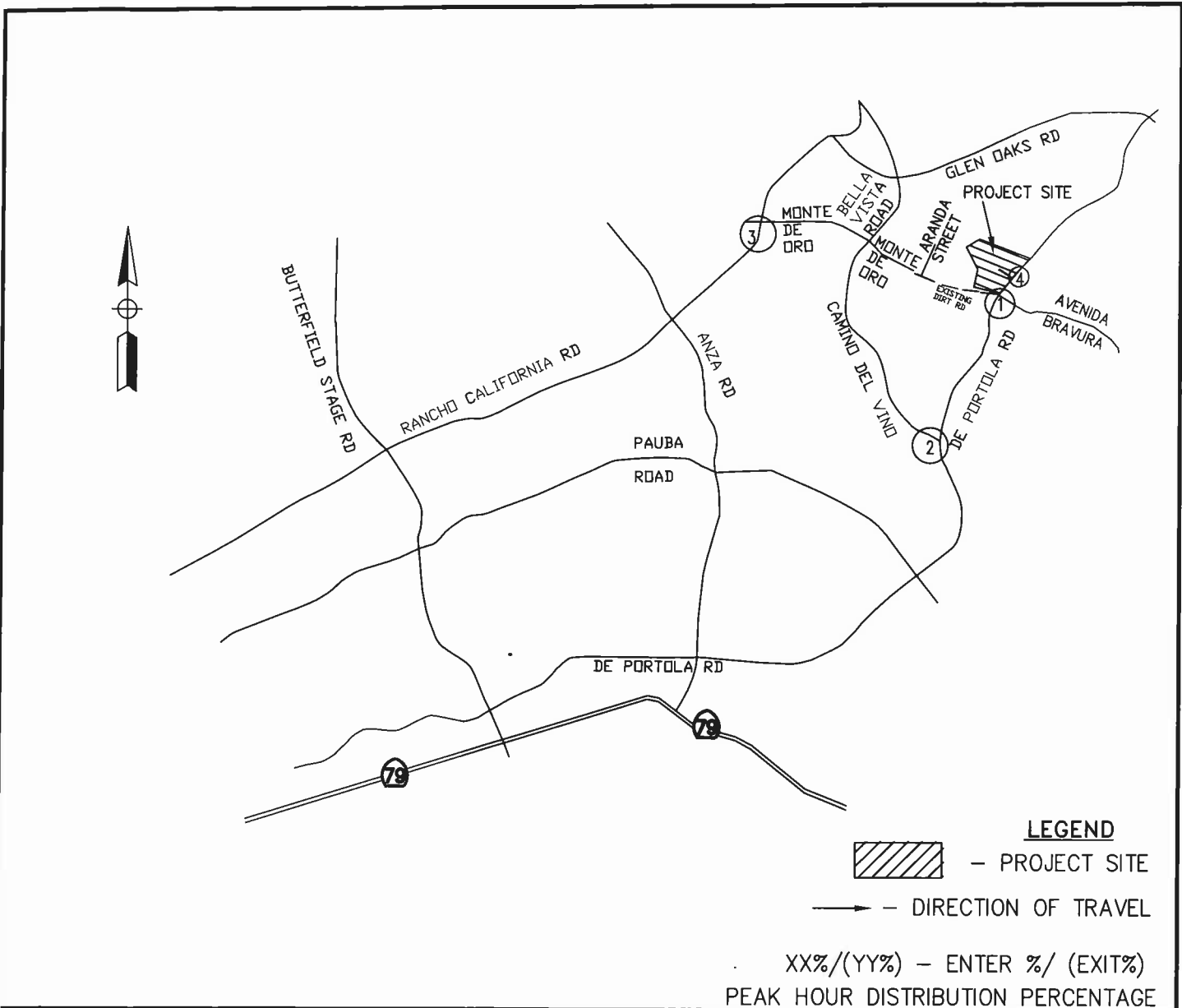
- Phase 1: 382 daily trips including 50 during the Saturday peak-hour,
- Phase 2: 1,023 daily trips including 133 during the Saturday peak-hour,
- Phase 3: 300 daily trips including 36 during the Saturday peak-hour,
- Phase 4: no trips generated since all uses are ancillary to the main use,
- Phase 5: 470 daily trips including 42 during the Saturday peak-hour, and
- Phases 1 to 5: 2,175 daily trips including 261 during the Saturday peak-hour.

TRIP DISTRIBUTION/TRIP ASSIGNMENT

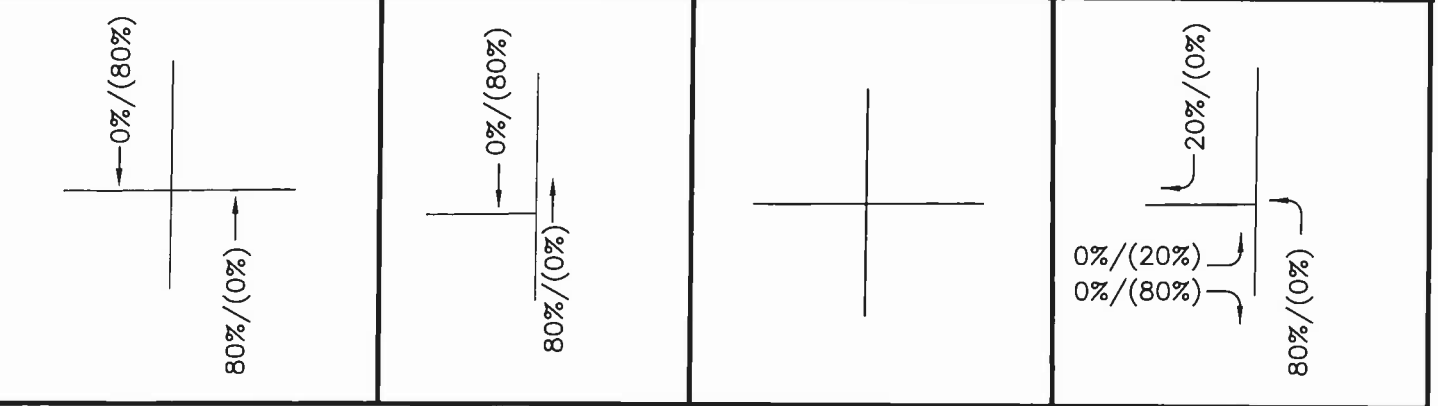
The trip distribution percentages for the project were based on the anticipated travel patterns of the potential customers and the surrounding development areas are presented on **Figure 5**. **Figures 6-9** illustrates the project traffic by phase without Monte De Oro improved north of De Portola Road to Aranda Street. To address future traffic conditions with Monte De Oro improved to Aranda Street, **Figure 10** was prepared showing the project trip distribution with Monte De Oro improved and **Figures 11 thru 14** present's the project traffic by phase of development.

Table 6 – Project Trip Generation Summary

TRIP GENERATION RATES					
Land Use	ITE Code	Weekday Daily	SATURDAY PEAK		
			Rate	In:Out Ratio	
Tasting Room ²	n/a	77.37 trips / ksf	10.06	0.50 : 0.50	
Special Occasion Facility ⁴	n/a	121.92trips / ksf	15.85	1.00 : 0.00	
Hotel	310	8.19 trips / room	0.72	0.56 : 0.44	
Quality Restaurant	931	90.04 trips / ksf	10.68	0.59 : 0.41	
TRIP GENERATION CALCULATIONS					
Land Use	Amount	ADT	SATURDAY PEAK		
			In	Out	Total
Phase 1					
Tasting Room	4.934 ksf	382	25	25	50
Production Building	9.554 ksf	nominal/ancillary to main use			
Office/Storage	1.805 ksf				
Subtotal:		382	25	25	50
Phase 2					
Special Occasions Facility	8.390 ksf	1,023	133	0	133
Subtotal:		1,023	133	0	133
Phase 1 + 2 Total:		1,405	158	25	183
Phase 3					
Restaurant	4.746 ksf	428	31	20	51
Less Internal Capture (30%)		-128	-9	-6	-15
Subtotal:		300	22	14	36
Phases 1-3 Total:		1,705	180	39	215
Phase 4					
Cave Building	17.400 ksf	nominal/ancillary to main use			
Production Expansion	6.000 ksf				
Case Storage	8.750 ksf				
Subtotal:		0	0	0	0
Phase 5					
Hotel	80 room	672	34	26	60
Less Internal Capture (30%)		202	-10	-8	-18
Subtotal:		470	24	18	42
Project Traffic (Phases 1-5) Total:		2,175	204	57	261
<p>1. The trip rates for the project's land uses are based on the <i>Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition</i></p> <p>2. The trip rates for the tasting room were derived from the averages of traffic volume data collected at Oak Meadows/Viagliano Winery and Leones Winery.</p> <p>3. The Saturday peak trip rate for the tasting room land use was estimated based on applying a 13% factor to the daily trip rate. This percentage was determined based on data provided in the <i>Silver Rose Winery and Resort Traffic Study, dated February 14, 2012</i> prepared by W-Trans.</p> <p>4. The trip rate for the special occasions facility was based on the 133 parking spaces required. All trips assumed to enter during the Saturday peak-hour.ksf: 1,000 square feet,</p>					

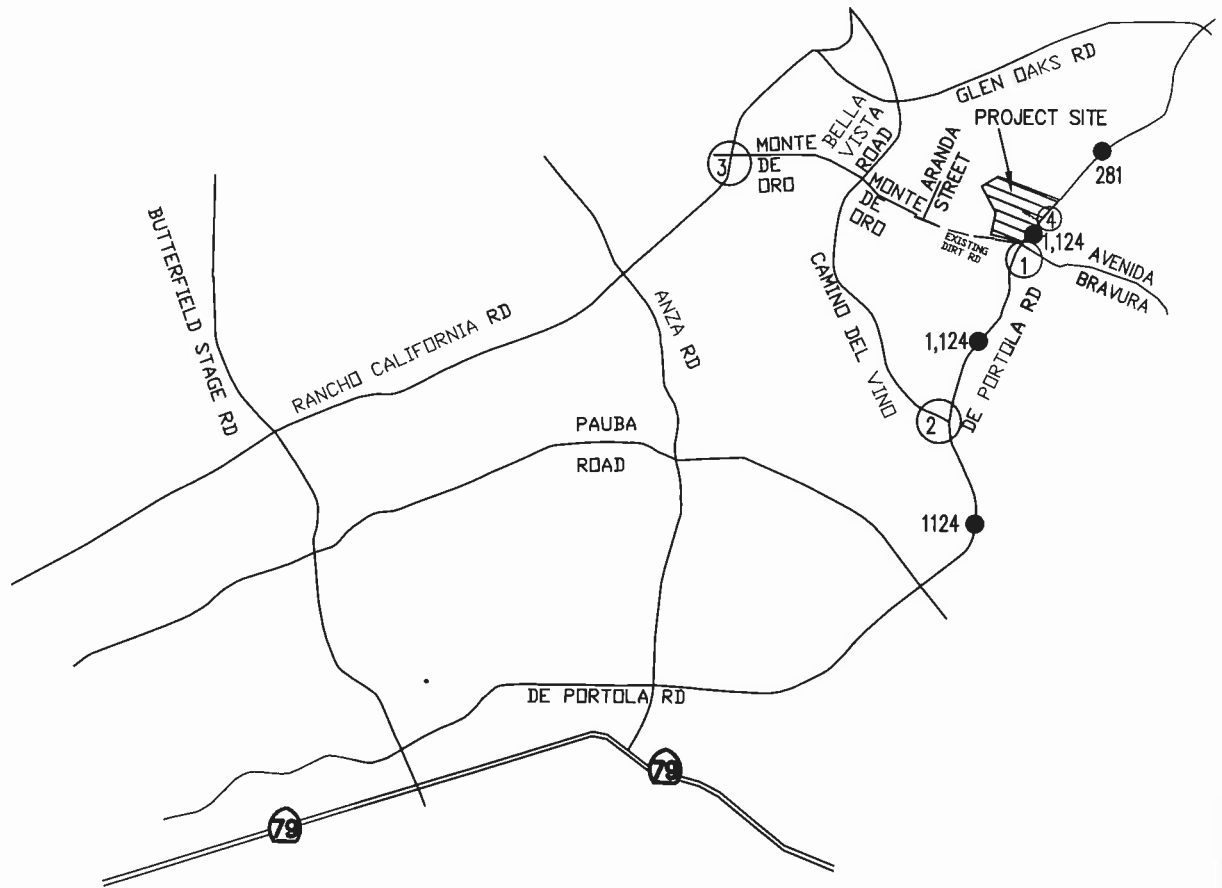


1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.	2. De Portola Rd. at Camino Del Vino Rd.	3. Rancho California Rd. at Monte De Oro Rd.	4. De Portola Rd. at Project Driveway
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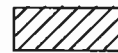


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FIGURE 5
PROJECT TRIP DISTRIBUTION
WITHOUT MONTE DE ORO ROAD



LEGEND



— PROJECT SITE

— DIRECTION OF TRAVEL

● X,XXX — DAILY TRAFFIC VOLUMES

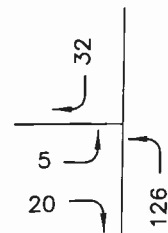
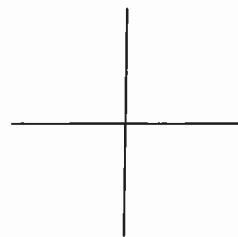
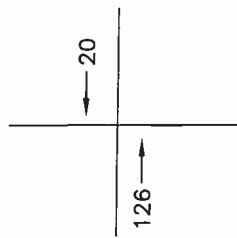
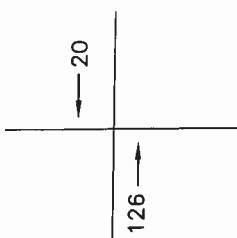
XX — SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.

2. De Portola Rd. at Camino Del Vino Rd.

3. Rancho California Rd. at Monte De Oro Rd.

4. De Portola Rd. at Project Driveway

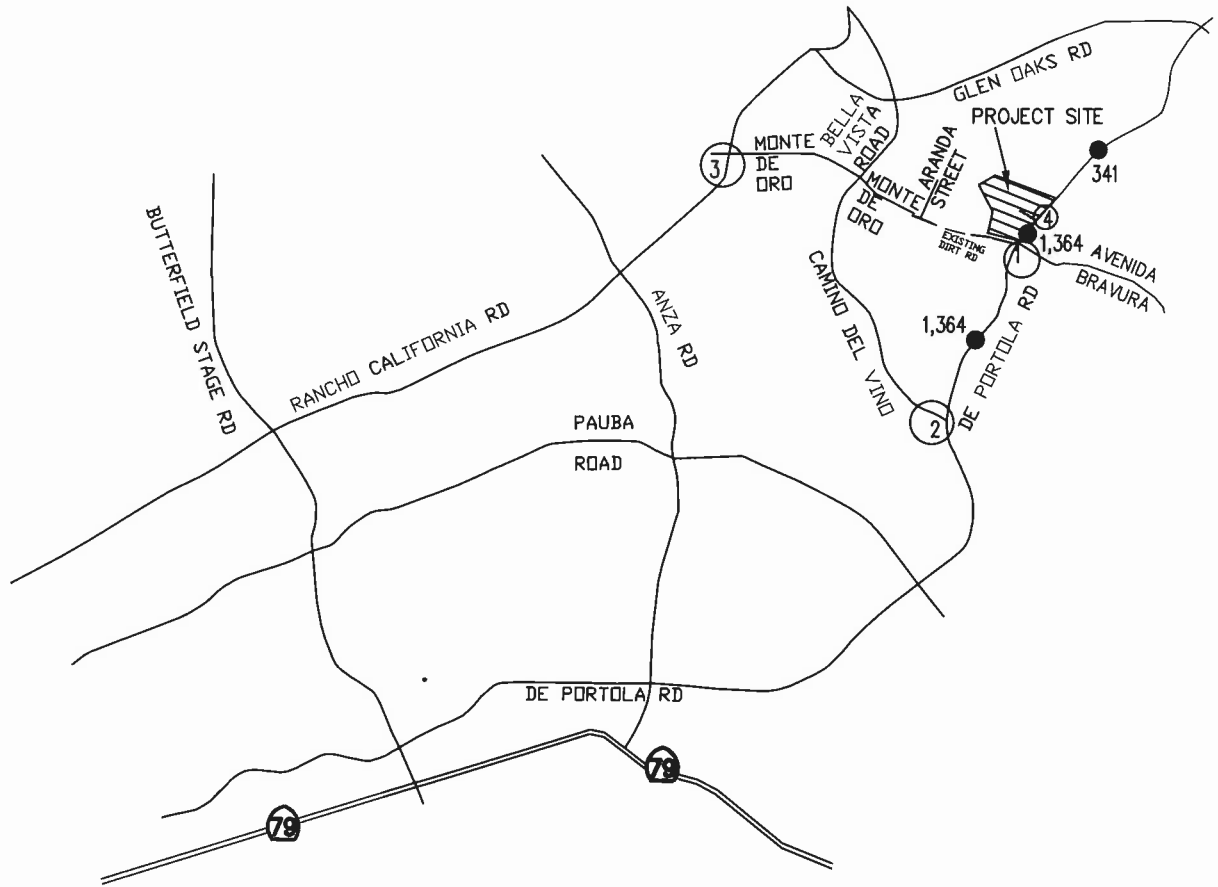


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FIGURE 7
PROJECT TRAFFIC (2021) PHASE 2
WITHOUT MONTE DE ORO ROAD



LEGEND
 - PROJECT SITE
 - DIRECTION OF TRAVEL

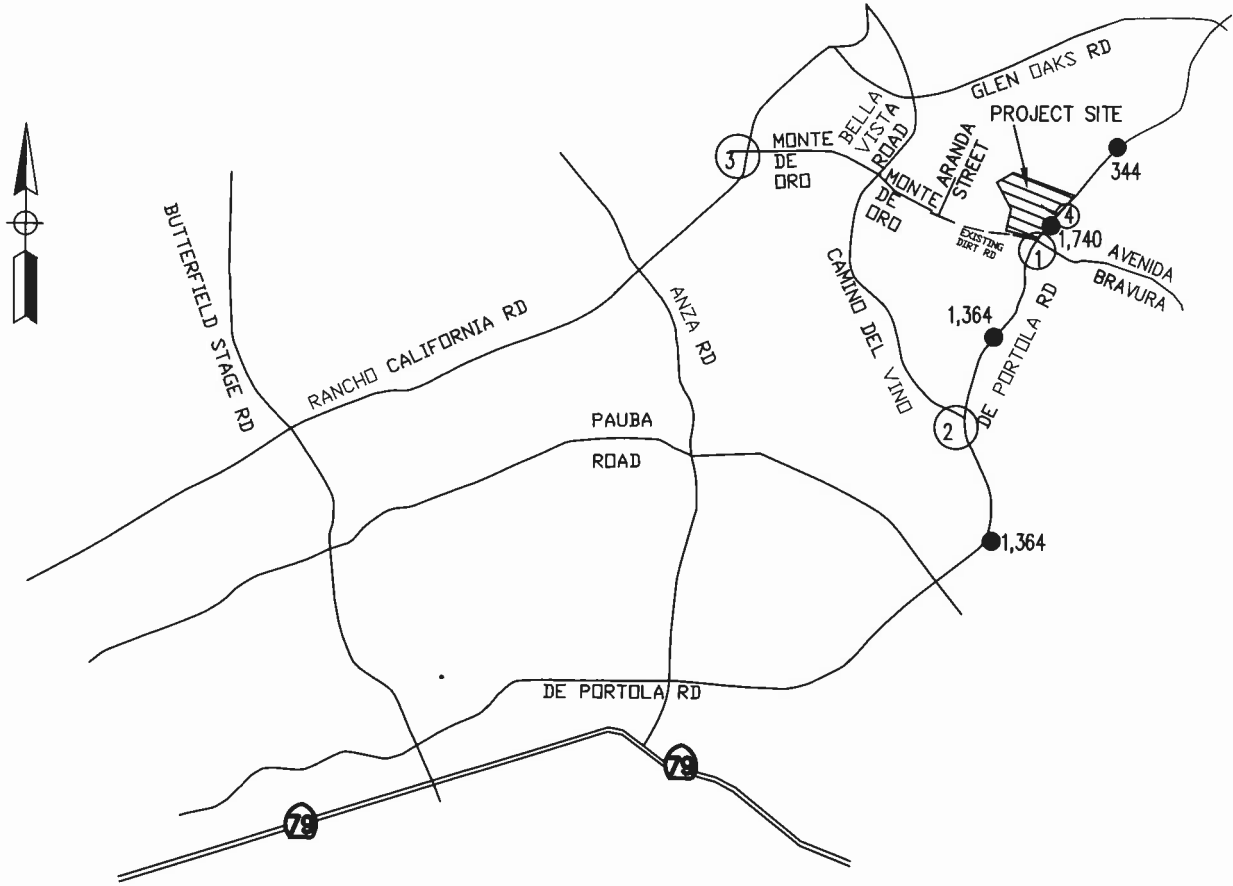
● X,XXX - DAILY TRAFFIC VOLUMES
 XX - SATURDAY PEAK HOUR TURN VOLUMES



1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.	2. De Portola Rd. at Camino Del Vino Rd.	3. Rancho California Rd. at Monte De Oro Rd.	4. De Portola Rd. at Project Driveway

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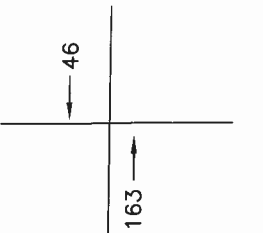
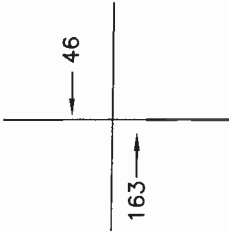
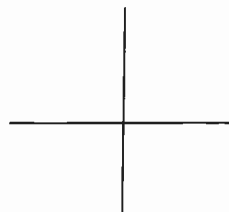
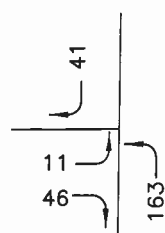
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FIGURE 8
 PROJECT TRAFFIC (2023) PHASES 1 THRU 3
 WITHOUT MONTE DE ORO ROAD



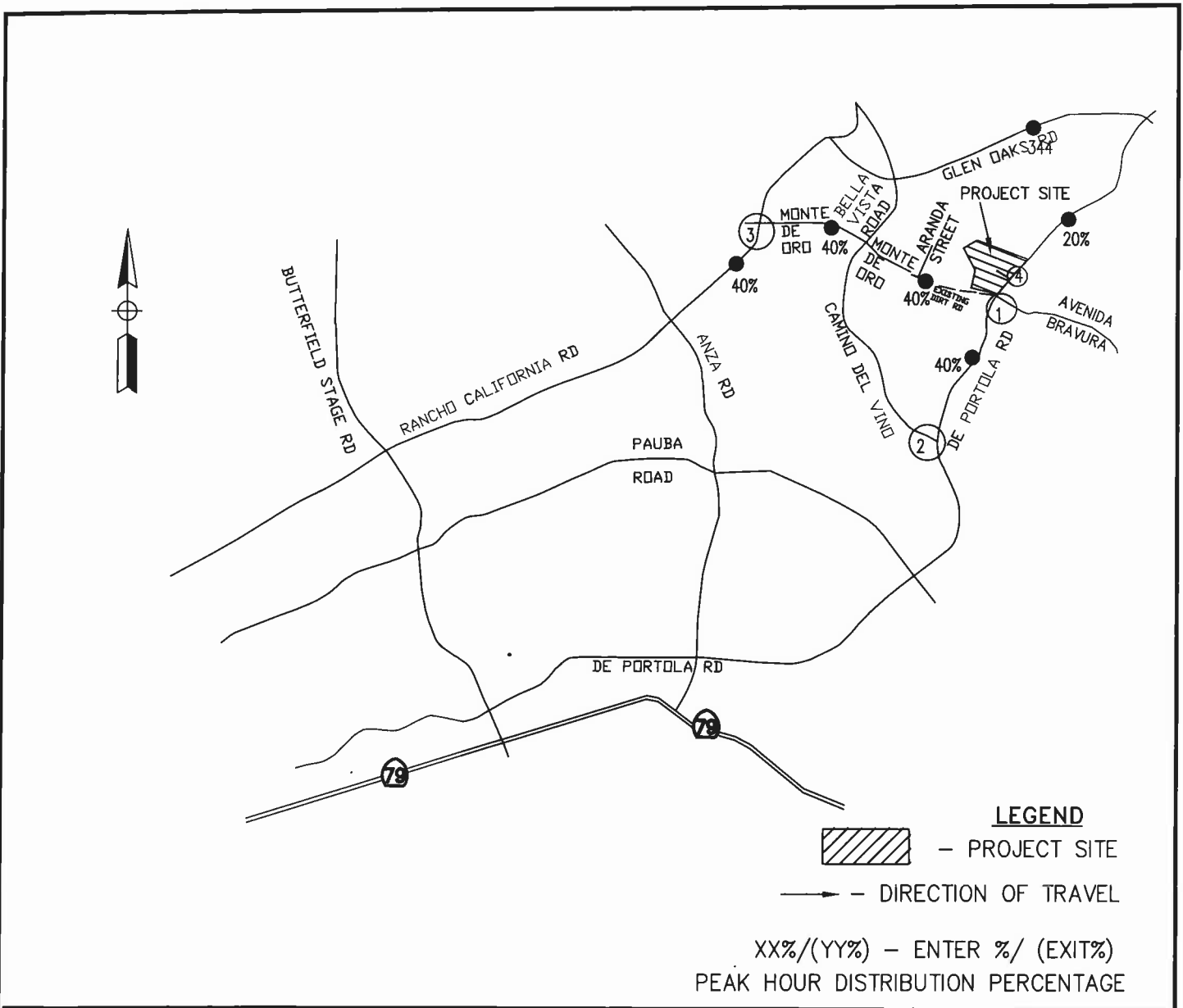
LEGEND
 - PROJECT SITE
 - DIRECTION OF TRAVEL

● X,XXX - DAILY TRAFFIC VOLUMES
 XX - SATURDAY PEAK HOUR TURN VOLUMES

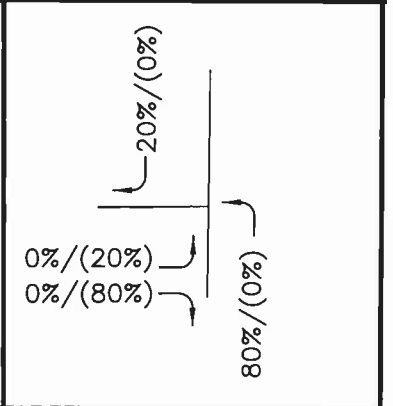
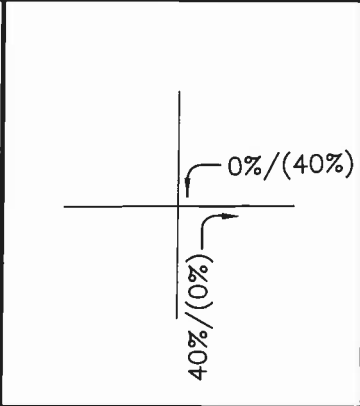
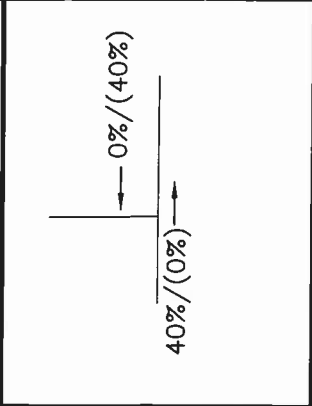
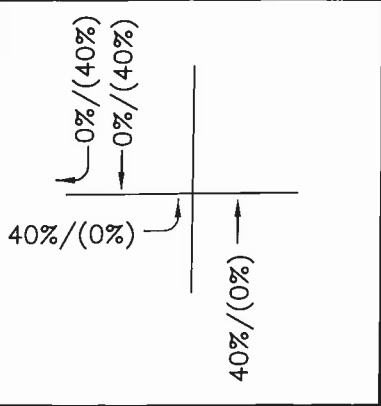
1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.	2. De Portola Rd. at Camino Del Vino Rd.	3. Rancho California Rd. at Monte De Oro Rd.	4. De Portola Rd. at Project Driveway
			

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FIGURE 9
 PROJECT TRAFFIC (2027)
 PHASES 1 THRU 5
 WITHOUT MONTE DE ORO ROAD

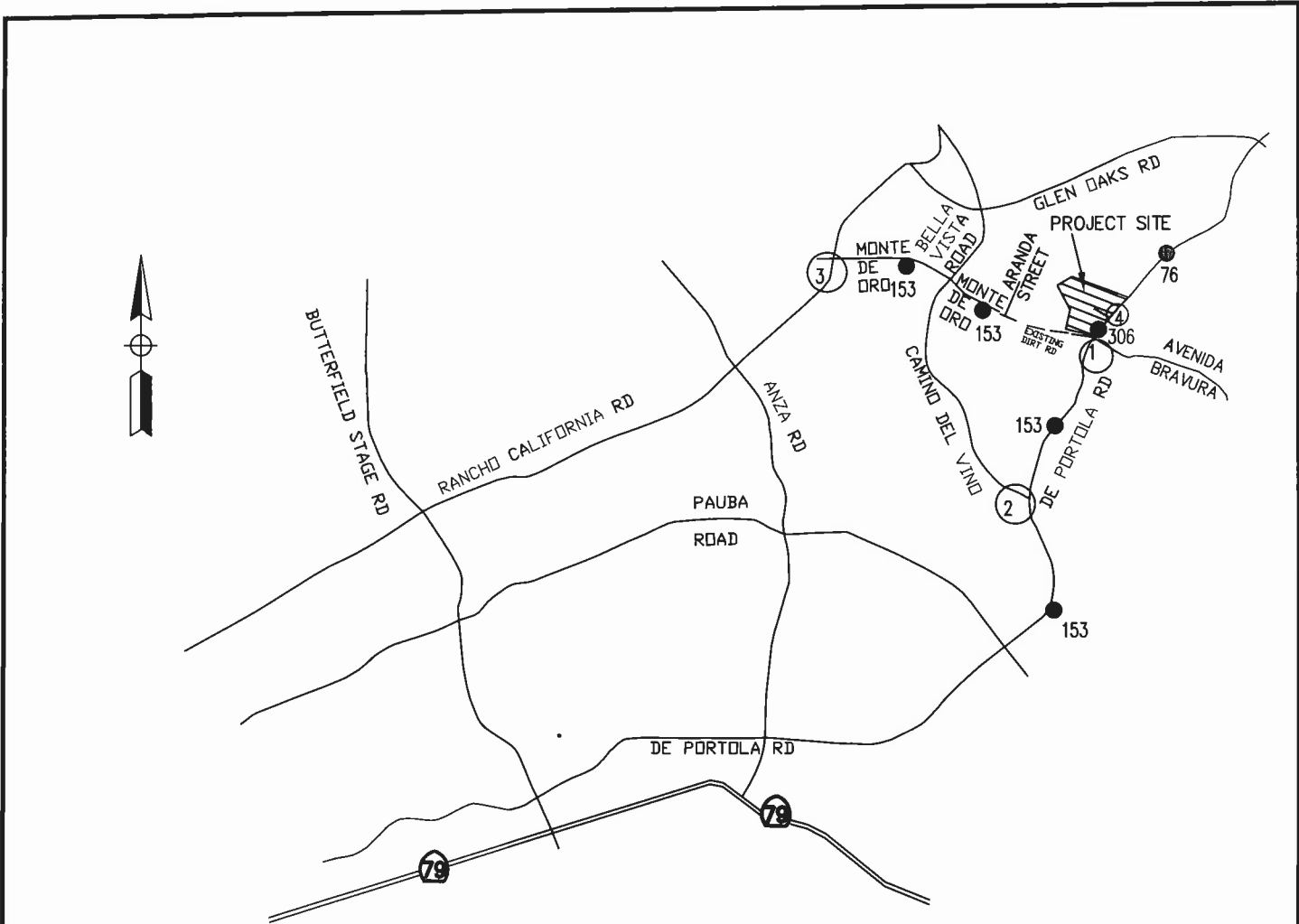


1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd. 2. De Portola Rd. at Camino Del Vino Rd. 3. Rancho California Rd. at Monte De Oro Rd. 4. De Portola Rd. at Project Driveway

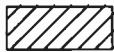



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FIGURE 10
PROJECT TRIP DISTRIBUTION
WITH MONTE DE ORO ROAD



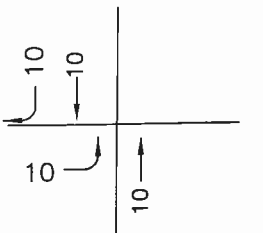
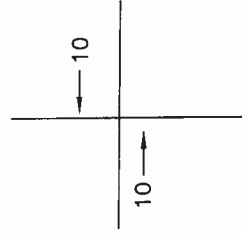
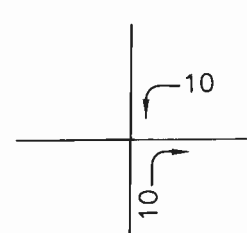
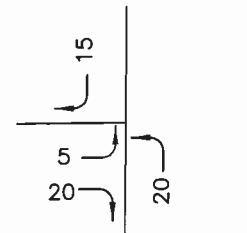
LEGEND

 - PROJECT SITE

 - DIRECTION OF TRAVEL

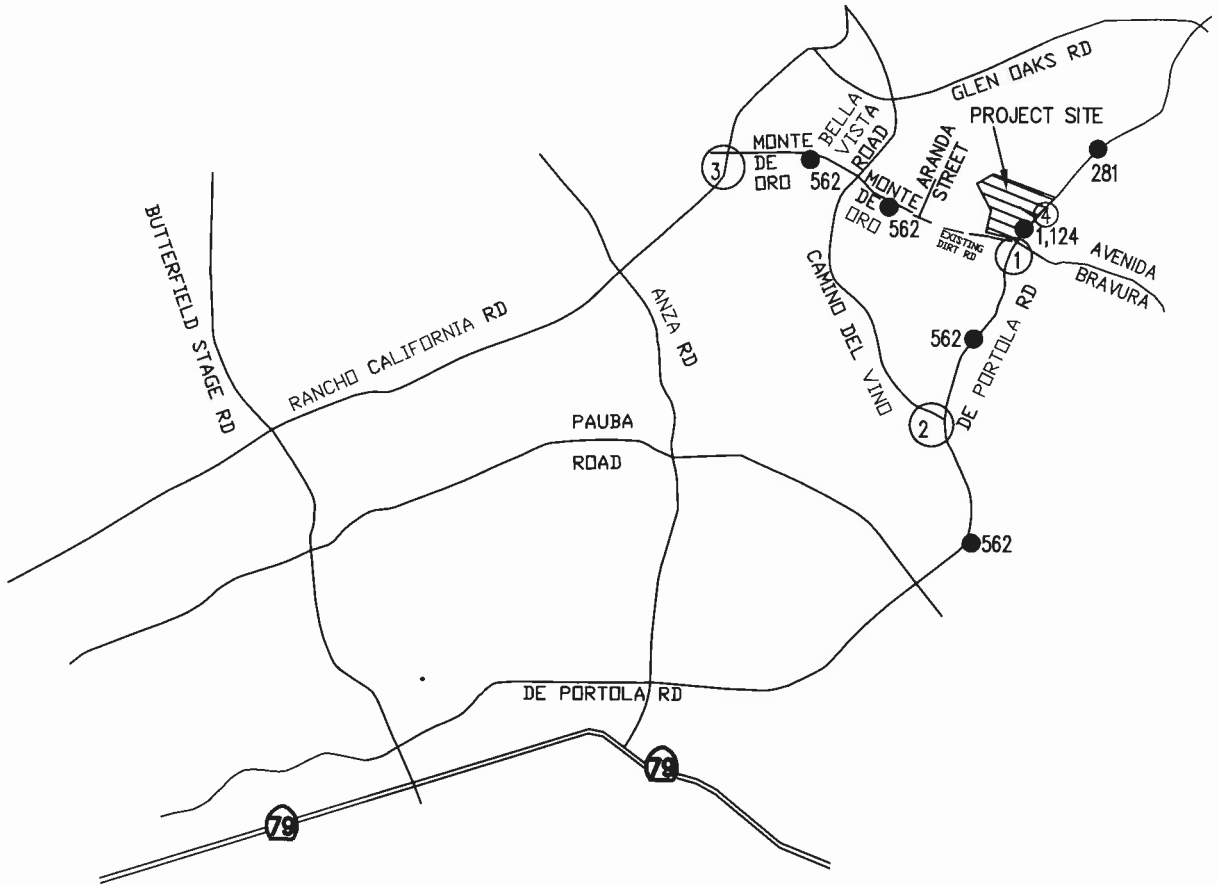
● X,XXX - DAILY TRAFFIC VOLUMES

XX - SATURDAY PEAK HOUR TURN VOLUMES

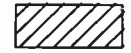
1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.	2. De Portola Rd. at Camino Del Vino Rd.	3. Rancho California Rd. at Monte De Oro Rd.	4. De Portola Rd. at Project Driveway
			

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FIGURE 11
 PROJECT TRAFFIC (2019) PHASE 1
 WITH MONTE DE ORO ROAD



LEGEND



— PROJECT SITE

—>— DIRECTION OF TRAVEL

● X,XXX — DAILY TRAFFIC VOLUMES

XX — SATURDAY PEAK HOUR TURN VOLUMES

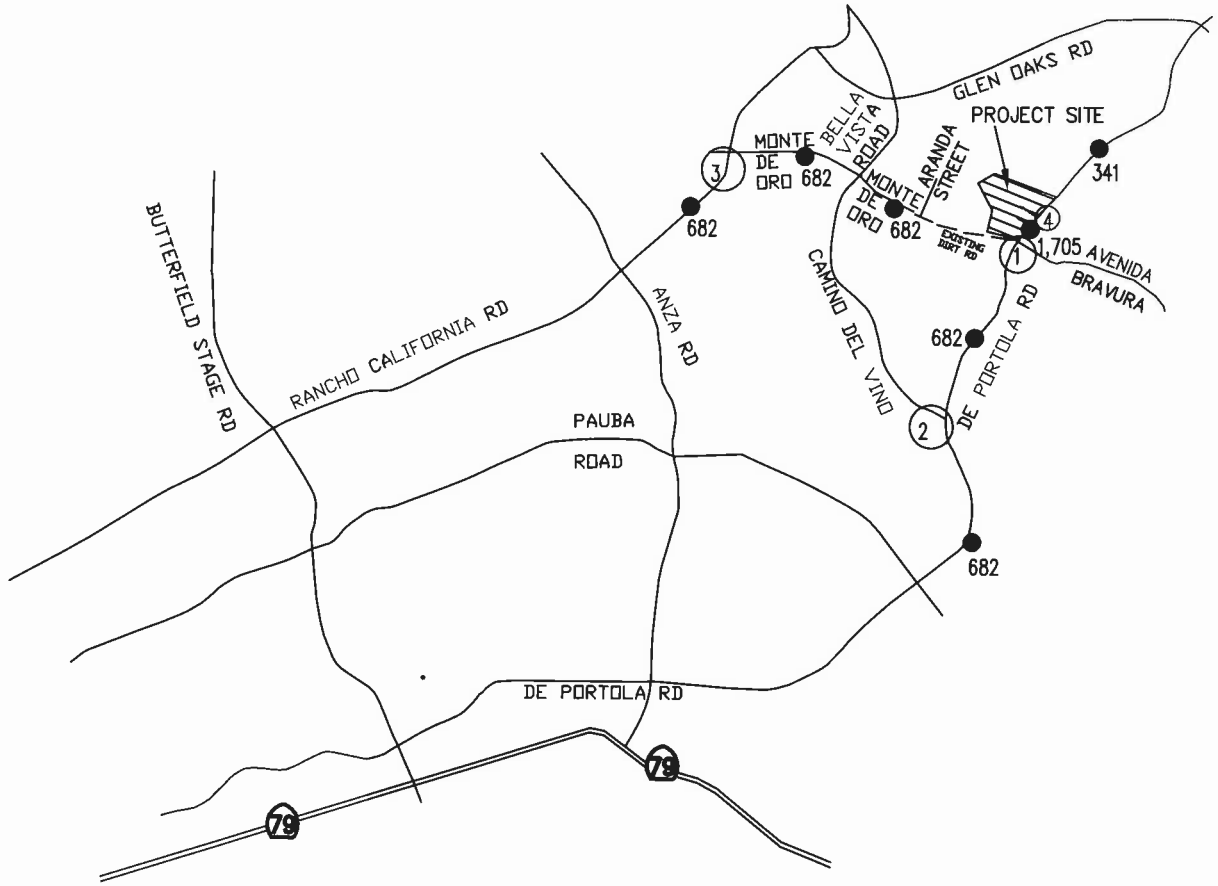
1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.	2. De Portola Rd. at Camino Del Vino Rd.	3. Rancho California Rd. at Monte De Oro Rd.	4. De Portola Rd. at Project Driveway

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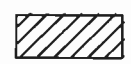
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FIGURE 12

**PROJECT TRAFFIC (2021) PHASES 1-2
WITH MONTE DE ORO ROAD**



LEGEND



— PROJECT SITE

—>— DIRECTION OF TRAVEL

● X,XXX — DAILY TRAFFIC VOLUMES

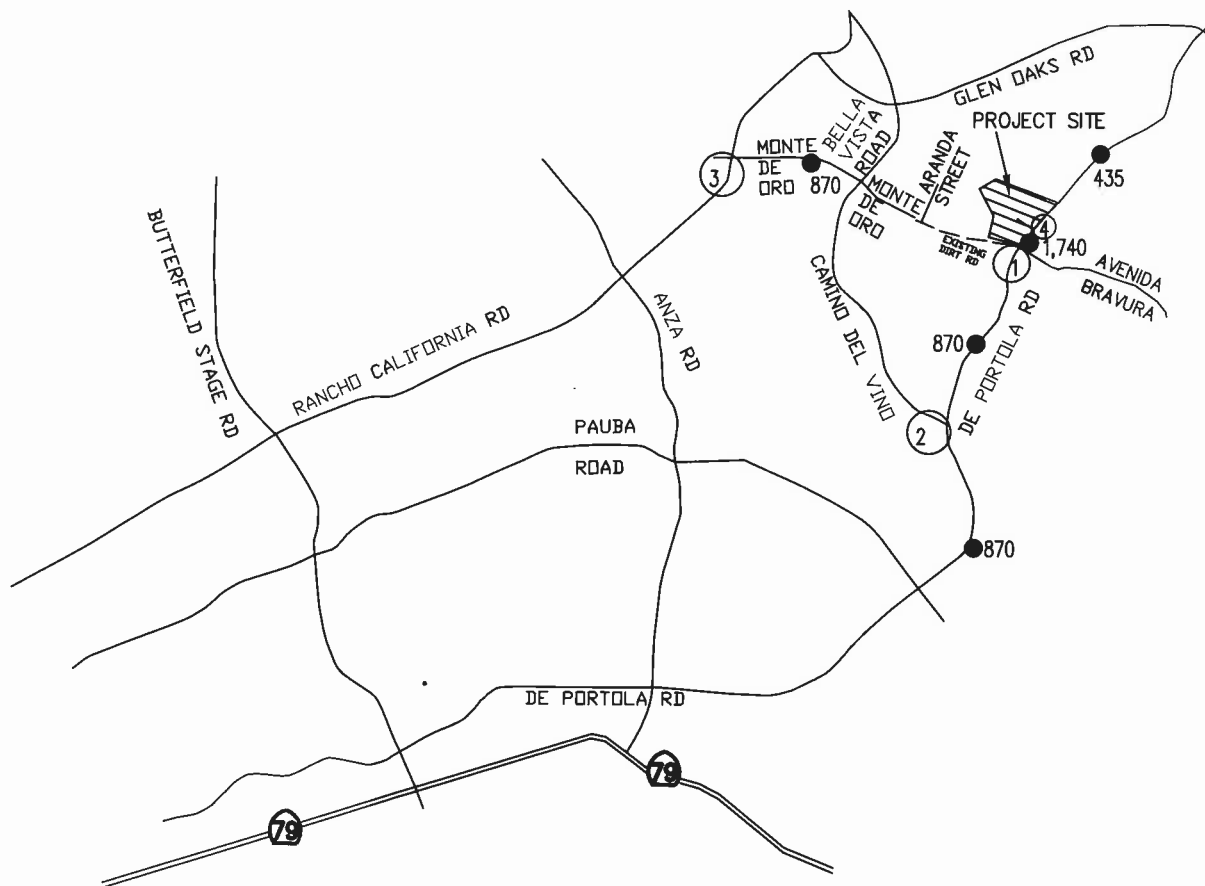
XX — SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.	2. De Portola Rd. at Camino Del Vino Rd.	3. Rancho California Rd. at Monte De Oro Rd.	4. De Portola Rd. at Project Driveway

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FIGURE 13
PROJECT TRAFFIC (2023) PHASES 1-3
WITH MONTE DE ORO ROAD



LEGEND



— PROJECT SITE

→ — DIRECTION OF TRAVEL

● X,XXX — DAILY TRAFFIC VOLUMES

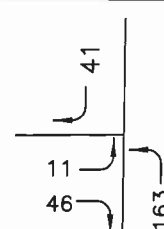
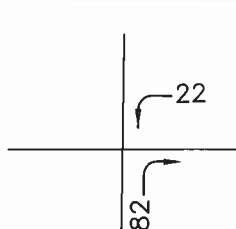
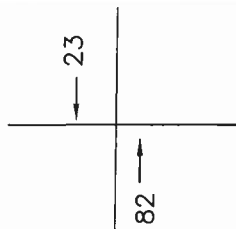
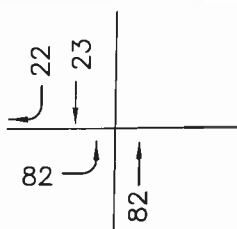
XX — SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.

2. De Portola Rd. at Camino Del Vino Rd.

3. Rancho California Rd. at Monte De Oro Rd.

4. De Portola Rd. at Project Driveway



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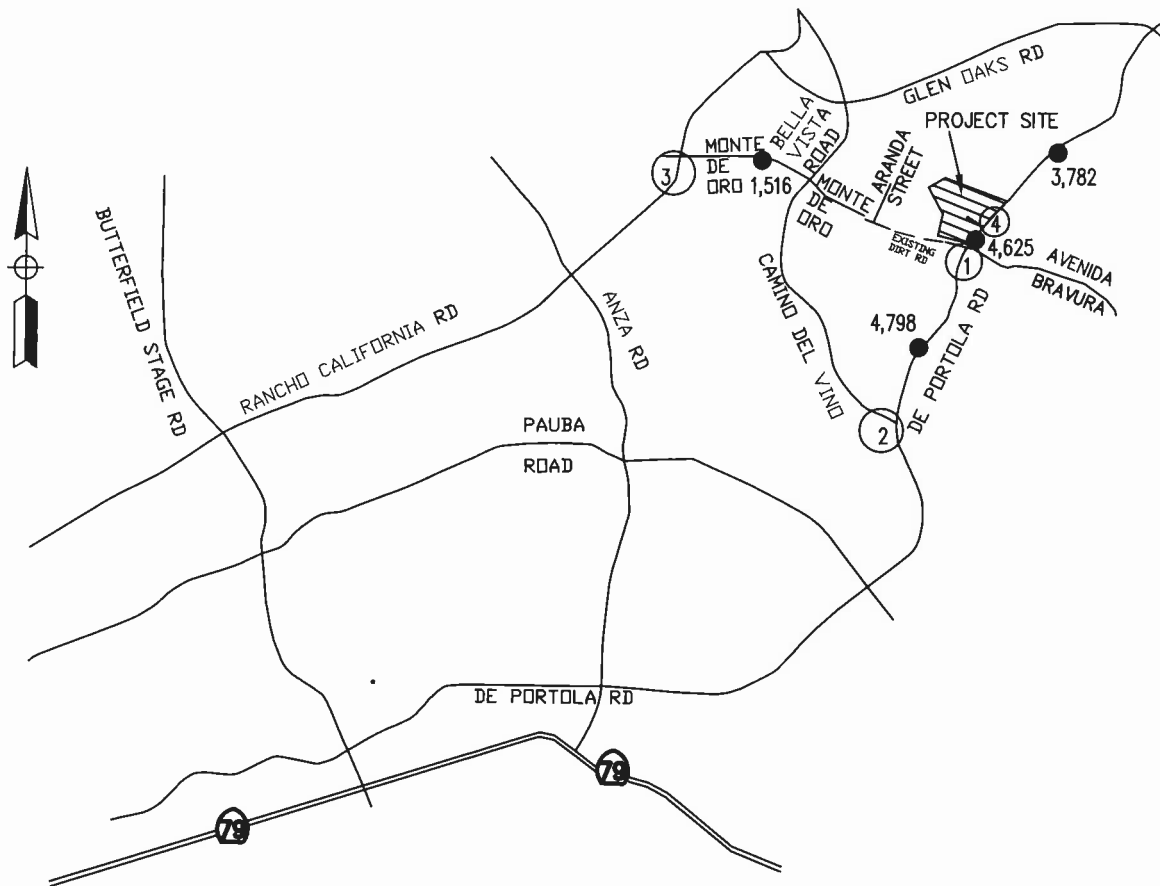
FIGURE 14

**PROJECT TRAFFIC (2027) PHASES 1-5
WITH MONTE DE ORO ROAD**

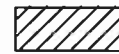
Existing traffic volumes shown on **Figure 4** were added to project traffic by phase. **Figures 15 thru 18** present the Existing Plus Project traffic volumes without Monte De Oro Road and **Figures 19 thru 22** present the Existing Plus Project traffic volumes with Monte De Oro Road.

Cumulative projects in the study area were reviewed and found to not be significant and it was agreed by County staff a 2% ambient growth rate per year would be used to address Cumulative projects and Opening Years 2019, 2021, 2023 and 2027 conditions. **Figures 23 thru 26** present the Opening Year plus Cumulative traffic volumes without Monte De Oro Road.

Project traffic volumes were the added to the Opening Year traffic volumes presented on **Figures 23 thru 26**. The resulting Opening Year Cumulative Plus Project by phase traffic volumes are presented on **Figures 27 thru 30** without Monte De Oro Road and **Figures 31 thru 34** present the Opening Year Cumulative Plus Project by phase traffic volumes with Monte De Oro Road.



LEGEND



— PROJECT SITE

→ DIRECTION OF TRAVEL

● X,XXX – DAILY TRAFFIC VOLUMES

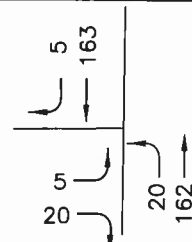
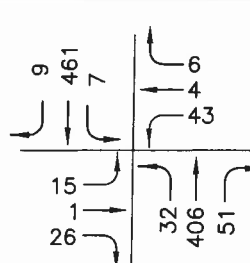
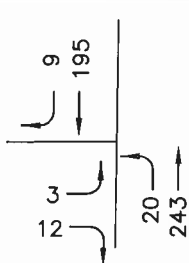
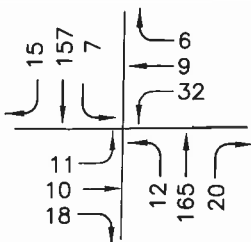
XX – SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.

2. De Portola Rd. at Camino Del Vino Rd.

3. Rancho California Rd. at Monte De Oro Rd.

4. De Portola Rd. at Project Driveway



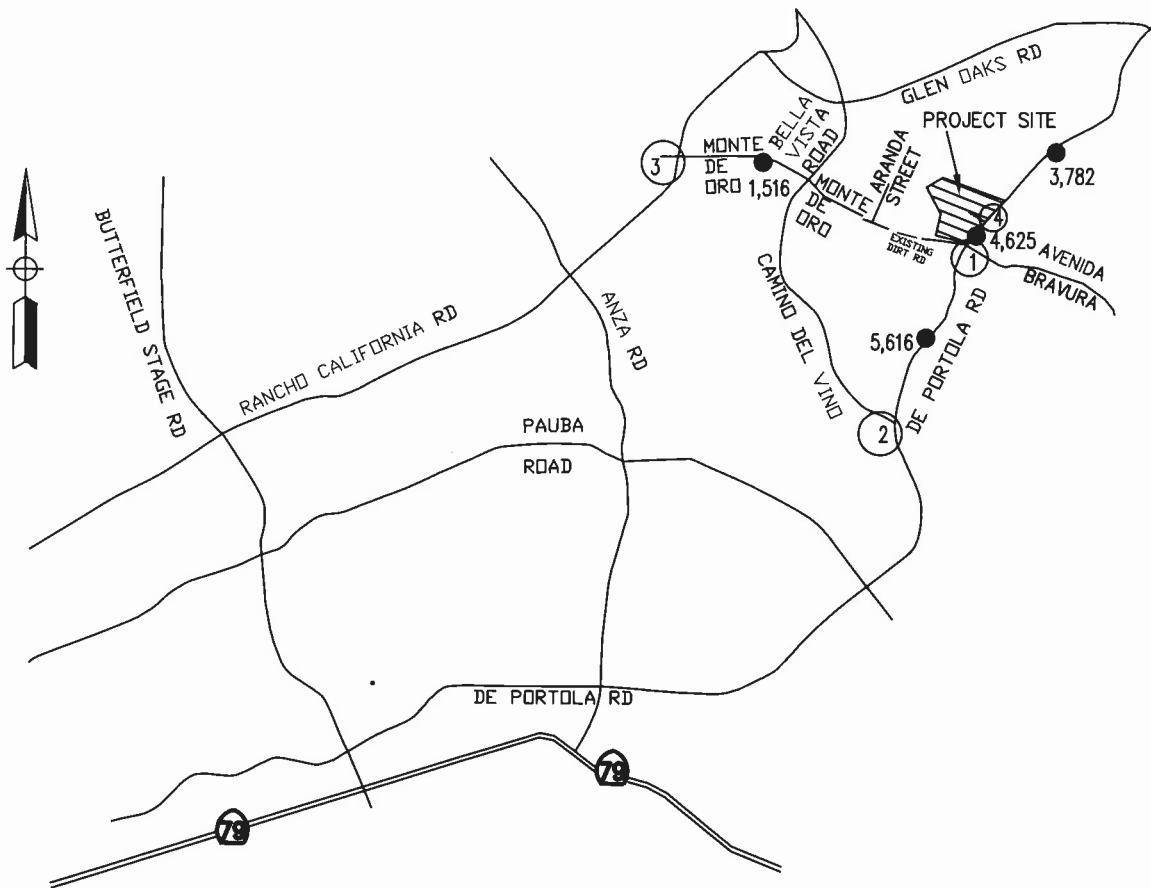
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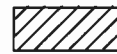
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FIGURE 15

EXISTING PLUS PROJECT 2019 PHASE 1
WITHOUT MONTE DE ORO TRAFFIC VOLUMES



LEGEND



— PROJECT SITE

→ DIRECTION OF TRAVEL

● X,XXX — DAILY TRAFFIC VOLUMES

XX — SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.	2. De Portola Rd. at Camino Del Vino Rd.	3. Rancho California Rd. at Monte De Oro Rd.	4. De Portola Rd. at Project Driveway

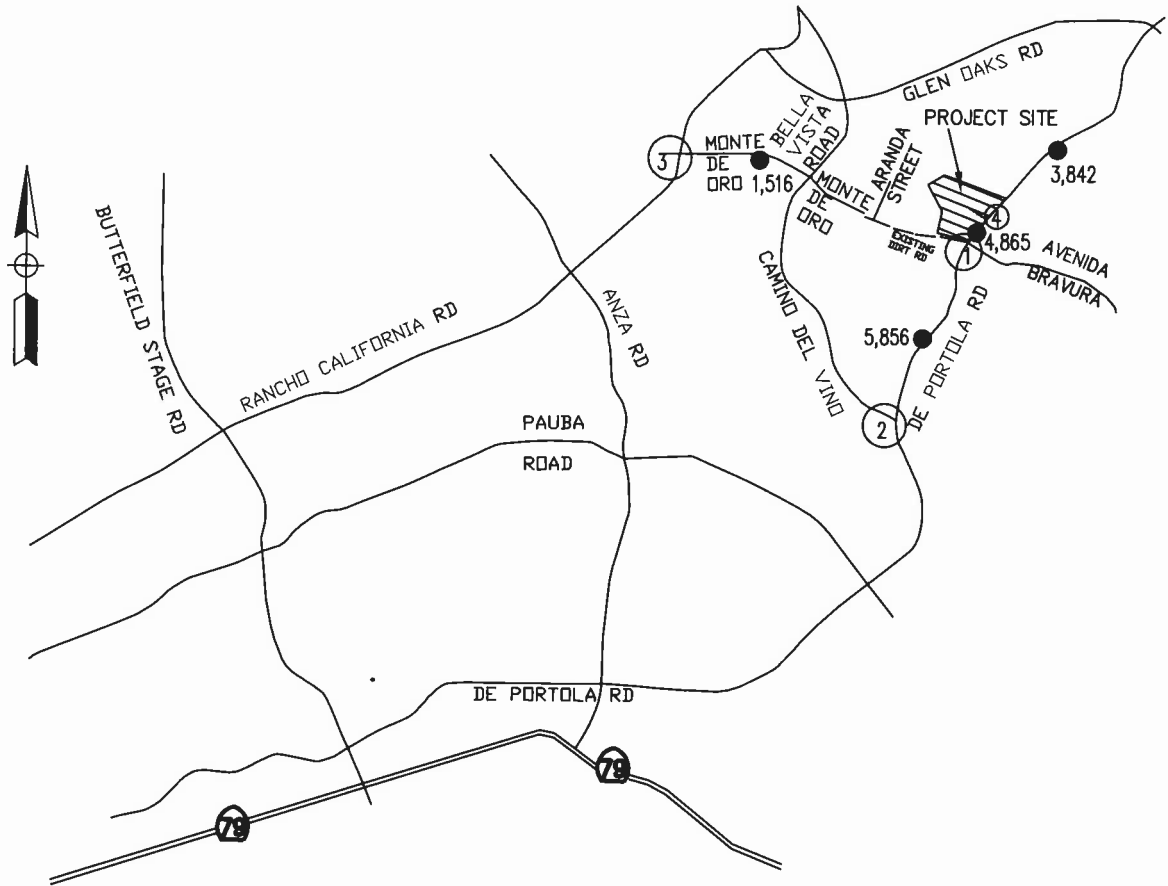
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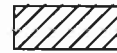
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FIGURE 16

EXISTING PLUS PROJECT 2021 PHASES 1-2
WITHOUT MONTE DE ORO TRAFFIC VOLUMES



LEGEND



— PROJECT SITE

→ DIRECTION OF TRAVEL

● X,XXX — DAILY TRAFFIC VOLUMES

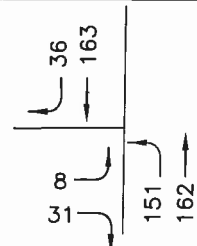
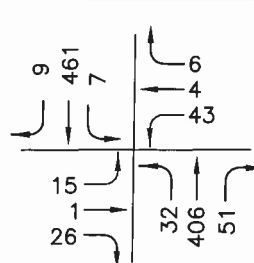
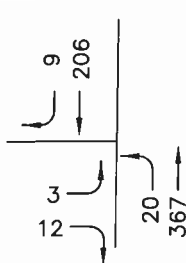
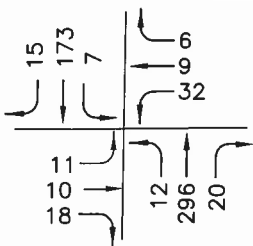
XX — SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.

2. De Portola Rd. at Camino Del Vino Rd.

3. Rancho California Rd. at Monte De Oro Rd.

4. De Portola Rd. at Project Driveway



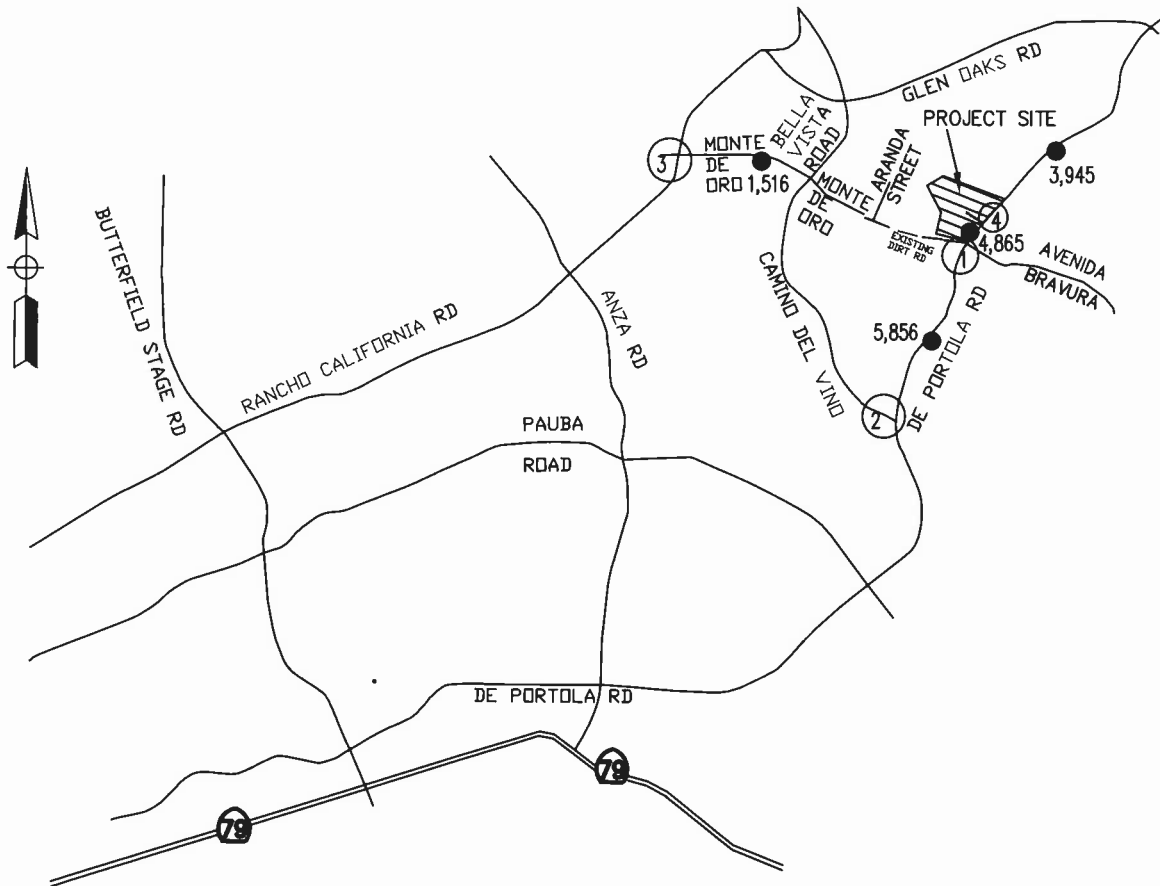
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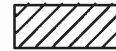
JAM

FIGURE 17

EXISTING PLUS PROJECT 2023 PHASES 1-3 WITHOUT MONTE DE ORO TRAFFIC VOLUMES



LEGEND



— PROJECT SITE

— DIRECTION OF TRAVEL

● X,XXX — DAILY TRAFFIC VOLUMES

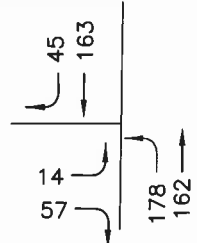
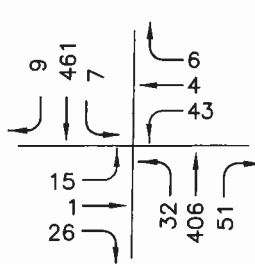
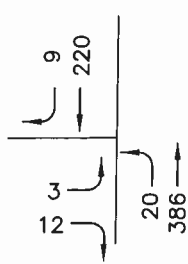
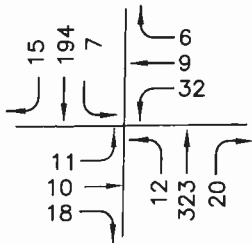
XX — SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.

2. De Portola Rd. at Camino Del Vino Rd.

3. Rancho California Rd. at Monte De Oro Rd.

4. De Portola Rd. at Project Driveway



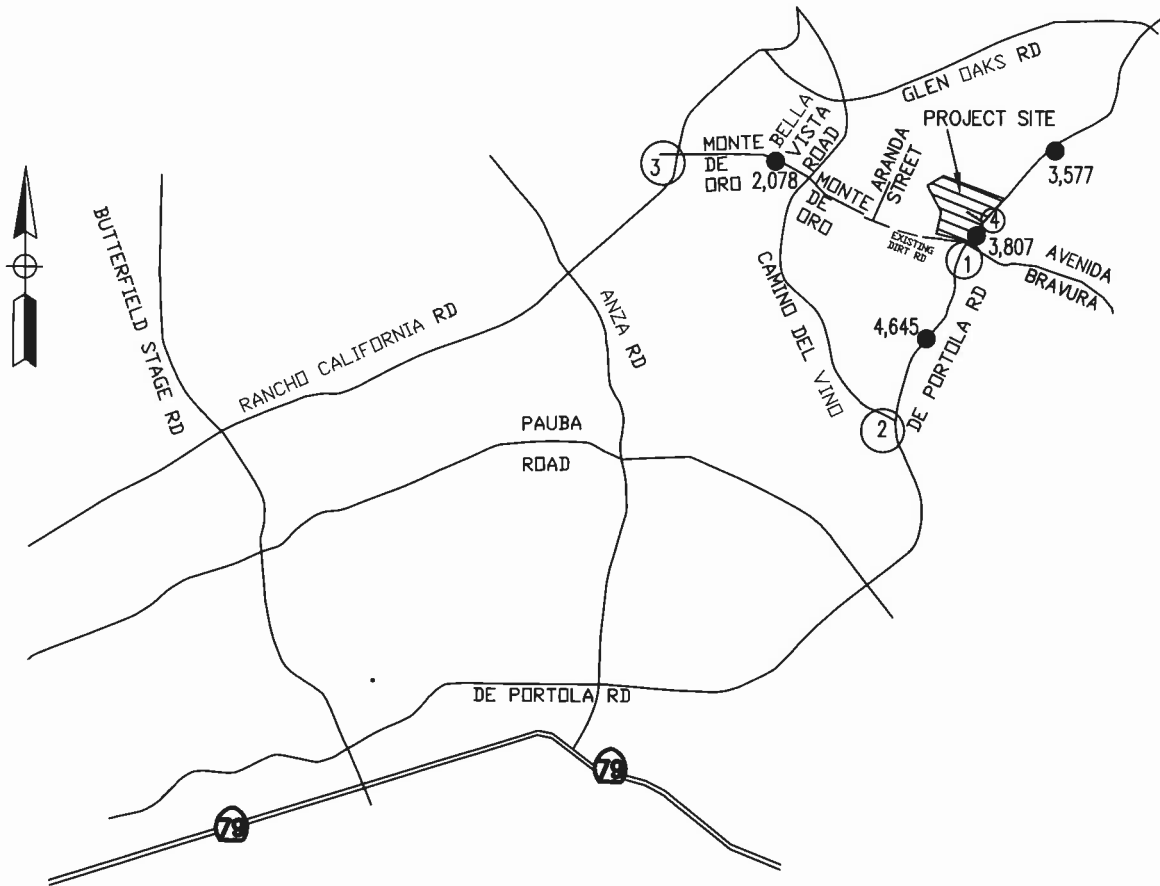
Darnell & ASSOCIATES, INC.

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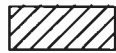
JAM


FIGURE 18

EXISTING PLUS PROJECT 2027 PHASES 1-5
WITHOUT MONTE DE ORO TRAFFIC VOLUMES



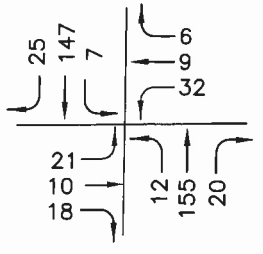
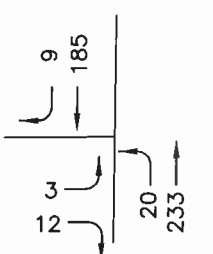
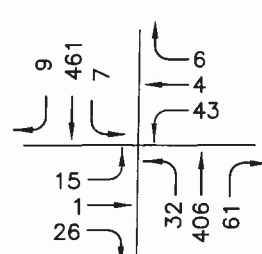
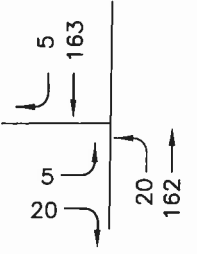
LEGEND

 - PROJECT SITE

 - DIRECTION OF TRAVEL

● X,XXX - DAILY TRAFFIC VOLUMES

XX - SATURDAY PEAK HOUR TURN VOLUMES

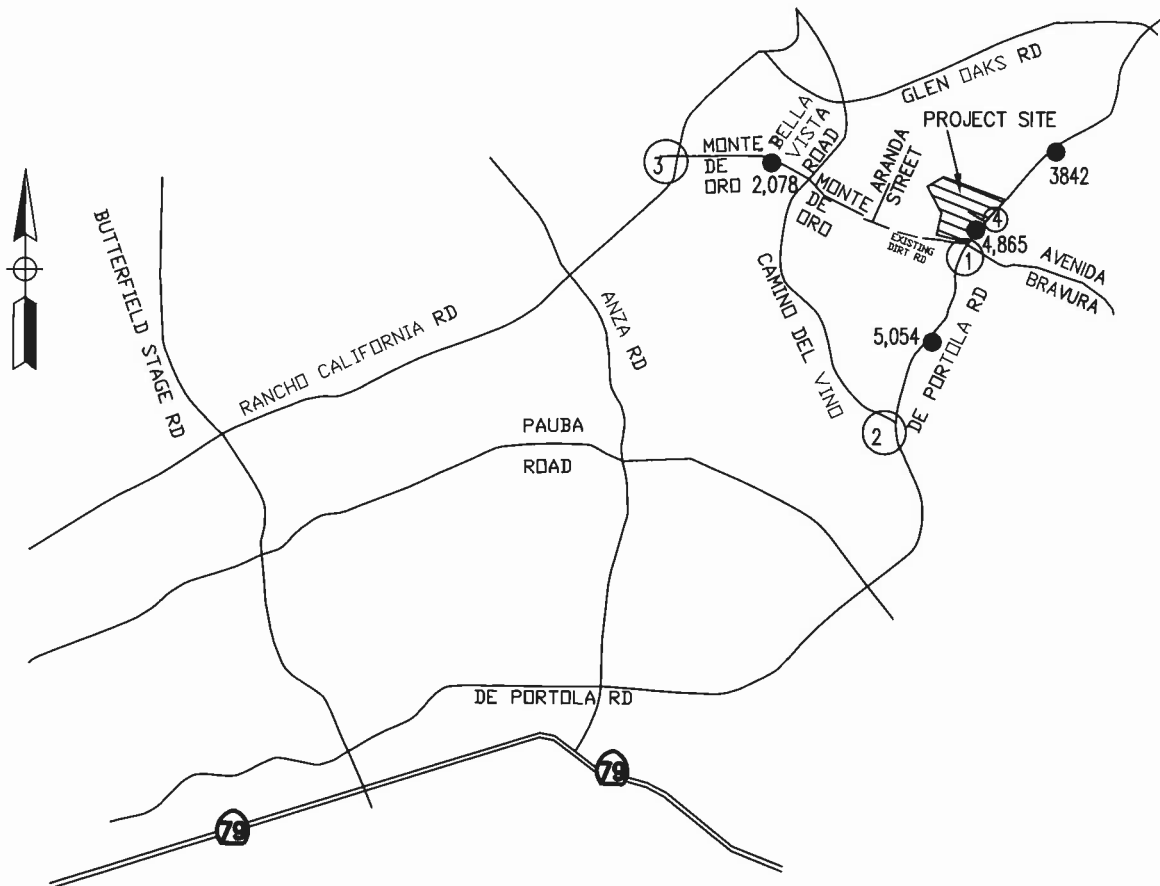
1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.	2. De Portola Rd. at Camino Del Vino Rd.	3. Rancho California Rd. at Monte De Oro Rd.	4. De Portola Rd. at Project Driveway
			

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FIGURE 19

EXISTING PLUS PROJECT 2019 PHASE 1 WITH MONTE DE ORO TRAFFIC VOLUMES



LEGEND



— PROJECT SITE

→ — DIRECTION OF TRAVEL

● X,XXX — DAILY TRAFFIC VOLUMES

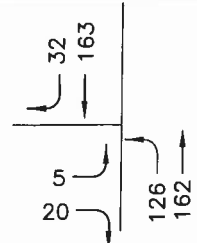
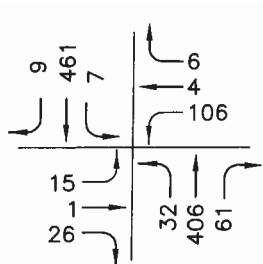
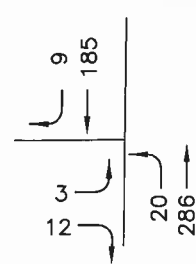
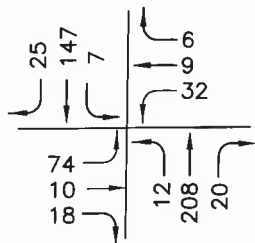
XX — SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.

2. De Portola Rd. at Camino Del Vino Rd.

3. Rancho California Rd. at Monte De Oro Rd.

4. De Portola Rd. at Project Driveway



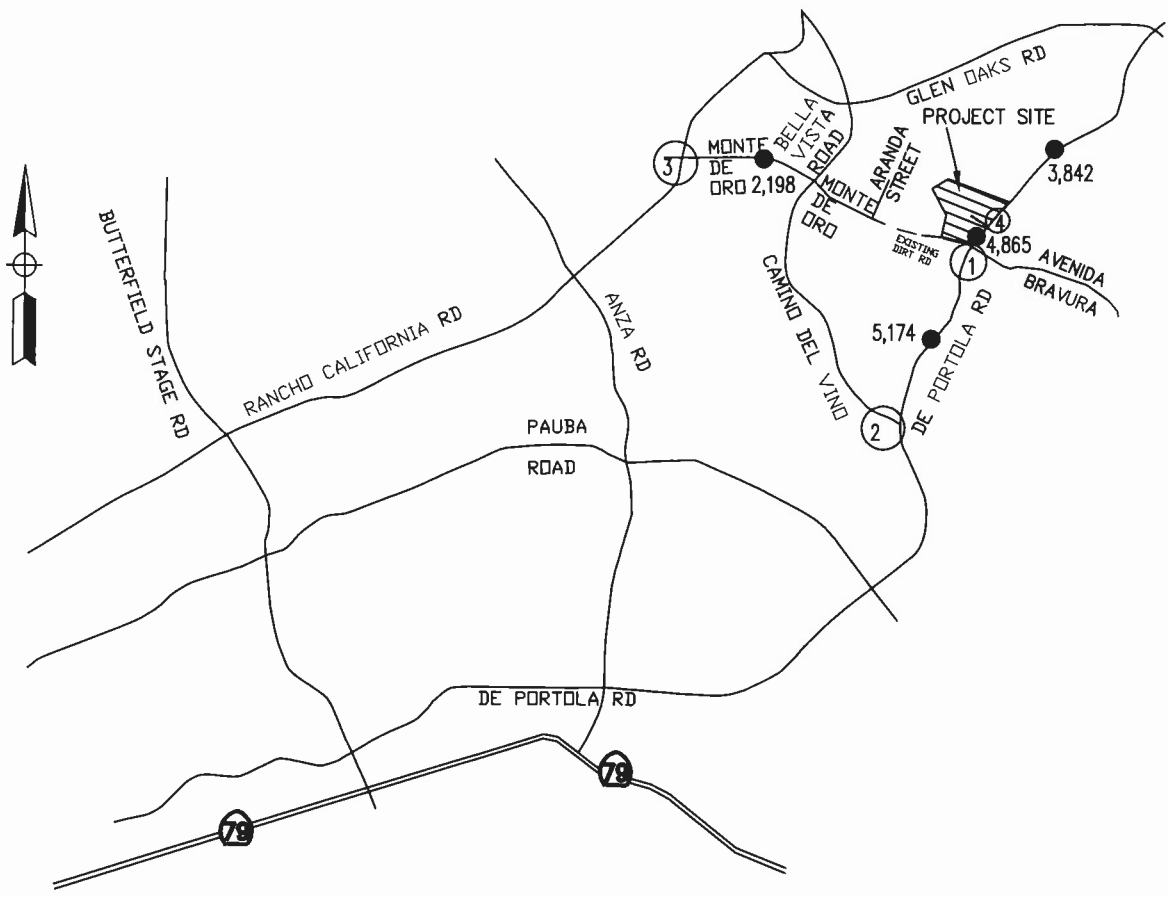
Darnell & ASSOCIATES, INC.

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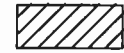
JAM

FIGURE 20

EXISTING PLUS PROJECT 2021 PHASES 1-2
WITH MONTE DE ORO TRAFFIC VOLUMES



LEGEND



— PROJECT SITE

— DIRECTION OF TRAVEL

● X,XXX — DAILY TRAFFIC VOLUMES

XX — SATURDAY PEAK HOUR TURN VOLUMES

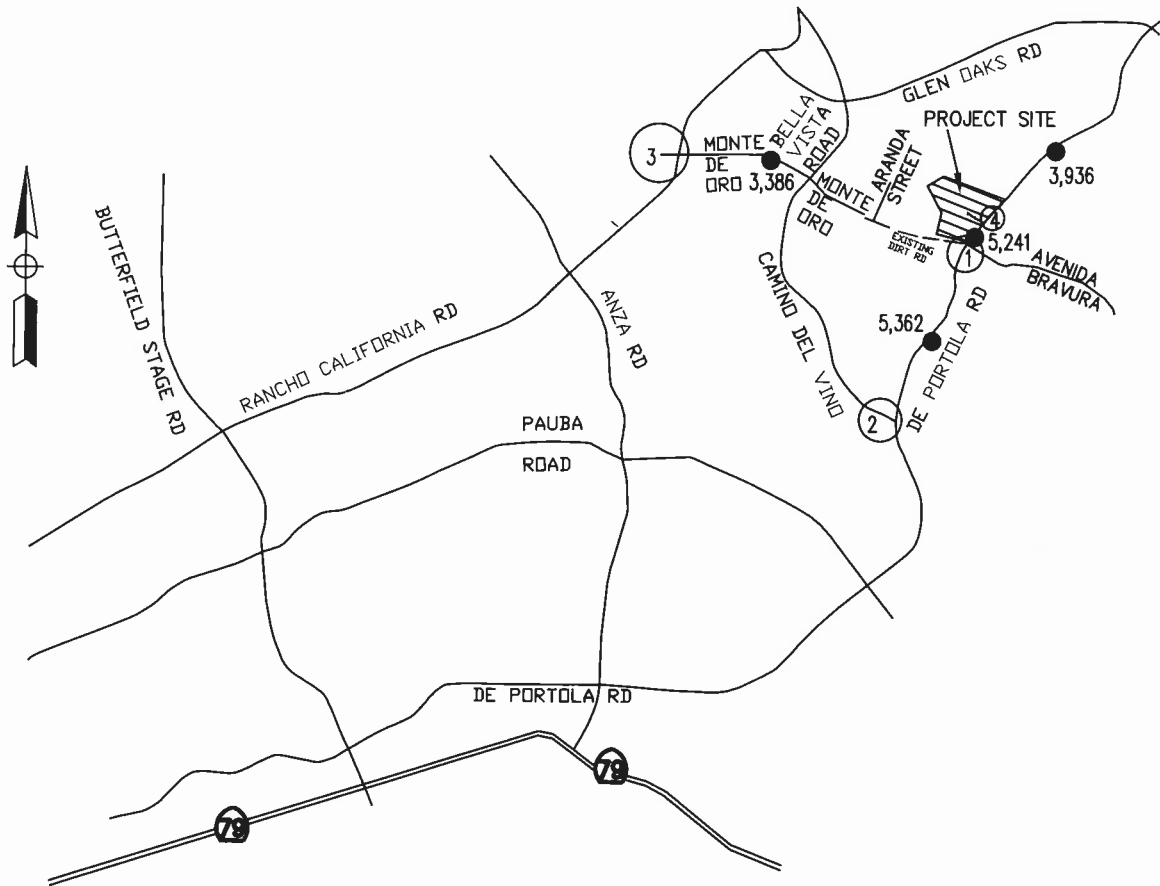
1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.	2. De Portola Rd. at Camino Del Vino Rd.	3. Rancho California Rd. at Monte De Oro Rd.	4. De Portola Rd. at Project Driveway

Darnell & ASSOCIATES, INC.

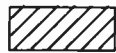
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FIGURE 21

EXISTING PLUS PROJECT 2023 PHASES 1-3 WITH MONTE DE ORO TRAFFIC VOLUMES



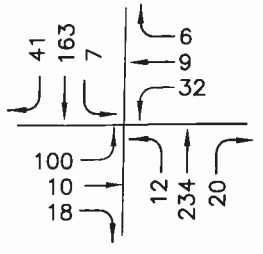
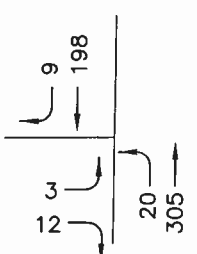
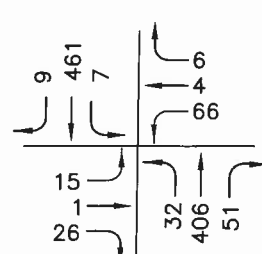
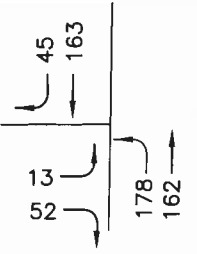
LEGEND

 - PROJECT SITE

 - DIRECTION OF TRAVEL

● X,XXX - DAILY TRAFFIC VOLUMES

XX - SATURDAY PEAK HOUR TURN VOLUMES

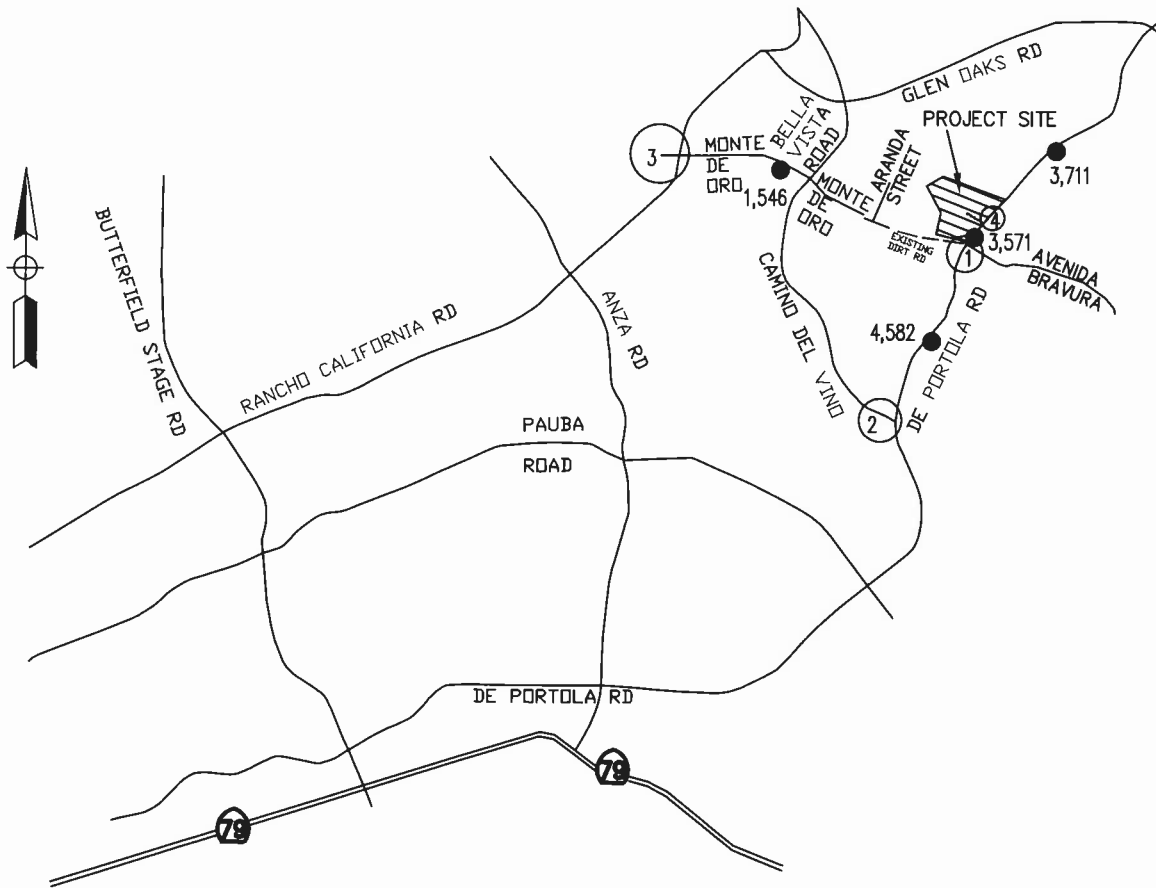
1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.	2. De Portola Rd. at Camino Del Vino Rd.	3. Rancho California Rd. at Monte De Oro Rd.	4. De Portola Rd. at Project Driveway
			

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FIGURE 22

EXISTING PLUS PROJECT 2027 PHASES 1-5
WITH MONTE DE ORO TRAFFIC VOLUMES



LEGEND

 - PROJECT SITE

 - DIRECTION OF TRAVEL

● X,XXX - DAILY TRAFFIC VOLUMES

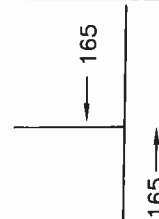
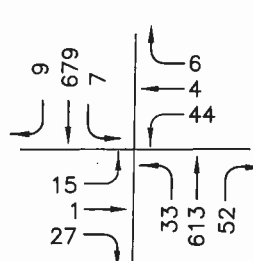
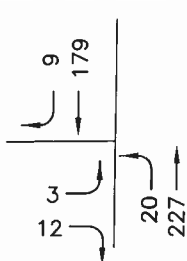
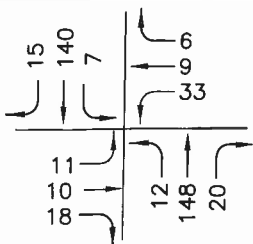
XX - SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.

2. De Portola Rd. at Camino Del Vino Rd.

3. Rancho California Rd. at Monte De Oro Rd.

4. De Portola Rd. at Project Driveway



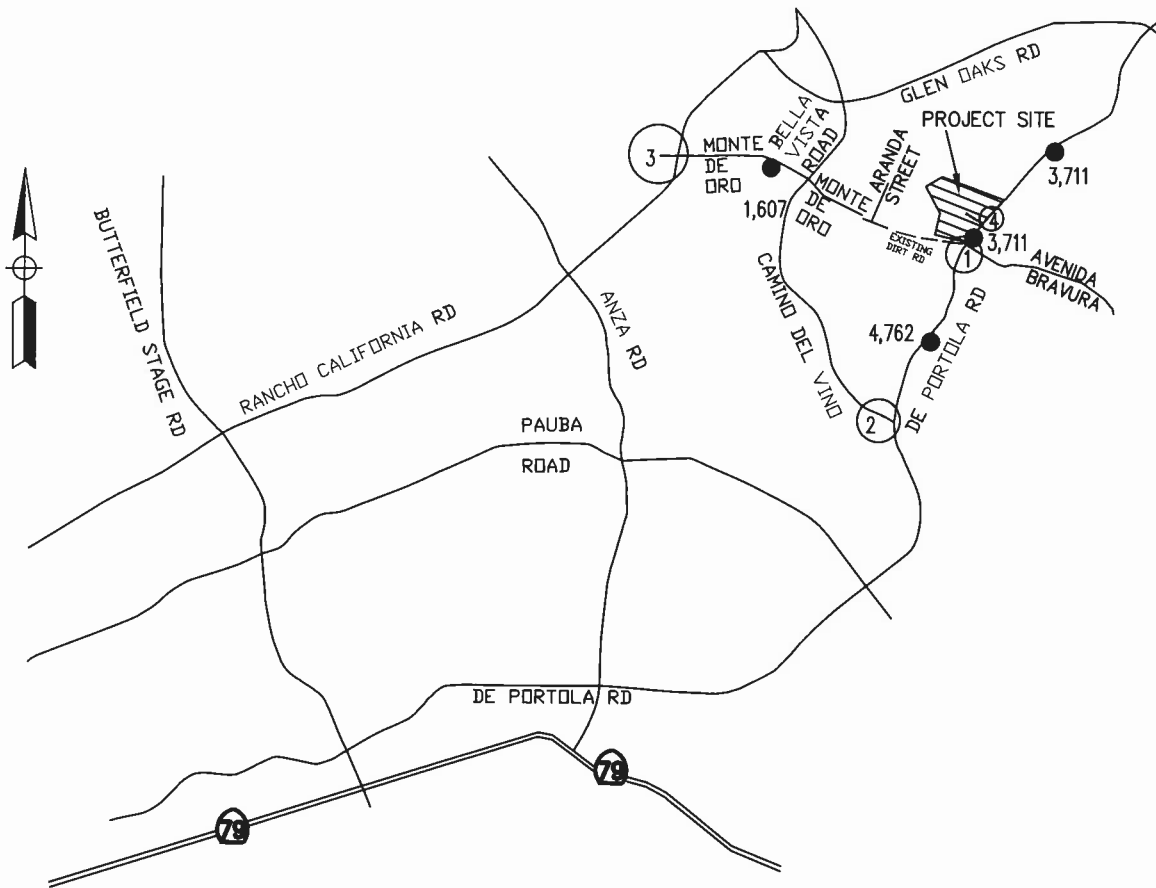
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FIGURE 23

OPENING YEAR 2019 PLUS CUMULATIVE TRAFFIC VOLUMES



LEGEND

 - PROJECT SITE

 - DIRECTION OF TRAVEL

● X,XXX - DAILY TRAFFIC VOLUMES

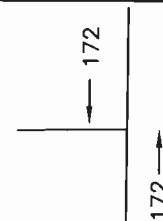
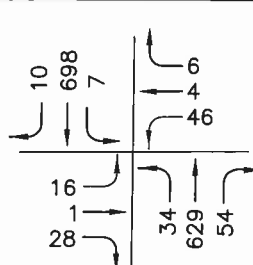
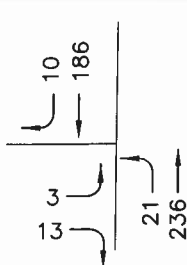
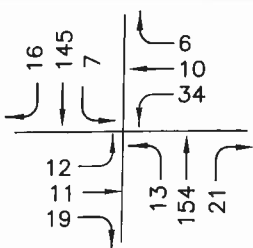
XX - SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.

2. De Portola Rd. at Camino Del Vino Rd.

3. Rancho California Rd. at Monte De Oro Rd.

4. De Portola Rd. at Project Driveway



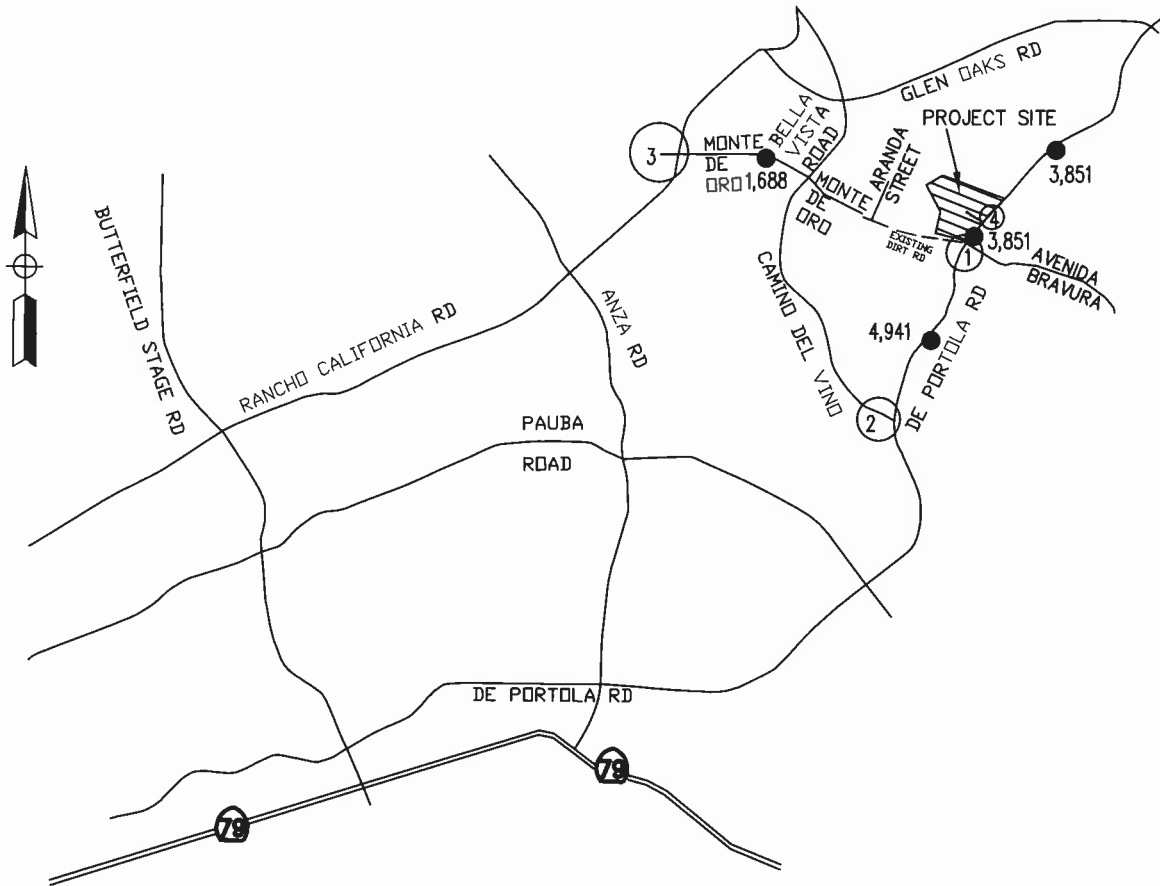
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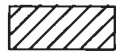
JAM


FIGURE 24

OPENING YEAR 2021 PLUS CUMULATIVE TRAFFIC VOLUMES



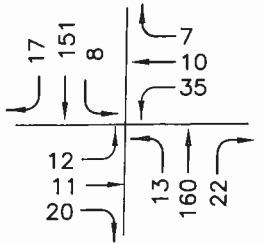
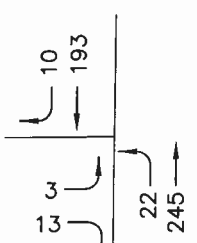
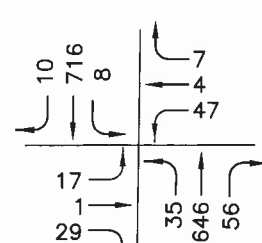
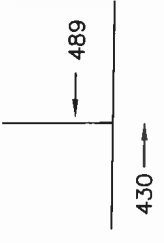
LEGEND

 - PROJECT SITE

 - DIRECTION OF TRAVEL

● X,XXX - DAILY TRAFFIC VOLUMES

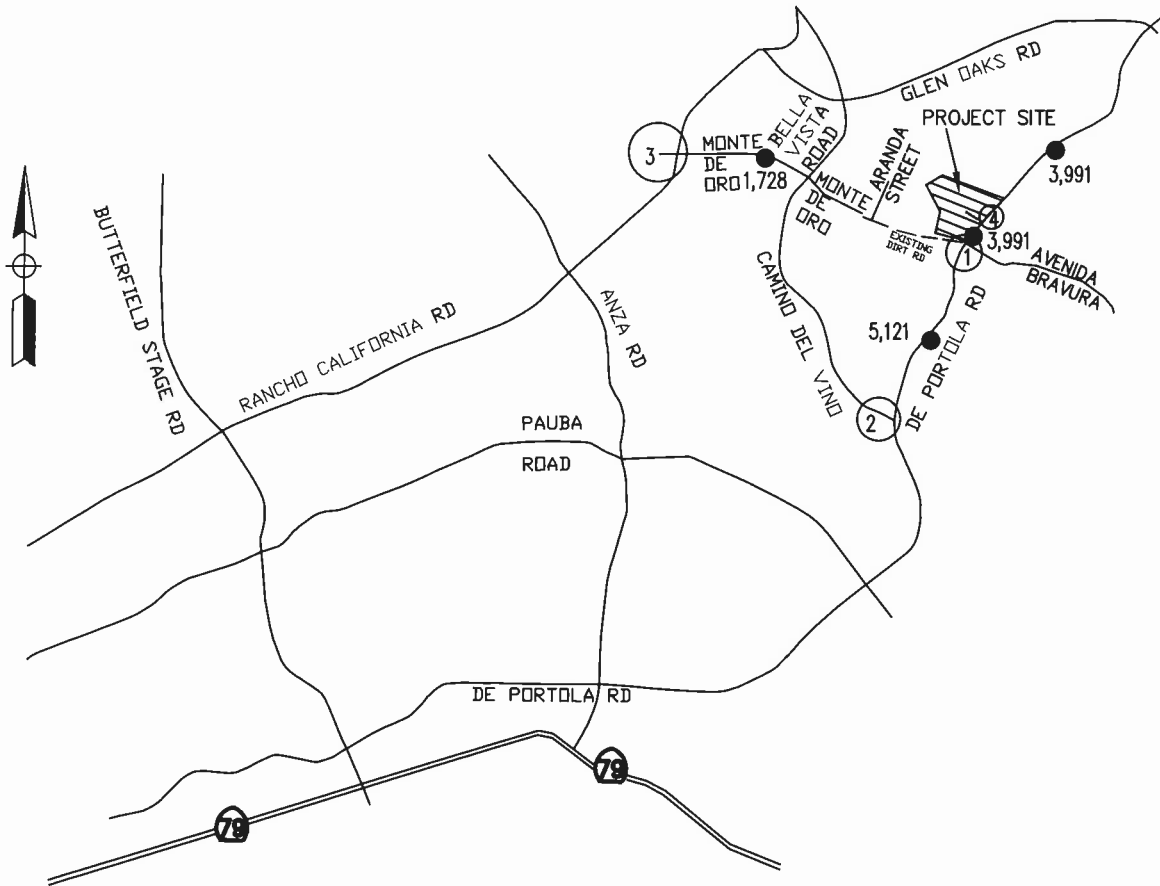
XX - SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.	2. De Portola Rd. at Camino Del Vino Rd.	3. Rancho California Rd. at Monte De Oro Rd.	4. De Portola Rd. at Project Driveway
			

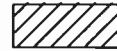
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FIGURE 25
 OPENING YEAR 2023 PLUS CUMULATIVE TRAFFIC VOLUMES



LEGEND



— PROJECT SITE

→ DIRECTION OF TRAVEL

● X,XXX — DAILY TRAFFIC VOLUMES

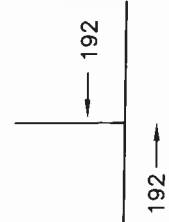
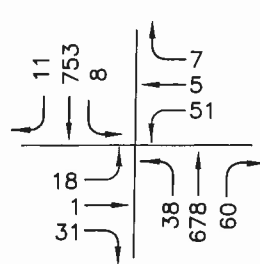
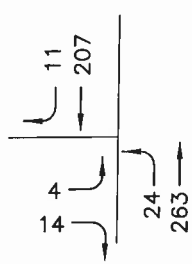
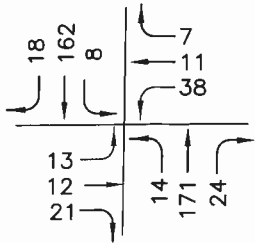
XX — SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.

2. De Portola Rd. at Camino Del Vino Rd.

3. Rancho California Rd. at Monte De Oro Rd.

4. De Portola Rd. at Project Driveway



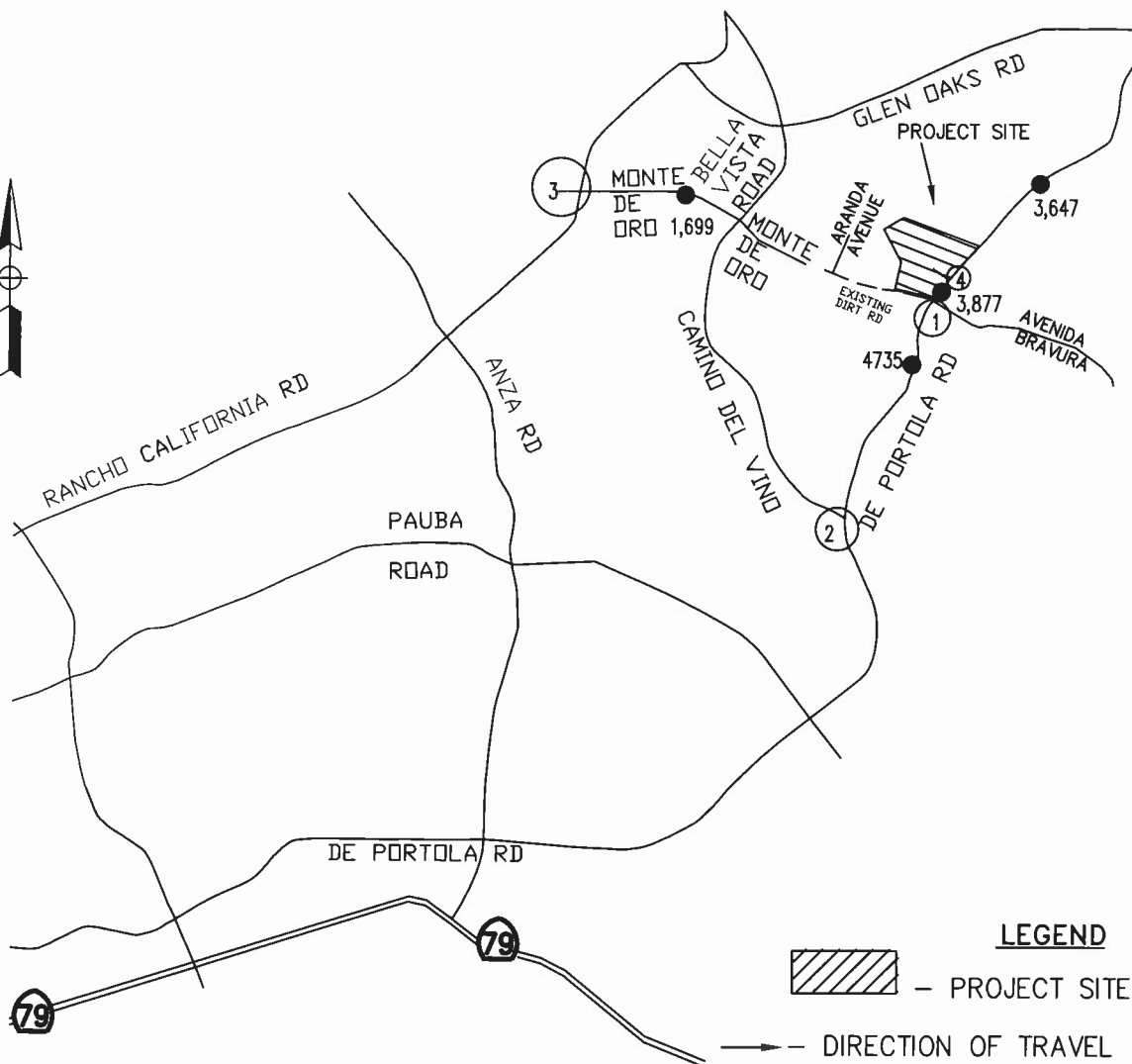
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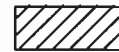
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FIGURE 26

OPENING YEAR 2027 PLUS CUMULATIVE TRAFFIC VOLUMES



LEGEND



— PROJECT SITE

— DIRECTION OF TRAVEL

● X,XXX — DAILY TRAFFIC VOLUMES

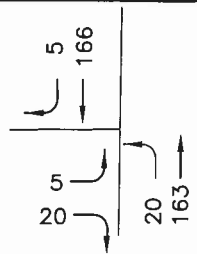
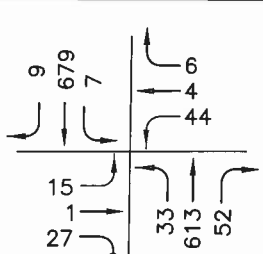
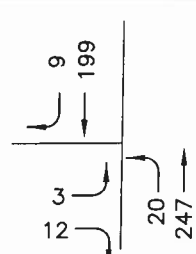
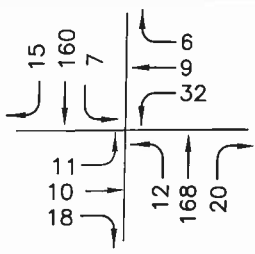
XX — SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.

2. De Portola Rd. at Camino Del Vino Rd.

3. Rancho California Rd. at Monte De Oro Rd.

4. De Portola Rd. at Project Driveway

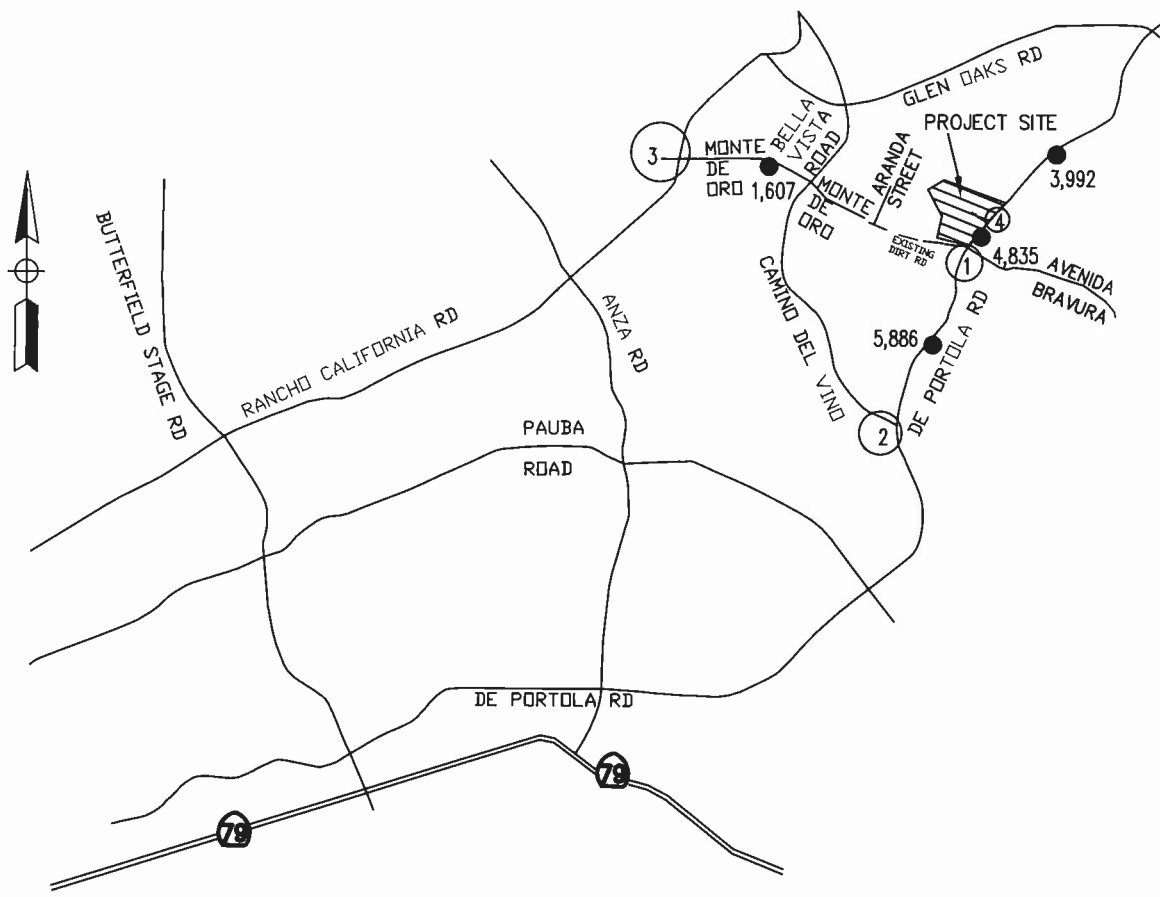


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27

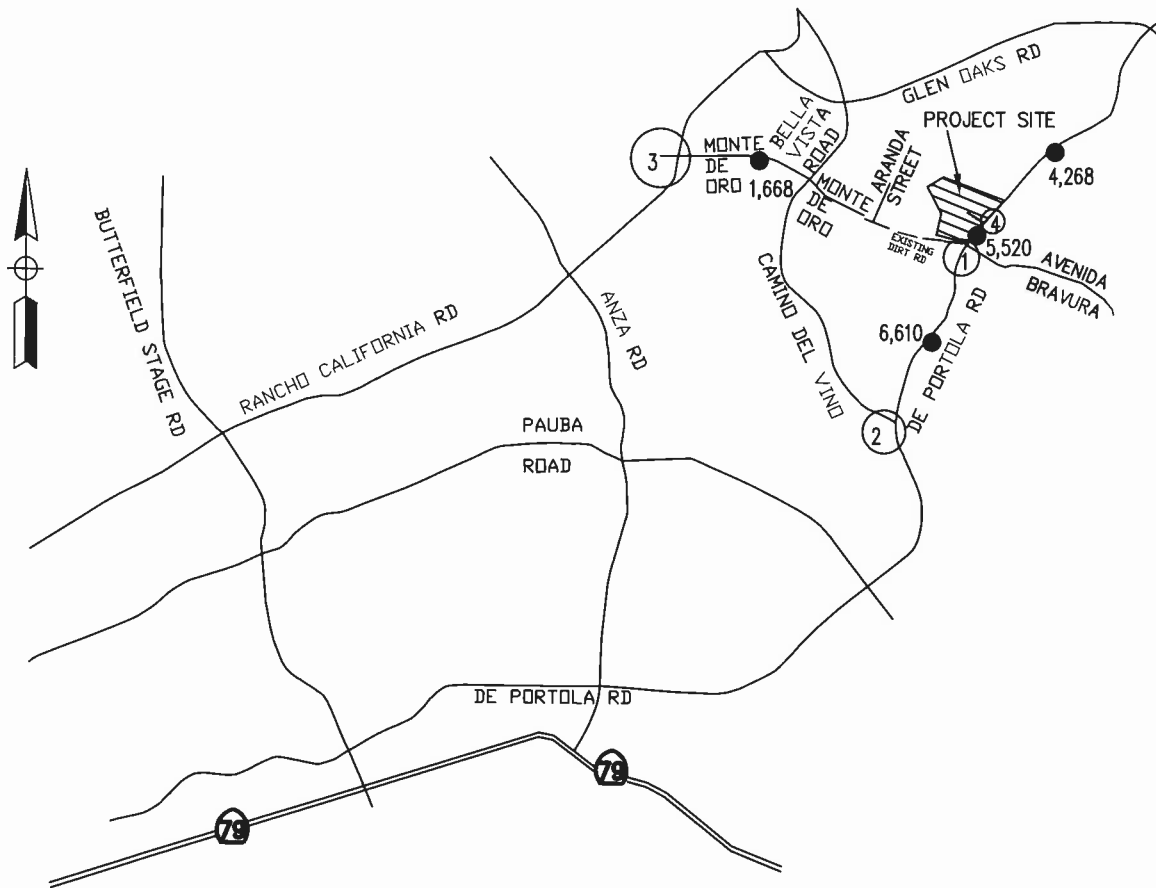
OPENING YEAR 2019 PLUS CUMULATIVE PLUS PROJECT PHASE 1 WITHOUT MONTE DE ORO TRAFFIC VOLUMES



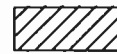
1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.	2. De Portola Rd. at Camino Del Vino Rd.	3. Rancho California Rd. at Monte De Oro Rd.	4. De Portola Rd. at Project Driveway
<p>Daily Traffic Volumes: 16, 163, 7, 6, 34, 12, 10, 18, 13, 280, 21</p> <p>Saturday Peak Hour Turn Volumes: 16, 7, 6, 34</p>	<p>Daily Traffic Volumes: 9, 206, 3, 13, 21, 362</p> <p>Saturday Peak Hour Turn Volumes: 9, 206</p>	<p>Daily Traffic Volumes: 10, 698, 7, 6, 4, 46, 16, 1, 28, 34, 629, 54</p> <p>Saturday Peak Hour Turn Volumes: 10, 7, 6, 4, 46</p>	<p>Daily Traffic Volumes: 52, 173, 5, 20, 126, 172</p> <p>Saturday Peak Hour Turn Volumes: 52, 173</p>

FIGURE 28
 OPENING YEAR 2021 PLUS CUMULATIVE
 PLUS PROJECT PHASES 1-2
 WITHOUT MONTE DE ORO TRAFFIC VOLUMES

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LEGEND



— PROJECT SITE

— DIRECTION OF TRAVEL

● X,XXX — DAILY TRAFFIC VOLUMES

XX — SATURDAY PEAK HOUR TURN VOLUMES

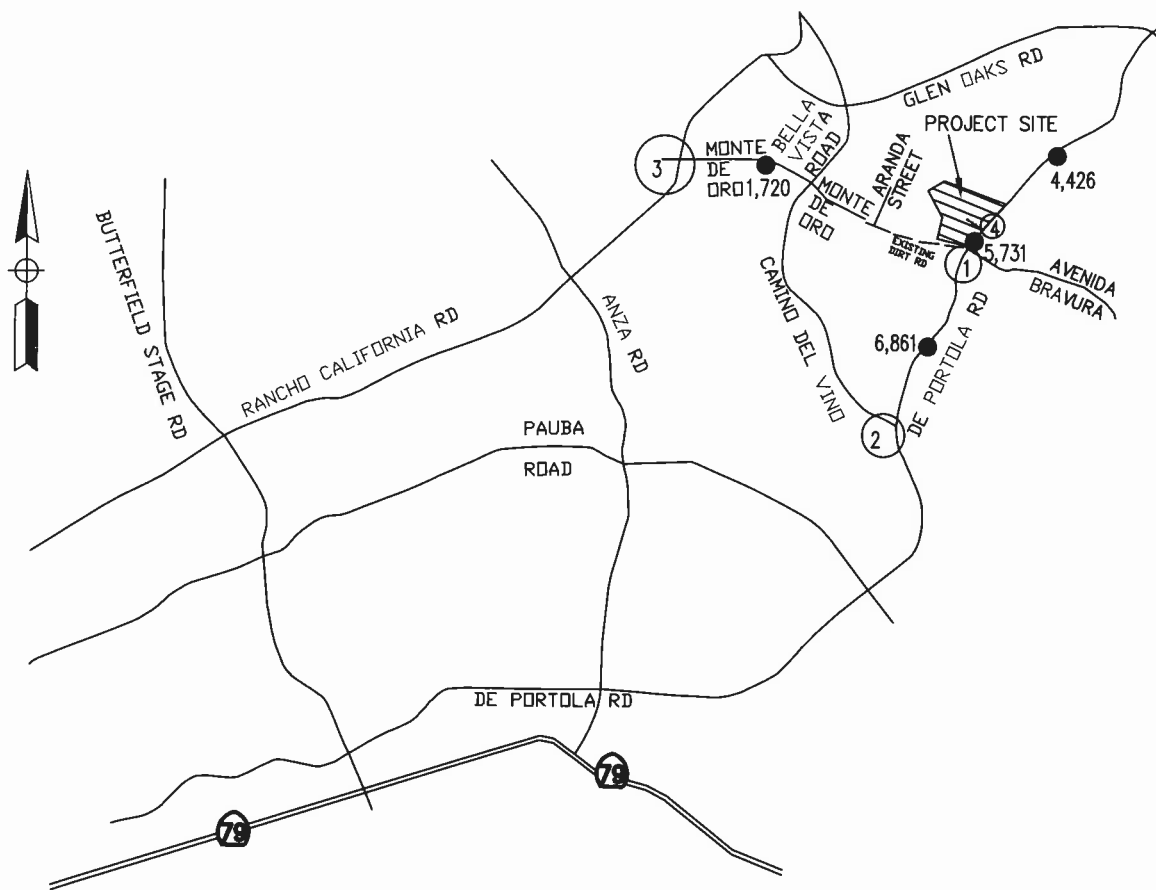
1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.	2. De Portola Rd. at Camino Del Vino Rd.	3. Rancho California Rd. at Monte De Oro Rd.	4. De Portola Rd. at Project Driveway

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FIGURE 29
 OPENING YEAR 2023 PLUS CUMULATIVE
 PLUS PROJECT PHASES 1-3
 WITHOUT MONTE DE ORO TRAFFIC VOLUMES



LEGEND



— PROJECT SITE

→ DIRECTION OF TRAVEL

● X,XXX – DAILY TRAFFIC VOLUMES

XX – SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.	2. De Portola Rd. at Camino Del Vino Rd.	3. Rancho California Rd. at Monte De Oro Rd.	4. De Portola Rd. at Project Driveway

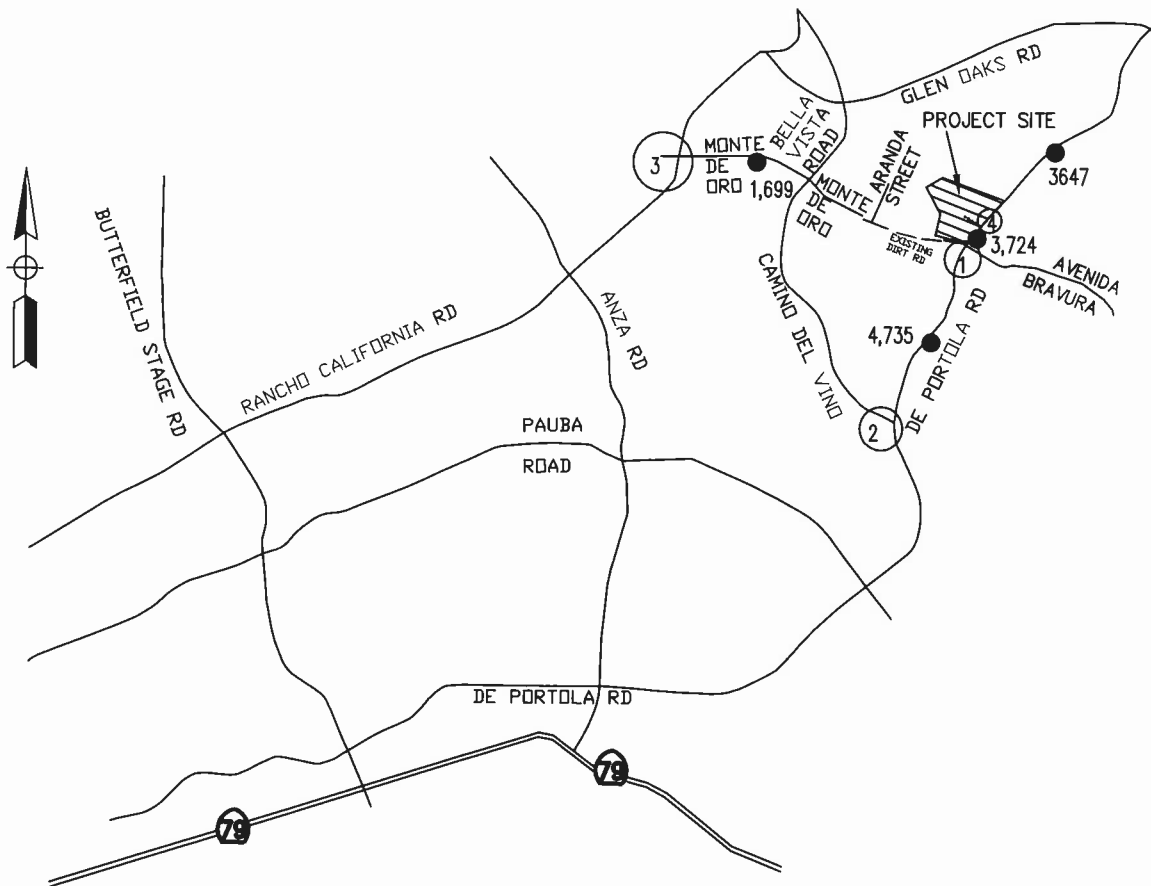
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FIGURE 30

OPENING YEAR 2027 PLUS CUMULATIVE PLUS PROJECT PHASES 1-5 WITHOUT MONTE DE ORO TRAFFIC VOLUMES



LEGEND



— PROJECT SITE

→ DIRECTION OF TRAVEL

● X,XXX – DAILY TRAFFIC VOLUMES

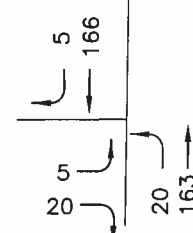
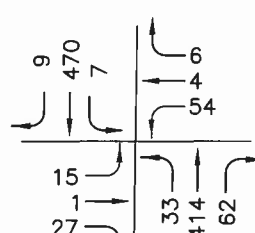
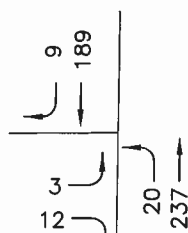
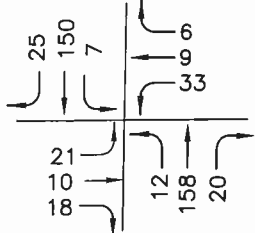
XX – SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.

2. De Portola Rd. at Camino Del Vino Rd.

3. Rancho California Rd. at Monte De Oro Rd.

4. De Portola Rd. at Project Driveway



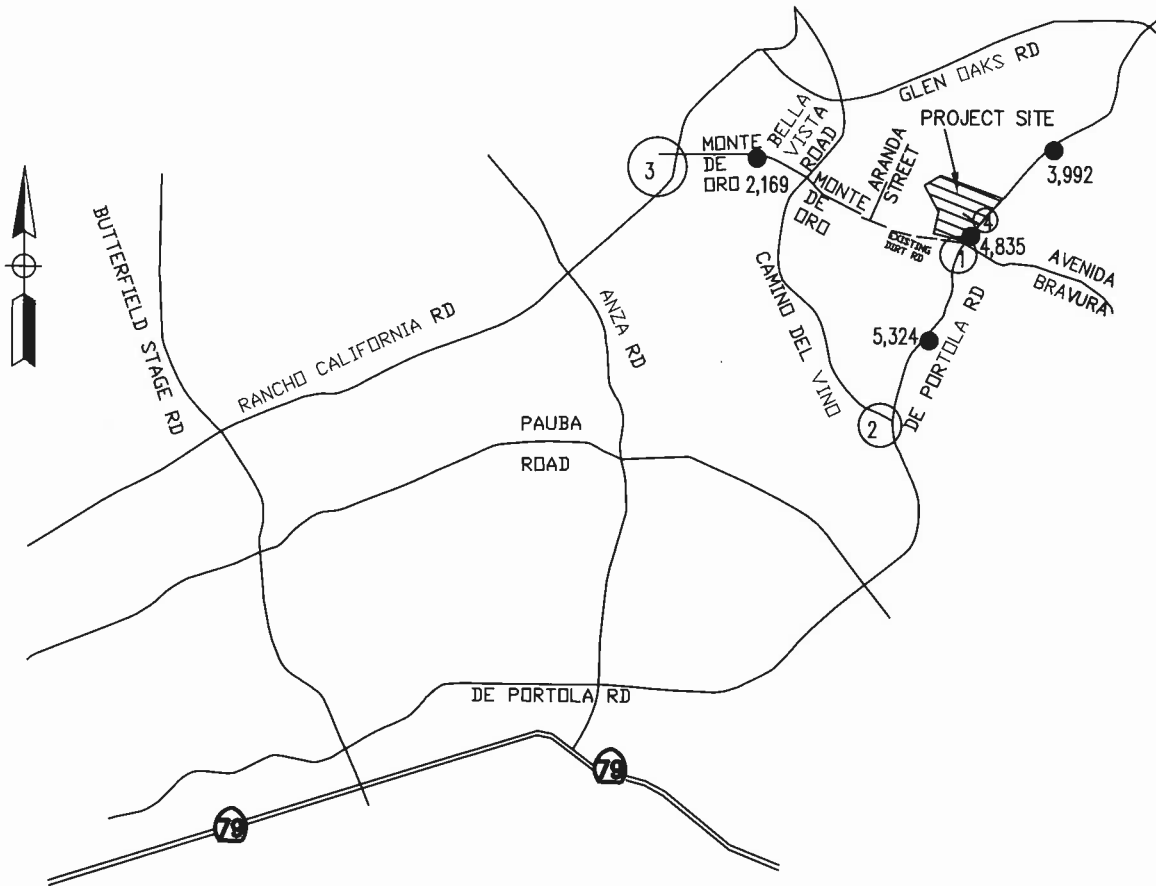
Darnell & ASSOCIATES, INC.

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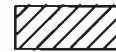
JAM

FIGURE 31

OPENING YEAR 2019 PLUS CUMULATIVE PLUS PROJECT PHASE 1 WITH MONTE DE ORO TRAFFIC VOLUMES



LEGEND



— PROJECT SITE

→ DIRECTION OF TRAVEL

● X,XXX — DAILY TRAFFIC VOLUMES

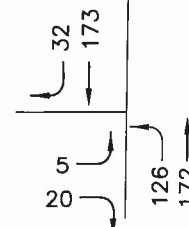
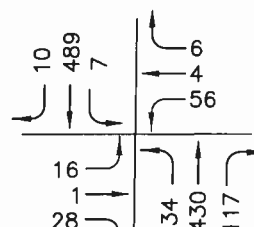
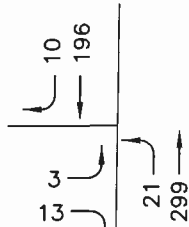
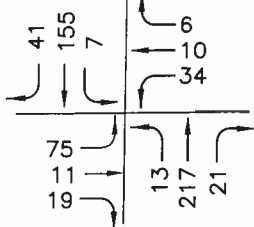
XX — SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.

2. De Portola Rd. at Camino Del Vino Rd.

3. Rancho California Rd. at Monte De Oro Rd.

4. De Portola Rd. at Project Driveway



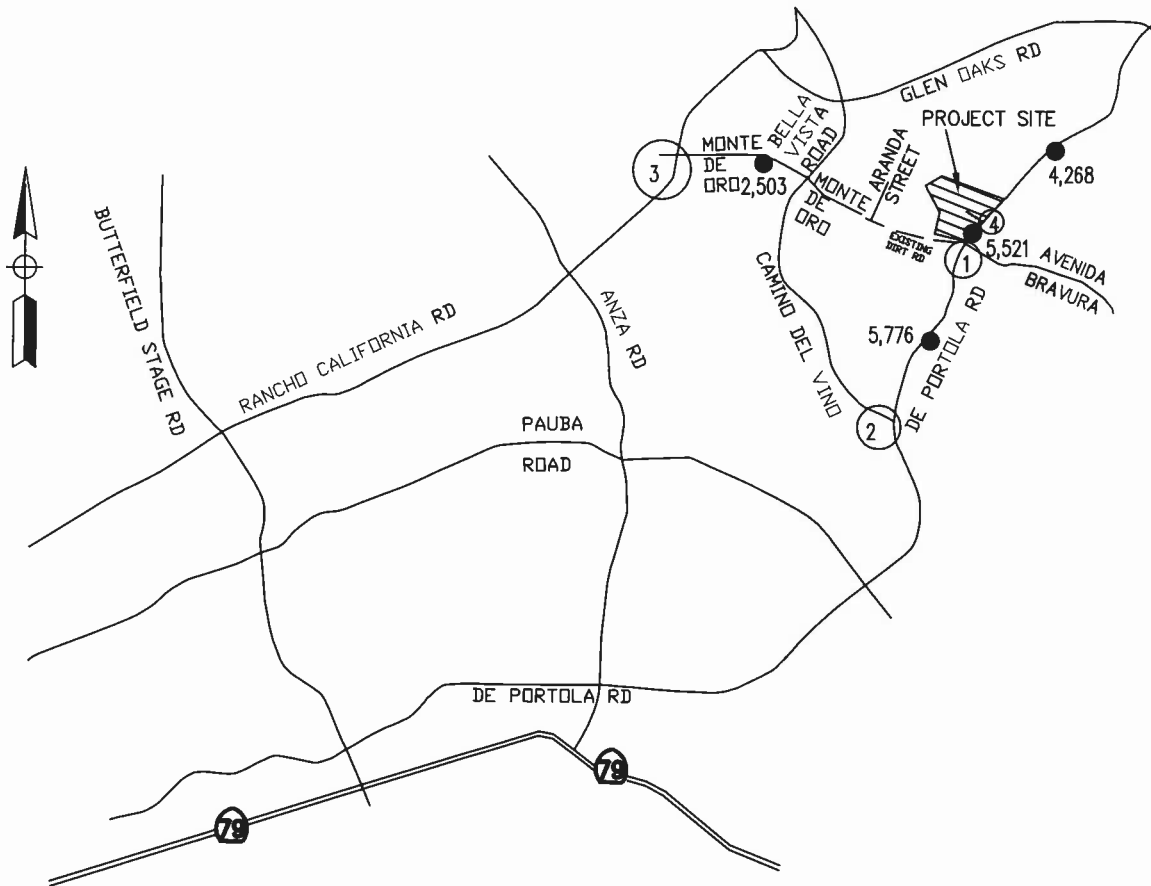
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FIGURE 32

OPENING YEAR 2021 PLUS CUMULATIVE PLUS PROJECT PHASES 1-2 WITH MONTE DE ORO TRAFFIC VOLUMES



LEGEND



— PROJECT SITE

— DIRECTION OF TRAVEL

● X,XXX — DAILY TRAFFIC VOLUMES

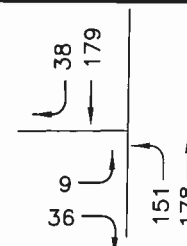
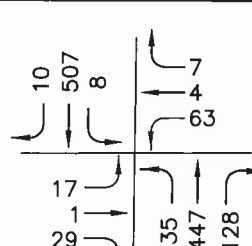
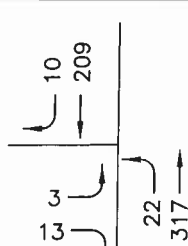
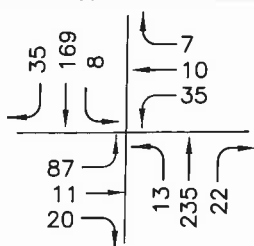
XX — SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.

2. De Portola Rd. at Camino Del Vino Rd.

3. Rancho California Rd. at Monte De Oro Rd.

4. De Portola Rd. at Project Driveway



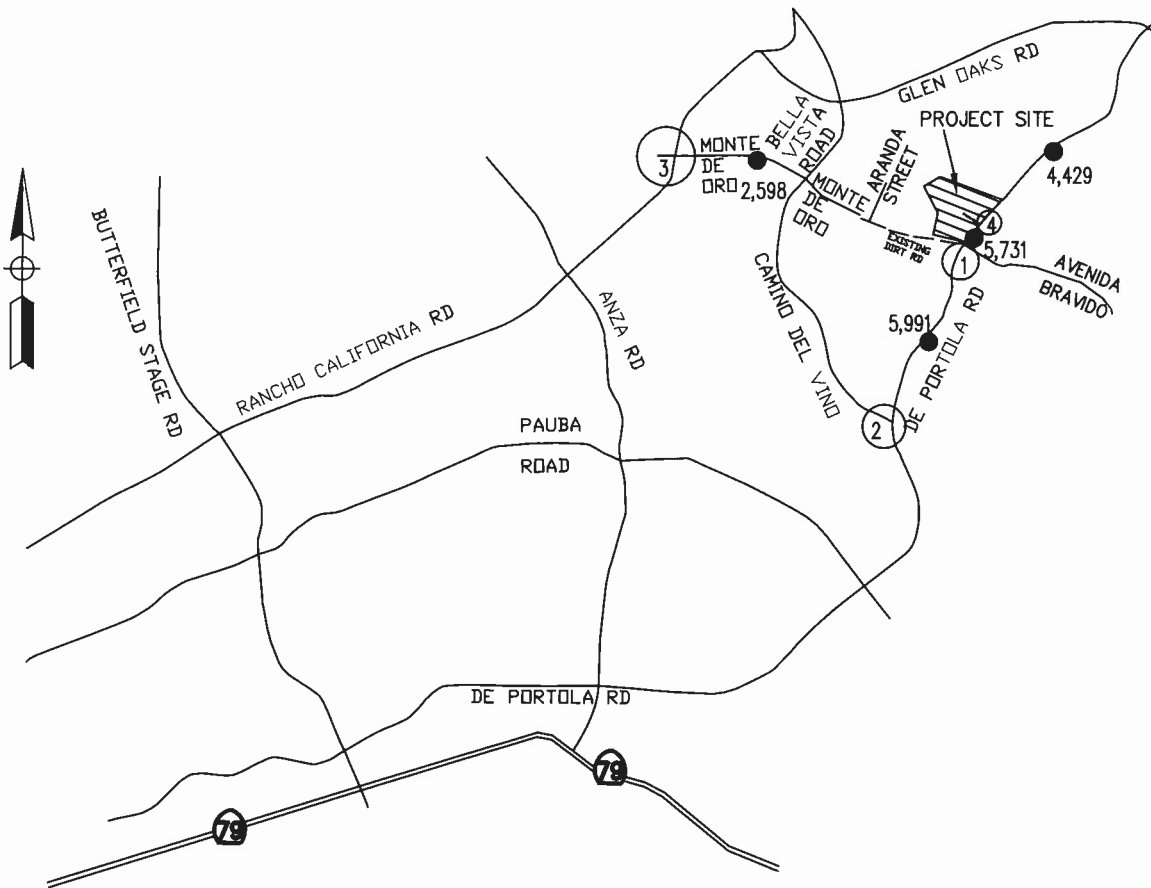
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FIGURE 33

OPENING YEAR 2023 PLUS CUMULATIVE PLUS PROJECT PHASES 1-3 WITH MONTE DE ORO TRAFFIC VOLUMES



LEGEND



— PROJECT SITE

→ DIRECTION OF TRAVEL

● X,XXX — DAILY TRAFFIC VOLUMES

XX — SATURDAY PEAK HOUR TURN VOLUMES

1. De Portola Rd. at Ave. Bravura/ Monte De Oro Rd.	2. De Portola Rd. at Camino Del Vino Rd.	3. Rancho California Rd. at Monte De Oro Rd.	4. De Portola Rd. at Project Driveway

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FIGURE 34

OPENING YEAR 2025 PLUS CUMULATIVE PLUS PROJECT PHASES 1-5 WITH MONTE DE ORO TRAFFIC VOLUMES

SECTION IV - IMPACTS

LEVELS OF SIGNIFICANCE STANDARDS

Level of significance relates to the project's relative impact at particular intersections. County of Riverside standards specify a countywide target level of service (LOS) "D" as the acceptable level of service threshold for intersections of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways, and freeway ramps within Community Development Areas. The target LOS for all other intersections is LOS "C". For the purpose of this study the LOS "D" threshold was utilized for all the analyzed intersections.

If the project causes the LOS on intersections to drop from an acceptable LOS to an unacceptable LOS, the impact is considered significant and direct. If the intersection LOS is already at an unacceptable level without project traffic the impact is considered to be cumulative.

EXISTING AND OPENING YEAR PLUS PROJECT CONDITIONS

Roadway Segments

The daily traffic volumes for Existing, Opening Day 2019, the addition of project traffic and Ambient Growth and Cumulative Projects traffic has been analyzed for each condition. **Table 7** presents the resulting roadway segments level of Service for the various conditions without Monte De Oro Road. **Table 8** presents the resulting level of Service for the various conditions with Monte De Oro Road improved between De Portola Road and Aranda Street. Review of **Tables 7 and 8** shows that study area roadways all operate at better than LOS C. Therefore, the project does not create any significant impacts to the study area roadways.

Intersections

The study area intersections presented in Section III were analyzed under Existing, Year 2019, Year 2021, Year 2023 and Year 2027 plus Project by phase without and with Monte De Oro Road.

Tables 9 and 10 summarize the resulting Saturday afternoon Level of Service for each condition. Review of **Table 9** shows each intersection will operate at LOS D or better without Monte De Oro Road improved. **Table 10** presents the results of the analysis with Monte De Oro Road improved. Review of **Table 10** shows with Monte De Oro extended each intersection will operate at LOS C or better except the Rancho California Road/Monte De Oro intersection will operate at **LOS E** with a delay of 35.8 seconds with the addition of project traffic.

Table 7 - Roadway Level of Service Summary Without Monte De Oro													
Roadway	LOS C Capacity	Existing Traffic		Opening Year 2019		Opening Year Plus Project by Phase (a)							
		Volumes	LOS	Volumes	LOS	Phase 1 (2019)		Phases 1+2 (2021)		Phases 1- 3 (2023)		Phases 1-5 (2027)	
						Volumes	LOS	Volumes	LOS	Volumes	LOS	Volumes	LOS
De Portola Road between Camino Del Vino to Monte De Oro	10,400	4,492	Better than LOS C	4,582	Better than LOS C	4,735	Better than LOS C	5,886	Better than LOS C	6,610	Better than LOS C	6,861	Better than LOS C
De Portola Road E/O Monte De Oro	10,400	3,501	Better than LOS C	3,571	Better than LOS C	3,877	Better than LOS C	4,835	Better than LOS C	5,520	Better than LOS C	5,731	Better than LOS C
De Portola Road E/O Project	10,400	3,501	Better than LOS C	3,571	Better than LOS C	3,647	Better than LOS C	3,992	Better than LOS C	4,268	Better than LOS C	4,426	Better than LOS C
Monte De Oro S/O Rancho California	10,400	1,516	Better than LOS C	1,546	Better than LOS C	1,699	Better than LOS C	1,607	Better than LOS C	1,668	Better than LOS C	1,720	Better than LOS C

LOS = Level of Service, E/O = East of, N/O = North of, S/O = South of, (a) Included Existing, Ambient, Cumulative Growth and Project Traffic.

Table 8 - Roadway Level of Service Summary With Monte De Oro													
Roadway	LOS C Capacity	Existing Traffic		Opening Year 2019		Opening Year Plus Project by Phase (a)							
		Volumes	LOS	Volumes	LOS	Phase 1 (2019)		Phases 1+2 (2021)		Phases 1-3 (2023)		Phases 1-5 (2027)	
						Monte De Oro	LOS	Monte De Oro	LOS	Monte De Oro	LOS	Monte De Oro	LOS
De Portola Road between Camino Del Vino to Monte De Oro	10,400	4,492	Better than LOS C	4,582	Better than LOS C	4,735	Better than LOS C	5,324	Better than LOS C	5,776	Better than LOS C	5,991	Better than LOS C
De Portola Road E/O Monte De Oro	10,400	3,501	Better than LOS C	3,571	Better than LOS C	3,724	Better than LOS C	4,835	Better than LOS C	5,521	Better than LOS C	5,731	Better than LOS C
De Portola Road E/O Project	10,400	3,501	Better than LOS C	3,571	Better than LOS C	3,647	Better than LOS C	3,992	Better than LOS C	4,268	Better than LOS C	4,429	Better than LOS C
Monte De Oro S/O Rancho California	10,400	1,516	Better than LOS C	1,546	Better than LOS C	1,699	Better than LOS C	2,169	Better than LOS C	2,502	Better than LOS C	2,598	Better than LOS C

LOS = Level of Service, E/O = East of, N/O = North of, S/O = South of, (a) Included Existing, Ambient, Cumulative Growth and Project Traffic.

Table 9 - Existing Plus Project Without Monte De Oro Intersection Level of Service Summary

#	Intersection	Traffic Control	Peak Hour	Existing Conditions		Existing Plus Project Without Monte De Oro														
				Delay (a)	LOS (b)	Phase 1			Phases 1+2			Phases 1 thru 3			Phases 1 thru 5					
						Delay (a)	LOS (b)	Δ in Delay	Delay (a)	LOS (b)	Δ in Delay	Delay (a)	LOS (b)	Δ in Delay	Delay (a)	LOS (b)	Δ in Delay			
1	De Portola Rd. at Monte De Oro	OWSC	SAT	11.9	B	12.3	B	0.4	13.9	B	2.0	14.6	B	2.7	15.5	C	3.6			
2	De Portola Rd. at Camino Del Vino	TWSC	SAT	9.9	A	10.1	B	0.2	10.3	B	0.4	10.5	B	0.6	10.6	B	0.8			
3	Rancho California Rd. at Monte De Oro	AWSC	SAT	23.5	C	23.5	C	0.0	23.5	C	0.0	23.5	C	0.0	23.5	C	0.0			
4	De Portola at Project Driveway	DNE	DNE	DNE	DNE	9.7	A	9.7	10.5	B	10.5	10.9	B	10.9	B	11.5	11.5			

(a) Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections;
 (b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual (HCM)* and performed using Synchro 8; Project impact is considered to be significant if the LOS degrades from LOS "D" or better to LOS "E" or "F"; DNE = Does not exist, SAT= Saturday Afternoon , OWSC = One Way Stop Control, AWSC=All Way Stop Control; TWSC= Two Way Stop Control;

Table 10 - Existing Plus Project With Monte De Oro Intersection Level of Service Summary

#	Intersection	Traffic Control	Peak Hour	Existing Conditions		Existing Plus Project With Monte De Oro														
				Delay (a)	LOS (b)	Phase 1			Phases 1+2			Phases 1 thru 3			Phases 1 thru 5					
						Delay (a)	LOS (b)	Δ in Delay	Delay (a)	LOS (b)	Δ in Delay	Delay (a)	LOS (b)	Δ in Delay	Delay (a)	LOS (b)	Δ in Delay			
1	De Portola Rd. at Monte De Oro	OWSC	SAT	11.9	B	12.2	B	0.3	13.5	B	1.6	14.3	B	2.4	15.4	C	3.5			
2	De Portola Rd. at Camino Del Vino	TWSC	SAT	9.9	A	10.0	A	0.1	10.1	B	0.2	10.2	B	0.3	10.2	B	0.3			
3	Rancho California Rd. at Monte De Oro	AWSC	SAT	23.5	C	25.0	C	1.5	31.1	D	7.6	33.2	D	9.7	35.8	E	12.3			
4	De Portola at Project Driveway	DNE	DNE	DNE	DNE	9.7	A	9.7	10.5	B	10.5	10.9	B	10.9	B	11.5	11.5			

(a) Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections;
 (b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual (HCM)* and performed using Synchro 8; Project impact is considered to be significant if the LOS degrades from LOS "D" or better to LOS "E" or "F"; DNE = Does not exist, SAT= Saturday Afternoon , OWSC = One Way Stop Control, AWSC=All Way Stop Control; TWSC= Two Way Stop Control;

The next step in the analysis process, we analyzed the Level of Service at the study area intersections for the Opening Year for each phase of the development with and without Monte De Oro Road improved from De Portola Road and Aranda Street.

Year 2019 Conditions Plus Project

Table 11 represents the results of the Opening Year 2019 Plus Cumulative Plus Project Phase 1 Development Conditions. **Table 11** summarizes the results of the analysis without and with Monte De Oro Road improved. Review of **Table 11** shows each intersection will operate at LOS D or better.

Year 2021 Conditions Plus Project

Table 12 was prepared to present the results of the intersection analysis for Opening Year 2021 Plus Project Phases 1 and 2. Review of **Table 12** shows each intersection will operate at LOS D or better without Monte De Oro Road improved. With Monte De Oro Road improved each intersection will operate at LOS D or better except the Ranch California Road/ Monte De Oro intersection will operate at **LOS E** with a delay of 39.9 seconds per vehicle.

Year 2023 Conditions Plus Project

Table 13 was prepared to present the results of the intersection analysis for Opening Year 2023 Plus Project Phases 1 thru 3. Review of **Table 13** shows each intersection will operate at LOS D or better without Monte De Oro Road improved. With Monte De Oro Road improved each intersection will operate at LOS D or better except the Ranch California Road/ Monte De Oro intersection will operate at **LOS F** with a delay of 56.2 seconds per vehicle with Monte De Oro improved.

Year 2027 Conditions Plus Project

Table 14 was prepared to present the results of the intersection analysis for Opening Year 2027 Plus Project Phases 1 thru 5. Review of **Table 14** shows each intersection will operate at LOS D or better without Monte De Oro Road improved. With Monte De Oro Road improved each intersection will operate at LOS D or better except the Ranch California Road/ Monte De Oro intersection will continue to operate at **LOS F** with a delay of 56.2 seconds per vehicle without Monte De Oro improved and 56.2 seconds of delay per vehicle with Monte De Oro improved.

IMPACTS SUMMARY

In summary the project will not create any significant impacts on the roadways analyzed. With Monte De Oro Road improved the Rancho California Road/Monte De Oro intersection is identified to operate at **LOS E** and **LOS F**. Analysis and identification of project mitigation will be discussed in Section VI of this report.

Table 11 - Opening Year 2019 Plus Cumulative Plus Project Phase 1 With and Without Monte De Oro Intersection Level of Service Summary

#	Intersection	Traffic Control	Opening Year 2019 Cumulative Conditions				Opening Year 2019 Plus Project Phase 1 Without and With Monte De Oro				
			Peak Hour	Delay (a)	LOS (b)	Without Monte De Oro		With Monte De Oro			
						Delay (a)	LOS (b)	Delay (a)	LOS (b)	Δ in Delay	
1	De Portola Road at Monte De Oro	OWSC	SAT	12.0	B	12.5	B	2.0	12.3	B	0.3
2	De Portola Road at Camino Del Vino	TWSC	SAT	9.9	B	10.1	B	0.4	10.0	A	0.1
3	Rancho California Road at Monte De Oro	AWSC	SAT	56.0	F	56.0	F	0.0	56.0	F	0.0
4	De Portola at Project Driveway	DNE	DNE	DNE	DNE	9.7	A	9.7	9.7	A	9.7

(a) Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections;
 (b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual (HCM) and performed using Synchro 8; Project impact is considered to be significant if the LOS degrades from LOS "D" or better to LOS "E" or "F"; DNE = Does not exist. SAT= Saturday Afternoon, OWSC = One Way Stop Control, AWSC=All Way Stop Control; TWSC= Two Way Stop Control;

Table 12 - Opening Year 2021 Plus Cumulative Plus Project Phases 1+2 With and Without Monte De Oro Intersection Level of Service Summary

#	Intersection	Traffic Control	Opening Year 2021 Cumulative Conditions				Opening Year 2021 Plus Project Phases 1+2 Without and With Monte De Oro				
			Peak Hour	Delay (a)	LOS (b)	Without Monte De Oro		With Monte De Oro			
						Delay (a)	LOS (b)	Delay (a)	LOS (b)	Δ in Delay	
1	De Portola Road at Monte De Oro	OWSC	SAT	12.2	B	14.4	B	2.2	13.9	B	1.7
2	De Portola Road at Camino Del Vino	TWSC	SAT	10.0	A	10.4	B	0.4	10.2	B	0.2
3	Rancho California Road at Monte De Oro	AWSC	SAT	56.1	F	56.1	F	0.0	56.3	F	0.2
4	De Portola at Project Driveway	DNE	DNE	DNE	DNE	10.6	B	10.6	10.6	B	10.6

(a) Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections;
 (b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual (HCM) and performed using Synchro 8; Project impact is considered to be significant if the LOS degrades from LOS "D" or better to LOS "E" or "F"; DNE = Does not exist. SAT= Saturday Afternoon, OWSC = One Way Stop Control, AWSC=All Way Stop Control; TWSC= Two Way Stop Control;

Table 13 - Opening Year 2023 Plus Cumulative Plus Project Phases 1-3 With and Without Monte De Oro Intersection Level of Service Summary

#	Intersection	Traffic Control	Peak Hour	Opening Year 2023 Cumulative Conditions		Opening Year 2023 Plus Project Phases 1-3 Without and With Monte De Oro					
				Delay (a)	LOS (b)	Without Monte De Oro		With Monte De Oro			
						Delay (a)	LOS (b)	Δ in Delay (a)	LOS (b)	Δ in Delay	
1	De Portola Road at Monte De Oro	OWSC	SAT	12.4	B	15.4	C	3.0	15.2	C	2.8
2	De Portola Road at Camino Del Vino	TWSC	SAT	10.0	A	10.6	B	0.6	10.3	B	0.3
3	Rancho California Road at Monte De Oro	AWSC	SAT	56.2	F	56.2	F	0.0	56.4	F	0.2
4	De Portola at Project Driveway	DNE	DNE	DNE	DNE	11.1	B	11.1	11.1	B	11.1

(a) Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections;
 (b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual (HCM) and performed using Synchro 8; Project impact is considered to be significant if the LOS degrades from LOS "D" or better to LOS "E" or "F"; DNE = Does not exist SAT= Saturday Afternoon , OWSC = One Way Stop Control, AWSC=All Way Stop Control; TWSC= Two Way Stop Control;

Table 14 - Opening Year 2027 Plus Cumulative Plus Project Phases 1-5 With and Without Monte De Oro Intersection Level of Service Summary

#	Intersection	Traffic Control	Peak Hour	Opening Year 2027 Conditions		Opening Year 2027 Plus Project Phases 1-5 Without and With Monte De Oro							
				Delay (a)	LOS (b)	Without Monte De Oro		With Monte De Oro					
						Delay (a)	LOS (b)	Δ in Delay (a)	LOS (b)	Δ in Delay	Sig? (c)		
1	De Portola Road at Monte De Oro	OWSC	SAT	12.9	B	17.3	C	4.4	NO	17.3	C	4.4	NO
2	De Portola Road at Camino Del Vino	TWSC	SAT	10.3	B	11.2	B	0.9	NO	10.8	B	0.5	NO
3	Rancho California Road at Monte De Oro	AWSC	SAT	56.2	F	56.2	F	0.0		56.6	F	0.4	
4	De Portola at Project Driveway	DNE	DNE	DNE	DNE	12.0	B	12.0	NO	11.9	B	11.9	NO

(a) Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections;
 (b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual (HCM) and performed using Synchro 8; Project impact is considered to be significant if the LOS degrades from LOS "D" or better to LOS "E" or "F"; DNE = Does not exist. SAT= Saturday Afternoon , OWSC = One Way Stop Control, AWSC=All Way Stop Control; TWSC= Two Way Stop Control;

SECTION V - PROJECT ACCESS AND ON-SITE CIRCULATION

PROJECT ACCESS

The project proposes to take access to/from De Portola Road east of Monte De Oro Road. The access driveway was analyzed for each development phase and found the driveway access would operate at LOS B or better for each development phase. Tables 10 thru 14 present the afternoon level of service for Existing and Opening Year 2019, 2021, 2023 and 2027 without and with the project with stop control installed at the driveway entering De Portola Road.

In summary the project access will operate at LOS B or better for each Opening Year Condition analyzed. Therefore, the project is not considered to create any significant impacts at the projects De Portola Road driveway.

ON-SITE CIRCULATION

Circulation within the project site was reviewed and found to be satisfactory. As development of the site occurs parking for the Winery Facilities, Special Events and Hotel will be provided.

SECTION VI - PROJECT MITIGATION

The developer will be required to pay the Transportation Uniform Mitigation Fee (TUMF), to mitigate the projects cumulative impacts, and the project will also be required to improve the current unimproved frontage along De Portola Road to conform to the County of Riverside standards.

DIRECT IMPACTS

Roadway Segments

Development of the project has been analyzed without Monte De Oro Road improved between De Portola Road and Aranda Street. Analysis on daily traffic conditions are presented on **Table 7**. Review of **Table 7** found each roadway segment analyzed would operate at LOS C or better for Opening Year 2019, 2021, 2023 and 2027 development of the project.

Intersections

Tables 10 thru 14 present the intersection analysis. Review of the **Tables 10 thru 14** allow the conclusion that the addition of project traffic does not create an intersection level of service worse than LOS C that would require mitigation.

CUMULATIVE IMPACTS

The traffic analysis also analyzed the impacts of the project on the study area roadways and intersections with Monte De Oro improved between De Portola Road and Aranda Street to provide alternate access to/from the project site. The improvement added the Monte De Oro Road roadway segment and the Monte De Oro Road/Rancho California Road intersection to be analyzed.

Roadway Segments

Table 8 summarizes the assessment of De Portola Road and Monte De Oro Road for each development phase. The analysis allows the conclusion that each roadway segment would operate at Better than LOS C for each development phase. Therefore, the project will not create any significant direct impacts to the roadways analyzed with Monte De Oro Road improved.

Intersections

With Monte De Oro Road improved alternate access to the site would be provided. With Monte De Oro improved the project was reanalyzed to determine the cumulative impacts of the project at the study area intersections. **Tables 11 thru 14** present the Opening Year 2019, 2021, 2023 and 2027. Review of the **Tables 11 thru 14** show each intersection analyzed would operate at level of service (LOS) D or better except the Rancho California Road/Monte De Oro Road intersection would operate at **LOS E** in 2021 would worsen to **LOS F** in 2023, 2027.

To mitigate the projects cumulative impact at Rancho California Road/Monte De Oro Road intersection, the applicant will be part of the future cumulative impacts to the roadways and intersections in the southwest area of Riverside County.

The project proposes to mitigate the projects cumulative impacts by paying the County of Riverside Transportation Uniform Mitigation Fee (TUMF).

SECTION VII - SUMMARY OF FINDINGS AND CONCLUSIONS

- The project applicant proposes to construct the Portola Winery project to provide the following:
 - Phase 1 – Tasting Room: 4,934 Square Feet
 Production Building 9,554 Square Feet
 Office Storage 1,805 Square Feet
 - Phase 2 – Special Occasion Facility 8,390 Square Feet
 - Phase 3 – Restaurant 4,746 Square Feet
 - Phase 4 – Cave Building 4,934 Square Feet
 Production Building 9,554 Square Feet
 Case Storage 1,805 Square Feet
 - Phase 5 – Hotel 80 Rooms

- The project site is located on a parcel on the northside of De Portola Road east of Monte De Oro in the southwest area of Riverside County. **Figure 1** shows the Project Vicinity Map and **Figure 2** presents the proposed Project Site Plan.

- The proposed project is estimated to generate a total of 2,175 daily trips, 261 Saturday peak hour trips. **Table 6** presents the breakdown of trips by project phase.

- The proposed project does not have a significant direct impact at any of the roadways and/or intersections analyzed.

- Analysis of Cumulative Impacts with Monte De Oro Road constructed between De Portola Road and Arnada Street found the projects was part of a cumulative impact with development of Phases 1+2 (Year 2021) at the Rancho California Road/Monte De Oro intersection operating at a **LOS E**.

- Further analysis of Cumulative Impacts in Year 2023 (Phases 1-3) and Year 2027 (Phases 1-5) found the Rancho California Road /Monte De Oro Road intersection to continue to operate at **LOS F**.

- The project proposes to comply with the Transportation Uniform Mitigation Fee (TUMF) to mitigate the project cumulative impacts and pay the TUMF Fees at the time building permits are pulled.

- On-site circulation and access was reviewed and found satisfactory.

ATTACHMENT A

- AM/PM Peak Hour Traffic Counts
 - 24 Hour Machine Counts
 - Scoping Agreement

➤ AM/PM Peak Hour Traffic Counts

National Data & Surveying Services Intersection Turning Movement Count

Location: De Portola Rd & Monte De Oro Rd
City: Temecula
Control: 1-Way Stop(EB)

Project ID: 18-06020-001
Date: 2018-03-17

Total

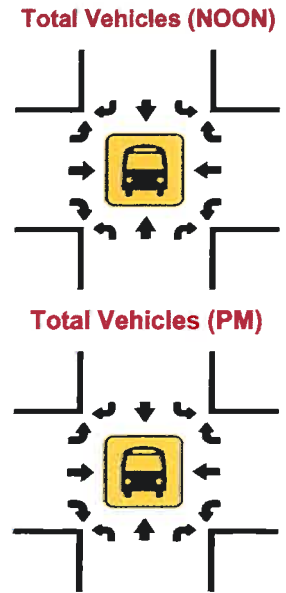
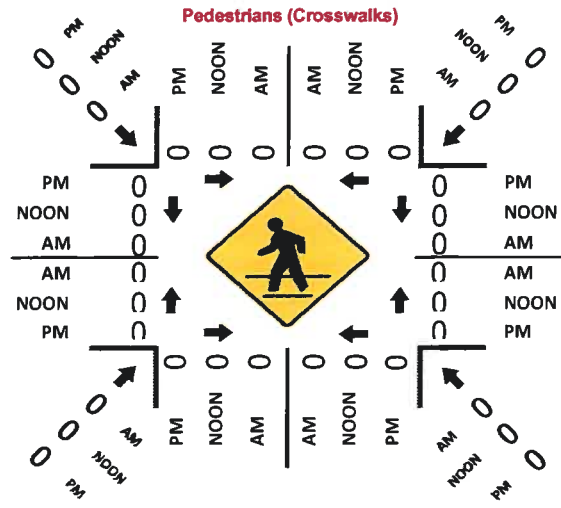
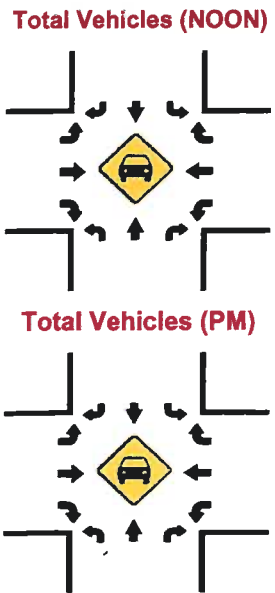
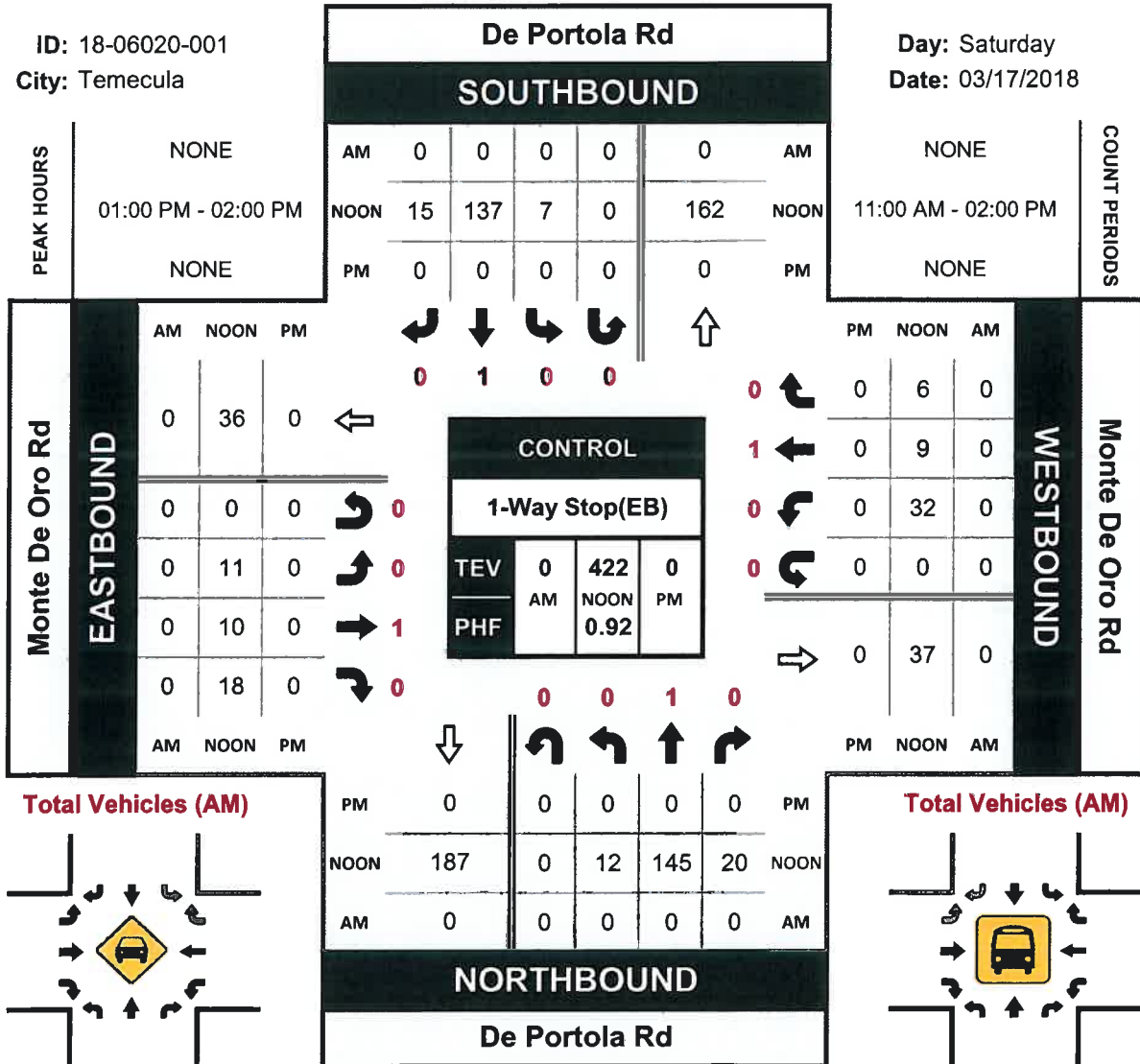
NS/EW Streets:	De Portola Rd				De Portola Rd				Monte De Oro Rd				Monte De Oro Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	0	24	5	0	2	49	7	0	5	3	1	0	9	2	0	0	107
11:15 AM	1	11	9	0	0	42	3	0	4	4	4	0	7	3	0	0	88
11:30 AM	4	19	5	0	1	37	3	0	2	4	4	0	8	0	1	0	88
11:45 AM	0	21	3	0	1	34	2	0	3	3	4	0	8	1	1	0	81
12:00 PM	3	32	9	0	1	33	7	1	2	0	6	0	7	1	1	0	103
12:15 PM	4	27	8	0	1	36	2	0	3	4	10	0	3	0	0	0	98
12:30 PM	3	26	6	0	0	32	1	0	4	0	1	0	11	1	1	0	86
12:45 PM	4	39	2	0	0	29	2	0	2	2	0	0	9	2	3	0	94
1:00 PM	4	29	4	0	1	34	4	0	3	2	5	0	11	3	1	0	101
1:15 PM	2	39	2	0	0	38	2	0	2	3	6	0	8	1	2	0	105
1:30 PM	2	33	7	0	2	30	4	0	6	2	5	0	8	0	2	0	101
1:45 PM	4	44	7	0	4	35	5	0	0	3	2	0	5	5	1	0	115
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	31	344	67	0	13	429	42	1	36	30	48	0	94	19	13	0	1167
	7.01%	77.83%	15.16%	0.00%	2.68%	88.45%	8.66%	0.21%	31.58%	26.32%	42.11%	0.00%	74.60%	15.08%	10.32%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																
PEAK HR VOL :	12	145	20	0	7	137	15	0	11	10	18	0	32	9	6	0	422
PEAK HR FACTOR :	0.750	0.824	0.714	0.000	0.438	0.901	0.750	0.000	0.458	0.833	0.750	0.000	0.727	0.450	0.750	0.000	0.917
	0.805				0.903				0.750				0.783				

De Portola Rd & Monte De Oro Rd

Peak Hour Turning Movement Count

ID: 18-06020-001
City: Temecula

Day: Saturday
Date: 03/17/2018



National Data & Surveying Services Intersection Turning Movement Count

Location: De Portola Rd & Camino Del Vino
 City: Temecula
 Control: 1-Way Stop(EB)

Project ID: 18-06020-002
 Date: 2018-03-17

Total

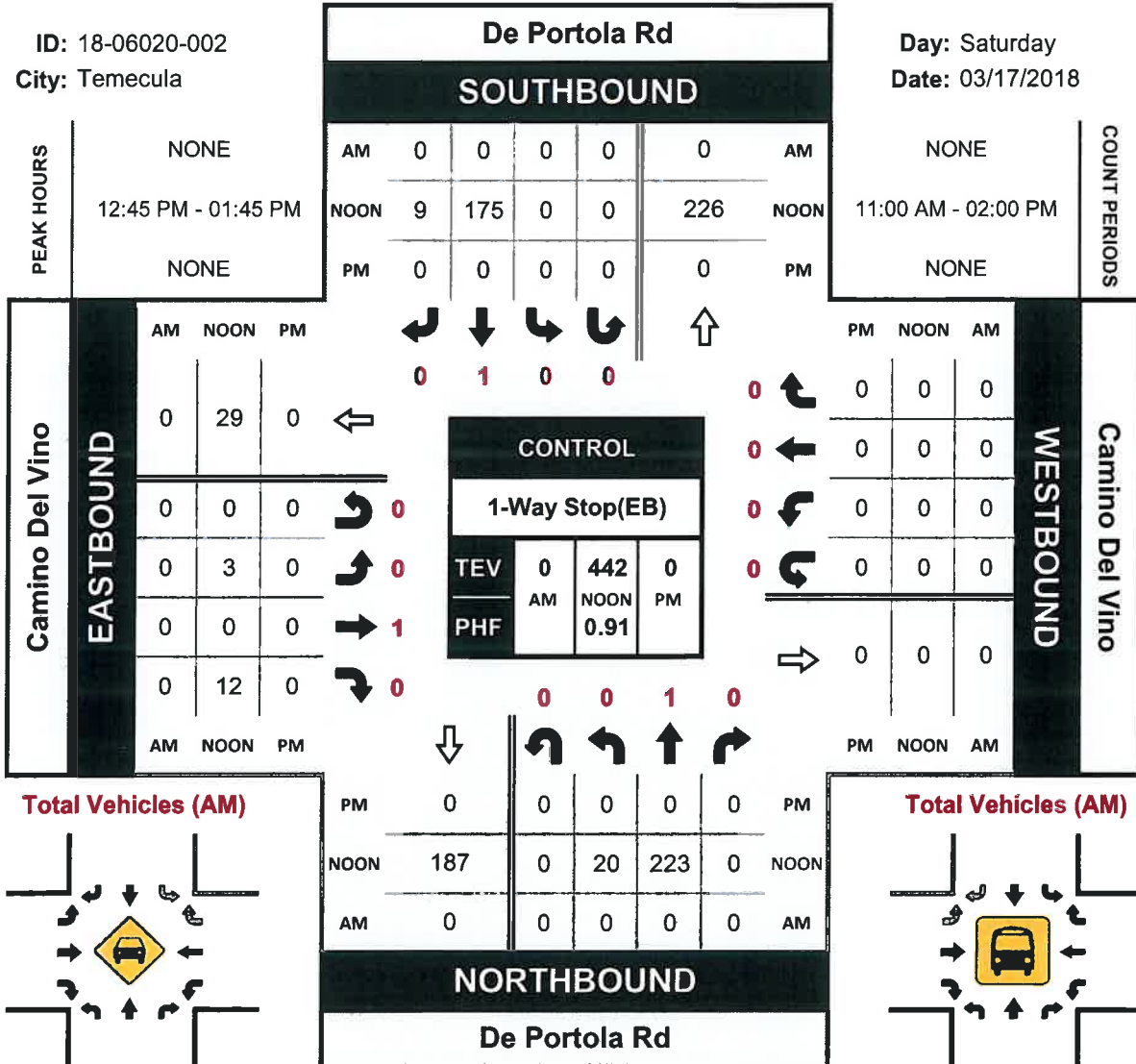
NS/EW Streets:	De Portola Rd				De Portola Rd				Camino Del Vino				Camino Del Vino				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
NOON																	
11:00 AM	3	38	0	0	0	63	1	0	1	0	5	0	0	0	0	0	
11:15 AM	4	35	0	0	0	49	2	0	0	0	4	0	0	0	0	0	
11:30 AM	1	36	0	0	0	50	1	0	1	0	1	0	0	0	0	0	
11:45 AM	2	43	0	0	0	54	0	0	2	0	5	0	0	0	0	0	
12:00 PM	2	56	0	0	0	43	1	0	0	0	0	0	0	0	0	0	
12:15 PM	4	59	0	0	0	49	0	0	3	0	2	0	0	0	0	0	
12:30 PM	2	50	0	0	0	45	2	0	0	0	2	0	0	0	0	0	
12:45 PM	8	58	0	0	0	52	1	0	0	0	2	0	0	0	0	0	
1:00 PM	6	51	0	0	0	38	2	0	0	0	5	0	0	0	0	0	
1:15 PM	4	60	0	0	0	42	3	0	2	0	4	0	0	0	0	0	
1:30 PM	2	54	0	0	0	43	3	0	1	0	1	0	0	0	0	0	
1:45 PM	5	62	0	0	0	50	1	0	0	0	3	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	43	602	0	0	0	578	17	0	10	0	34	0	0	0	0	0	1284
	6.67%	93.33%	0.00%	0.00%	0.00%	97.14%	2.86%	0.00%	22.73%	0.00%	77.27%	0.00%					
PEAK HR :	12:45 PM - 01:45 PM																
PEAK HR VOL :	20	223	0	0	0	175	9	0	3	0	12	0	0	0	0	0	442
PEAK HR FACTOR :	0.625	0.929	0.000	0.000	0.000	0.841	0.750	0.000	0.375	0.000	0.600	0.000	0.000	0.000	0.000	0.000	0.913
	0.920				0.868				0.625								

De Portola Rd & Camino Del Vino

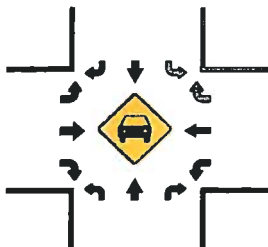
Peak Hour Turning Movement Count

ID: 18-06020-002
City: Temecula

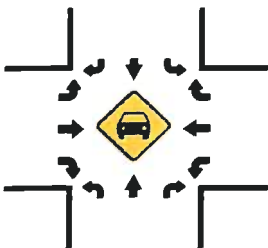
Day: Saturday
Date: 03/17/2018



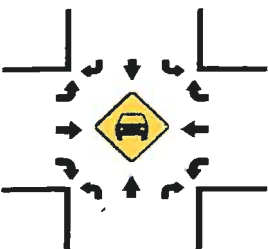
Total Vehicles (AM)



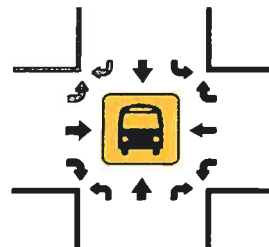
Total Vehicles (NOON)



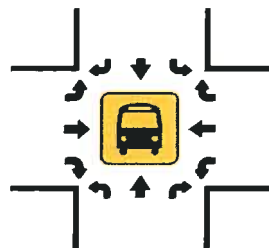
Total Vehicles (PM)



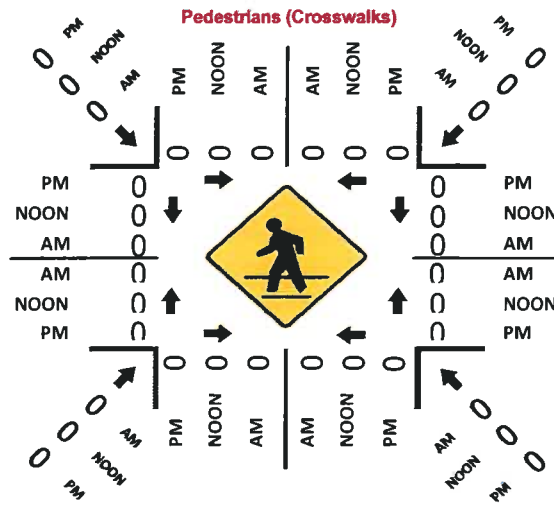
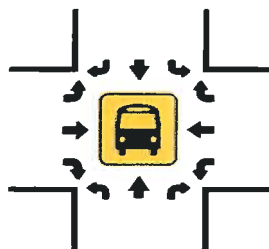
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Rancho California Rd & Monte De Oro Rd
City: Temecula
Control: 4-Way Stop

Project ID: 18-06020-003
Date: 2018-03-17

Total

NS/EW Streets:	Rancho California Rd				Rancho California Rd				Monte De Oro Rd				Monte De Oro Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
11:00 AM	6	83	14	0	3	74	1	0	1	0	2	0	9	0	2	0	195
11:15 AM	1	91	18	0	3	115	4	0	3	0	3	0	15	0	7	0	260
11:30 AM	5	85	10	0	1	79	3	0	3	0	2	0	9	0	2	0	199
11:45 AM	5	112	13	0	3	82	1	0	3	0	2	0	17	0	3	0	241
12:00 PM	4	84	15	0	6	100	2	0	0	0	2	0	9	2	2	0	226
12:15 PM	11	100	14	0	3	120	3	0	2	1	10	0	13	1	3	0	281
12:30 PM	8	93	14	0	1	76	6	0	0	0	7	0	8	0	1	0	214
12:45 PM	4	77	16	0	0	109	3	0	2	0	2	0	10	1	3	0	227
1:00 PM	7	75	11	0	3	143	2	0	2	0	7	0	16	0	3	0	269
1:15 PM	12	117	11	0	1	118	3	0	2	0	4	0	10	2	0	0	280
1:30 PM	8	116	17	0	2	97	0	0	8	1	3	0	6	1	3	0	262
1:45 PM	5	98	12	0	1	103	4	0	3	0	12	0	11	1	0	0	250
TOTAL VOLUMES:	NL 76	NT 1131	NR 165	NU 0	SL 27	ST 1216	SR 32	SU 0	EL 29	ET 2	ER 56	EU 0	WL 133	WT 8	WR 29	WU 0	TOTAL 2904
APPROACH %'s:	5.54%	82.43%	12.03%	0.00%	2.12%	95.37%	2.51%	0.00%	33.33%	2.30%	64.37%	0.00%	78.24%	4.71%	17.06%	0.00%	
PEAK HR:	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL:	32	406	51	0	7	461	9	0	15	1	26	0	43	4	6	0	1061
PEAK HR FACTOR:	0.667	0.868	0.750	0.000	0.583	0.806	0.563	0.000	0.469	0.250	0.542	0.000	0.672	0.500	0.500	0.000	0.947
	0.867				0.806				0.700				0.697				

Rancho California Rd & Monte De Oro Rd

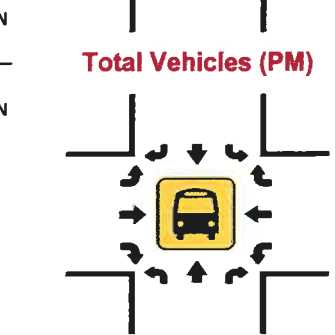
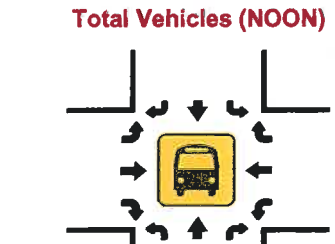
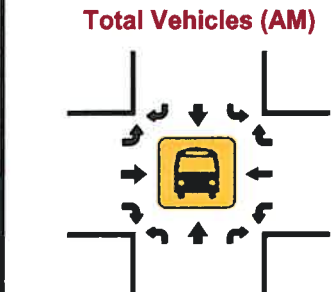
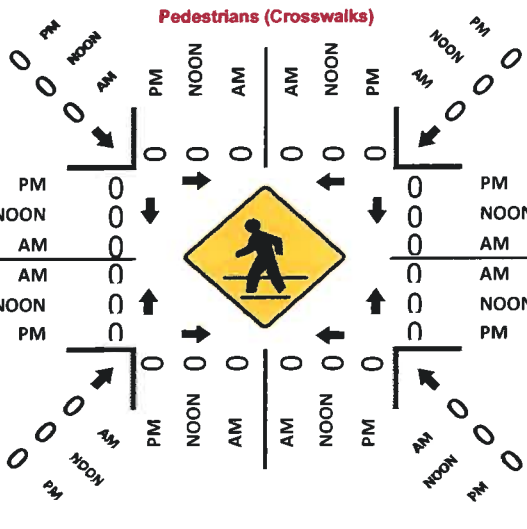
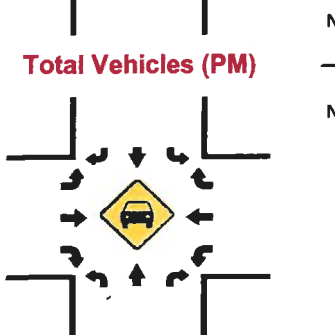
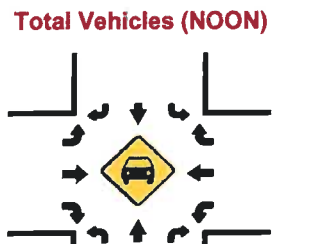
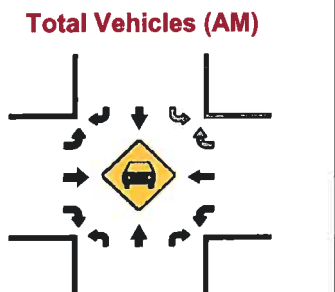
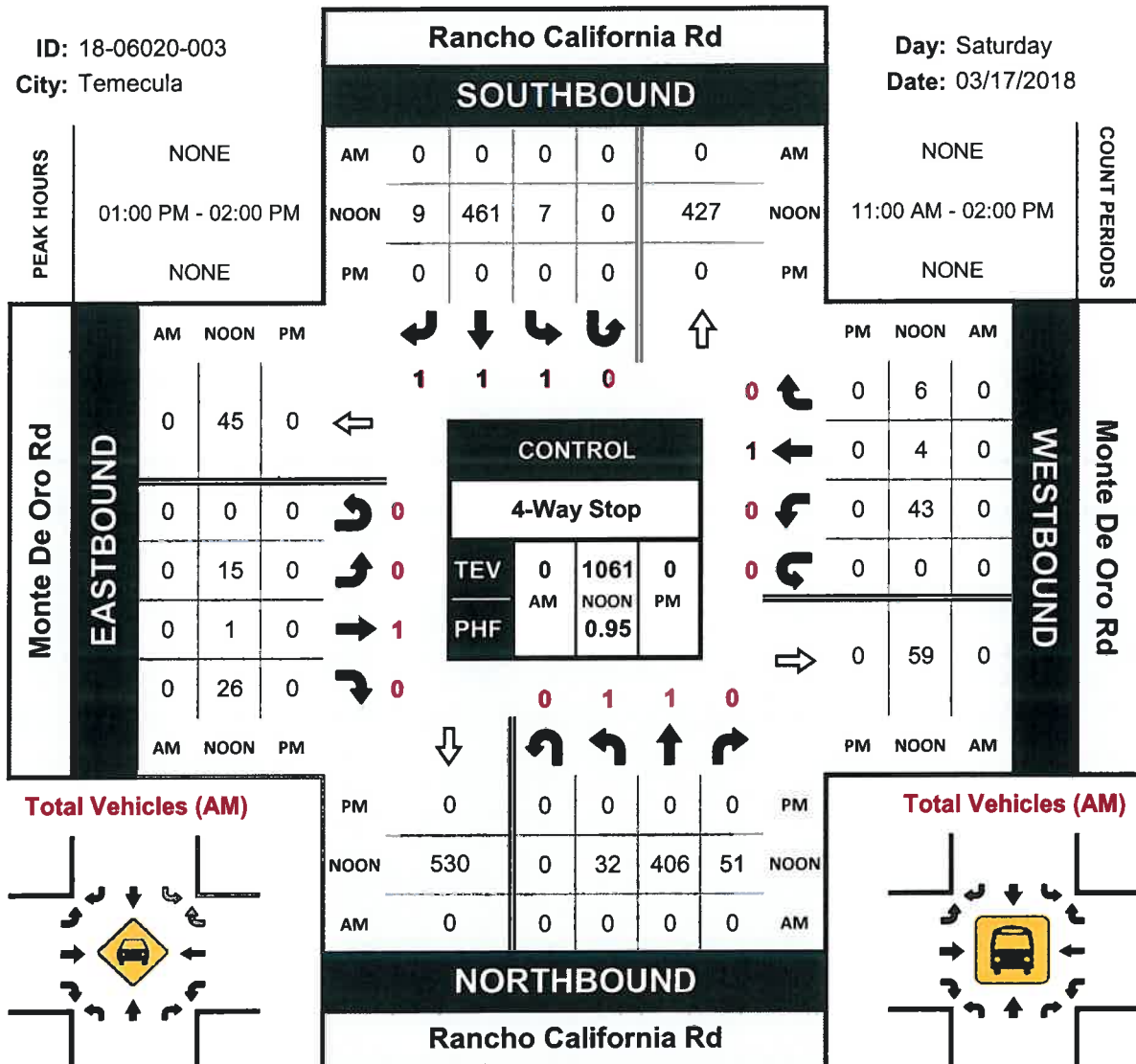
Peak Hour Turning Movement Count

ID: 18-06020-003

City: Temecula

Day: Saturday

Date: 03/17/2018



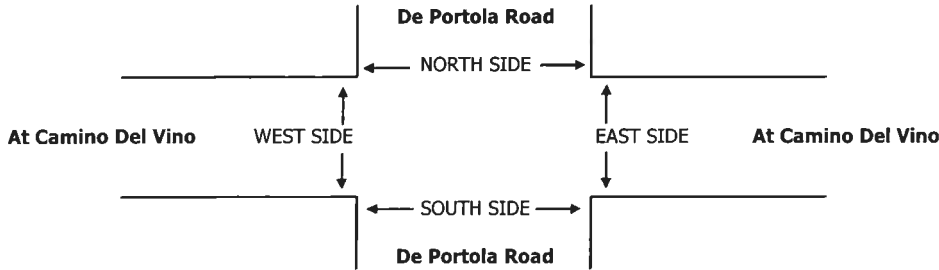
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 10/17/17 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Temecula - De Portola Winery De Portola Road At Camino Del Vino	PROJECT #: LOCATION #: CONTROL:
			PTD17-1020-01 2 1-WAY STOP (EB)

NOTES:	AM PM MD OTHER OTHER	▲ N E ▶	▶ E	▼ S
--------	----------------------------------	---------------	--------	--------

	NORTHBOUND De Portola Road			SOUTHBOUND De Portola Road			EASTBOUND At Camino Del Vino			WESTBOUND At Camino Del Vino			TOTAL	U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL
LANES:	0	1	X	X	1	0	0.5	X	0.5	X	X	X						
AM	7:00 AM	2	18		51	3	2		1								0	
	7:15 AM	1	13		38	0	1		1								0	
	7:30 AM	3	21		44	1	2		1								0	
	7:45 AM	2	25		65	4	1		1								0	
	8:00 AM	2	15		41	0	2		3								0	
	8:15 AM	1	20		46	1	0		4								0	
	8:30 AM	0	25		41	3	3		0								0	
	8:45 AM	0	22		33	0	1		1								0	
	VOLUMES	11	159	0	0	359	12	12	0	12	0	0	0	0	0	0	0	0
	APPROACH %	6%	94%	0%	0%	97%	3%	50%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0
APP/DEPART	170	/	171	371	/	371	24	/	0	0	/	23	0				0	
BEGIN PEAK HR	7:45 AM																	
VOLUMES	5	85	0	0	193	8	6	0	8	0	0	0	305					
APPROACH %	6%	94%	0%	0%	96%	4%	43%	0%	57%	0%	0%	0%	0					
PEAK HR FACTOR	0.833			0.728			0.700			0.000			0.778					
APP/DEPART	90	/	91	201	/	201	14	/	0	0	/	13	0				0	
PM	4:00 PM	3	70		46	0	3		4				126				0	
	4:15 PM	6	75		30	2	0		2				115				0	
	4:30 PM	1	62		50	2	2		2				119				0	
	4:45 PM	0	65		36	3	2		8				114				0	
	5:00 PM	3	55		37	1	1		0				97				0	
	5:15 PM	0	60		36	1	3		1				101				0	
	5:30 PM	3	56		34	0	1		1				95				0	
	5:45 PM	0	50		18	3	0		3				74				0	
	VOLUMES	16	493	0	0	287	12	12	0	21	0	0	0	841				0
	APPROACH %	3%	97%	0%	0%	96%	4%	36%	0%	64%	0%	0%	0%	0				0
APP/DEPART	509	/	505	299	/	308	33	/	0	0	/	28	0				0	
BEGIN PEAK HR	4:00 PM																	
VOLUMES	10	272	0	0	162	7	7	0	16	0	0	0	474					
APPROACH %	4%	96%	0%	0%	96%	4%	30%	0%	70%	0%	0%	0%	0					
PEAK HR FACTOR	0.870			0.813			0.575			0.000			0.940					
APP/DEPART	282	/	279	169	/	178	23	/	0	0	/	17	0				0	



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

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

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

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

➤ 24 Hour Machine Counts

VOLUME

De Portola Rd Bet. Camino Del Vino & Monte De Oro Rd

Day: Saturday
Date: 3/17/2018

City: Temecula
Project #: CA18_6021_001

DAILY TOTALS					NB	SB	EB	WB	Total
					2,166	2,326	0	0	4,492

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	8	0			8	12:00	41	48			89
00:15	7	5			12	12:15	41	48			89
00:30	4	2			6	12:30	34	43			77
00:45	3	22	1	8	4	12:45	43	159	36	175	79
01:00	4	4			8	13:00	40	51			91
01:15	6	0			6	13:15	41	51			92
01:30	2	2			4	13:30	42	40			82
01:45	2	14	1	7	3	13:45	50	173	46	188	96
02:00	3	0			3	14:00	46	47			93
02:15	5	1			6	14:15	31	47			78
02:30	1	1			2	14:30	58	51			109
02:45	1	10	4	6	5	14:45	56	191	47	192	103
03:00	3	1			4	15:00	62	51			113
03:15	1	0			1	15:15	61	59			120
03:30	1	1			2	15:30	55	47			102
03:45	1	6	3	5	4	15:45	49	227	43	200	92
04:00	0	3			3	16:00	43	45			88
04:15	0	1			1	16:15	66	40			106
04:30	0	1			1	16:30	45	39			84
04:45	1	1	3	8	4	16:45	47	201	36	160	83
05:00	0	5			5	17:00	53	52			105
05:15	5	5			10	17:15	46	30			76
05:30	4	11			15	17:30	43	34			77
05:45	11	20	10	31	21	17:45	43	185	30	146	73
06:00	7	7			14	18:00	44	21			65
06:15	5	15			20	18:15	39	31			70
06:30	15	19			34	18:30	30	34			64
06:45	25	52	24	65	49	18:45	38	151	15	101	53
07:00	33	20			53	19:00	30	17			47
07:15	33	19			52	19:15	24	13			37
07:30	34	26			60	19:30	23	16			39
07:45	34	134	27	92	61	19:45	17	94	14	60	31
08:00	24	23			47	20:00	21	14			35
08:15	12	21			33	20:15	22	8			30
08:30	10	41			51	20:30	14	14			28
08:45	13	59	23	108	36	20:45	19	76	12	48	31
09:00	10	41			51	21:00	21	8			29
09:15	15	26			41	21:15	9	12			21
09:30	18	55			73	21:30	17	10			27
09:45	19	62	51	173	70	21:45	14	61	6	36	20
10:00	17	63			80	22:00	16	6			22
10:15	17	74			91	22:15	10	7			17
10:30	13	63			76	22:30	9	12			21
10:45	39	86	63	263	102	22:45	10	45	7	32	17
11:00	25	55			80	23:00	8	5			13
11:15	21	56			77	23:15	10	7			17
11:30	23	49			72	23:30	13	1			14
11:45	27	96	46	206	73	23:45	10	41	3	16	13
TOTALS	562	972			1534	TOTALS	1604	1354			2958
SPLIT %	36.6%	63.4%			34.1%	SPLIT %	54.2%	45.8%			65.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					2,166	2,326	0	0	4,492

AM Peak Hour	11:45	10:00	10:00	PM Peak Hour	14:30	14:30	14:30
AM Pk Volume	143	263	349	PM Pk Volume	237	208	445
Pk Hr Factor	0.872	0.889	0.855	Pk Hr Factor	0.956	0.881	0.927
7 - 9 Volume	193	200	393	4 - 6 Volume	386	306	692
7 - 9 Peak Hour	07:00	07:45	07:00	4 - 6 Peak Hour	16:15	16:15	16:15
7 - 9 Pk Volume	134	112	226	4 - 6 Pk Volume	211	167	378
Pk Hr Factor	0.985	0.683	0.926	Pk Hr Factor	0.799	0.803	0.892

VOLUME

De Portola Rd N/O Monte De Oro Rd

Day: Saturday
Date: 3/17/2018

City: Temecula
Project #: CA18_6021_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,743	1,758	0	0	3,501		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	4	0			4	12:00	33	40			73
00:15	4	5			9	12:15	31	37			68
00:30	2	1			3	12:30	27	32			59
00:45	2	12	0	6	2	12:45	39	130	29	138	68
01:00	3	3			6	13:00	32	40			72
01:15	3	0			3	13:15	40	38			78
01:30	1	0			1	13:30	38	32			70
01:45	2	9	1	4	3	13:45	36	146	43	153	79
02:00	2	0			2	14:00	40	34			74
02:15	3	1			4	14:15	22	36			58
02:30	1	1			2	14:30	43	35			78
02:45	1	7	1	3	2	14:45	44	149	38	143	82
03:00	1	0			1	15:00	55	34			89
03:15	0	0			0	15:15	48	38			86
03:30	1	0			1	15:30	44	34			78
03:45	1	3	1	1	2	15:45	42	189	37	143	79
04:00	0	1			1	16:00	29	29			58
04:15	0	1			1	16:15	51	34			85
04:30	1	1			2	16:30	32	27			59
04:45	2	3	2	5	4	16:45	37	149	29	119	66
05:00	0	4			4	17:00	44	38			82
05:15	3	4			7	17:15	41	27			68
05:30	5	11			16	17:30	35	30			65
05:45	11	19	8	27	19	17:45	33	153	22	117	55
06:00	8	6			14	18:00	32	16			48
06:15	5	11			16	18:15	24	24			48
06:30	11	16			27	18:30	21	27			48
06:45	33	57	16	49	49	18:45	30	107	11	78	41
07:00	42	19			61	19:00	19	9			28
07:15	36	19			55	19:15	19	8			27
07:30	38	26			64	19:30	15	15			30
07:45	20	136	22	86	42	19:45	14	67	10	42	24
08:00	17	22			39	20:00	13	11			24
08:15	11	14			25	20:15	16	6			22
08:30	14	17			31	20:30	7	7			14
08:45	10	52	15	68	25	20:45	15	51	5	29	20
09:00	12	19			31	21:00	16	8			24
09:15	11	14			25	21:15	6	8			14
09:30	13	35			48	21:30	9	5			14
09:45	14	50	38	106	52	21:45	8	39	3	24	11
10:00	22	47			69	22:00	10	4			14
10:15	18	63			81	22:15	7	4			11
10:30	12	48			60	22:30	4	6			10
10:45	27	79	56	214	83	22:45	7	28	7	21	14
11:00	24	47			71	23:00	5	4			9
11:15	16	46			62	23:15	7	3			10
11:30	19	39			58	23:30	8	1			9
11:45	23	82	39	171	62	23:45	6	26	3	11	9
TOTALS	509	740			1249	TOTALS	1234	1018			2252
SPLIT %	40.8%	59.2%			35.7%	SPLIT %	54.8%	45.2%			64.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					1,743	1,758	0	0	3,501
AM Peak Hour	06:45	10:00	10:15	PM Peak Hour	14:45	13:00	14:30		
AM Pk Volume	149	214	295	PM Pk Volume	191	153	335		
Pk Hr Factor	0.887	0.849	0.889	Pk Hr Factor	0.868	0.890	0.941		
7 - 9 Volume	188	154	342	4 - 6 Volume	302	236	538		
7 - 9 Peak Hour	07:00	07:15	07:00	4 - 6 Peak Hour	16:15	16:15	16:15		
7 - 9 Pk Volume	136	89	222	4 - 6 Pk Volume	164	128	292		
Pk Hr Factor	0.810	0.856	0.867	Pk Hr Factor	0.804	0.842	0.859		

VOLUME

Monte De Oro Rd E/O Rancho California Rd

Day: Saturday
Date: 3/17/2018

City: Temecula
Project #: CA18_6021_003

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	832	684	1,516					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			2	1	3	12:00			24	15	39			
00:15			0	0	0	12:15			16	14	30			
00:30			1	1	2	12:30			13	9	22			
00:45			1	4	0	12:45			15	68	13	51	28	119
01:00			0	1	1	13:00			13	20	33			
01:15			2	0	2	13:15			13	10	23			
01:30			0	0	0	13:30			16	10	26			
01:45			1	3	0	13:45			13	55	15	55	28	110
02:00			0	0	0	14:00			31	13	44			
02:15			0	0	0	14:15			21	14	35			
02:30			1	1	2	14:30			12	15	27			
02:45			0	1	0	14:45			25	89	23	65	48	154
03:00			0	0	0	15:00			34	23	57			
03:15			0	0	0	15:15			25	18	43			
03:30			0	0	0	15:30			28	21	49			
03:45			0	0	0	15:45			10	97	14	76	24	173
04:00			0	0	0	16:00			19	3	22			
04:15			0	0	0	16:15			9	26	35			
04:30			1	0	1	16:30			18	18	36			
04:45			0	1	0	16:45			14	60	13	60	27	120
05:00			1	1	2	17:00			15	19	34			
05:15			1	0	1	17:15			15	14	29			
05:30			5	0	5	17:30			5	9	14			
05:45			4	11	0	17:45			11	46	11	53	22	99
06:00			4	1	5	18:00			10	12	22			
06:15			4	2	6	18:15			5	8	13			
06:30			7	2	9	18:30			5	8	13			
06:45			22	37	4	18:45			10	30	8	36	18	66
07:00			23	3	26	19:00			7	10	17			
07:15			21	5	26	19:15			3	7	10			
07:30			15	6	21	19:30			5	3	8			
07:45			10	69	4	19:45			7	22	4	24	11	46
08:00			10	3	13	20:00			4	1	5			
08:15			11	4	15	20:15			5	8	13			
08:30			8	8	16	20:30			5	7	12			
08:45			12	41	10	20:45			6	20	6	22	12	42
09:00			7	6	13	21:00			7	4	11			
09:15			9	4	13	21:15			5	9	14			
09:30			3	6	9	21:30			6	7	13			
09:45			6	25	16	21:45			9	27	10	30	19	57
10:00			7	11	18	22:00			5	6	11			
10:15			7	7	14	22:15			4	11	15			
10:30			16	6	22	22:30			2	2	4			
10:45			16	46	6	22:45			3	14	2	21	5	35
11:00			15	10	25	23:00			3	2	5			
11:15			16	21	37	23:15			2	3	5			
11:30			10	12	22	23:30			1	2	3			
11:45			16	57	20	23:45			3	9	2	9	5	18
TOTALS			295	182	477	TOTALS			537	502	1039			
SPLIT %			61.8%	38.2%	31.5%	SPLIT %			51.7%	48.3%	68.5%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	832	684	1,516		
AM Peak Hour			06:45	11:15	11:15	PM Peak Hour			14:45	14:45	14:45
AM Pk Volume			81	68	134	PM Pk Volume			112	85	197
Pk Hr Factor			0.880	0.810	0.859	Pk Hr Factor			0.824	0.924	0.864
7 - 9 Volume			110	43	153	4 - 6 Volume			106	113	219
7 - 9 Peak Hour			07:00	08:00	07:00	4 - 6 Peak Hour			16:30	16:15	16:15
7 - 9 Pk Volume			69	25	87	4 - 6 Pk Volume			62	76	132
Pk Hr Factor			0.750	0.625	0.837	Pk Hr Factor			0.861	0.731	0.917

TUESDAY - OCTOBER 17, 2017

CITY: Temecula - De Portola Winery

PROJECT: PTD17-1020-01

Monte De Oro - West of De Portola Road

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	0	12:00			1	4			
00:15			0	0	12:15			2	5			
00:30			0	0	12:30			6	4			
00:45			0	0	12:45			4	13	1	14	27
01:00			1	0	13:00			4	4			
01:15			0	0	13:15			2	4			
01:30			0	0	13:30			9	2			
01:45			1	2	13:45			2	17	3	13	30
02:00			0	0	14:00			2	3			
02:15			0	0	14:15			4	5			
02:30			0	0	14:30			3	3			
02:45			0	0	14:45			10	19	3	14	33
03:00			0	0	15:00			3	4			
03:15			0	0	15:15			3	4			
03:30			0	0	15:30			4	7			
03:45			0	0	15:45			8	18	3	18	36
04:00			0	0	16:00			7	6			
04:15			0	0	16:15			5	3			
04:30			0	0	16:30			3	4			
04:45			0	0	16:45			7	22	4	17	39
05:00			0	3	17:00			5	5			
05:15			1	3	17:15			11	4			
05:30			1	1	17:30			4	1			
05:45			1	3	17:45			5	25	3	13	38
06:00			0	1	18:00			5	7			
06:15			0	0	18:15			2	1			
06:30			1	4	18:30			1	2			
06:45			8	9	18:45			1	9	5	15	24
07:00			5	3	19:00			1	2			
07:15			2	5	19:15			7	1			
07:30			0	12	19:30			1	0			
07:45			6	13	19:45			2	11	0	3	14
08:00			2	5	20:00			3	0			
08:15			2	5	20:15			3	0			
08:30			3	3	20:30			0	0			
08:45			6	13	20:45			3	9	1	1	10
09:00			3	3	21:00			0	1			
09:15			1	4	21:15			1	0			
09:30			4	5	21:30			1	0			
09:45			3	11	21:45			0	2	0	1	3
10:00			1	2	22:00			1	0			
10:15			1	4	22:15			0	0			
10:30			0	2	22:30			4	0			
10:45			4	6	22:45			0	5	0	0	5
11:00			3	4	23:00			1	0			
11:15			3	0	23:15			0	0			
11:30			4	7	23:30			1	0			
11:45			6	16	23:45			0	2	1	1	3

Total Vol. 73 102 175 152 110 262

		Daily Totals		
NB	SB	EB	WB	Combined
		225	212	437

Split %	AM			PM		
	41.7%	58.3%	40.0%	58.0%	42.0%	60.0%

Peak Hour	06:30	06:45	06:45	16:45	15:15	15:30
Volume	16	25	40	27	20	43
P.H.F.	0.50	0.52	0.77	0.61	0.71	0.83

De Portola Road - North of Monte De Oro

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	5	1			12:00	34	20				
00:15	1	0			12:15	22	27				
00:30	1	0			12:30	27	27				
00:45	2	9	1	2	11	12:45	24	107	25	99	206
01:00	3	0			13:00	22	22				
01:15	0	1			13:15	28	21				
01:30	0	0			13:30	31	28				
01:45	1	4	2	3	7	13:45	41	122	32	103	225
02:00	2	0			14:00	31	32				
02:15	1	1			14:15	26	30				
02:30	0	1			14:30	38	12				
02:45	0	3	3	5	8	14:45	35	130	17	91	221
03:00	0	1			15:00	64	27				
03:15	0	0			15:15	48	18				
03:30	0	1			15:30	47	18				
03:45	0	0	3	5	5	15:45	54	213	31	94	307
04:00	0	7			16:00	49	26				
04:15	2	4			16:15	60	25				
04:30	2	2			16:30	55	34				
04:45	1	5	12	25	30	16:45	55	219	26	111	330
05:00	0	13			17:00	39	23				
05:15	1	19			17:15	39	25				
05:30	2	19			17:30	49	20				
05:45	3	6	24	75	81	17:45	47	174	17	85	259
06:00	4	17			18:00	50	14				
06:15	10	24			18:15	45	18				
06:30	6	30			18:30	33	15				
06:45	5	25	33	104	129	18:45	37	165	16	63	228
07:00	15	35			19:00	22	12				
07:15	11	36			19:15	21	9				
07:30	23	33			19:30	19	8				
07:45	22	71	49	153	224	19:45	21	83	9	38	121
08:00	11	33			20:00	18	5				
08:15	13	33			20:15	21	8				
08:30	26	28			20:30	17	5				
08:45	17	67	25	119	186	20:45	18	74	7	25	99
09:00	21	23			21:00	9	5				
09:15	12	17			21:15	10	2				
09:30	18	30			21:30	7	7				
09:45	19	70	18	88	158	21:45	7	33	5	19	52
10:00	16	27			22:00	6	7				
10:15	21	18			22:15	5	2				
10:30	14	23			22:30	6	2				
10:45	20	71	26	94	165	22:45	6	23	0	11	34
11:00	27	15			23:00	7	0				
11:15	14	20			23:15	4	1				
11:30	11	23			23:30	1	2				
11:45	17	69	27	85	154	23:45	2	14	4	7	21
Total Vol.	400	758		1158		1357	746				2103
						NB	SB	Daily Totals		WB	Combined
						1757	1504	EB			3261
Split %	34.5%	65.5%		35.5%		64.5%	35.5%	PM			64.5%
Peak Hour	11:45	07:00		07:00		16:00	13:30				15:45
Volume	100	153		224		219	122				334
P.H.F.	0.74	0.78		0.79		0.91	0.95				0.94

De Portola Road - Monte De Oro to Camino Del Vino

AM Period				PM Period			
NB	SB	EB	WB	NB	SB	EB	WB
00:00	5	2		12:00	42	24	
00:15	3	0		12:15	30	33	
00:30	1	0		12:30	32	32	
00:45	2	11	1 3	12:45	23	127	26 115
01:00	3	0		13:00	25	35	
01:15	0	1		13:15	38	28	
01:30	0	0		13:30	32	32	
01:45	2	5	2 3	13:45	45	140	38 133
02:00	2	0		14:00	36	35	
02:15	2	1		14:15	35	30	
02:30	0	1		14:30	49	23	
02:45	0	4	3 5	14:45	52	172	27 115
03:00	1	3		15:00	70	28	
03:15	0	0		15:15	54	29	
03:30	0	1		15:30	57	24	
03:45	0	1	4 8	15:45	65	246	34 115
04:00	0	8		16:00	62	38	
04:15	2	6		16:15	74	33	
04:30	1	4		16:30	66	43	
04:45	2	5	13 31	16:45	65	267	30 144
05:00	2	13		17:00	49	28	
05:15	1	22		17:15	49	34	
05:30	2	25		17:30	58	24	
05:45	3	8	28 88	17:45	55	211	15 101
06:00	5	22		18:00	60	12	
06:15	10	33		18:15	53	20	
06:30	5	49		18:30	40	22	
06:45	6	26	61 165	18:45	47	200	18 72
07:00	21	44		19:00	31	15	
07:15	11	50		19:15	32	10	
07:30	26	41		19:30	25	10	
07:45	24	82	66 201	19:45	25	113	9 44
08:00	13	41		20:00	18	6	
08:15	17	48		20:15	27	5	
08:30	26	33		20:30	19	5	
08:45	21	77	31 153	20:45	20	84	9 25
09:00	20	28		21:00	12	6	
09:15	17	26		21:15	13	3	
09:30	15	44		21:30	9	8	
09:45	30	82	28 126	21:45	7	41	5 22
10:00	22	33		22:00	7	6	
10:15	22	23		22:15	9	5	
10:30	23	32		22:30	6	3	
10:45	26	93	34 122	22:45	9	31	0 14
11:00	31	19		23:00	7	0	
11:15	18	33		23:15	6	2	
11:30	21	40		23:30	5	2	
11:45	25	95	32 124	23:45	5	23	4 8
Total Vol.	489	1029	1518		1655	908	2563
					NB	SB	Daily Totals
					2144	1937	EB WB Combined
							4081
Split %	32.2%	67.8%	37.2%		64.6%	35.4%	62.8%
Peak Hour	11:45	06:30	07:00		15:45	15:45	15:45
Volume	129	204	283		267	148	415
P.H.F.	0.77	0.84	0.79		0.93	0.86	0.95

De Portola Road - Camino Del Vino to Pauba Road

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00	3	2			12:00	49	35			
00:15	3	0			12:15	38	31			
00:30	2	2			12:30	34	43			
00:45	1	9	1	5	12:45	40	161	38	147	
01:00	3	1			13:00	35	35			
01:15	0	1			13:15	41	41			
01:30	1	0			13:30	46	44			
01:45	2	6	1	3	13:45	49	171	42	162	
02:00	3	1			14:00	49	44			
02:15	1	1			14:15	48	48			
02:30	0	1			14:30	48	27			
02:45	0	4	1	4	14:45	58	203	36	155	
03:00	2	7			15:00	82	40			
03:15	0	0			15:15	65	33			
03:30	0	1			15:30	58	40			
03:45	0	2	2	10	15:45	64	269	39	152	
04:00	1	9			16:00	72	48			
04:15	2	8			16:15	85	44			
04:30	1	2			16:30	68	51			
04:45	2	6	14	33	16:45	66	291	50	193	
05:00	1	16			17:00	57	44			
05:15	1	19			17:15	69	44			
05:30	1	25			17:30	66	51			
05:45	5	8	30	90	17:45	49	241	28	167	
06:00	5	22			18:00	54	26			
06:15	13	28			18:15	61	25			
06:30	10	44			18:30	46	29			
06:45	14	42	63	157	18:45	48	209	24	104	
07:00	18	52			19:00	34	29			
07:15	15	41			19:15	35	9			
07:30	28	48			19:30	25	13			
07:45	40	101	66	207	19:45	29	123	7	58	
08:00	21	48			20:00	24	6			
08:15	25	53			20:15	30	9			
08:30	21	49			20:30	16	17			
08:45	20	87	33	183	20:45	21	91	8	40	
09:00	30	34			21:00	14	10			
09:15	22	30			21:15	17	3			
09:30	25	46			21:30	8	9			
09:45	40	117	34	144	21:45	6	45	6	28	
10:00	19	40			22:00	9	5			
10:15	25	26			22:15	12	5			
10:30	32	33			22:30	6	3			
10:45	41	117	42	141	22:45	7	34	3	16	
11:00	32	21			23:00	10	1			
11:15	23	36			23:15	7	2			
11:30	29	42			23:30	7	2			
11:45	37	121	36	135	23:45	3	27	4	9	
Total Vol.	620	1112			1732	1865	1231		3096	
						NB	SB	EB	WB	Combined
						2485	2343			4828
Split %	35.8%	64.2%			35.9%	60.2%	39.8%			64.1%
Peak Hour	11:45	07:45			07:30	16:00	16:00			16:00
Volume	158	216			329	291	193			484
P.H.F.	0.81	0.82			0.78	0.86	0.95			0.94

TUESDAY - OCTOBER 17, 2017

CITY: Temecula - De Portola Winery

PROJECT: PTD17-1020-01

Monte De Oro - West of Bella Vista Road

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	0	12:00			3	5			
00:15			0	0	12:15			1	7			
00:30			0	0	12:30			8	4			
00:45			1	1	0	0	1	8	20	5	21	41
01:00			1	0	13:00			3	4			
01:15			0	0	13:15			8	5			
01:30			1	0	13:30			9	7			
01:45			1	3	0	0	3	1	21	4	20	41
02:00			0	0	14:00			4	9			
02:15			0	0	14:15			9	7			
02:30			0	0	14:30			5	1			
02:45			0	0	0	0		12	30	3	20	50
03:00			0	0	15:00			4	7			
03:15			0	0	15:15			5	4			
03:30			0	0	15:30			9	12			
03:45			0	0	0	0		9	27	6	29	56
04:00			0	1	16:00			6	3			
04:15			0	0	16:15			9	6			
04:30			0	0	16:30			7	3			
04:45			0	0	1	2	2	8	30	2	14	44
05:00			0	3	17:00			7	6			
05:15			1	3	17:15			12	2			
05:30			1	3	17:30			5	4			
05:45			0	2	4	13	15	5	29	1	13	42
06:00			0	1	18:00			7	8			
06:15			0	1	18:15			6	3			
06:30			1	6	18:30			5	2			
06:45			7	8	5	13	21	6	24	5	18	42
07:00			4	4	19:00			1	2			
07:15			2	7	19:15			6	3			
07:30			1	10	19:30			2	0			
07:45			4	11	7	28	39	5	14	1	6	20
08:00			2	4	20:00			3	0			
08:15			3	4	20:15			3	1			
08:30			3	6	20:30			0	0			
08:45			4	12	6	20	32	4	10	3	4	14
09:00			2	3	21:00			3	1			
09:15			4	9	21:15			2	0			
09:30			7	6	21:30			2	0			
09:45			5	18	6	24	42	1	8	0	1	9
10:00			3	3	22:00			1	0			
10:15			3	6	22:15			0	0			
10:30			4	3	22:30			4	0			
10:45			4	14	6	18	32	0	5	0	0	5
11:00			4	10	23:00			1	0			
11:15			4	1	23:15			0	0			
11:30			5	9	23:30			1	0			
11:45			11	24	7	27	51	0	2	1	1	3

Total Vol. 93 145 **238** 220 147 **367**

Daily Totals				
NB	SB	EB	WB	Combined
		313	292	605

Split %	AM			PM		
	39.1%	60.9%	39.3%	59.9%	40.1%	60.7%
Peak Hour	11:00	07:00	11:00	16:30	15:00	15:30
Volume	24	28	51	34	29	60
P.H.F.	0.55	0.70	0.71	0.71	0.60	0.71

Monte De Oro - East of De Portola Road

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	1	12:00			11	9			
00:15			2	0	12:15			13	9			
00:30			0	0	12:30			9	6			
00:45			1	3	0	1	4	7	40	7	31	71
01:00			1	0	13:00			5	14			
01:15			0	0	13:15			7	8			
01:30			0	0	13:30			12	8			
01:45			2	3	0	0	3	9	33	7	37	70
02:00			0	0	14:00			8	8			
02:15			1	0	14:15			14	6			
02:30			0	0	14:30			16	12			
02:45			0	1	0	0	1	21	59	8	34	93
03:00			2	1	15:00			14	10			
03:15			0	0	15:15			13	13			
03:30			0	0	15:30			7	9			
03:45			0	2	2	3	5	19	53	9	41	94
04:00			0	1	16:00			18	12			
04:15			1	0	16:15			15	9			
04:30			1	2	16:30			13	9			
04:45			1	3	2	5	8	13	59	6	36	95
05:00			1	4	17:00			14	9			
05:15			0	3	17:15			16	9			
05:30			1	2	17:30			16	8			
05:45			1	3	3	12	15	17	63	3	29	92
06:00			2	6	18:00			11	5			
06:15			0	9	18:15			12	5			
06:30			4	10	18:30			10	9			
06:45			6	12	16	41	53	8	41	4	23	64
07:00			8	18	19:00			9	4			
07:15			6	17	19:15			12	1			
07:30			5	12	19:30			6	1			
07:45			8	27	16	63	90	5	32	0	6	38
08:00			5	19	20:00			3	1			
08:15			5	15	20:15			11	0			
08:30			8	18	20:30			5	3			
08:45			8	26	10	62	88	4	23	2	6	29
09:00			4	8	21:00			3	2			
09:15			7	11	21:15			4	2			
09:30			6	12	21:30			1	1			
09:45			10	27	11	42	69	1	9	1	6	15
10:00			9	10	22:00			2	0			
10:15			5	10	22:15			6	1			
10:30			13	12	22:30			2	0			
10:45			7	34	9	41	75	2	12	0	1	13
11:00			7	11	23:00			1	0			
11:15			4	11	23:15			2	0			
11:30			8	17	23:30			4	0			
11:45			12	31	7	46	77	2	9	0	0	9

Total Vol.			172	316	488			433	250	683
-------------------	--	--	-----	-----	------------	--	--	-----	-----	------------

		Daily Totals		
NB	SB	EB	WB	Combined
		605	566	1171

Split %	AM			PM		
	35.2%	64.8%	41.7%	63.4%	36.6%	58.3%

Peak Hour	11:45	07:45	07:45	14:15	14:30	14:30
Volume	45	68	94	65	43	107
P.H.F.	0.87	0.89	0.90	0.77	0.83	0.92

➤ Scoping Agreement

Exhibit B

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 Riverside County Transportation Department Traffic Study Guidelines dated February 2005.

Case No. (i.e. TR, PM, CUP, PP)

Related Cases -
 SP No. Provide SP No. and list of other approved or active projects within the SP.
 EIR No. _____
 GPA No. _____
 CZ No. _____

Project Name: PORTOLA WINERY
 Project Address: APN 41-180-032
 Project Description: Winery including tasting rooms, restaurants, and a hotel to be built over 5 Phases.

	<u>Consultant</u>	<u>Developer</u>
Name:	<u>Damell & Associates</u>	<u>Long Jiang, Fertile Soil, LLC</u>
Address:	<u>4411 Mercury Street, Suite 207A</u>	<u>79 Dunmore</u>
	<u>San Diego, CA. 92111</u>	<u>Irvine, CA. 92620</u>
Telephone:	<u>619-233-9373</u>	<u>949-981-926</u>
Fax:	_____	_____

A. Trip Generation Source: (ITE 7th Edition or other) ITE 10th Edition and data from the Wine Country Community

Current GP Land Use	<u>Provide General Plan Land Use Designation (e.g.: MDR, CR, etc) CV-10</u>	Plan Tech Studies	<u>Proposed Land Use</u>	<u>WC-W</u>
Current Zoning	<u>AG</u>	Proposed Zoning	<u>AG</u>	

Current Trip Generation	In	Out	Total	Proposed Trip Generation	In	Out	Total
AM Trips	_____	_____	_____		_____	_____	_____
PM Trips	_____	_____	_____	Saturday Peak Trips:	<u>204</u>	<u>57</u>	<u>261</u>

Internal Trip Allowance	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	(_____ % Trip Discount)
Pass-By Trip Allowance	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	(_____ % Trip Discount)

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

B. Trip Geographic Distribution: N - % S - % E - % W - %
 (attach exhibit for detailed assignment) (SEE FIGURE 5)

C. Background Traffic

Project Build-out Year: Provide realistic opening year, considering time needed for approvals and construction. 2026 Annual Ambient Growth Rate: 2 %
 Phase Year(s) 2018, 2020, 2022, 2024 2026
 Other area projects to be analyzed: SEE ATTACHED MEMO RECOMMENDING 2% ANNUAL GROWTH

Model/Forecast methodology N/A

Exhibit B – Scoping Agreement – Page 2

D. Study intersections: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)

- | | |
|--|-----------|
| 1. <u>De Portola Rd & Monte De Oro</u> | 6. _____ |
| 2. <u>De Portola Rd & Camino Del Vino</u> | 7. _____ |
| 3. <u>De Portola Rd & Pauba Rd</u> | 8. _____ |
| 4. <u>De Portola Rd & Anza Rd</u> | 9. _____ |
| 5. <u>Rancho California Rd & Monte De Oro Rd</u> | 10. _____ |

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

- | | |
|----------|-----------|
| 1. _____ | 6. _____ |
| 2. _____ | 7. _____ |
| 3. _____ | 8. _____ |
| 4. _____ | 9. _____ |
| 5. _____ | 10. _____ |

E. Other Jurisdictional Impacts

Is this project within a City's Sphere of Influence or one-mile radius of City boundaries? Yes No

If so, name of City Jurisdiction: _____

F. Site Plan (please attach reduced copy)

G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (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.)

H. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.
 Date of counts March 2018

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 receipt of the fee.

Recommended by:
Bill E. Danell
 Consultant's Representative

4/10/2018
 Date

Approved Scoping Agreement:

[Signature]
 Riverside County Transportation Department

04/30/2018
 Date

Scoping Agreement Submitted on _____

Revised on 4/10/2018

See comment on trip distribution figure
 Add cumulative projects as provided with this approval

Project	Status	Project Description
CUP3719	Active	The Conditional Use Permit is proposing a Class VI Winery. The uses associated with this winery are grouped into five master plan areas: Area 1 includes a winery, wine tasting area with retail sales, picnic area with an outdoor kitchen, barrel storage buildings, and an administration building. Area 2 includes an event barn, wedding pavilion with bride's dressing room and restroom building. Area 3 is a marketplace area including a specialty restaurant, formal dining restaurant, cigar lounge with spirits, and a winery retail/event hall building. Area 4 includes a 251 guest room hotel with a restaurant, adult pool with pool bar, a kid's pool/play area and spa/fitness center with a salon and yoga areas. Area 5 is an event center including two ballrooms, reception hall, and three meeting rooms for special occasions. The project has special occasion facility areas. These special occasion events include, but not limited to weddings, concerts, and other corporate events. Total building area is approximately 352,416 sq. ft. The project will provide 1,268 parking spaces.
CUP3707	Approved	The use hereby permitted is for: The Conditional Use Permit proposes a 90.4 acre winery complex that will include a hotel, Spa, Winery, Tasting Room, restaurant, wedding pavilion (including a chapel for weddings only), retail uses, detached cottages and villas, event center, and amphitheater. More specifically, the project proposes to develop a 90.4-acre Class VI Winery complex to include a hotel, spa and fitness club, winery, tasting room, restaurant, wedding pavilion, retail uses, detached cottages and villas, event center, and a 1,800-seat amphitheater. The proposed project will expand and redevelop the existing Mount Palomar Winery into a winery and resort as a Class VI Winery Complex in the Wine Country Winery zone designation. The winery portion of the project consists of a restaurant and bar, wedding venue, wine club, banquet and special event space, winery sales area, winery production area (gravity flow wine production), amphitheater, administrative offices, wine tasting, deli, and retail areas; and an 1,800-seat amphitheater and box office, with access to overall parking and access roads. The amphitheater is limited to 52 events a year. The remainder of the site is agriculture and landscaped areas. The vineyards, olive trees, and similar grove types covers 75 percent of the site and will not be less than 65.7 acres of the net area. Additionally, there are decorative and aesthetic landscaping areas totaling approximately 0.6 acres and parking and access road areas totaling approximately 11.3 acres. There are two proposed access points for the project from Rancho California Road to provide direct access to the winery and resort area. The westerly entrance will serve as a service road to supply goods and services to the hotel, spa, and event areas near the eastern side of the property. The southerly entrance will be the formal main entry to the project providing circulation for guests to the hotel, restaurant, winery, and amphitheater. The Variance is to exceed the height development standard outlined in Ordinance No. 348 Section 14.93 for a tower element of the proposed winery to 124 feet.
CUP3706	Approved	The use hereby permitted is for a Class V Winery. CUP NO. 3706 for a Class V Winery includes: - A Winery consisting of a 6,613 S.F. building used for wine tasting, retail sales, and barrel storage, and a 4,577 S.F. building used for wine production and barrel storage with an outdoor crush pad area; and, - A 9,468 S.F. restaurant with associated porch, terrace, and outdoor serving areas with a 4,300 S.F swimming pool area with cabins, food serving area and pool facility; and, - 296 parking spaces, landscaping and fenced delivery yard. Normal business function associated with the winery includes wine tasting, wine tours, wine club activities, and winegrowers trade association events. An occasional party and corporate events may be held at the restaurant (similar to any other restaurants). No weddings or concert events are proposed or approved with this CUP.

TRIP GENERATION RATES ¹					
Land Use	ITE Code	Weekend Daily		SATURDAY PEAK ³	
				Rate	In:Out Ratio
Tasting Room ²	n/a	77.37	trips / ksf	10.06	0.50 : 0.50
Special Occassions Facility ⁴	n/a	121.92	trips / ksf	15.85	1.00 : 0.00
Hotel	310	8.19	trips / rm	0.72	0.56 : 0.44
Quality Restaurant	931	90.04	trips / ksf	10.68	0.59 : 0.41
TRIP GENERATION CALCULATIONS					
Land Use	Amount	ADT	SATURDAY PEAK		
			In	Out	Total
Phase 1					
Tasting Room	4.934 ksf	382	25	25	50
Production Bldg	9.554 ksf	nominal/ancillary to main use			
Offices/Storage	1.805 ksf				
Subtotal		382	25	25	50
Phase 2					
Special Occassions Facility	8.390 ksf	1,023	133	0	133
Subtotal		1,023	133	0	133
PHASE 1 + 2 TOTAL		1,405	158	25	183
Phase 3					
Restaurant	4.746 ksf	428	31	20	51
Less Internal Capture (30%)		-128	-9	-6	-15
Subtotal		300	22	14	36
PHASES 1 - 3 TOTAL		2,087	205	64	269
Phase 4					
Cave Building	17.400 ksf	nominal/ancillary to main use			
Production Bldg	6.000 ksf				
Case Storage	8.750 ksf				
Subtotal		0	0	0	0
Phase 5					
Hotel	82 rm	672	34	26	60
Less Internal Capture (30%)		-202	-10	-8	-18
Subtotal		470	24	18	42
Project Traffic (Phases 1 to 5)		2,175	204	57	261

Notes:

ksf: 1,000 square feet, rm: rooms

1. The trip rates for the project's land uses are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*.
2. The trip rates for the tasting room were derived from the averages of traffic volume data collected at Oak Meadows/Vitagliano Winery and Leoness Winery.
3. The Saturday peak trip rate for the tasting room land use was estimated based on applying a 13% factor to the daily trip rate. This percentage was determined based on data provided in the *Silver Rose Winery and Resort Traffic Study, dated February 14, 2012* prepared by W-Trans.
4. The trip rate for the special occassions facility was based on the 133 parking spaces required. All trips assumed to enter during the Saturday peak-hour.

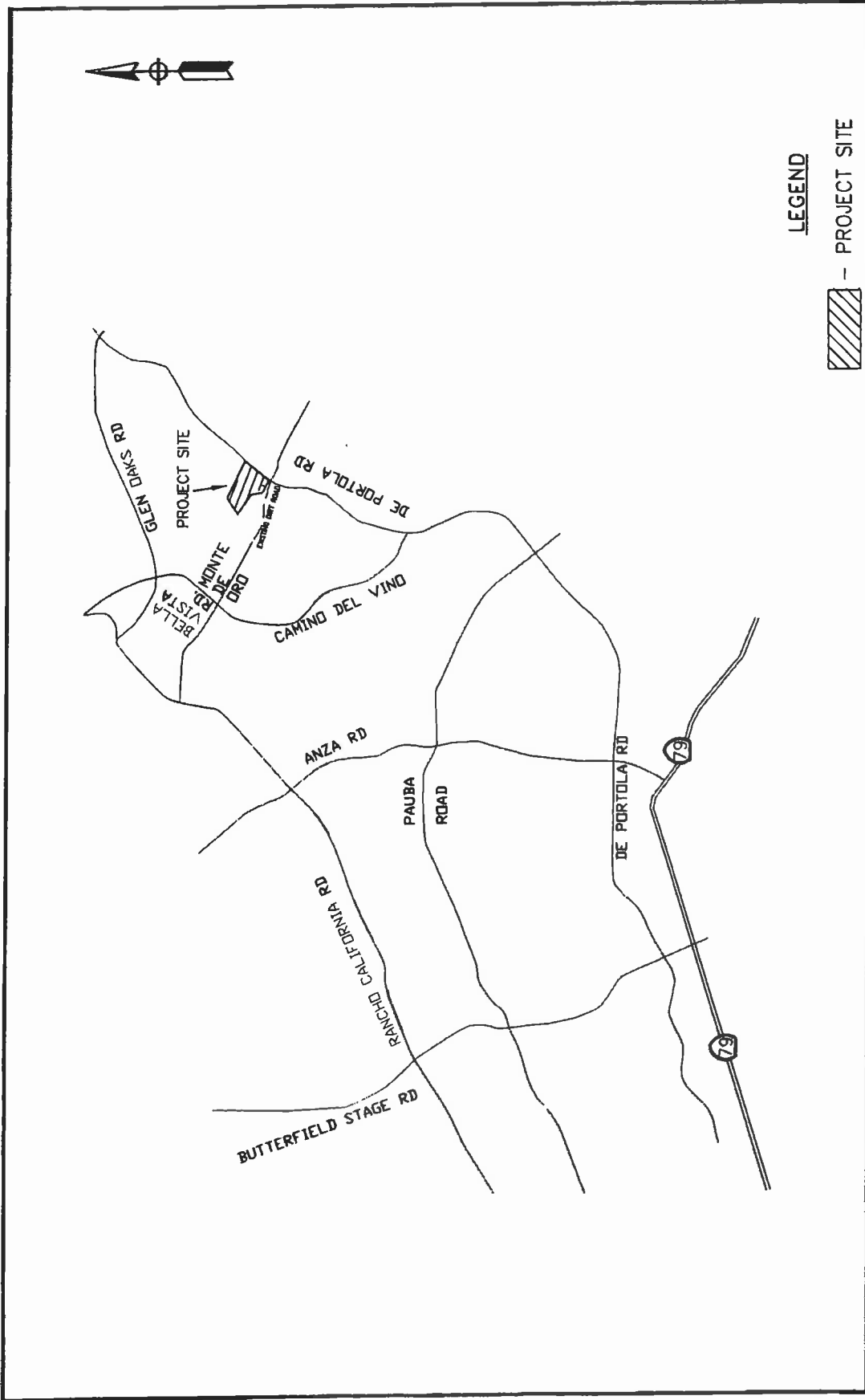
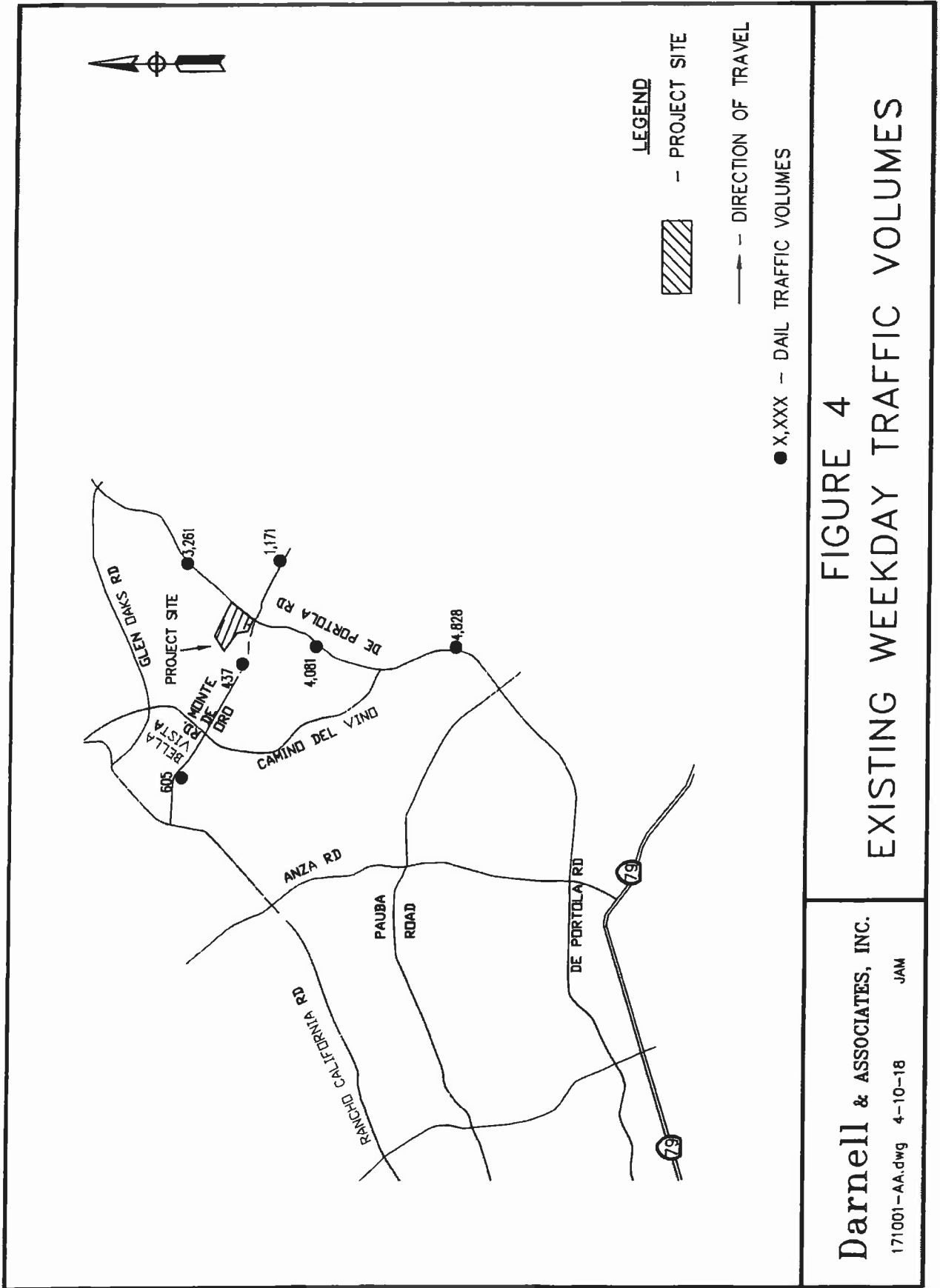
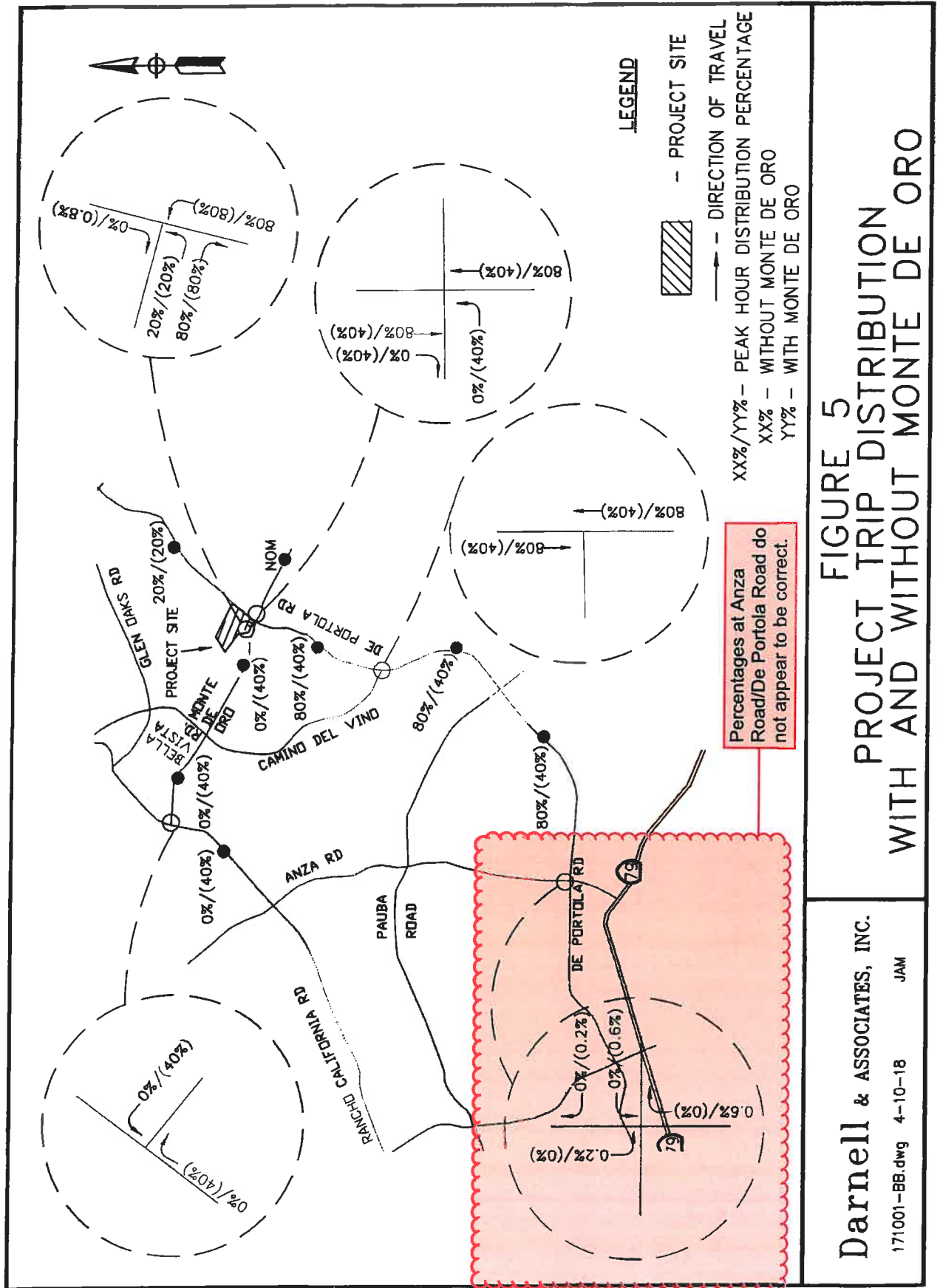


FIGURE 1
VICINITY MAP

Darnell & ASSOCIATES, INC.

171001-AA.dwg 4-10-18 JAM





Darnell & ASSOCIATES, INC.

171001-BB.dwg 4-10-18 JAM

Attachment A

➤ **Active Projects**

➤ **Saturday Mid-Day Peak Hour Counts**

Prepared by NDS/ATD

Volumes for: Saturday, July 02, 2011						City: Temecula		Daily Totals				Total
Location: Wilson Creek Winery South Dwy Entrance @ Rancho California Rd						Project: 11-6059-001		NB	SB	EB	WB	
								0	0	334	263	597
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	0	12:00			4	1			
00:15			0	0	12:15			5	7			
00:30			0	0	12:30			4	7			
00:45			0	0	12:45			5	18	11	26	44
01:00			0	0	13:00			6	6			
01:15			0	0	13:15			3	5			
01:30			0	0	13:30			3	1			
01:45			0	0	13:45			11	23	8	20	43
02:00			0	0	14:00			13	12			
02:15			0	0	14:15			13	9			
02:30			0	0	14:30			12	7			
02:45			0	0	14:45			12	50	5	33	83
03:00			0	0	15:00			7	7			
03:15			0	0	15:15			13	7			
03:30			0	0	15:30			16	11			
03:45			0	0	15:45			13	49	10	35	84
04:00			0	0	16:00			16	10			
04:15			0	0	16:15			13	10			
04:30			0	0	16:30			12	8			
04:45			0	0	16:45			9	50	3	31	81
05:00			0	0	17:00			10	7			
05:15			4	4	17:15			14	7			
05:30			0	0	17:30			11	8			
05:45			0	4	0	4	8	15	50	2	24	74
06:00			0	0	18:00			14	1			
06:15			1	0	18:15			10	2			
06:30			1	0	18:30			9	4			
06:45			1	3	1	1	4	3	36	1	8	44
07:00			4	0	19:00			1	0			
07:15			1	0	19:15			0	0			
07:30			2	2	19:30			3	0			
07:45			1	8	3	5	13	3	7	2	2	9
08:00			0	4	20:00			0	0			
08:15			2	2	20:15			1	1			
08:30			1	3	20:30			2	1			
08:45			1	4	6	15	19	0	3	0	2	5
09:00			2	3	21:00			1	0			
09:15			2	5	21:15			0	0			
09:30			3	4	21:30			0	0			
09:45			2	9	3	15	24	0	1	0	0	1
10:00			0	5	22:00			0	0			
10:15			2	2	22:15			0	0			
10:30			1	3	22:30			0	0			
10:45			3	6	11	21	27	0	1	1	1	1
11:00			2	6	23:00			0	1			
11:15			5	6	23:15			0	0			
11:30			3	3	23:30			0	0			
11:45			3	13	4	19	32	0	0	1	1	1

Total Vol.	47	80	127				287	183	470			
						Daily Totals :		NB	SB	EB	WB	Total
								0	0	334	263	597
Split %	AM			PM								
	37.0%	63.0%	21.3%				61.1%	38.9%	78.7%			
AM				PM								
Peak Hr.	11:45	10:30	10:45	Peak Hr.	15:15	15:30	15:30					
Volume	16	26	39	Volume	58	41	99					
P.H.F.	0.800	0.591	0.696	P.H.F.	0.906	0.932	0.917					
7 - 9 Vol.	12	20	32	4 - 6 Vol.	100	55	155					
Peak Hr.	07:00	08:00	08:00	Peak Hr.	16:00	16:00	16:00					
Volume	8	15	19	Volume	50	31	81					
P.H.F.	0.500	0.625	0.679	P.H.F.	0.761	0.775	0.779					

Prepared by NDS/ATD

Volumes for: Saturday, July 02, 2011					City: Temecula		Daily Totals				Total	
Location: Wilson Creek Winery North Dwy Entrance @ Rancho California Rd					Project: 11-6059-002		NB	SB	EB	WB		
							0	0	586	612	1,198	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	0	12:00			7	24			
00:15			0	0	12:15			10	17			
00:30			0	1	12:30			7	19			
00:45			0	0	12:45	1	1	9	33	24	84	117
01:00			0	0	13:00			9	15			
01:15			0	0	13:15			10	22			
01:30			0	0	13:30			8	21			
01:45			0	0	13:45			19	46	17	75	121
02:00			0	0	14:00			16	26			
02:15			0	0	14:15			18	21			
02:30			0	0	14:30			28	22			
02:45			0	0	14:45			25	87	18	87	174
03:00			0	0	15:00			18	12			
03:15			0	0	15:15			25	29			
03:30			0	0	15:30			20	22			
03:45			0	0	15:45			15	78	16	79	157
04:00			0	0	16:00			20	22			
04:15			2	2	16:15			33	22			
04:30			0	0	16:30			24	16			
04:45			0	2	16:45	2	4	29	106	9	69	175
05:00			0	6	17:00			30	8			
05:15			0	11	17:15			27	7			
05:30			0	1	17:30			24	6			
05:45			5	5	17:45	18	23	19	100	3	24	124
06:00			2	2	18:00			9	3			
06:15			0	6	18:15			10	3			
06:30			1	7	18:30			5	1			
06:45			2	5	18:45	3	18	1	25	2	9	34
07:00			2	1	19:00			13	2			
07:15			0	1	19:15			5	2			
07:30			2	2	19:30			2	2			
07:45			5	9	19:45	3	7	3	23	2	8	31
08:00			6	0	20:00			0	1			
08:15			3	0	20:15			1	0			
08:30			6	0	20:30			1	1			
08:45			7	22	20:45	2	24	1	3	0	2	5
09:00			6	2	21:00			0	0			
09:15			2	5	21:15			0	0			
09:30			1	7	21:30			0	0			
09:45			1	10	21:45	7	31	0	0			
10:00			3	5	22:00			0	0			
10:15			3	13	22:15			0	0			
10:30			5	9	22:30			0	0			
10:45			3	14	22:45	17	44	0	0			
11:00			3	10	23:00			0	0			
11:15			5	17	23:15			0	0			
11:30			5	11	23:30			0	0			
11:45			5	18	23:45	22	60	0	0			

Total Vol.	85	175	260		501	437	938		
					Daily Totals :				
					NB	SB	EB	WB	Total
					0	0	586	612	1,198
Split %	AM			PM					
AM	32.7%	67.3%	21.7%			53.4%	46.6%	78.3%	
Peak Hr.	11:45	11:45	11:45	Peak Hr.	16:15	15:15	14:30		
Volume	29	82	111	Volume	116	89	177		
P.H.F.	0.725	0.854	0.895	P.H.F.	0.879	0.767	0.819		
7 - 9 Vol.	31	9	40	4 - 6 Vol.	206	93	299		
Peak Hr.	08:00	07:00	08:00	Peak Hr.	16:15	16:00	16:00		
Volume	22	7	24	Volume	116	69	175		
P.H.F.	0.786	0.583	0.667	P.H.F.	0.879	0.784	0.795		

Prepared by NDS/ATD

Volumes for: Saturday, July 02, 2011				City: Temecula				Daily Totals				Total
Location: Oak Meadows/Vitagliano Winery West Dwy @ Rancho California Rd				Project: 11-6059-003				NB	SB	EB	WB	Total
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00	0	0			12:00	0	0					
00:15	0	0			12:15	0	0					
00:30	0	0			12:30	1	0					
00:45	3	3	0		12:45	1	2	1	1		3	
01:00	0	0			13:00	0	0					
01:15	0	0			13:15	0	0					
01:30	0	0			13:30	0	0					
01:45	0	1	1		13:45	1	1	0			1	
02:00	0	0			14:00	0	0					
02:15	0	0			14:15	0	0					
02:30	0	0			14:30	0	1					
02:45	0	0			14:45	1	1	0	1		2	
03:00	0	0			15:00	0	0					
03:15	0	0			15:15	0	0					
03:30	0	0			15:30	0	0					
03:45	0	0			15:45	0	1	1			1	
04:00	0	0			16:00	1	1					
04:15	0	0			16:15	0	1					
04:30	0	0			16:30	1	0					
04:45	0	0			16:45	0	2	0	2		4	
05:00	0	0			17:00	1	0					
05:15	0	0			17:15	0	0					
05:30	0	0			17:30	0	1					
05:45	0	0			17:45	1	2	0	1		3	
06:00	0	0			18:00	1	1					
06:15	0	0			18:15	0	0					
06:30	0	0			18:30	1	0					
06:45	0	0			18:45	0	2	0	1		3	
07:00	0	0			19:00	0	0					
07:15	0	0			19:15	0	0					
07:30	0	0			19:30	0	0					
07:45	0	0			19:45	0	0					
08:00	0	1			20:00	0	0					
08:15	0	0			20:15	0	0					
08:30	0	0			20:30	0	0					
08:45	0	0	1		20:45	0	0					
09:00	0	0			21:00	0	0					
09:15	0	0			21:15	0	0					
09:30	0	1			21:30	0	0					
09:45	0	0	1		21:45	0	0					
10:00	0	0			22:00	0	0					
10:15	0	1			22:15	2	0					
10:30	0	0			22:30	0	0					
10:45	0	0	1		22:45	4	6	0			6	
11:00	0	0			23:00	0	0					
11:15	0	0			23:15	0	0					
11:30	0	0			23:30	1	0					
11:45	0	1	1		23:45	0	1	0			1	

Total Vol.	3	5		8		17	7			24
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				Daily Totals :				NB	SB	EB	WB	Total
								20	12	0	0	32

Split %	AM			25.0%	PM			75.0%
	37.5%	62.5%			70.8%	29.2%		
AM				PM				
Peak Hr.	09:30			Peak Hr.	22:00	15:30		22:00
Volume	3	2		Volume	6	3		6
P.H.F.	0.250	0.500		P.H.F.	0.375	0.750		0.375
7 - 9 Vol.	1			4 - 6 Vol.	4	3		7
Peak Hr.	07:15			Peak Hr.	16:00	16:00		16:00
Volume	1			Volume	2	2		4
P.H.F.	0.250			P.H.F.	0.500	0.500		0.500

Prepared by NDS/ATD

Volumes for: Saturday, July 02, 2011				City: Temecula		Daily Totals				Total
Location: Oak Meadows/Vitagliano Winery Middle Dwy @ Rancho California Rd				Project: 11-6059-003b		NB	SB	EB	WB	Total
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00	0	0			12:00	0	0			
00:15	0	0			12:15	1	0			
00:30	0	0			12:30	0	1			
00:45	0	0			12:45	0	1	0	1	2
01:00	0	0			13:00	1	0			
01:15	0	0			13:15	0	2			
01:30	0	0			13:30	2	1			
01:45	0	0			13:45	0	3	3	6	9
02:00	0	0			14:00	2	0			
02:15	0	0			14:15	0	0			
02:30	0	0			14:30	0	0			
02:45	0	0			14:45	0	2	1	1	3
03:00	0	0			15:00	0	4			
03:15	0	0			15:15	0	1			
03:30	0	0			15:30	0	4			
03:45	0	0			15:45	0	5	14		14
04:00	0	0			16:00	2	7			
04:15	0	0			16:15	0	8			
04:30	0	0			16:30	0	13			
04:45	0	0			16:45	1	3	2	30	33
05:00	0	0			17:00	1	0			
05:15	0	0			17:15	0	1			
05:30	0	0			17:30	4	0			
05:45	0	0			17:45	3	8	0	1	9
06:00	0	0			18:00	0	0			
06:15	0	0			18:15	1	2			
06:30	0	0			18:30	0	0			
06:45	0	1	1	1	18:45	0	1	1	3	4
07:00	0	0			19:00	0	0			
07:15	0	0			19:15	1	0			
07:30	0	0			19:30	0	0			
07:45	0	0			19:45	0	1	0		1
08:00	0	0			20:00	1	2			
08:15	0	0			20:15	0	0			
08:30	0	0			20:30	2	0			
08:45	0	0			20:45	0	3	0	2	5
09:00	0	0			21:00	6	0			
09:15	0	0			21:15	2	1			
09:30	1	2			21:30	6	0			
09:45	0	1	1	3	21:45	3	17	1	2	19
10:00	0	2			22:00	7	0			
10:15	0	2			22:15	4	0			
10:30	0	0			22:30	1	0			
10:45	0	0	4	4	22:45	2	14	0		14
11:00	2	5			23:00	2	0			
11:15	0	3			23:15	0	0			
11:30	0	0			23:30	0	0			
11:45	0	2	1	9	23:45	0	2	0		2
Total Vol.	3	17	20			55	60			115
Daily Totals :						NB	SB	EB	WB	Total
						58	77	0	0	135
AM				PM						
Split %	15.0%	85.0%	14.8%		47.8%	52.2%				85.2%
AM				PM						
Peak Hr.	10:15	11:00	11:00	Peak Hr.	21:30	15:45				15:45
Volume	2	9	11	Volume	20	33				35
P.H.F.	0.250	0.450	0.393	P.H.F.	0.714	0.635				0.673
7 - 9 Vol.				4 - 6 Vol.	11	31				42
Peak Hr.				Peak Hr.	17:00	16:00				16:00
Volume				Volume	8	30				33
P.H.F.				P.H.F.	0.500	0.577				0.635

Prepared by NDS/ATD

Volumes for: Saturday, July 02, 2011				City: Tamecula		Daily Totals				Total	
Location: Oak Meadows/Vitagliano Winery East Dwy @ Rancho California Rd				Project: 11-6059-004		NB	SB	EB	WB	Total	
						59	42	0	0	101	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	0	0			12:00	1	1				
00:15	0	0			12:15	0	0				
00:30	0	0			12:30	1	1				
00:45	0	0			12:45	1	3	0	2	5	
01:00	0	0			13:00	0	2				
01:15	0	0			13:15	3	1				
01:30	0	0			13:30	0	0				
01:45	0	0			13:45	1	4	0	3	7	
02:00	0	0			14:00	1	1				
02:15	0	0			14:15	0	0				
02:30	0	0			14:30	0	0				
02:45	0	0			14:45	0	1	1	2	3	
03:00	0	0			15:00	0	1				
03:15	0	0			15:15	0	2				
03:30	0	0			15:30	2	1				
03:45	0	0			15:45	2	4	2	6	10	
04:00	0	0			16:00	1	2				
04:15	0	0			16:15	0	2				
04:30	0	0			16:30	0	5				
04:45	0	0			16:45	1	2	2	11	13	
05:00	0	0			17:00	0	3				
05:15	0	0			17:15	1	2				
05:30	0	0			17:30	4	2				
05:45	0	0			17:45	0	5	0	7	12	
06:00	0	0			18:00	0	0				
06:15	0	0			18:15	0	0				
06:30	0	0			18:30	0	1				
06:45	0	0			18:45	1	1	0	1	2	
07:00	0	0			19:00	0	0				
07:15	0	0			19:15	0	0				
07:30	0	0			19:30	0	0				
07:45	0	0			19:45	1	1	2	2	3	
08:00	0	0			20:00	1	0				
08:15	0	0			20:15	0	1				
08:30	0	0			20:30	1	0				
08:45	0	0			20:45	0	2	0	1	3	
09:00	0	0			21:00	5	0				
09:15	0	0			21:15	1	0				
09:30	2	1			21:30	4	1				
09:45	1	3	0	1	21:45	2	12	1	2	14	
10:00	0	0			22:00	3	0				
10:15	1	0			22:15	1	0				
10:30	0	0			22:30	2	0				
10:45	0	1	0		22:45	7	13	0		13	
11:00	1	0			23:00	0	0				
11:15	3	2			23:15	0	0				
11:30	2	2			23:30	1	0				
11:45	0	6	0	4	23:45	0	1	0		1	
Total Vol.	10	5			15	49	37			86	
						Daily Totals :				Total	
						NB	SB	EB	WB	Total	
						59	42	0	0	101	
AM				PM							
Split %	66.7%	33.3%	14.9%		57.0%	43.0%	85.1%				
AM					PM						
Peak Hr.	10:45	11:15	11:15		Peak Hr.	22:00	16:15	16:45			
Volume	6	5	11		Volume	13	12	15			
P.H.F.	0.500	0.625	0.550		P.H.F.	0.464	0.600	0.625			
7 - 9 Vol.					4 - 6 Vol.	7	18	25			
Peak Hr.					Peak Hr.	16:45	16:15	16:45			
Volume					Volume	6	12	15			
P.H.F.					P.H.F.	0.375	0.600	0.625			

Prepared by NDS/ATD

Volumes for: Saturday, July 02, 2011				City: Tamecula		Daily Totals				Total		
Location: Leonesse Winery Dwy Entrance @ De Portala Rd				Project: 11-6060-001		NB	SB	EB	WB	Total		
						0	0	165	160	325		
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	0	12:00			6	6			
00:15			0	0	12:15			3	1			
00:30			0	0	12:30			9	4			
00:45			0	0	12:45			3	21	3	14	35
01:00			0	0	13:00			5		10		
01:15			0	0	13:15			3		3		
01:30			0	0	13:30			8		9		
01:45			0	0	13:45			3	19	3	25	44
02:00			0	0	14:00			9		6		
02:15			0	0	14:15			7		8		
02:30			0	0	14:30			8		9		
02:45			0	0	14:45			7	31	8	31	62
03:00			0	0	15:00			5		7		
03:15			0	0	15:15			8		7		
03:30			0	0	15:30			3		2		
03:45			0	0	15:45			9	25	9	25	50
04:00			0	0	16:00			7		9		
04:15			0	0	16:15			11		7		
04:30			0	0	16:30			4		1		
04:45			0	0	16:45			6	28	4	21	49
05:00			0	0	17:00			1		3		
05:15			0	0	17:15			3		7		
05:30			0	0	17:30			5		4		
05:45			0	0	17:45			1	10	10	24	34
06:00			0	0	18:00			0		6		
06:15			0	0	18:15			1		3		
06:30			0	0	18:30			1		1		
06:45			0	0	18:45			1	3	2	12	15
07:00			0	0	19:00			0		0		
07:15			0	0	19:15			0		0		
07:30			0	0	19:30			0		0		
07:45			0	0	19:45			0		0		
08:00			0	0	20:00			0		0		
08:15			0	0	20:15			0		0		
08:30			0	0	20:30			0		0		
08:45			0	0	20:45			0		0		
09:00			2	0	21:00			0		0		
09:15			1	0	21:15			0		0		
09:30			1	0	21:30			0		0		
09:45			1	5	0	5		0		0		
10:00			0	0	22:00			0		0		
10:15			1	1	22:15			0		0		
10:30			3	1	22:30			0		0		
10:45			3	7	3	5	12	0		0		
11:00			2	1	23:00			0		0		
11:15			3	1	23:15			0		0		
11:30			8	0	23:30			0		0		
11:45			3	16	1	3	19	0		0		

Total Vol.	28	8	36			137	152	289		
Daily Totals :						NB	SB	EB	WB	Total
						0	0	165	160	325
Split %	AM			PM						
	77.8%	22.2%	11.1%			47.4%	52.6%	88.9%		
AM				PM						
Peak Hr.	11:45	11:45	11:45	Peak Hr.		14:00	14:15	14:00		
Volume	21	12	33	Volume		31	32	62		
P.H.F.	0.583	0.500	0.635	P.H.F.		0.861	0.889	0.912		
7 - 9 Vol.				4 - 6 Vol.		38	45	83		
Peak Hr.				Peak Hr.		16:00	17:00	16:00		
Volume				Volume		28	24	49		
P.H.F.				P.H.F.		0.636	0.600	0.681		

Prepared by NDS/ATD

Volumes for: Saturday, July 02, 2011				City: Temecula		Daily Totals				Total
Location: Southcoast Winery Dwy 1 @ Via Del				Project: 11-6060-002		NB	SB	EB	WB	
						0	0	801	787	1,588

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			0	3	12:00			12	10				
00:15			1	1	12:15			12	13				
00:30			1	6	12:30			15	7				
00:45			0	2	1	11	13	22	61	15	45	106	
01:00			0	0	13:00			19	23				
01:15			0	1	13:15			17	15				
01:30			0	3	13:30			5	20				
01:45			0	2	6	6	13:45	20	61	9	67	128	
02:00			0	0	14:00			13	18				
02:15			0	0	14:15			21	21				
02:30			0	0	14:30			21	20				
02:45			0	0	14:45			16	71	22	81	152	
03:00			0	0	15:00			17	23				
03:15			0	0	15:15			23	18				
03:30			0	0	15:30			26	20				
03:45			0	0	15:45			24	90	27	88	178	
04:00			0	0	16:00			19	28				
04:15			1	0	16:15			13	29				
04:30			7	0	16:30			16	17				
04:45			8	16	0	16	16:45	29	77	19	93	170	
05:00			6	0	17:00			20	18				
05:15			8	5	17:15			28	23				
05:30			12	6	17:30			9	18				
05:45			3	29	2	13	42	17:45	9	66	12	71	137
06:00			3	1	18:00			9	15				
06:15			2	1	18:15			5	15				
06:30			6	2	18:30			6	4				
06:45			11	22	0	4	26	18:45	12	32	15	49	81
07:00			6	3	19:00			3	9				
07:15			5	5	19:15			5	6				
07:30			8	5	19:30			4	6				
07:45			19	38	2	15	53	19:45	4	16	7	28	44
08:00			8	4	20:00			3	7				
08:15			4	12	20:15			6	10				
08:30			9	8	20:30			4	9				
08:45			21	42	12	36	78	20:45	2	15	7	33	48
09:00			6	10	21:00			3	9				
09:15			6	8	21:15			4	7				
09:30			12	4	21:30			3	6				
09:45			13	37	11	33	70	21:45	4	14	2	24	38
10:00			11	4	22:00			2	11				
10:15			12	11	22:15			2	3				
10:30			13	4	22:30			4	11				
10:45			16	52	4	23	75	22:45	0	8	2	27	35
11:00			12	9	23:00			3	5				
11:15			9	7	23:15			0	2				
11:30			6	5	23:30			2	3				
11:45			19	46	7	28	74	23:45	1	6	2	12	18

Total Vol.	284	169	453	517	618	1135
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Daily Totals :					NB	SB	EB	WB	Total
					0	0	801	787	1,588

Split %	AM			PM		
	62.7%	37.3%	28.5%	45.6%	54.4%	71.5%
AM				PM		
Peak Hr.	11:45	08:15	11:45	Peak Hr.	16:30	15:30
Volume	58	42	95	Volume	93	104
P.H.F.	0.763	0.875	0.913	P.H.F.	0.802	0.897
7 - 9 Vol.	80	51	131	4 - 6 Vol.	143	164
Peak Hr.	08:00	08:00	08:00	Peak Hr.	16:30	16:00
Volume	42	36	78	Volume	93	93
P.H.F.	0.500	0.750	0.591	P.H.F.	0.802	0.802

Prepared by NDS/ATD

Volumes for: Saturday, July 02, 2011				City: Temecula		Daily Totals				Total
Location: Southcoast Winery Dwy 2 @ Anza Rd				Project: 11-6060-003		NB	SB	EB	WB	Total
						362	334	0	0	696
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00	1	1			12:00	4	3			
00:15	3	1			12:15	13	2			
00:30	1	2			12:30	7	4			
00:45	2	7	3	7	12:45	8	32	11	20	52
01:00	0	0			13:00	4	3			
01:15	0	0			13:15	13	1			
01:30	0	0			13:30	8	2			
01:45	0	0			13:45	8	33	5	11	44
02:00	0	0			14:00	9	4			
02:15	0	0			14:15	3	7			
02:30	0	0			14:30	14	7			
02:45	0	0			14:45	11	37	13	31	68
03:00	0	0			15:00	6	5			
03:15	0	0			15:15	9	8			
03:30	0	0			15:30	6	6			
03:45	0	0			15:45	12	33	10	29	62
04:00	0	0			16:00	14	12			
04:15	0	0			16:15	12	12			
04:30	0	0			16:30	7	14			
04:45	1	1	3	3	16:45	9	42	10	48	90
05:00	0	1			17:00	6	7			
05:15	3	1			17:15	8	11			
05:30	3	2			17:30	12	13			
05:45	2	8	0	4	17:45	4	30	6	37	67
06:00	0	0			18:00	6	17			
06:15	1	0			18:15	5	16			
06:30	2	0			18:30	5	3			
06:45	1	4	0		18:45	3	19	4	40	59
07:00	2	1			19:00	3	2			
07:15	1	0			19:15	3	4			
07:30	2	1			19:30	1	6			
07:45	0	5	2	4	19:45	1	8	1	13	21
08:00	3	2			20:00	5	4			
08:15	1	4			20:15	1	6			
08:30	0	4			20:30	0	7			
08:45	6	10	3	13	20:45	4	10	7	24	34
09:00	3	1			21:00	3	4			
09:15	4	2			21:15	1	2			
09:30	3	0			21:30	3	1			
09:45	6	16	1	4	21:45	1	8	3	10	18
10:00	9	3			22:00	2	0			
10:15	4	1			22:15	0	1			
10:30	5	1			22:30	1	1			
10:45	7	25	8	13	22:45	3	6	0	2	8
11:00	3	4			23:00	0	0			
11:15	7	4			23:15	2	1			
11:30	5	3			23:30	0	3			
11:45	10	25	5	16	23:45	1	3	1	5	8
Total Vol.	101	64			165		261	270		531
						Daily Totals :				Total
						362	334	0	0	696
AM					PM					
Split %	61.2%	38.8%	23.7%		49.2%	50.8%			76.3%	
AM					PM					
Peak Hr.	11:45	10:45	11:45		Peak Hr.	15:45	17:30	15:45		
Volume	34	19	48		Volume	45	52	93		
P.H.F.	0.654	0.594	0.800		P.H.F.	0.804	0.765	0.894		
7 - 9 Vol.	15	17	32		4 - 6 Vol.	72	85	157		
Peak Hr.	08:00	08:00	08:00		Peak Hr.	16:00	16:00	16:00		
Volume	10	13	23		Volume	42	48	90		
P.H.F.	0.417	0.813	0.639		P.H.F.	0.750	0.857	0.865		

Prepared by NDS/ATD

Volumes for: Saturday, July 02, 2011						City: Temecula		Daily Totals				Total	
Location: Ponte Winery Dwy Entrance @ Rancho California Rd						Project: 11-6060-004		NB	SB	EB	WB		
								0	0	531	529	1,060	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			0	0	12:00			11	10				
00:15			0	0	12:15			13	9				
00:30			0	0	12:30			22	11				
00:45			0	0	12:45			15	61	15	45	106	
01:00			0	0	13:00			26	16				
01:15			0	0	13:15			19	12				
01:30			0	0	13:30			27	9				
01:45			0	0	13:45			18	90	11	48	138	
02:00			0	0	14:00			13	20				
02:15			0	0	14:15			16	16				
02:30			0	0	14:30			24	23				
02:45			0	0	14:45			23	76	16	75	151	
03:00			0	0	15:00			14	15				
03:15			0	0	15:15			13	21				
03:30			0	0	15:30			19	18				
03:45			0	0	15:45			23	69	20	74	143	
04:00			0	0	16:00			14	23				
04:15			0	0	16:15			19	12				
04:30			0	0	16:30			19	20				
04:45			0	0	16:45			18	70	20	75	145	
05:00			0	0	17:00			9	19				
05:15			0	0	17:15			6	15				
05:30			1	1	17:30			9	13				
05:45			1	2	0	1	3	9	33	9	56	89	
06:00			0	0	18:00			5	6				
06:15			0	0	18:15			7	5				
06:30			0	0	18:30			3	5				
06:45			2	2	3	3	5	4	19	3	19	38	
07:00			1	0	19:00			6	7				
07:15			0	0	19:15			4	7				
07:30			0	0	19:30			4	5				
07:45			0	1	0	1		3	17	3	22	39	
08:00			2	0	20:00			3	5				
08:15			2	2	20:15			2	10				
08:30			0	0	20:30			1	11				
08:45			2	6	1	3	9	0	6	5	31	37	
09:00			2	3	21:00			0	7				
09:15			1	0	21:15			0	6				
09:30			0	0	21:30			0	13				
09:45			4	7	1	4	11	1	1	2	28	29	
10:00			7	3	22:00			0	7				
10:15			4	2	22:15			0	8				
10:30			5	2	22:30			1	2				
10:45			6	22	6	13	35	0	1	2	19	20	
11:00			10	2	23:00			2	3				
11:15			11	3	23:15			1	0				
11:30			11	1	23:30			0	0				
11:45			13	45	4	10	55	0	3	0	3	6	
Total Vol.			85	34	119			446	495	941			
								Daily Totals :	NB	SB	EB	WB	Total
								0	0	531	529	1,060	
Split %	AM			PM									
	71.4%	28.6%	11.2%				47.4%	52.6%	88.8%				
AM							PM						
Peak Hr.	11:45	11:45	11:45				Peak Hr.	13:00	15:15	14:00			
Volume	59	34	93				Volume	90	82	151			
P.H.F.	0.670	0.773	0.705				P.H.F.	0.833	0.891	0.803			
7 - 9 Vol.	7	3	10				4 - 6 Vol.	103	131	234			
Peak Hr.	08:00	08:00	08:00				Peak Hr.	16:00	16:00	16:00			
Volume	6	3	9				Volume	70	75	145			
P.H.F.	0.750	0.375	0.563				P.H.F.	0.921	0.815	0.929			

Attachment B

- **Copy of the County of Riverside Agreement for Payment of Costs of Application Processing Form submitted Jan 24, 2018.**



**COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY**



*Juan C. Perez, P.E., T.E.
Transportation and Land
Management Agency Director*

Transportation Department

*Patricia Romo, P.E.
Director of Transportation*

AGREEMENT FOR PAYMENT OF COSTS OF APPLICATION PROCESSING

TO BE COMPLETED BY APPLICANT:

This agreement is by and between the County of Riverside, hereafter "County," and KOLL DEVELOPMENT hereafter "Applicant" and LONG JIANG AND XIAOLAN XU hereafter "Property Owner".

Applicant and Property Owner name must match on page 2, Section 4, item A. for Applicant, and item B for Property Owner.

Applicant cannot be the engineer unless engineer is the owner of the project. Applicant is responsible for paying all the processing fees for this project and subsequently entitled to the refunds if applicable.

PROPERTY / PROJECT INFORMATION	Date: 10/27/2017	Set ID:	IP# / ST# TS180001
PARENT CASE # (Fast Track, TR, PM, PP, CUP, PUP, MS): PP 180007	PROJECT NAME: PORTOLA WINERY		
DESCRIPTION (Map & Phase # / No. of Lots): PORTOLA WINERY (SEE ATTACHED MAP AND PROJECT DESCRIPTION)			
LOCATION (Address and Cross Street Name(s)): DE PORTOLA RD. / MONTE DE ORO		APN(s): 941-180-032	

Please designate who to contact to discuss the project.	<input type="checkbox"/> Applicant	<input checked="" type="checkbox"/> Engineer	<input type="checkbox"/> Property Owner
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ENGINEERING FIRM (NAME AS IT APPEARS ON YOUR LETTERHEAD) ID #000001829 DARNELL & ASSOCIATES, INC.	
ADDRESS 4411 MERCURY STREET, 207A	
CITY / STATE / ZIP CODE SAN DIEGO CA. 92111	
PHONE: 619-233-9373	CONTACT PERSON: (Last Name, First) BILL E. DARNELL
FAX:	E-MAIL ADDRESS: BDARNELL@DARNELL-ASSOC.COM

If your application is subject to Deposit-based Fee, the following applies

Section 1. Deposit-based Fees

Purpose: The Riverside County Board of Supervisors has adopted ordinances to collect "Deposit-based Fees" for the costs of reviewing certain applications for traffic studies, Transportation plan check reviews, inspections or permits. The Applicant is required to deposit funds to initiate staff review of an application. The initial deposit may be supplemented by additional deposits, based upon actual and projected labor costs for the permit. County departments draw against these deposited funds at the staff hourly rates adopted by the Board of Supervisors for actual time spent on the case. The Applicant and Property Owner are responsible for any supplemental deposits necessary to cover any costs which were not covered by the initial deposit.

4080 Lemon Street, 8th Floor · Riverside, CA 92501 · (951) 955-6527
P.O. Box 1090 · Riverside, CA 92502-1090 · FAX (951) 955-0049

Section 2. Applicant and Property Owner Responsibilities for Deposit-based Fee Applications

- A. Applicant agrees to make an initial deposit in the amount as indicated by County ordinance, at the time this Agreement is signed and submitted with a complete application to the County. Applicant acknowledges that this is an initial deposit and additional funds may be needed to complete their case. The County will not pay interest on deposits. Applicant understands that any delays in making a subsequent deposit from the date of written notice requesting such additional deposit by County, may result in the stoppage of work.
- B. Within 15 days of the service by mail of the County's written notice that the application permit deposit has been reduced to a balance of less than 20% of the initial deposit or that the deposit is otherwise insufficient to cover the expected costs to completion, the Applicant agrees to make an additional payment of an amount as determined by the County to replenish the deposit. Please note that the processing of the application, study, plan, inspection or permit may stop if the amount on deposit has been expended. The Applicant agrees to continue making such payments until the County is reimbursed for all costs related to this study, plan, inspection or permit. The County is entitled to recover its costs, including attorney's fees, in collecting unpaid accounts that would have been drawn on the deposit were it not depleted.
- C. The Property Owner acknowledges that the Applicant is authorized to submit this agreement and related application(s) for traffic study review, plan check or permit on this property. The Property Owner also acknowledges that should the Applicant not reimburse the County for all costs related to this application or permit, the Property Owner shall become immediately liable for these costs which shall be paid within 15 days of the service by mail of notice to said Property Owner by the County.
- D. This Agreement shall only be executed by an authorized representative of the Applicant and the Property Owner. The person(s) executing this Agreement represents that he/she has the express authority to enter into this agreement on behalf of the Applicant and/or Property Owner.
- E. This Agreement is not assignable without written consent by the County. The County will not consent to assignment of this Agreement until all outstanding costs have been paid by Applicant.
- F. Deposit statements, requests for deposits or refunds shall be directed to Applicant at the address identified in Section 4.

Section 3. To ensure quality service, Applicant is responsible to provide one-week written notice to the County of Riverside Transportation Department, Development Review/Plan Check Division, 4080 Lemon Street, 8th Floor, Riverside, CA 92501, (951) 955-6527, if any of the information below changes.

Section 4. Property Owner and Applicant Information

- A. **Applicant Name:** KOLL DEVELOPMENT ID # 000001828
(Applicant name must match page 1.)
Firm Name: _____ E-mail: _____
Address: 28780 OLD TOWN FRONT STREET, SUITE C-5, TEMECULA CA. 92590
Tel.# 951-225-1065 Fax #: 951-225-1064
Signature of Applicant: _____ Date: _____
- B. **Property Owner Name:** LONG JIANG AND XIAOLAN XU
Firm name or individual. (As appears on Assessor rolls.) (Property Owner name must match page 1.)
If Firm Name, list contact person: _____ E-mail: _____
Address: 79 DUNMORE, IRVINE CA 92620
Tel.# 949-981-9026 Fax #: _____
Signature of Property Owner: _____ Date: _____
- C. **County of Riverside signature:** _____ Date: _____
NAME AND TITLE: _____

TRAFFIC STUDY SUBMITTAL FORM

THIS FORM MUST BE SUBMITTED WITH THE FIRST SCOPING AGREEMENT

RIVERSIDE COUNTY TRANSPORTATION
 4080 Lemon Street, 8th Floor
 Riverside, CA 92501
 PHONE (951) 955-6761 FAX (951) 955-0049

PROJECT INFORMATION	
PARENT CASE # (TR, PM, PP, CUP, SP, PAR) PPT180007 PPT18003 PER ATTACHED	
FAST TRACK NUMBER (IF APPLICABLE)	RELATED CASES (IF APPLICABLE)
PROJECT NAME Portola Winery	
DESCRIPTION Winery with tasting rooms, restaurants, & a hotel built over 5 Phases.	
LOCATION (CROSS STREETS OR ADDRESS) De Portola Road and Monte De Oro Road	
APN 941-180-032	THOMAS BROS. PAGE/GRID 930/f7 & 960/F1

ENGINEERING FIRM	
NAME Darnell & Associates, Inc.	
ADDRESS 4411 Mercury Street, 207A	
CITY/STATE/ZIP CODE San Diego, CA. 92111	
DESCRIPTION Traffic Engineering and Transportation	
CONTACT PERSON Bill E. Darnell	E-MAIL bdarnell@darnell-assoc.com
PHONE 619-233-9373	FAX

APPLICANT		NOTE: THE APPLICANT WILL RECEIVE ALL BILLINGS, CORRESPONDENCE & REFUNDS FOR DEPOSIT BASED FEES.	
NAME Koll Development			
ADDRESS P.O. Box 1658			
CITY/STATE/ZIP CODE Temecula, CA. 92593			
DESCRIPTION Developer & General Contractor			
CONTACT PERSON Greg Koll	E-MAIL greg@KOLLCH.COM		
PHONE 951-225-1065	FAX 951-255-1064		

OWNER	
NAME LONG JIANG AND XIAOLAN XU	
ADDRESS 79 DUNMORE	
CITY/STATE/ZIP CODE IRVINE, CA. 92620	
DESCRIPTION	
CONTACT PERSON CARL JIANG	E-MAIL xunbinjiang@gmail.com
PHONE 949-981-9026	FAX

IF THE ENGINEER, APPLICANT OR OWNER CHANGES, IT IS THEIR RESPONSIBILITY TO LET THE RIVERSIDE COUNTY TRANSPORTATION KNOW, AS IT WILL MISDIRECT THE REFUND AT THE END OF THE PROJECT.

PRINT NAME	SIGNATURE	DATE
------------	-----------	------

FIRST PLAN CHECK SUBMITTAL CHECKLIST

(THIS FORM MUST BE SUBMITTED WITH FIRST PLAN CHECK SUBMITTALS. SUBMIT ALL APPLICABLE ITEMS)

PROJECT NO.: _____

SCHEDULE: _____ (IF APPLICABLE)

PROJECT DESCRIPTION: _____

1. ACKNOWLEDGEMENT

We have prepared our plans and submittal in conformance with the "Improvement Plan Check Policies and Guidelines" dated _____.

The latest edition of the "Guidelines" may be obtained from the Transportation Department on the second floor or on the Web at:

WWW.RCTLMA.ORG/TRANS/DOCUMENTS/PAMPHLETS/PLAN_CHECK_GUIDE.PDF

- | | <u>QUANTITY</u> | <u>DESCRIPTION</u> |
|-----|---------------------------------|---|
| 2. | <input type="checkbox"/> 2 SETS | Street and Drainage plans. (Simultaneous submittal to Flood Control if conditioned.) |
| 3. | <input type="checkbox"/> 2 SETS | Street cross-sections at 25' minimum intervals or as needed for any work joining or overlaying existing pavement. (Simultaneous submittal to Flood Control if conditioned.) |
| 4. | <input type="checkbox"/> 2 SETS | Water and Sewer plans. (Simultaneous submittal to Water/Sewer District.) |
| 5. | <input type="checkbox"/> 2 SETS | Signing and striping plans (Required with first submittal.) or traffic sign or signal and striping plans with street plans. (Rolled separately.) |
| 6. | <input type="checkbox"/> 2 SETS | Streetlights. |
| 7. | <input type="checkbox"/> 2 SETS | Landscaping plans (24"x36"). (Required by conditions with first submittal.) See comprehensive landscape guidelines & standards at <u>www.rctlma.org/trans/land_dev_landscaping_guidelines.html</u> (Simultaneous submittal to Landscape Maintenance District.) |
| 8. | <input type="checkbox"/> 2 SETS | Rough grading plans and erosion control plans. (Simultaneous submittal to the Building and Safety Department.) |
| 9. | <input type="checkbox"/> 2 SETS | Final Parcel or Tract map. (Required on parcel or tract map cases.) (Simultaneous submittal to the Survey Division.) |
| 10. | <input type="checkbox"/> 1 EACH | Approved tentative map (Tract Map and Parcel Map) or site plan (PP, CUP, PUP). (Approved and stamped by the Board of Supervisors.) |

11. 1 EACH **Approved conceptual landscape plan.**
(Stamped by the Approval Agency.)
12. 1 EACH **Soils report.** (Required on tract and parcel maps.)
13. 1 EACH **Construction Cost Estimate with Plan Check Fee Calculation sheet.**
(A Plan Check form with unit prices.)
14. 1 EACH **Check in the amount of:**
- | | |
|----------|--|
| _____ | Improvement Plan Check Fee |
| + _____ | Surcharge Fee (2% of Improvement Plan Check Fee) |
| \$ _____ | Total |
15. 1 EACH **Copy of special instructions and prior commitments.**
16. 1 EACH **Copy of the approved Conditions of Approval.**
(Stamped by the Board of Supervisors.)
17. 1 EACH **Copy of all adjacent or referenced plans used in the design and/or on plans.**
18. **Statement of omissions in design and reasons therefore.**
____ (At-Risk letter may be required.)
19. **Check here if this project is related to a Parcel or Tract map.**
Parcel Map _____ Tract Map _____
20. **If this is a MS, provide meeting date and written acceptance from Plan Check Section. (See note E below.)**
21. **Are there any TIP or TUMF projects in the vicinity of your project?** YES NO
If yes, contact Design Division engineer at (951) 955-6780 to coordinate street design. The TIP document is available at www.tlma.co.riverside.ca.us/trans/proj_tip.html
22. **Will you seek reimbursement from TUMF?** YES NO

NOTE:

- A. Each approved unit of a phased tract shall be submitted on a separate and complete set of plans. It should be complete on its own merit. No combining of improvement plans of phases is allowed, except for grading plans, which can be combined for all the phases.

- B. All storm drains 36" and less including catch basins, laterals, and all facilities to be maintained by the Transportation Department can be on the street plans using Transportation Department standard form sheets. Street and Storm Drain sheets and construction notes shall be numbered consecutively. Quantities shall be included on sheet 1 and on the construction cost worksheet.
- C. Should there be any Flood Control facilities to be maintained, then all storm drains including Transportation Department facilities shall be on a separate set of plans from the street plans using Flood Control standard form sheets but Transportation Department signature block must be added to them. Quantities of Transportation Department facilities shall be shown on the cover sheet of the street improvement plans and on the Flood Control cost worksheet. This is based on a MOU between Transportation and Flood Control dated June 13, 2008. The Plan Check Section reserves the right to reject the submitted plan check package without performing any plan check if any required plans or information items are missing.
- D. No project shall be submitted and subsequently no project shall be accepted for plan check until the project has its conditions of approval approved by the Board of Supervisors and conditions status noted "INEFFECT". If the project has a special need and the division engineer manager has agreed to accept the submittal on an "At-Risk" basis, the applicant shall provide a notarized "At-Risk" letter as outlined in Appendix A 27.
- E. For all MS (non-conditioned) projects, design engineer must meet with County engineer before submitting plans.

I, the undersigned engineer, do verify that all the items necessary for this project and checked above are attached.

Signature

Date

Name (TYPE OR PRINT)

Civil Engineer's Stamp

Engineering Firm (NAME AS IT APPEARS ON YOUR LETTERHEAD)

CUMULATIVE PROJECTS

Review of the Active Cases, and Approved Project List found a total of nine (9) possible Active/Approved Projects. The majority of the projects are located to the south of SR-79 with four (4) projects proposing ten (10) single family lots that could add traffic to Anza Road and SR-79. Due to the low number of projects it is recommended that a 2% growth ambient be added to represent cumulative projects. See attached information.

Approved Cases as of 01/25/2016

<u>CASE NAME</u>	<u>STATUS</u>	<u>APPLIED DATE</u>	<u>APPROVAL DATE</u>	<u>EXPIRED DATE</u>
CUP00966	APPROVED	02/21/2008	0	NA
PROPOSAL FOR MOBILE HOME PARK				
CUP01105	APPROVED	02/19/2008	0	NA
PROPOSAL FOR CAMPSITE - FAMILY RESORT				
CUP01127	APPROVED	02/19/2008	0	NA
PROPOSAL FOR MOBILE HOME PARK				
CUP02303	APPROVED	01/28/2008	0	NA
PROPOSAL FOR HORSE RACING, TRAINING AND BOARDING				
CUP02872R2	EXPIRED	01/05/1998	20000229	02/28/2005
EXTEND THE LIFE OF CUP 2872 FOR AN AIRSTRIP				
CUP03318	APPROVED	07/21/2000	20001003	NA
113,177 SF RETAIL SHPG CTR W/ DRUGSTORE GAS STATIO				
CUP03551	APPROVED	05/09/2007	20090204	02/04/2012
HELISTOP FOR PRIVATE USE				
PM25133	APPROVED	08/10/1989	19900717	07/17/1997
DIVIDE 20 ACRES INTO 4 PARCELS				
PM25382	APPROVED	12/05/1989	19900724	07/24/1997
DIVIDE APPROX 11 ACRES INTO 4 PARCELS				
PM26105	APPROVED	05/21/1990	19941220	12/20/2000
DIVIDE APPROX 5 ACRES INTO 2 PARCELS				
PM26247	APPROVED	06/14/1990	19910219	02/19/1996
DIVIDE APPROX 5.5 ACRES INTO 2 LOTS				
PM26692	APPROVED	12/05/1990	19911217	12/17/2002
DIVIDE 6.44 ACRES INTO 2- 3.22 AC PARCELS				
PM26719	APPROVED	05/14/1991	19941220	12/20/2000
DIVIDE 5.57 ACRES INTO 2 LOTS				
PM27590	APPROVED	08/21/1992	19931116	11/16/1997
DIVIDE INTO 4 2.5 ACRE PARCELS				
PM27590M1	APPROVED	01/14/1997	19970422	04/22/2000
MINOR CHANGE TO CONDITIONS OF PM 27590				
PM28731	APPROVED	11/26/1997	19980210	02/10/2001
DIVISION OF 6.99 ACRES INTO 16 INDUSTRIAL LOTS				
PM28814	APPROVED	03/18/1998	19981013	10/13/2001
DIVISION OF 11.65 ACRES INTO 4 LOTS (PUP00791)				
PM29608	APPROVED	09/20/2001	20011211	NA
SCHED I DIVISION OF 476.81 ACRES INTO 11 PARCELS				
PM29864	APPROVED	07/21/2000	20001003	NA
SCHED "E" SUBD 11.41 AC INTO 7 COMMERCIAL PARCELS				
PM29911	APPROVED	11/08/2000	20010731	NA
TO DIVIDE 5.63 AC INTO 2 RES PARCELS				
PM30141	APPROVED	03/30/2001	20010619	NA
SUBDIVIDE 11.63 AC INTO 4 PARCELS/COMMERCIAL				
PM30177	APPROVED	04/30/2001	20010626	NA
13.41 ACRES INTO 8 COMMERCIAL PARCELS				

All Cases
EXPIRED

Approved Cases as of 01/25/2016

<u>CASE NAME</u>	<u>STATUS</u>	<u>APPLIED DATE</u>	<u>APPROVAL DATE</u>	<u>EXPIRED DATE</u>
PM30263	APPROVED	09/23/2002	20030819	08/19/2006
SUBDIVIDE 20.12 AC INTO 4 5 AC PARCELS				
PM30398	APPROVED	10/03/2001	20021008	10/07/2005
SUBDIVIDE 10.26 ACRES INTO 2 - 5 ACRE PARCELS				
PM30890	APPROVED	11/14/2002	20030401	NA
TO DIVIDE 8.09 ACRES INTO 7 COMMERCIAL LOTS				
PM31425	APPROVED	12/23/2003	20050201	02/07/2008
SUBDIVIDE 5 ACRES INTO TWO (2 1/2 ACRE LOTS)				
PM31752	APPROVED	11/12/2003	20040928	NA
SUBDIVIDE 5.01 ACRES INTO TWO 2-1/2 ACRES PARCELS				
PM31753	APPROVED	11/12/2003	20041019	NA
SUBDIVIDE 5 ACRES INTO 2 PARCELS				
PM31853	APPROVED	05/05/2004	20050822	08/27/2009
SCHED H DIVISION OF 27.7 AC. INTO 2 10AC. MIN PARCELS				
PM32521	APPROVED	10/26/2004	20060711	01/11/2009
SUB-DIV 4.72 AC INTO (2) 2 AC+ PARCELS (SCH 'H')				
PM32981	APPROVED	08/05/2005	20070206	02/05/2015
SCHED H DIVISION OF 7.6 ACRES INTO 3 PARCELS				
PM33040	APPROVED	01/11/2005	20060403	04/03/2010
SCHED H DIVISION OF 12 AC INTO 4 SFR PARCELS.				
PM33242	APPROVED	10/03/2005	20070717	07/17/2013
DIVIDE 5.12 ACRES INTO TWO 2.5 ACRE LOTS				
PM33656	APPROVED	11/04/2005	20070313	03/13/2011
DIVIDE 5.01 ACRES INTO TWO (2) PARCELS				
PM34314	APPROVED	06/23/2006	20090414	04/14/2016
TO SUBDIVIDE 5.27 AC INTO TWO PARCELS				
PM34343	APPROVED	07/21/2006	20120605	06/05/2017
SCHEDULE H SUBDIVISION OF 5.05 AC TO 2 PARCELS				
PM34562	APPROVED	04/06/2006	20080930	09/30/2013
DIVIDE 51 ACRES INTO 4 RESIDENTIAL LOTS				
PM34701	APPROVED	08/15/2006	20070717	07/17/2010
DIVIDE PARCEL INTO TWO PARCELS				
PM34724	APPROVED	10/11/2006	20071127	11/27/2015
SUBDIVIDE 5 ACRES INTO TWO PARCELS				
PM35108	APPROVED	02/14/2007	20080930	09/30/2017
DIVIDE 5.10 ACRES INTO TWO PARCELS				
PM35118	APPROVED	06/11/2007	20090324	03/24/2016
SUBDIVIDE 10.59 ACRES INTO FOUR LOTS SCHEDULE H				
PP15183	APPROVED	10/16/1997	19980210	02/10/2000
BUSINESS PARK OF 15 UNITS IN TOTAL OF 4 BUILDINGS				
PP15379	APPROVED	03/24/1998	19980615	06/15/2000
UNMANNED TELEPHONE SWITCHING EQUIPMENT BUILDING				
PP16062	APPROVED	07/15/1999	20000410	04/09/2002
RECREATIONAL VEHICLE AND OPEN BOAT STORAGE.				

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8

Approved Cases as of 01/25/2016

<u>CASE NAME</u>	<u>STATUS</u>	<u>APPLIED DATE</u>	<u>APPROVAL DATE</u>	<u>EXPIRED DATE</u>
PP16554	APPROVED	05/15/2000	20001219	NA
PP FOR PRD-60 TRIPLEX BUILDINGS AS PART OF TR29432				
PP16610	APPROVED	06/29/2000	20010319	NA
WINE TASTING FACILITY AND RESTROOMS				
PP16699	APPROVED	08/18/2000	20010508	NA
34,815 SF MEDICAL OFFICE BUILDING.				
PP17095	APPROVED	04/30/2001	20010626	NA
OFFICE COMMERCIAL, GENL OFFICE, GENL COMMERCIAL				
PP17230	APPROVED	07/16/2001	20011120	NA
10 LOTS W/84 CONDO UNITS FOR TR30246				
PP17240	APPROVED	07/23/2001	20020422	NA
CO-LOCATE MONOPOLE				
PP17731	APPROVED	03/13/2002	20031110	NA
500 SEAT SANCTUARY/OFFICES/CLASSROOMS-IMANI TEMPLE				
PP17944	APPROVED	06/04/2002	20060920	09/20/2008
WINE TASTING ROOM, WINERY, WINE STORAGE				
PP18288	APPROVED	11/14/2002	20030401	NA
7 COMM BLDGS TOTALING 65,850 SQ FT FOR COMM/RETAIL				
PP20161	APPROVED	01/12/2005	20070716	07/06/2009
PLOT PLAN FOR CHURCH/CLASS ROOMS/OFFICE/TRASH ENCL				
PP21447R1	APPROVED	11/14/2012	0	NA
ADD 3-STORY WINE TASTING/STORAGE/OFC BLDG AND 10,7				
PP22263	APPROVED	10/31/2006	20080407	04/07/2012
WINERY AND TASTING ROOM				
PP23279	APPROVED	01/31/2008	20090209	02/09/2011
DISGUISED MONO ELM 50' 12 ANTENNA UNMANNED				
PP24760	APPROVED	10/27/2010	20120321	03/21/2014
50' FAUX WATER TANK/12 ANTS/EQUIP SHELTR/GENERATR				
PUP00764	APPROVED	02/21/1995	19960227	02/27/1998
ESTABLISH 723 SEAT CHRUCH, 124 BED SENIOR RETREAT,				
PUP00786	APPROVED	07/21/1997	19980203	NA
ESTABLISH PRE-SCHOOL & PAROCHIAL ELEMENTARY SCHOOL				
PUP00791	APPROVED	02/24/1998	19981013	NA
SENIOR HOUSING PROJECT				
PUP00815	APPROVED	10/03/2000	20010717	07/17/2003
CONSTRUCT A105' LATTICE WIRELESS COMM. FACILITY				
RTR25050	APPROVED	06/07/1995	19951024	10/08/2001
REVISE TR 25050				
SP00217A1	APPROVED	12/13/1999	20010227	NA
SPECIFIC PLAN 217 AMENDMENT NO 1 (SEE DESCRIPTION)				
SP00313	APPROVED	10/26/1998	20010605	NA
1436 D/U PROPOSED ON 478 ACRES (SPECIFIC PLAN)				
TR23063	APPROVED	11/30/1987	19881108	01/21/1998
DIV. 333.17 AC INTO 972 RESID. LOTS, 1 COMM-FLOOD				

All Expired

Approved Cases as of 01/25/2016

<u>CASE NAME</u>	<u>STATUS</u>	<u>APPLIED DATE</u>	<u>APPROVAL DATE</u>	<u>EXPIRED DATE</u>
TR23064M2	APPROVED	01/06/1997	19970527	08/19/2000
RELOCATE SCHOOL SITE, INCREASE LOT WIDTH TO 60 FT				
TR23065	APPROVED	01/12/1987	19881108	11/08/2001
DIVIDE 224 AC INTO 610 RESID LOTS, 4 MULTI-FAM LOT				
TR23066	APPROVED	12/14/1987	19881108	11/08/2001
DIVIDE 233 AC INTO 514 RESIDENTIAL LOTS, 1 MULTI-F				
TR23067	APPROVED	01/05/1988	19881108	09/09/2000
DIVIDE 247 ACRES INTO 352 RESIDENTIAL LOTS, 5 MULT				
TR25050	APPROVED	07/09/1991	19921208	10/08/2001
DIVIDE 84.34 AC INTO 31 PARCELS AND 1 REMAINDER				
TR25785	APPROVED	03/02/1990	19910618	06/18/1997
DIVIDE APPROX 81 ACRES INTO 16 PARCELS				
TR26812	EXPIRED	03/26/1991	19920616	06/16/1998
DIVIDE 240 ACRES INTO 24 PARCELS				
TR28480	APPROVED	09/25/1997	19980421	04/21/2001
DIVISION OF 11.17 AC INTO 70 SFR AND 2 OS LOTS				
TR28714	APPROVED	03/17/1998	20020702	07/02/2005
DIVIDE 126.24 AC INTO 11 LOTS/10AC MINIMUM				
TR28852	APPROVED	04/02/1998	19990309	03/08/2002
DIVIDE 23.52 AC INTO 152 CONDOMINIUM UNITS/2 PRKS				
TR29031	APPROVED	11/24/1999	20010515	09/15/2004
DVD 41.17 AC/125 SFR/2 O/S LOTS (7,200 SF. MIN.)				
TR29203	APPROVED	10/25/1999	20001219	NA
PROPOSED 137 DETACHED SINGLE FAMILY + 2 OPEN SPACE				
TR29432	APPROVED	10/25/1999	20001219	NA
180 UNIT CONDO./60 BLDG/13 RES. LOT SUBDIVISION				
TR29473	APPROVED	02/25/2000	20021217	12/17/2006
DIV 84.3 AC INTO 149 RES, 1 PARK & 1 OS LOTS				
TR29554	APPROVED	11/09/1999	20020108	NA
DIV 173 AC TO 411 RES, 1 PARK 1 SCH 1 OS LOTS				
TR30052	APPROVED	01/12/2001	20010925	09/25/2004
SCHED A SUBDIVISION 46 AC INTO 120 LOTS W/1 OS LOT				
TR30246	APPROVED	07/16/2001	20011120	NA
DIVIDE 13.9 ACRES INTO 10 CONDO LOTS				
TR30284	APPROVED	08/27/2001	20020828	08/28/2015
DIVIDE 19.7 ACRE PARCEL INTO 7 2.5 ACRE PARCELS				
TR30347	APPROVED	11/26/2001	20020326	NA
SUBDIVIDE 145.5 AC INTO 361 RES LOTS/12 OPEN SP				
TR30448	APPROVED	05/06/2002	20030729	NA
SUBDIVIDE 16 ACRES INTO 61 LOTS				
TR30885	APPROVED	04/29/2003	20040602	06/02/2016
SUBD 162 AC-351 RES LOTS/8 OP SP LOTS/1 PK/1 TRAIL				
TR31315	APPROVED	10/09/2003	20041221	12/21/2007
SCHEDULE C MAP-DIVIDE 97.31 ACRES INTO 9 10-ACRE P				

All Expired

Approved Cases as of 01/25/2016

CASE NAME	STATUS	APPLIED DATE	APPROVAL DATE	EXPIRED DATE
TR31329	APPROVED	05/27/2003	20041026	NA
SUBDIVIDE 15.94 ACRES INTO 54 SINGLE FAMILY LOTS				
TR31597	APPROVED	02/04/2004	20070410	04/10/2017
SUBDIVIDE 53.91 ACRES INTO APRX 215 SFR LOTS				
TR32227	APPROVED	07/01/2004	20070612	06/12/2017
DIVIDE 50.93 ACRES INTO 104 7200 SF LOTS, ONE 34,7				
TR32227M1	APPROVED	03/10/2008	20080528	06/12/2013
ADMEND LOT/PAD ELEVATIONS TO AVOID ENCROACHMENT IN				
TR32627	APPROVED	02/02/2005	20070123	01/23/2017
DIV 38.4 INTO 117 RES LOTS & 7 OS/PK/DETENTION				
TR32627M1	APPROVED	06/18/2007	20070919	N/A 12/05/2016
REPLACE MASONRY BLOCK WALL WITH WOOD FENCE				
TR32627M2	APPROVED	02/02/2012	20130609	N/A 12/05/2016
CONNECTS STREETS "A" AND "J" (NOW SHOWN AS ALTREE				
TR32778	APPROVED	09/07/2004	20071002	10/02/2017
SUB-DIV 20.42 AC INTO 44 RES. LOTS IN R-1(CZ)SCH A				
TR32813	APPROVED	03/31/2005	20070508	03/08/2013
SCHD A DIVISION OF 20 AC INTO 59 SFR & 5 OS LOTS				
TR32813M1	APPROVED	12/05/2007	20080402	04/02/2011
AMEND PAD ELEV/STREET DESIGN EARTHWORK BALANCE				
TR32982	APPROVED	01/11/2005	20060509	03/09/2009
SUBDIVIDE 87.6 AC INTO 37 SF RES LOTS/MIN 2 AC LOT				
TR32982M1	APPROVED	08/29/2006	20070508	05/09/2014
ADD GATED ENTRIES TO A,B&C STREETS/CHNG TO PRIVATE				
TR33356	APPROVED	02/10/2005	20110712	07/12/2016
DIVIDE 42.4 ACRES INTO 16 SFR LOTS/2 OPEN SPACE L				
TR34676	APPROVED	03/27/2008	20150818	NA
SUBDIVIDE 10.3 ACRES INTO 19 RESIDENTIAL LOTS				

S/O SR-79

- 1. TR 31329 — 215 lots
- 2. TR 32227 — 104 lots
- 3. TR 32627 — 117 lots
- 4. TR 32778 — 44 lots

N/O SR-79

- 5. Pm 34344 — 2 lots
- 6. Pm 34343 — 2 lots
- 7. Pm 35108 — 2 lots
- 8. Pp 35188 — 4 lots

Anza Commercial Tractor Supply store
A-56

ATTACHMENT B

- County Of Riverside Traffic Impact Analysis Preparation Guide

➤ **County Of Riverside Traffic Impact Analysis Preparation Guide**

Riverside County Transportation Department

Traffic Impact Analysis Preparation Guide



April 2008

Juan C. Perez
Director of Transportation

Date

1.0 INTRODUCTION

The Riverside County Transportation Department (“Transportation Department”) requires that the traffic and circulation impacts of proposed development projects, General Plan Amendments, and Specific Plans be analyzed. The traffic impacts of proposed developments are to be analyzed through the preparation of a Traffic Impact Analysis (TIA) prepared in conformance with Transportation Department requirements. The Traffic Impact Analysis must be prepared, signed and sealed by a Traffic Engineer or a Civil Engineer registered in the State of California, qualified to practice traffic engineering (“Engineer”). This Traffic Impact Analysis Preparation Guide identifies the required format and methodology that is generally required to be utilized in the study preparation, subject to the review and approval of the Transportation Department.

2.0 PURPOSE

The Traffic Impact Analysis is to be prepared to assess the following:

- **Tracts, Plot Plans, Public Use Permits, Conditional Use Permits, etc.:** Will the Level of Service required by the General Plan be maintained at all affected intersections with the addition of traffic from the proposed project? If not, what mitigation measures will be necessary in order to provide the required Level of Service? If mitigation measures are necessary, are they feasible to implement? Will the project deteriorate traffic operations or safety?
- **General Plan Amendments and Specific Plans:** Will the ultimate circulation system planned for the area be able to provide the required Level of Service, even with the additional traffic impact of the proposed land use changes? If not, what will be required in order to provide the required Level of Service?

3.0 TRAFFIC IMPACT ANALYSIS EXEMPTIONS

Certain types of projects, because of their size, nature, or location, are exempt from the requirement of preparing a TIA. The types of projects that are generally exempt from preparing a TIA are described in Exhibit A.

The Transportation Department, at its discretion, may require that a TIA be prepared for any development, regardless of size, if there are concerns over safety, operational issues, or if located in an area heavily impacted by traffic.

4.0 COORDINATION WITH TRANSPORTATION DEPARTMENT

In order to streamline the TIA preparation and review process, the Engineer shall solicit input and approval for the Transportation Department prior to the preparation and submittal of a draft document. A TIA "Project Scoping Form", attached as Exhibit B, shall be prepared by the Engineer and submitted to the Transportation Department for approval prior to the preparation of a draft TIA. The Project Scoping Form provides for agreement of the following key points before initiating the TIA:

- Determination of study area, intersections, and roadway links to be analyzed.
- Project trip generation, distribution, and assignment.
- Use of other approved projects for background traffic, traffic growth assumptions, or integration with RCIP Model.
- For those projects located within a City's Sphere of Influence or adjacent to a city, the Engineer shall also solicit comments on the above from the City staff. The Engineer shall submit all comments from City staff to the Transportation Department for review and consideration.
- For projects within one mile of a state highway, or any project that may create a significant impact on the state highway, the Engineer shall also coordinate with Caltrans.

5.0 REQUIRED METHODOLOGY

5.1 Intersection Analysis

The Transportation Department requires the use of the Transportation Research Board - Highway Capacity Manual (HCM), 2000 Update, or most recent release. Unsignalized intersections are to be analyzed using Chapter 17 of the Highway Capacity Manual. Signalized intersection Level of Service shall be analyzed using the Operational Method as described in Chapter 16, Section II. Refer to Exhibit C for default input parameters. For default values not specifically provided in Exhibit C, the Engineer shall refer the HCM2000 or most recent release.

5.2 ADT Analysis

The Transportation Department may require that analysis of Average Daily Traffic (ADT) be conducted in certain cases, such as when intersection analyses are not the controlling factor or for general planning purposes.

6.0 AREA TO BE STUDIED

In general, the minimum area to be studied shall include any intersection of "Collector" or higher classification street, with "Collector" or higher classification streets, at which the proposed project will add 50 or more peak hour trips, not exceeding a 5-mile radius from the project site. The Transportation Department may require deviation from these requirements based on area conditions.

7.0 ANALYSIS SCENARIOS

7.1 Tracts, Plot Plans, Use Cases, etc.

The TIA shall include the following analysis scenarios:

- 1) **Existing Traffic.** Existing traffic will be counted to determine current conditions. This constitutes the environmental setting for a CEQA analysis at the time that the hearing body reviews the project. Traffic count data shall be new or recent. In some cases, data up to one year old may be acceptable with the approval of the Transportation Department. Any exception to this must be requested prior to approval of the scoping agreement.
- 2) **Project Completion (existing + ambient + project).** Traffic conditions prior to the time that the proposed development is completed will be estimated by increasing the existing traffic counts by an appropriate growth rate to be provided by Transportation Department staff, projected to the year that the project is estimated to be completed. Traffic generated by the proposed project will then be added, and the impacts on the circulation system will be analyzed. This will be the basis for determining project-specific impacts, mitigation, and conditions of approval.
- 3) **Cumulative (existing + ambient + project + cumulative).** Traffic generated by other approved projects in the study area shall be identified and added to the Project Completion traffic identified in Scenario 2. This may also include projects that are proposed and in the review process, but not yet fully approved. This scenario will be analyzed, and a determination made if improvements funded through the TUMF or other approved funding mechanism (DIF, Road and Bridge Benefit District, etc.) can accommodate the cumulative traffic at the target Level of Service (LOS) identified in the General Plan. If the “funded” improvements can provide the target LOS, payment into the TUMF (or other fee structure) will be considered as cumulative mitigation through the conditions of approval. Other improvements needed beyond the “funded” improvements (such as localized improvements to non-TUMF facilities) should be identified as such.
- 4) **Project Phasing.** Traffic conditions at each project phase completion are to be analyzed using the same approach as for the project completion year, if applicable. Traffic associated with each previous project phase shall be included in the analyses of each successive phase of the proposed project.

7.2 Land Use or Circulation General Plan Amendments or Specific Plans

Development proposals that also include a General Plan Amendment, Specific Plan, Zone Change or other approval that increases traffic beyond what was approved in the General Plan will also be required to perform a Build-out Analysis to assess long-term impacts. This analysis will determine if the Circulation Element of the General Plan is adequate to accommodate projected traffic at the target LOS, or if additional mitigation is necessary. A phasing plan for all Specific Plans that identifies mitigation for each development phase is required.

8.0 FUTURE TRAFFIC FORECASTS

8.1 Background Traffic for Tracts, Plot Plans, Use Cases and Project Phasing

All projects within the study area that have received approvals for development (approved plot plans, approved tentative tracts, approved conditional use permits, etc.,) shall be identified, and their traffic generation included as cumulative traffic in the study. Proposed projects in the study area that have been submitted to the County for processing, but not yet approved, may also be included at the discretion of the Transportation Department. The Transportation Department will also specify an ambient growth rate to be applied to existing volumes to account for other general traffic growth in and around the study area.

The traffic from the other approved projects shall be added to the existing traffic plus the ambient growth rate (Analysis Scenario 2) plus the proposed project to determine future projected traffic at "Opening Year" of the project, or any subsequent phase.

8.2 Build-Out Studies for General Plan Amendments and Specific Plans

Traffic projections for Build-out scenarios shall utilize the RCIP traffic model or other approved model. The Engineer shall use the model projections as the basis for determining turning-movement volumes for the required intersection analysis. A manual assignment of the project traffic added to the Build-out traffic may typically be used to determine total future traffic, as approved by the Transportation Department.

Certain large-scale Specific Plans and General Plan Amendments have the potential to create traffic impacts that are significantly greater than the traffic projections used in the RCIP Traffic Model, and which also affect the modeling assumptions. For these projects, the Transportation Department may request that the Build-out analysis utilize the RCIP Traffic Model or other model approved by the Transportation Department to develop more detailed focused model runs in order to determine the projected Build-out traffic. The following are guidelines of projects considered to be significant and subject to the revised modeling requirements:

- 1,500 dwelling units or greater
- 25 acres of commercial or greater
- 150 acres of industrial or greater
- any project producing 15,000 daily trips or greater

9.0 CEQA COMPLIANCE AND DOCUMENTATION

The following types of traffic impacts are considered to be “significant” under CEQA:

- 1) When existing traffic conditions (Analysis Scenario 1) exceed the General Plan target LOS.
- 2) When project traffic, when added to existing traffic (Analysis Scenario 2), will deteriorate the LOS to below the target LOS, and impacts cannot be mitigated through project conditions of approval.
- 3) When cumulative traffic (Analysis Scenario 3) exceeds the target LOS, and impacts cannot be mitigated through the TUMF network (or other funding mechanism), project conditions of approval, or other implementation mechanisms.

The General Plan allows the Board of Supervisors to approve development projects even in instances where the target LOS is exceeded, if the project has overriding benefits. Examples include projects that provide jobs in a local area, projects that provide needed transportation improvements that otherwise would not be constructed, projects that provide habitat conservations, projects that implement non-motorized transportation systems, or projects that provide some unique benefits to the County which outweigh the traffic impacts. These projects are required to mitigate traffic impacts to the extent that it is economically feasible as determined by the Board of Supervisors, based on a value engineering analysis. Projects that have a significant traffic impact and require a finding of overriding benefits may be required to prepare an Environmental Impact Report. The need to prepare an EIR shall be determined through consultation between the Transportation Department, Planning Department, and County Counsel.

10.0 TRAFFIC IMPACT ANALYSIS FORMAT

The format and required elements to be included in the TIA are specified in Exhibit D. Deviations from this format require the approval of the Transportation Department.

The TIA will generally include the following major components, as shown in more detail in Exhibit D and described herein:

- Level of Service analysis
- Proposed mitigation measures
- Traffic signal warrant analysis
- On-site circulation analysis
- Identification of safety and operational improvements

In addition to the above, General Plan Amendments and Specific Plans shall include the following:

- Specific Plan signalization analysis
- General Plan conformance review
- CETAP conformance review
- Identification of regional funding mechanisms

Projects that involve special uses, such as truck-intensive projects or special events, may also be required to perform additional analysis to determine project impacts.

10.1 Level of Service Analysis

The Riverside County General Plan has established minimum Level of Service standards for developments. These minimums may vary according to the area involved. The Traffic Impact Analysis shall address whether or not the required Levels of Service will be achieved after the proposed project is constructed. Level of Service calculations shall be included with the TIA for all intersections studied. For intersections or roadway links not meeting the required Level of Service, the intersection or roadway link's Level of Service must be recalculated using the proposed mitigation measures to verify that the required Level of Service will be achieved. For sites with heavy truck usage, Passenger Car Equivalents (PCE's) as approved by the Transportation Department shall be utilized in the analysis.

The County's Level of Service standards, as published in the County's General Plan, Chapter 4, are included in the attached Exhibit E.

10.2 Proposed Mitigation Measures

All studies that propose increasing the number of travel lanes on a road or intersection as mitigation measures, either beyond existing conditions or for General Plan conditions beyond what is planned for that level of roadway shall clearly identify the impacts associated with such a change. Identification of funding mechanisms available to fund the improvements and exhibits showing the lane configuration must be provided in the report.

The exhibits illustrating the improvements must be to scale but conceptual in nature (not engineering drawings). The concept illustrations must depict, in addition to existing and required right-of-way, any physical barriers that might preclude making the needed improvements. Barriers that may preclude making the improvements, such as barriers as railroads, major drainage structures, power lines, and others must be identified. Any other features that might render the improvements infeasible must also be identified. The objective is to ensure that when Conditions of Approval are written, there will be every expectation that the required improvements will, in fact, be made.

Concept illustrations, as described above, shall be prepared for the following instances:

- All improvements, whether on-site or off-site, necessary to mitigate impacts under Existing plus Ambient Growth, plus Project conditions
- All improvements abutting the proposed project and that are necessary to mitigate impacts under Existing plus Ambient Growth, plus Cumulative Projects, plus Project conditions

- All improvements where the required improvements exceed the number of lanes, under any traffic scenario, that would typically be developed at full implementation of roadways per the General Plan and the standards for the applicable roadway classification.

In all cases the feasibility of the proposed improvements must be demonstrated and the availability of right-of-way must be ascertained. Acquisition of additional right-of-way, if necessary, is the responsibility of the project proponent. If additional right-of-way must be acquired, either adjacent to the project or off-site, the project proponent must follow the procedures described in Ordinance 460, Section 3.2.J.

10.3 Traffic Signal Warrant Analysis

The Engineer shall review intersections within the study area, including the project access points, to determine if signal warrants are met for any of the study year scenarios (existing, opening year with and without project, etc.) The signal warrant analysis shall utilize the Caltrans peak-hour warrants for existing intersections and the Caltrans daily warrant for new intersections. The warrant analysis worksheets shall be included in the study appendices.

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. This information will enable the County to assess whether or not a traffic signal should be installed at the intersection.

10.4 On-site Circulation

The TIA shall examine the proposed on-site circulation for the project and address its adequacy. This includes identifying the desired level of traffic control at project driveways and/or intersections.

10.5 Safety and Operational Analysis

The TIA shall examine existing roadway conditions to determine if safety and/or operational improvements are necessary due to increase in traffic from the project or cumulative projects. The types of improvements to be identified may include, but are not limited to:

- Need for turning lanes
- Intersections needing future sight distance studies
- Parking restrictions
- Measures to reduce cut-through project traffic in adjacent residential areas
- Potential impacts to adjacent schools
- Queue lengths and impacts to adjacent intersections
- Need for signal interconnect systems

10.6 Specific Plan Signalization Analysis

For traffic signals that are found to be warranted within or bordering a Specific Plan, the TIA shall identify, after consultation with the Transportation Department, which of these signals are the responsibility of development within the Specific Plan and which are covered under the County-wide Signal Mitigation Program.

10.7 General Plan Conformance

The TIA shall identify if the roadway system proposed in the Circulation Element of the General Plan is adequate to accommodate traffic from the project, or if changes to the General Plan are proposed as part of the project approval.

10.8 CETAP Conformance

Riverside County, in conjunction with the Riverside County Transportation Commission, is evaluating various major transportation corridors as part of the Community and Environmental Transportation Acceptability Process (CETAP). The TIA shall identify if a project is located adjacent to a potential CETAP corridor. The traffic study preparer shall contract RCTC to determine if the project is impacted by a potential CETAP corridor.

10.9 Regional Funding Mechanisms

Identify if the project is located within an existing Road and Bridge Benefit District (RBBB), Assessment District, or identified in another regional funding mechanism.

10.10 Special Uses

- **Truck Intensive Uses (Conditional Use Permits, Surface Mining Permits, etc.)**

In addition to the standard TIA requirements, or if the standard TIA requirements are waived, projects that are "truck intensive" (distribution centers, surface mining permits, etc.) may be required to submit a study addressing the truck access routes, adequacy of the existing streets to be used (in terms of geometry and structural section), safety issues relating to the truck traffic, and the impacts of the truck traffic on existing residences or businesses.

The County does not use any trip generation rates for truck intensive uses other than ITE.

- **Special Event Uses**

Special event land uses that do not exhibit typical trip generation characteristics may require unique analysis, including weekend and off-peak scenarios. Examples of such uses would be sports stadiums, racetracks or uses that exhibit substantial traffic peaking associated with special events that are scheduled on a periodic basis. The traffic analysis for such uses shall include a traffic management plan to control traffic impacts associated with the special events. Adequate circulation shall be provided to the site and all impacts shall be alleviated to the maximum extent possible.

11.0 SUBMITTAL REQUIREMENTS AND PROCEDURE

- a) A project scoping form must be submitted for approval prior to preparation of the traffic study. Identification of a Planning case number must be included in order to process the agreement. A Traffic Study Submittal Form, shown as Exhibit G, shall be completed and submitted prior to or simultaneously with the scoping agreement along with the required initial fee of \$1,277.04. Based on recent experience, the County has found it necessary to request funds, in addition to \$1,277.04, in amounts depending on the complexity of the project. This often results in delays in the Traffic Impact Study report. To avoid such delays, the applicant is advised to contact

Transportation Department staff to get an estimate of the anticipated fee. To avoid potential delays during the review process, the applicant may prefer to pay a larger fee initially than the required amount.

The project scoping form must indicate whether or not the project is part of a Specific Plan (SP) and, if part of an SP, must provide a listing of other approved and active projects within the SP, and whether or not an SP amendment is proposed.

The scoping form must also show the land use designation per the County General Plan and the proposed land use designation. The scoping form provides space to show this information.

- b) Upon approval of the scoping agreement and completion of the traffic study report, submit two bound copies of the Traffic Impact Study report to the Transportation Department. Clearly identify the project case number on the cover of the report. Copies of the approved scoping agreement and cumulative projects list as provided by the County shall be included with the copies of the traffic impact study.
- c) If revisions to the Traffic Impact Study are necessary, re-submit two (2) complete bound copies along with a copy of the comments provided by the Transportation Department.

Traffic Impact Analysis Preparation Guide

Exhibits

- A. Traffic Impact Analysis Exemptions
- B. Scoping Agreement for Traffic Impact Analysis
- C. Signalized Intersection Analysis Input Parameters
- D. Traffic Impact Analysis Format
- E. Level of Service Standards (from General Plan)
- F. Traffic Impact Analysis Submittal Form
- G. Transportation Consultants



Juan C. Perez
Director of Transportation

EXHIBIT A

TRAFFIC IMPACT ANALYSIS EXEMPTIONS

The following types of development proposals are generally exempt from Traffic Impact Analysis requirements per Board of Supervisor's action November 5, 1996 (Item No. 3.27.):

1. All Residential Parcel Maps.
2. Single Family Residential Tracts of less than 100 lots.
3. Apartments and other Multiple Family projects of less than 150 units.
4. Plot Plan and Uses Cases for projects of one acre or less.
5. Preschools, Elementary Schools and Middle Schools.
6. Churches, Lodges, Community Centers, Neighborhood Parks and Community Parks.
7. Mini Storage Yards
8. Congregate Care Facilities that contain significant special services, such as medical facilities, dining facilities, recreation facilities and support retail facilities.
9. Level 1 projects (100-200 peak hour trips) in areas where a comprehensive traffic analysis has been performed and road improvement infrastructure funding mechanisms are in place. The Transportation Department may, however, require a traffic impact analysis study for projects that exhibit potential adverse impacts to the circulation system.
10. Any use which can demonstrate, based on the most recent edition of the Trip Generation Report published by the Institute of Transportation Engineers (ITE) or other approved trip generation data, trip generation of less than 100 vehicle trips during the peak hours.

These exemptions will apply in most cases, however, the Transportation Department reserves the right to require a traffic impact analysis for any development regardless of size and/or type. The level of analysis shall be determined on an individual basis. The following are examples of conditions under which an exemption would not be granted.

- a. The presence of an existing or potential safety problem.

Exhibit B – Scoping Agreement – Page 2

D. Study intersections: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)

- | | |
|----------|-----------|
| 1. _____ | 6. _____ |
| 2. _____ | 7. _____ |
| 3. _____ | 8. _____ |
| 4. _____ | 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. _____ | 6. _____ |
| 2. _____ | 7. _____ |
| 3. _____ | 8. _____ |
| 4. _____ | 9. _____ |
| 5. _____ | 10. _____ |

E. Other Jurisdictional Impacts

Is this project within a City’s Sphere of Influence or one-mile radius of City boundaries? Yes No

If so, name of City Jurisdiction: _____

F. Site Plan (please attach reduced copy)

G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (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.)

H. 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 receipt of the fee.**

Recommended by:

Approved Scoping Agreement:

Consultant’s Representative Date

Riverside County Transportation Date
Department

Scoping Agreement Submitted on _____

Revised on _____

Exhibit C

SIGNALIZED INTERSECTION ANALYSIS INPUT PARAMETERS

<u>PARAMETER</u>	<u>VALUE</u>
Base Saturation Flow Rate	1900 pc/hr/ln
Heavy Vehicle factor	Determine % heavy vehicle in existing traffic stream based on count data or consultation with County Transportation Dept. Projects with truck intensive uses must convert project trips to passenger car equivalents (PCE=2). Truck intensive uses include heavy industrial, warehousing or as determined by the Transportation Department.
Grade	Include as appropriate
Exclusive left turn lane	peak hour volume > 100
Dual left turn lanes	peak hour volume > 300
Protected Left Turn Phasing	Left turn volume > 240 vph
Minimum green time	7 seconds each movement in areas of light pedestrian activity. In areas of heavy pedestrian activity, the minimum green shall be calculated based on the methodology in the HCM.
Cycle length	60 sec to 120 sec
Lost time	Per HCM Exhibit 10-17 (below)

Major street	Minor Street	Number of Phases	L (s)
Protected	Protected	4	16
Protected	Permitted	3	12
Permitted	Protected	3	12
Permitted	Permitted	2	8

* All above values are from HCM2000 Chapters 10 and 16. Any deviation from these parameters requires prior approval from Riverside County Transportation Department. Refer to HCM2000 for any default values not specifically identified here.

Intersection analyses should be conducted utilizing acceptable software based on HCM methodology. Closely spaced intersections are to be analyzed using analysis tools capable of accounting for turn lane storage, queue length, blockage, etc. such as Synchro.

Actual signal timing and peak hour factors should be collected in the field and utilized in the existing and near-term analyses. In cases where traffic is added from a significant number of cumulative projects, the consultant shall use their engineering judgment in the application of peak hour factors to maintain consistency with the existing conditions analyses. A peak hour factor of 1.0 shall be applied to buildout traffic conditions.

Exhibit D

Traffic Impact Analysis Format

The Traffic Impact Analysis shall generally include the following items, unless waived by the Transportation Department. Required ***Exhibits*** and ***Tables*** are indicated.

I. Introduction

- A. Purpose of the TIA and Study Objectives
- B. Site location and study area (***Exhibit 1***)
- C. Development project identification - Riverside County Case Number and related case numbers, i.e. S.P.A. amendment number, E.I.R. number, etc.
- D. Development project description
 - 1) Project size and description
 - 2) Existing land use and zoning
 - 3) Proposed land use and zoning
 - 4) Site plan of proposed project (reduced) (***Exhibit 2***)
 - 5) Proposed project opening year
 - 6) Any proposed project phasing
 - 7) Indicate if project is within a City Sphere of Influence

II. Area Conditions

- A. Identify Study Area and Intersections
- B. Existing traffic controls and intersection geometrics (***Exhibit 3***) - include descriptions of existing roads (number of lanes, etc.)
- C. Existing traffic volumes - AM and PM peak hour turning movements and roadway links (if required) (***Exhibit 4A - AM and Exhibit 4B -PM***)

Exhibit D continued

IV. Traffic Analysis

A. Capacity and Level of Service and Improvement Analysis

1. Delay and Level of Service for existing traffic conditions without project, with existing improvements (**Table 4**)
2. Delay and Level of Service at study years with project, with existing and committed improvements (funded for construction) (**Table 5**)
3. Delay and Level of Service at study years with additional improvements (if required to achieve the General Plan required Level of Service) (**Table 6**)
4. Delay and Level of service under Cumulative conditions, with existing and committed improvements (funded for construction) and without and with additional improvements (**Tables 7 and 8**)

V. Findings and Recommendations

A. Traffic Impacts and Level of Service Analysis

1. Proposed mitigation measures to achieve LOS at impacted intersections (**list as Table 9 and also show graphically as Exhibit 11**) Identify if improvements are scheduled for construction, funded for future implementation by a regional mechanism, or not funded.

B. Traffic signal warrant analysis - indicate intersections found to meet signal warrants at study year and share of project traffic contribution (use peak hour for existing intersections and daily for new intersections).

C. Circulation recommendations

1. On-site
2. Area wide - provide exhibit showing roadway improvements and signal locations (**Exhibit 12**)
3. Phasing (if appropriate)

D. Safety and operational improvements

E. Specific Plan signalization analysis (for Specific Plans only)

Exhibit D continued

- F. General Plan Conformance (for Specific Plans and General plan amendments only)
(show any proposed General Plan Amendments as Exhibit 13)
- G. CETAP Conformance *(show any CETAP corridors adjacent to project as Exhibit 14)*
- H. Identify existing or proposed Regional funding mechanisms

Exhibit E

Level of Service Standards

Refer to County General Plan, Chapter 4, Pages C-9 and 10

TRAFFIC STUDY SUBMITTAL FORM

THIS FORM MUST BE SUBMITTED WITH THE FIRST SCOPING AGREEMENT

RIVERSIDE COUNTY TRANSPORTATION
 4080 Lemon Street, 8th Floor
 Riverside, CA 92501
 PHONE (951) 955-6761 FAX (951) 955-0049

PROJECT INFORMATION	
PARENT CASE # (TR, PM, PP, CUP, SP, PAR)	
FAST TRACK NUMBER (IF APPLICABLE)	RELATED CASES (IF APPLICABLE)
PROJECT NAME	
DESCRIPTION	
LOCATION (CROSS STREETS OR ADDRESS)	
APN	THOMAS BROS. PAGE/GRID

ENGINEERING FIRM	
NAME	
ADDRESS	
CITY/STATE/ZIP CODE	
DESCRIPTION	
CONTACT PERSON	E-MAIL
PHONE	FAX

APPLICANT		NOTE: THE APPLICANT WILL RECEIVE ALL BILLINGS, CORRESPONDENCE & REFUNDS FOR DEPOSIT BASED FEES.
NAME		
ADDRESS		
CITY/STATE/ZIP CODE		
DESCRIPTION		
CONTACT PERSON	E-MAIL	
PHONE	FAX	

OWNER	
NAME	
ADDRESS	
CITY/STATE/ZIP CODE	
DESCRIPTION	
CONTACT PERSON	E-MAIL
PHONE	FAX

IF THE ENGINEER, APPLICANT OR OWNER CHANGES, IT IS THEIR RESPONSIBILITY TO LET THE RIVERSIDE COUNTY TRANSPORTATION KNOW, AS IT WILL MISDIRECT THE REFUND AT THE END OF THE PROJECT.

PRINT NAME	SIGNATURE	DATE
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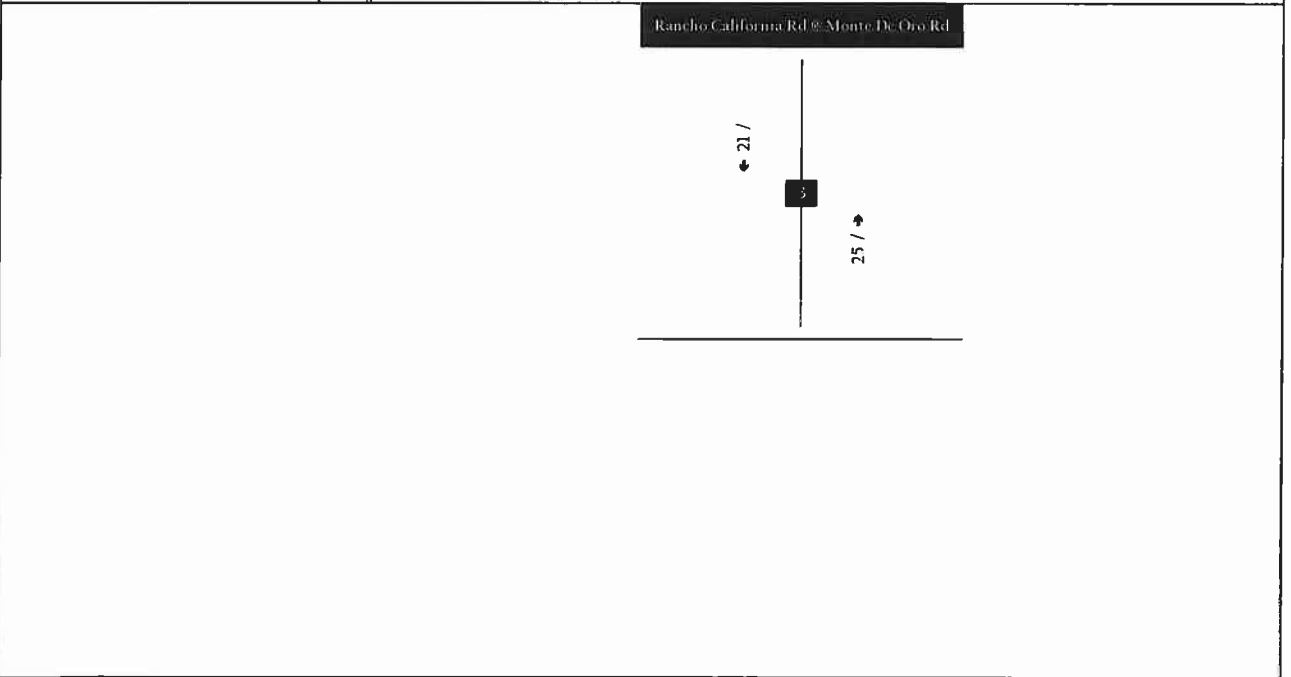
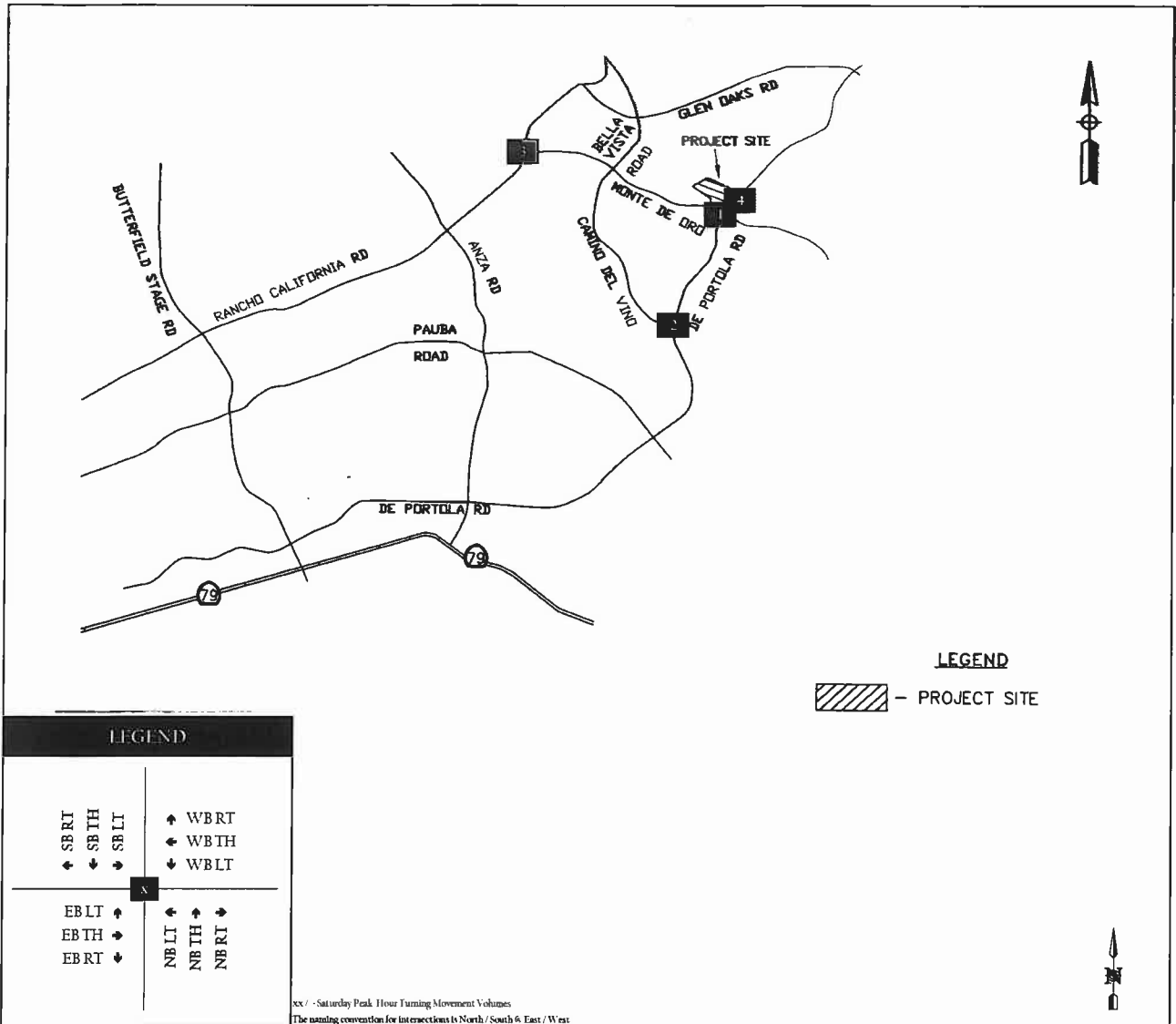
Exhibit G

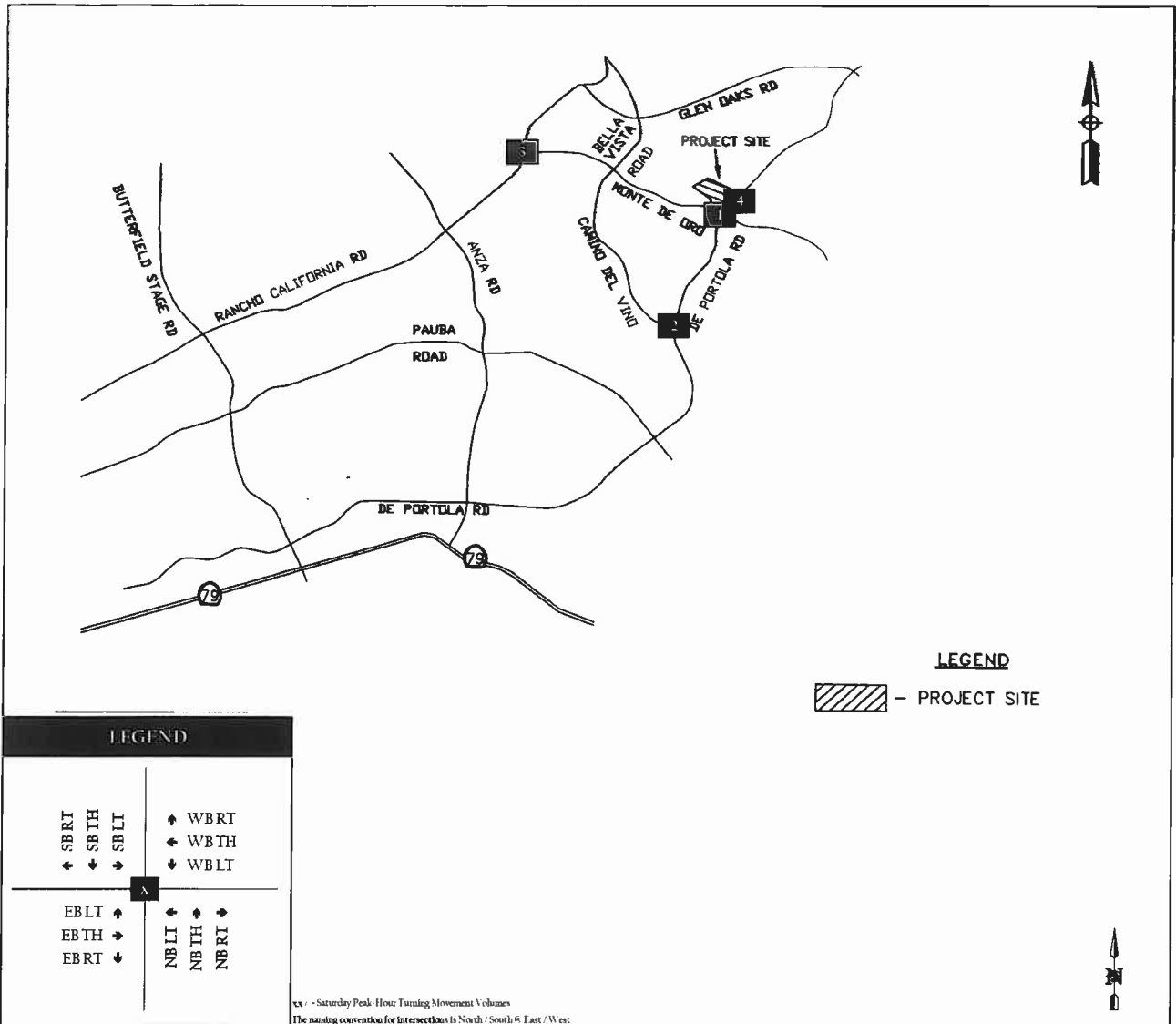
TRANSPORTATION CONSULTANTS

The following firms are recognized by the Riverside County Transportation Department as competent, professional traffic engineering and/or transportation planning entities that have done work in Riverside County. This list is provided for informational purposes only and does not constitute a requirement to use consultants only on this list.

1. ADVANTEC Consulting Engineers
21700 Copley Drive, Ste. 350
Diamond Bar, CA 91765
Betsy Scott, Marketing Dir./Ofc. Mgr.
(909) 860-6222 FAX: (909) 860-6722
2. Albert A. Webb Associates
3788 McCray Street
Riverside, CA 92506
Dilesh Sheth, Traffic Engineer
(909) 686-1070 FAX (909) 788-1256
3. Robert Crommelin & Associates, Inc.
73-255 El Paseo, Ste. 9
Palm Desert, CA 92260
Robert W. Crommelin P.E. (FL)
(760) 568-6838 FAX (760) 568-9850
4. Darnell & Associates, Inc.
1446 Front Street Ste. 300
San Diego, CA 92101
Bill E. Darnell, P.E.
(619) 233-9373 FAX (619) 233-4034
5. Endo Engineering
28811 Woodcock Drive
Laguna Niguel, CA 92677-1330
Gregory Endo, Principal
(949) 362-0020 FAX (949) 362-0015
6. Albert Grover & Associates
211 E. Imperial Highway, Ste. 208
Fullerton, CA 92835
New Cases: Rob Kuehn
(714) 992-2990 FAX (714) 992-2883
7. KOA Corp.
Mujib Ahmed, P.E.
3190 C Shelby Street
Ontario, CA 91764
(909) 890-9693 FAX (909) 890-9694
8. Kimley-Horn and Associates, Inc.
765 The City Drive, Suite 400
Orange, CA 92868
Serine A. Ciandella, AICP
(714) 939-1030 FAX (714) 938-9488
9. Krueper Engineering & Associates, Inc.
568 N. Mt. View Avenue, 2nd Floor
San Bernardino, CA 92401
Harry Krueper, P.E.
(909) 884-2159 FAX (909) 888-8910
10. Kunzman Associates
1111 Town & Country, Ste. 34
Orange, CA 92868
William Kunzman, PE, Senior Principal
Carl Ballard, Senior Associate
(714) 973-8383 FAX (714) 973-8821
11. Linscott Law & Greenspan Engineers
1565 Hotel Circle South, Ste. 310
San Diego, CA 92108
John Keating, P.E., Principle
(619) 299-3090 FAX (619) 299-7041
12. LSA Associates, Inc.
1500 Iowa Ave., Suite 200
Riverside, CA 92507
(951) 781-9310 FAX (951) 781-4277

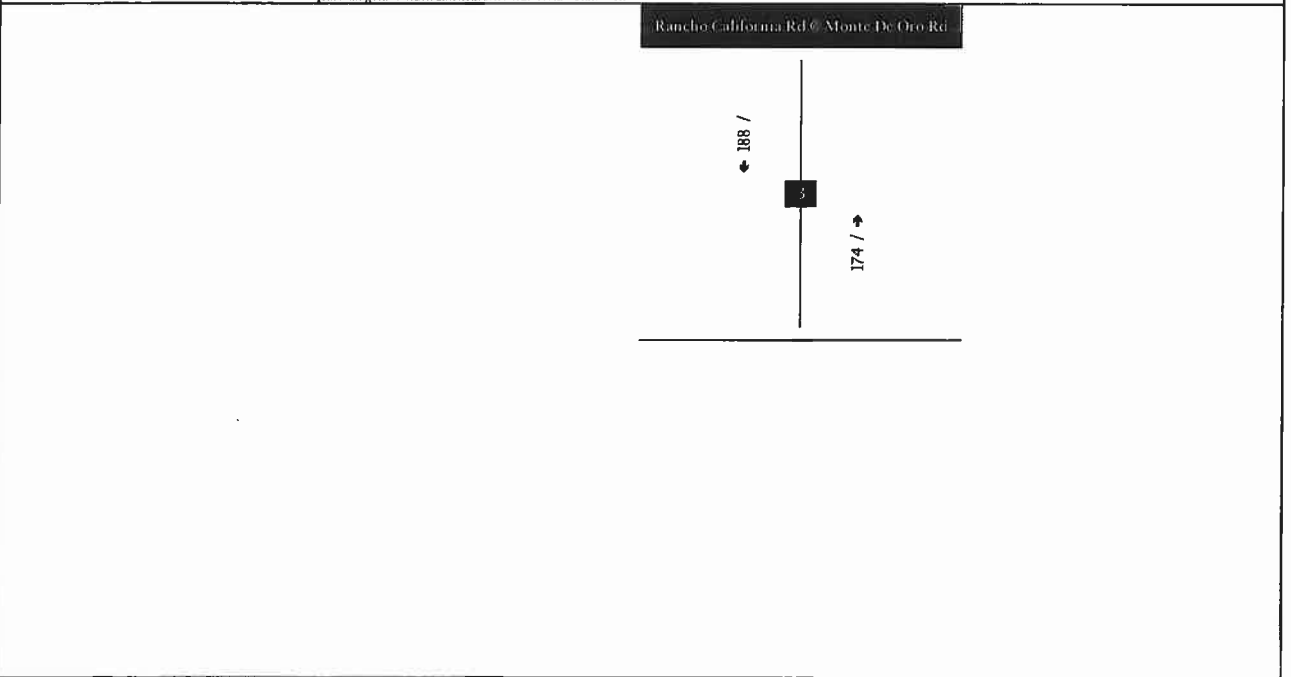
13. Iteris, Inc.
707 Wilshire Boulevard, Ste. 4810
Los Angeles, CA 90017
Michael Meyer, T.E.
(213) 488-0345 FAX (213) 488-9440
14. Parsons Brinkerhoff
505 S. Main Street, Ste. 900
Orange, CA 92868
(714) 973-4880 FAX (714) 973-0358
15. P&D Consultants, Inc.
999 Town & Country Road, 4th Floor
Orange, CA 92868
Michael Benner, P.E.
(714) 835-4447 FAX (714) 285-0740
16. RBF Consulting
14725 Alton Parkway
Irvine, CA 92618
Carlos Ortiz, P.E.
(949) 472-3505 FAX (949) 472-8373
17. R.K. Engineering Group
3991 MacArthur Boulevard, Ste. 310
Newport Beach, CA 92660
Robert Kahn, P.E., Principal
(949) 474-0809 FAX (949) 474-0902
18. Rick Engineering
1223 University Ave., Suite 240
Riverside, CA 92507
Kathy Barosko
(951) 782-0707 FAX: (951) 782-0723
19. TEP
P.O. Box 18355
Irvine, CA 92623
Craig Neustaedter
(949) 552-4357 Cell (909) 263-0383
FAX (909) 494-4408
tepirvine@sbcglobal.net
20. Traffic Safety Engineers
3100 Marywood Drive
Orange, CA 92867
C. Hui Lai, P.E., Traffic Engineer
(714) 974-7863 FAX (714) 974-1043
21. Urban Crossroads
41 Corporate Park, Ste. 300
Irvine, CA 92606
John Kain, AICP
(949) 660-1994 FAX (949) 660-1911
22. URS/BRW
2020 E. 1st Street, Ste. 400
Santa Ana, CA 92705
Doug Smith, P.E.
(714) 835-6886 FAX (714) 667-7147
23. Wilbur Smith Associates
900 Wilshire Blvd., Suite 930
Los Angeles, CA 90017
Sam Morrissey
(213) 627-3855 FAX (213) 627-3859
24. Willdan
2401 East Katella Ave., Suite 450
Anaheim, CA 92806
Lewis Gluesing
Division Manager, Traffic Engineering
(714) 978-8200 FAX (714) 978-8299

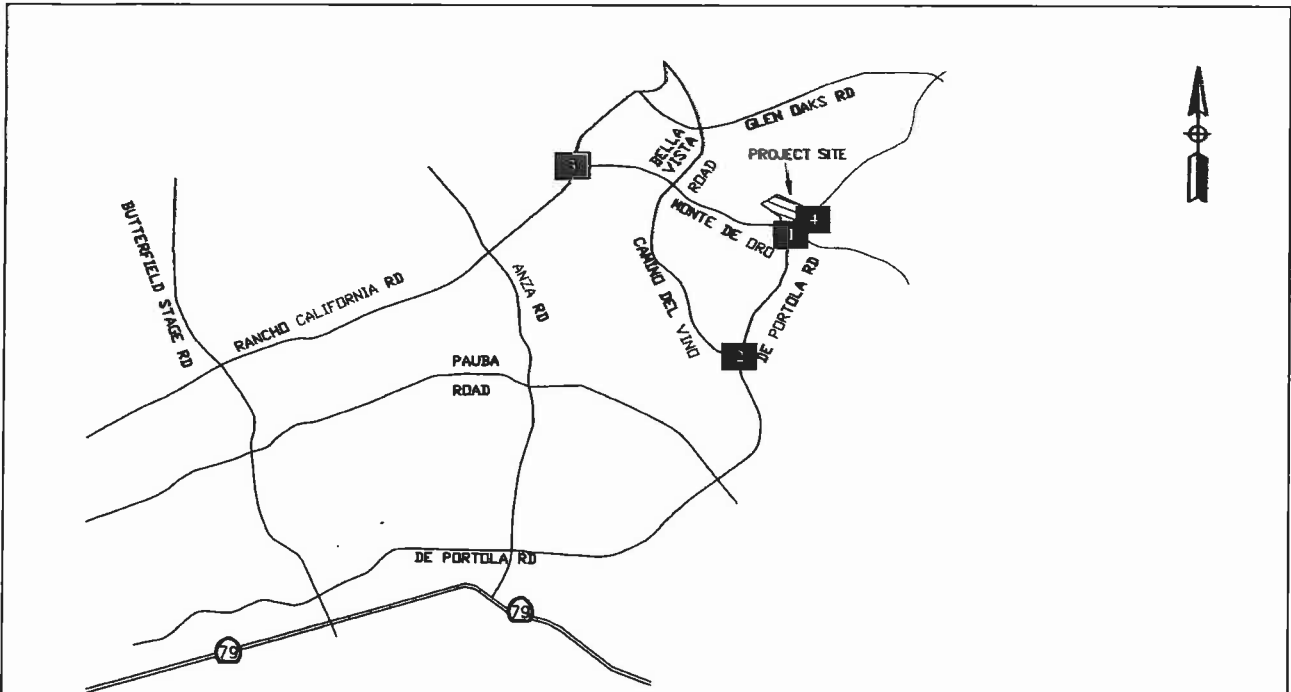




LEGEND			
SBRT	↔	WBRT	↔
SBTH	↔	WBTH	↔
SBLI	↔	WBLI	↔
X			
EBLT	↔	NBLI	↔
EBTH	↔	NBTH	↔
EBRT	↔	NBRT	↔

xx - Saturday Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

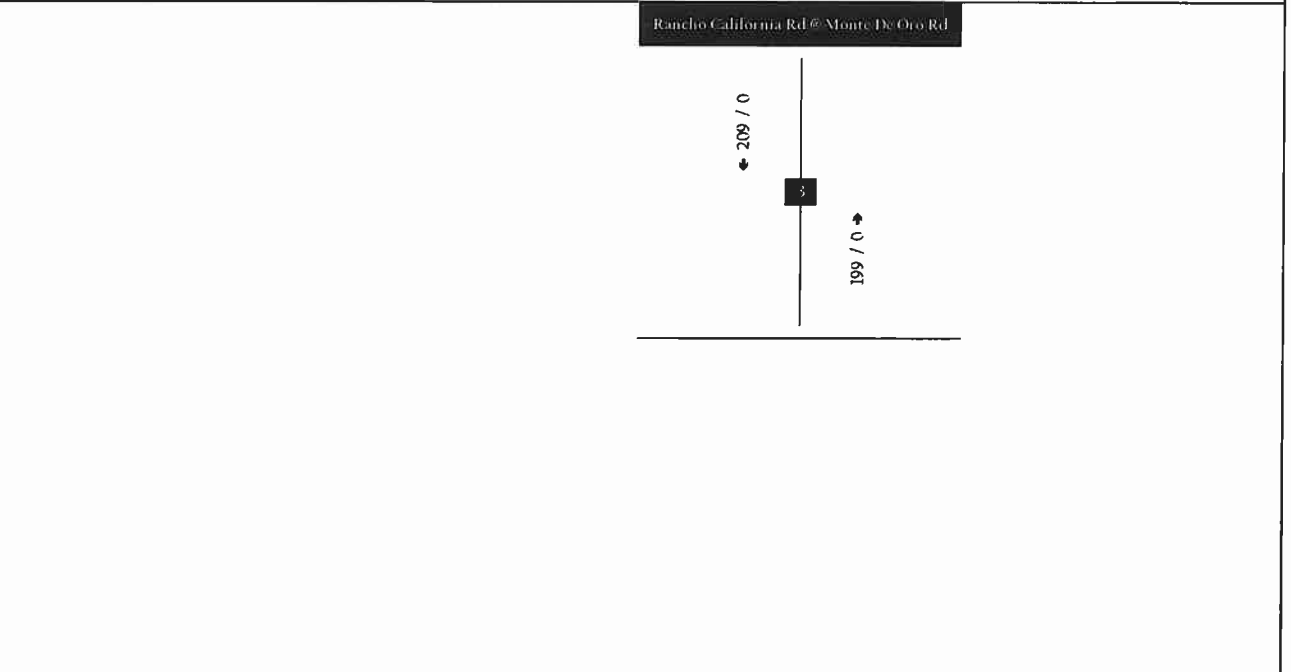




LEGEND
 - PROJECT SITE

LEGEND	
↕ SB RT	↕ WB RT
↔ SB TH	↔ WB TH
↕ SB LT	↕ WBLT
N	
↔ EBLT	↕ NBLT
↔ EB TH	↕ NB TH
↔ EB RT	↕ NB RT

88' - Saturday Peak Hour Turning Movement Volumes
 The naming convention for intersections is North/South @ East/West



ATTACHMENT C

Synchro 8 Capacity Worksheets

- Existing Conditions
 - Existing Plus Project Phase 1 with Monte De Oro Conditions
 - Existing Plus Project Phase 1-2 with Monte De Oro Conditions
 - Existing Plus Project Phase 1-3 with Monte De Oro Conditions
 - Existing Plus Project Phase 1-5 with Monte De Oro Conditions
- Existing Plus Project Phase 1 without Monte De Oro Conditions
- Existing Plus Project Phase 1-2 without Monte De Oro Conditions
- Existing Plus Project Phase 1-3 without Monte De Oro Conditions
- Existing Plus Project Phase 1-5 without Monte De Oro Conditions

➤ Existing Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Existing
Timing Plan: SAT PEAK

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	11	10	18	32	9	6	12	145	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	11	20	35	10	7	13	158	22

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	375	377	157	383	375	168	165	0	0
Stage 1	172	172	-	195	195	-	-	-	-
Stage 2	203	205	-	188	180	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	582	555	889	575	556	876	1413	-	-
Stage 1	830	756	-	807	739	-	-	-	-
Stage 2	799	732	-	814	750	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	563	546	889	547	547	876	1413	-	-
Mov Cap-2 Maneuver	563	546	-	547	547	-	-	-	-
Stage 1	822	751	-	799	732	-	-	-	-
Stage 2	775	725	-	780	746	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	10.7	11.9	0.5
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1413	-	-	671	575	1397	-	-
HCM Lane V/C Ratio	0.009	-	-	0.063	0.089	0.005	-	-
HCM Control Delay (s)	7.6	0	-	10.7	11.9	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	137	15
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	149	16

Major/Minor

	Major2		
Conflicting Flow All	179	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1397	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1397	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	12	20	223	175	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	22	245	192	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	486	197	202
Stage 1	197	-	-
Stage 2	289	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	540	844	1370
Stage 1	836	-	-
Stage 2	760	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	530	844	1370
Mov Cap-2 Maneuver	530	-	-
Stage 1	836	-	-
Stage 2	746	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1370	-	755	-	-
HCM Lane V/C Ratio	0.016	-	0.022	-	-
HCM Control Delay (s)	7.7	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Existing
Timing Plan: SAT PEAK

Intersection

Intersection Delay, s/veh	23.5
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	1	26	0	43	4	6	0	32	406	51
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	1	27	0	45	4	6	0	34	427	54
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	10.5	11.3	27.6
HCM LOS	B	B	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	81%	100%	0%	0%
Vol Thru, %	0%	89%	2%	8%	0%	100%	0%
Vol Right, %	0%	11%	62%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	457	42	53	7	461	9
LT Vol	0	406	1	4	0	461	0
Through Vol	0	51	26	6	0	0	9
RT Vol	32	0	15	43	7	0	0
Lane Flow Rate	34	481	44	56	7	485	9
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.062	0.803	0.086	0.117	0.012	0.742	0.013
Departure Headway (Hd)	6.59	6.007	7.042	7.579	6.011	5.505	4.798
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	544	601	508	473	596	660	746
Service Time	4.326	3.743	4.801	5.336	3.738	3.233	2.526
HCM Lane V/C Ratio	0.063	0.8	0.087	0.118	0.012	0.735	0.012
HCM Control Delay	9.8	28.8	10.5	11.3	8.8	22.4	7.6
HCM Lane LOS	A	D	B	B	A	C	A
HCM 95th-tile Q	0.2	7.9	0.3	0.4	0	6.6	0

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	461	9
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	485	9
Number of Lanes	0	1	1	1

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	21.9
HCM LOS	C

Lane

➤ Existing Plus Project Phase 1 with Monte De Oro Conditions

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	21	10	18	32	9	6	12	155	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	11	20	35	10	7	13	168	22

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	403	405	173	409	407	179	187	0	0
Stage 1	189	189	-	205	205	-	-	-	-
Stage 2	214	216	-	204	202	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	558	535	871	553	533	864	1387	-	-
Stage 1	813	744	-	797	732	-	-	-	-
Stage 2	788	724	-	798	734	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	539	526	871	525	524	864	1387	-	-
Mov Cap-2 Maneuver	539	526	-	525	524	-	-	-	-
Stage 1	804	740	-	788	724	-	-	-	-
Stage 2	763	716	-	764	730	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.3	12.2	0.5
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	623	552	1384	-	-
HCM Lane V/C Ratio	0.009	-	-	0.085	0.093	0.005	-	-
HCM Control Delay (s)	7.6	0	-	11.3	12.2	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	147	25
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	160	27

Major/Minor

	Major2		
Conflicting Flow All	190	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1384	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1384	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

HCM Control Delay, s

HCM LOS

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	12	20	233	185	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	22	256	203	10

Major/Minor	Minor2	Major1	Minor1	Major2
Conflicting Flow All	508	208	213	0
Stage 1	208	-	-	-
Stage 2	300	-	-	-
Critical Hdwy	6.42	6.22	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-
Pot Cap-1 Maneuver	525	832	1357	-
Stage 1	827	-	-	-
Stage 2	752	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	515	832	1357	-
Mov Cap-2 Maneuver	515	-	-	-
Stage 1	827	-	-	-
Stage 2	738	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1357	-	741	-	-
HCM Lane V/C Ratio	0.016	-	0.022	-	-
HCM Control Delay (s)	7.7	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	25
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	1	26	0	53	4	6	0	32	406	61
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	1	27	0	56	4	6	0	34	427	64
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	10.6	11.7	30
HCM LOS	B	B	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	84%	100%	0%	0%
Vol Thru, %	0%	87%	2%	6%	0%	100%	0%
Vol Right, %	0%	13%	62%	10%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	467	42	63	7	461	9
LT Vol	0	406	1	4	0	461	0
Through Vol	0	61	26	6	0	0	9
RT Vol	32	0	15	53	7	0	0
Lane Flow Rate	34	492	44	66	7	485	9
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.062	0.827	0.088	0.141	0.012	0.752	0.013
Departure Headway (Hd)	6.657	6.06	7.129	7.654	6.087	5.582	4.874
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	538	595	501	468	588	650	734
Service Time	4.401	3.804	4.896	5.418	3.821	3.315	2.607
HCM Lane V/C Ratio	0.063	0.827	0.088	0.141	0.012	0.746	0.012
HCM Control Delay	9.8	31.4	10.6	11.7	8.9	23.3	7.7
HCM Lane LOS	A	D	B	B	A	C	A
HCM 95th-tile Q	0.2	8.6	0.3	0.5	0	6.8	0

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	461	9
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	485	9
Number of Lanes	0	1	1	1

Approach

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	22.8
HCM LOS	C

Lane

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	20	20	162	163	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	22	22	176	177	5

Major/Minor	Minor2	Major1	Minor1	Major2
Conflicting Flow All	400	180	183	0
Stage 1	180	-	-	-
Stage 2	220	-	-	-
Critical Hdwy	6.42	6.22	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-
Pot Cap-1 Maneuver	606	863	1392	-
Stage 1	851	-	-	-
Stage 2	817	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	595	863	1392	-
Mov Cap-2 Maneuver	595	-	-	-
Stage 1	851	-	-	-
Stage 2	802	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1392	-	792	-	-
HCM Lane V/C Ratio	0.016	-	0.034	-	-
HCM Control Delay (s)	7.6	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

➤ Existing Plus Project Phase1-2 with Monte De Oro Conditions

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	74	10	18	32	9	6	12	208	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	11	20	35	10	7	13	226	22

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	460	463	173	467	465	237	187	0	0
Stage 1	189	189	-	263	263	-	-	-	-
Stage 2	271	274	-	204	202	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	512	496	871	506	495	802	1387	-	-
Stage 1	813	744	-	742	691	-	-	-	-
Stage 2	735	683	-	798	734	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	493	487	871	480	486	802	1387	-	-
Mov Cap-2 Maneuver	493	487	-	480	486	-	-	-	-
Stage 1	804	739	-	734	683	-	-	-	-
Stage 2	711	675	-	763	729	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	13.5	12.9	0.4
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	533	507	1318	-	-
HCM Lane V/C Ratio	0.009	-	-	0.208	0.101	0.006	-	-
HCM Control Delay (s)	7.6	0	-	13.5	12.9	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.3	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	147	25
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	160	27

Major/Minor

	Major2		
Conflicting Flow All	248	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1318	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1318	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

HCM Control Delay, s SB 0.3
 HCM LOS

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	12	20	286	185	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	22	314	203	10

Major/Minor	Minor2	Major1	Major2	Major3
Conflicting Flow All	566	208	213	0
Stage 1	208	-	-	-
Stage 2	358	-	-	-
Critical Hdwy	6.42	6.22	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-
Pot Cap-1 Maneuver	486	832	1357	-
Stage 1	827	-	-	-
Stage 2	707	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	476	832	1357	-
Mov Cap-2 Maneuver	476	-	-	-
Stage 1	827	-	-	-
Stage 2	693	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1357	-	724	-	-
HCM Lane V/C Ratio	0.016	-	0.023	-	-
HCM Control Delay (s)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection												
Intersection Delay, s/veh	31.1											
Intersection LOS	D											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	1	26	0	53	4	6	0	32	406	114
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	1	27	0	56	4	6	0	34	427	120
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	10.8	11.9	41.2
HCM LOS	B	B	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	84%	100%	0%	0%
Vol Thru, %	0%	78%	2%	6%	0%	100%	0%
Vol Right, %	0%	22%	62%	10%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	520	42	63	7	461	9
LT Vol	0	406	1	4	0	461	0
Through Vol	0	114	26	6	0	0	9
RT Vol	32	0	15	53	7	0	0
Lane Flow Rate	34	547	44	66	7	485	9
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.062	0.915	0.089	0.144	0.013	0.761	0.013
Departure Headway (Hd)	6.677	6.017	7.272	7.792	6.155	5.649	4.941
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	536	602	491	459	581	641	723
Service Time	4.424	3.765	5.048	5.562	3.895	3.389	2.68
HCM Lane V/C Ratio	0.063	0.909	0.09	0.144	0.012	0.757	0.012
HCM Control Delay	9.9	43.1	10.8	11.9	9	24.2	7.7
HCM Lane LOS	A	E	B	B	A	C	A
HCM 95th-tile Q	0.2	11.5	0.3	0.5	0	7	0

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	461	9
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	485	9
Number of Lanes	0	1	1	1

Approach

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	23.7
HCM LOS	C

Lane

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	20	126	162	163	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	22	137	176	177	35

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	645	195	212
Stage 1	195	-	-
Stage 2	450	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	437	846	1358
Stage 1	838	-	-
Stage 2	642	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	388	846	1358
Mov Cap-2 Maneuver	388	-	-
Stage 1	838	-	-
Stage 2	570	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	3.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1358	-	684	-	-
HCM Lane V/C Ratio	0.101	-	0.04	-	-
HCM Control Delay (s)	7.9	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	-	-

➤ Existing Plus Project Phase1-3 with Monte De Oro Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Existing Plus Phases 1-3 (w/Monte De Oro)
Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	86	10	18	32	9	6	12	220	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	93	11	20	35	10	7	13	239	22

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	486	489	186	493	496	250	204	0	0
Stage 1	202	202	-	276	276	-	-	-	-
Stage 2	284	287	-	217	220	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	492	480	856	486	475	789	1368	-	-
Stage 1	800	734	-	730	682	-	-	-	-
Stage 2	723	674	-	785	721	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	474	471	856	460	466	789	1368	-	-
Mov Cap-2 Maneuver	474	471	-	460	466	-	-	-	-
Stage 1	791	729	-	722	674	-	-	-	-
Stage 2	699	667	-	750	716	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	14.3	13.3	0.4
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1368	-	-	510	487	1303	-	-
HCM Lane V/C Ratio	0.01	-	-	0.243	0.105	0.006	-	-
HCM Control Delay (s)	7.7	0	-	14.3	13.3	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.3	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	155	33
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	168	36

Major/Minor

	Major2		
Conflicting Flow All	261	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1303	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1303	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	12	20	295	191	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	22	324	210	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	583	215	220
Stage 1	215	-	-
Stage 2	368	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	475	825	1349
Stage 1	821	-	-
Stage 2	700	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	466	825	1349
Mov Cap-2 Maneuver	466	-	-
Stage 1	821	-	-
Stage 2	686	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1349	-	715	-	-
HCM Lane V/C Ratio	0.016	-	0.023	-	-
HCM Control Delay (s)	7.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection												
Intersection Delay, s/veh	33.2											
Intersection LOS	D											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	1	26	0	59	4	6	0	32	406	123
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	1	27	0	62	4	6	0	34	427	129
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	10.9	12.1	45
HCM LOS	B	B	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	86%	100%	0%	0%
Vol Thru, %	0%	77%	2%	6%	0%	100%	0%
Vol Right, %	0%	23%	62%	9%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	529	42	69	7	461	9
LT Vol	0	406	1	4	0	461	0
Through Vol	0	123	26	6	0	0	9
RT Vol	32	0	15	59	7	0	0
Lane Flow Rate	34	557	44	73	7	485	9
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.063	0.936	0.09	0.158	0.013	0.769	0.013
Departure Headway (Hd)	6.718	6.049	7.335	7.842	6.208	5.702	4.993
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	532	596	486	455	576	636	715
Service Time	4.471	3.801	5.118	5.62	3.95	3.444	2.735
HCM Lane V/C Ratio	0.064	0.935	0.091	0.16	0.012	0.763	0.013
HCM Control Delay	9.9	47.1	10.9	12.1	9	24.9	7.8
HCM Lane LOS	A	E	B	B	A	C	A
HCM 95th-tile Q	0.2	12.2	0.3	0.6	0	7.2	0

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	461	9
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	485	9
Number of Lanes	0	1	1	1
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		2		
Conflicting Approach Left		WB		
Conflicting Lanes Left		1		
Conflicting Approach Right		EB		
Conflicting Lanes Right		1		
HCM Control Delay		24.3		
HCM LOS		C		
Lane				

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	9	36	151	162	163	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	39	164	176	177	41

Major/Minor	Minor2	Major1	Major2	Major3
Conflicting Flow All	702	198	218	0
Stage 1	198	-	-	-
Stage 2	504	-	-	-
Critical Hdwy	6.42	6.22	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-
Pot Cap-1 Maneuver	404	843	1352	-
Stage 1	835	-	-	-
Stage 2	607	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	350	843	1352	-
Mov Cap-2 Maneuver	350	-	-	-
Stage 1	835	-	-	-
Stage 2	526	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	3.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1352	-	658	-	-
HCM Lane V/C Ratio	0.121	-	0.074	-	-
HCM Control Delay (s)	8	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.2	-	-

➤ Existing Plus Project Phase1-5 with Monte De Oro Conditions

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	100	10	18	32	9	6	12	234	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	11	20	35	10	7	13	254	22

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	514	517	199	521	528	265	222	0	0
Stage 1	215	215	-	291	291	-	-	-	-
Stage 2	299	302	-	230	237	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	471	462	842	466	456	774	1347	-	-
Stage 1	787	725	-	717	672	-	-	-	-
Stage 2	710	664	-	773	709	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	453	454	842	441	448	774	1347	-	-
Mov Cap-2 Maneuver	453	454	-	441	448	-	-	-	-
Stage 1	778	720	-	709	665	-	-	-	-
Stage 2	686	657	-	738	704	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	15.4	13.6	0.3
HCM LOS	C	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1347	-	-	485	468	1287	-	-
HCM Lane V/C Ratio	0.01	-	-	0.287	0.109	0.006	-	-
HCM Control Delay (s)	7.7	0	-	15.4	13.6	7.8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0.4	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	163	41
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	177	45

Major/Minor

	Major2		
Conflicting Flow All	276	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1287	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1287	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	12	20	305	198	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	22	335	218	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	602	223	227
Stage 1	223	-	-
Stage 2	379	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	463	817	1341
Stage 1	814	-	-
Stage 2	692	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	454	817	1341
Mov Cap-2 Maneuver	454	-	-
Stage 1	814	-	-
Stage 2	678	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1341	-	704	-	-
HCM Lane V/C Ratio	0.016	-	0.023	-	-
HCM Control Delay (s)	7.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection												
Intersection Delay, s/veh	35.8											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	1	26	0	66	4	6	0	32	406	133
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	1	27	0	69	4	6	0	34	427	140
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	10.9	12.4	49.6
HCM LOS	B	B	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	87%	100%	0%	0%
Vol Thru, %	0%	75%	2%	5%	0%	100%	0%
Vol Right, %	0%	25%	62%	8%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	539	42	76	7	461	9
LT Vol	0	406	1	4	0	461	0
Through Vol	0	133	26	6	0	0	9
RT Vol	32	0	15	66	7	0	0
Lane Flow Rate	34	567	44	80	7	485	9
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.063	0.959	0.091	0.175	0.013	0.776	0.013
Departure Headway (Hd)	6.766	6.086	7.408	7.896	6.266	5.759	5.05
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	528	596	481	453	570	626	706
Service Time	4.523	3.843	5.197	5.678	4.014	3.507	2.798
HCM Lane V/C Ratio	0.064	0.951	0.091	0.177	0.012	0.775	0.013
HCM Control Delay	10	51.9	10.9	12.4	9.1	25.7	7.9
HCM Lane LOS	A	F	B	B	A	D	A
HCM 95th-tile Q	0.2	13.1	0.3	0.6	0	7.3	0

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	461	9
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	485	9
Number of Lanes	0	1	1	1

Approach

	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	25.1
HCM LOS	D

Lane

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	52	178	162	163	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	57	193	176	177	49

Major/Minor	Minor2	Major1	Major2	Minor1
Conflicting Flow All	765	202	226	0
Stage 1	202	-	-	-
Stage 2	563	-	-	-
Critical Hdwy	6.42	6.22	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-
Pot Cap-1 Maneuver	371	839	1342	-
Stage 1	832	-	-	-
Stage 2	570	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	312	839	1342	-
Mov Cap-2 Maneuver	312	-	-	-
Stage 1	832	-	-	-
Stage 2	479	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	4.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1342	-	627	-	-
HCM Lane V/C Ratio	0.144	-	0.113	-	-
HCM Control Delay (s)	8.1	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.4	-	-

- Existing Plus Project Phase 1 without Monte De Oro Conditions

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	11	10	18	32	9	6	12	165	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	11	20	35	10	7	13	179	22

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	418	421	179	425	418	190	187	0	0
Stage 1	194	194	-	216	216	-	-	-	-
Stage 2	224	227	-	209	202	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	545	524	864	540	526	852	1387	-	-
Stage 1	808	740	-	786	724	-	-	-	-
Stage 2	779	716	-	793	734	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	526	515	864	512	517	852	1387	-	-
Mov Cap-2 Maneuver	526	515	-	512	517	-	-	-	-
Stage 1	799	735	-	777	716	-	-	-	-
Stage 2	754	708	-	758	729	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11	12.3	0.5
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	638	541	1371	-	-
HCM Lane V/C Ratio	0.009	-	-	0.066	0.094	0.006	-	-
HCM Control Delay (s)	7.6	0	-	11	12.3	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	157	15
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	171	16

Major/Minor	Major2		
Conflicting Flow All	201	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1371	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1371	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	12	20	243	195	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	22	267	214	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	530	219	224
Stage 1	219	-	-
Stage 2	311	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	510	821	1345
Stage 1	817	-	-
Stage 2	743	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	500	821	1345
Mov Cap-2 Maneuver	500	-	-
Stage 1	817	-	-
Stage 2	729	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1345	-	728	-	-
HCM Lane V/C Ratio	0.016	-	0.023	-	-
HCM Control Delay (s)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Existing Plus Phase 1 (No Monte De Oro)
Timing Plan: SAT PEAK

Intersection												
Intersection Delay, s/veh	23.5											
Intersection LOS	C											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	1	26	0	43	4	6	0	32	406	51
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	1	27	0	45	4	6	0	34	427	54
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	10.5	11.3	27.6
HCM LOS	B	B	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	81%	100%	0%	0%
Vol Thru, %	0%	89%	2%	8%	0%	100%	0%
Vol Right, %	0%	11%	62%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	457	42	53	7	461	9
LT Vol	0	406	1	4	0	461	0
Through Vol	0	51	26	6	0	0	9
RT Vol	32	0	15	43	7	0	0
Lane Flow Rate	34	481	44	56	7	485	9
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.062	0.803	0.086	0.117	0.012	0.742	0.013
Departure Headway (Hd)	6.59	6.007	7.042	7.579	6.011	5.505	4.798
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	544	601	508	473	596	660	746
Service Time	4.326	3.743	4.801	5.336	3.738	3.233	2.526
HCM Lane V/C Ratio	0.063	0.8	0.087	0.118	0.012	0.735	0.012
HCM Control Delay	9.8	28.8	10.5	11.3	8.8	22.4	7.6
HCM Lane LOS	A	D	B	B	A	C	A
HCM 95th-tile Q	0.2	7.9	0.3	0.4	0	6.6	0

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	461	9
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	485	9
Number of Lanes	0	1	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	21.9
HCM LOS	C

Lane

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	20	20	162	163	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	22	22	176	177	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	400	180	183
Stage 1	180	-	-
Stage 2	220	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	606	863	1392
Stage 1	851	-	-
Stage 2	817	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	595	863	1392
Mov Cap-2 Maneuver	595	-	-
Stage 1	851	-	-
Stage 2	802	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1392	-	792	-	-
HCM Lane V/C Ratio	0.016	-	0.034	-	-
HCM Control Delay (s)	7.6	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

- Existing Plus Project Phase 1-2 without Monte De Oro Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Existing Plus Phases 1-2 (No Monte De Oro)
Timing Plan: SAT PEAK

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	11	10	18	32	9	6	12	271	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	11	20	35	10	7	13	295	22

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	534	536	179	541	534	305	187	0	0
Stage 1	194	194	-	332	332	-	-	-	-
Stage 2	340	342	-	209	202	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	457	451	864	452	452	735	1387	-	-
Stage 1	808	740	-	681	644	-	-	-	-
Stage 2	675	638	-	793	734	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	439	443	864	428	444	735	1387	-	-
Mov Cap-2 Maneuver	439	443	-	428	444	-	-	-	-
Stage 1	799	735	-	674	637	-	-	-	-
Stage 2	651	631	-	758	729	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.8	13.9	0.3
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	570	455	1244	-	-
HCM Lane V/C Ratio	0.009	-	-	0.074	0.112	0.006	-	-
HCM Control Delay (s)	7.6	0	-	11.8	13.9	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	157	15
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	171	16

Major/Minor

	Major2		
Conflicting Flow All	316	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1244	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1244	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

SB	
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	12	20	349	195	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	22	384	214	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	646	219	224
Stage 1	219	-	-
Stage 2	427	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	436	821	1345
Stage 1	817	-	-
Stage 2	658	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	427	821	1345
Mov Cap-2 Maneuver	427	-	-
Stage 1	817	-	-
Stage 2	644	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1345	-	693	-	-
HCM Lane V/C Ratio	0.016	-	0.024	-	-
HCM Control Delay (s)	7.7	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Existing Plus Phases 1-2 (No Monte De Oro)
Timing Plan: SAT PEAK

Intersection	
Intersection Delay, s/veh	23.5
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	1	26	0	43	4	6	0	32	406	51
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	1	27	0	45	4	6	0	34	427	54
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	10.5	11.3	27.6
HCM LOS	B	B	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	81%	100%	0%	0%
Vol Thru, %	0%	89%	2%	8%	0%	100%	0%
Vol Right, %	0%	11%	62%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	457	42	53	7	461	9
LT Vol	0	406	1	4	0	461	0
Through Vol	0	51	26	6	0	0	9
RT Vol	32	0	15	43	7	0	0
Lane Flow Rate	34	481	44	56	7	485	9
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.062	0.803	0.086	0.117	0.012	0.742	0.013
Departure Headway (Hd)	6.59	6.007	7.042	7.579	6.011	5.505	4.798
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	544	601	508	473	596	660	746
Service Time	4.326	3.743	4.801	5.336	3.738	3.233	2.526
HCM Lane V/C Ratio	0.063	0.8	0.087	0.118	0.012	0.735	0.012
HCM Control Delay	9.8	28.8	10.5	11.3	8.8	22.4	7.6
HCM Lane LOS	A	D	B	B	A	C	A
HCM 95th-tile Q	0.2	7.9	0.3	0.4	0	6.6	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	461	9
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	485	9
Number of Lanes	0	1	1	1

Approach SB

Opposing Approach NB

Opposing Lanes 2

Conflicting Approach Left WB

Conflicting Lanes Left 1

Conflicting Approach Right EB

Conflicting Lanes Right 1

HCM Control Delay 21.9

HCM LOS C

Lane

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	20	126	162	163	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	22	137	176	177	35

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	645	195	212
Stage 1	195	-	-
Stage 2	450	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	437	846	1358
Stage 1	838	-	-
Stage 2	642	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	388	846	1358
Mov Cap-2 Maneuver	388	-	-
Stage 1	838	-	-
Stage 2	570	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	3.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1358	-	684	-	-
HCM Lane V/C Ratio	0.101	-	0.04	-	-
HCM Control Delay (s)	7.9	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	-	-

➤ Existing Plus Project Phase 1-3 without Monte De Oro Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Existing Plus Phases 1-3 (No Monte De Oro)
Timing Plan: SAT PEAK

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	11	10	18	32	9	6	12	296	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	11	20	35	10	7	13	322	22

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	578	581	196	586	579	333	204	0	0
Stage 1	211	211	-	359	359	-	-	-	-
Stage 2	367	370	-	227	220	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	427	425	845	422	426	709	1368	-	-
Stage 1	791	728	-	659	627	-	-	-	-
Stage 2	653	620	-	776	721	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	410	417	845	398	418	709	1368	-	-
Mov Cap-2 Maneuver	410	417	-	398	418	-	-	-	-
Stage 1	782	723	-	651	619	-	-	-	-
Stage 2	629	613	-	741	716	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	12.2	14.6	0.3
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1368	-	-	541	426	1216	-	-
HCM Lane V/C Ratio	0.01	-	-	0.078	0.12	0.006	-	-
HCM Control Delay (s)	7.7	0	-	12.2	14.6	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	173	15
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	188	16

Major/Minor

	Major2		
Conflicting Flow All	343	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1216	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1216	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	12	20	367	206	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	22	403	226	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	678	231	236
Stage 1	231	-	-
Stage 2	447	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	418	808	1331
Stage 1	807	-	-
Stage 2	644	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	409	808	1331
Mov Cap-2 Maneuver	409	-	-
Stage 1	807	-	-
Stage 2	630	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1331	-	676	-	-
HCM Lane V/C Ratio	0.017	-	0.024	-	-
HCM Control Delay (s)	7.8	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection												
Intersection Delay, s/veh	23.5											
Intersection LOS	C											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	1	26	0	43	4	6	0	32	406	51
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	1	27	0	45	4	6	0	34	427	54
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	10.5	11.3	27.6
HCM LOS	B	B	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	81%	100%	0%	0%
Vol Thru, %	0%	89%	2%	8%	0%	100%	0%
Vol Right, %	0%	11%	62%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	457	42	53	7	461	9
LT Vol	0	406	1	4	0	461	0
Through Vol	0	51	26	6	0	0	9
RT Vol	32	0	15	43	7	0	0
Lane Flow Rate	34	481	44	56	7	485	9
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.062	0.803	0.086	0.117	0.012	0.742	0.013
Departure Headway (Hd)	6.59	6.007	7.042	7.579	6.011	5.505	4.798
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	544	601	508	473	596	660	746
Service Time	4.326	3.743	4.801	5.336	3.738	3.233	2.526
HCM Lane V/C Ratio	0.063	0.8	0.087	0.118	0.012	0.735	0.012
HCM Control Delay	9.8	28.8	10.5	11.3	8.8	22.4	7.6
HCM Lane LOS	A	D	B	B	A	C	A
HCM 95th-tile Q	0.2	7.9	0.3	0.4	0	6.6	0

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	461	9
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	485	9
Number of Lanes	0	1	1	1
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		2		
Conflicting Approach Left		WB		
Conflicting Lanes Left		1		
Conflicting Approach Right		EB		
Conflicting Lanes Right		1		
HCM Control Delay		21.9		
HCM LOS		C		
Lane				

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	9	36	151	162	163	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	39	164	176	177	41

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	702	198	218
Stage 1	198	-	-
Stage 2	504	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	404	843	1352
Stage 1	835	-	-
Stage 2	607	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	350	843	1352
Mov Cap-2 Maneuver	350	-	-
Stage 1	835	-	-
Stage 2	526	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	3.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1352	-	658	-	-
HCM Lane V/C Ratio	0.121	-	0.074	-	-
HCM Control Delay (s)	8	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.2	-	-

- Existing Plus Project Phase 1-5 without Monte De Oro Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Existing Plus Phases 1-5 (No Monte De Oro)
Timing Plan: SAT PEAK

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	11	10	18	32	9	6	12	323	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	11	20	35	10	7	13	351	22

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	630	633	219	637	630	362	227	0	0
Stage 1	234	234	-	388	388	-	-	-	-
Stage 2	396	399	-	249	242	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	394	397	821	390	399	683	1341	-	-
Stage 1	769	711	-	636	609	-	-	-	-
Stage 2	629	602	-	755	705	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	377	389	821	367	391	683	1341	-	-
Mov Cap-2 Maneuver	377	389	-	367	391	-	-	-	-
Stage 1	760	705	-	628	602	-	-	-	-
Stage 2	606	595	-	720	699	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	12.7	15.5	0.3
HCM LOS	B	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1341	-	-	508	395	1185	-	-
HCM Lane V/C Ratio	0.01	-	-	0.083	0.129	0.006	-	-
HCM Control Delay (s)	7.7	0	-	12.7	15.5	8.1	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	194	15
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	211	16

Major/Minor

	Major2		
Conflicting Flow All	373	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1185	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1185	-	-
Mov Cap-2 Maneuver		-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	12	20	386	220	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	22	424	242	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	715	247	252
Stage 1	247	-	-
Stage 2	468	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	397	792	1313
Stage 1	794	-	-
Stage 2	630	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	388	792	1313
Mov Cap-2 Maneuver	388	-	-
Stage 1	794	-	-
Stage 2	616	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1313	-	655	-	-
HCM Lane V/C Ratio	0.017	-	0.025	-	-
HCM Control Delay (s)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Existing Plus Phases 1-5 (No Monte De Oro)
Timing Plan: SAT PEAK

Intersection	
Intersection Delay, s/veh	23.5
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	1	26	0	43	4	6	0	32	406	51
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	1	27	0	45	4	6	0	34	427	54
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	10.5	11.3	27.6
HCM LOS	B	B	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	81%	100%	0%	0%
Vol Thru, %	0%	89%	2%	8%	0%	100%	0%
Vol Right, %	0%	11%	62%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	457	42	53	7	461	9
LT Vol	0	406	1	4	0	461	0
Through Vol	0	51	26	6	0	0	9
RT Vol	32	0	15	43	7	0	0
Lane Flow Rate	34	481	44	56	7	485	9
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.062	0.803	0.086	0.117	0.012	0.742	0.013
Departure Headway (Hd)	6.59	6.007	7.042	7.579	6.011	5.505	4.798
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	544	601	508	473	596	660	746
Service Time	4.326	3.743	4.801	5.336	3.738	3.233	2.526
HCM Lane V/C Ratio	0.063	0.8	0.087	0.118	0.012	0.735	0.012
HCM Control Delay	9.8	28.8	10.5	11.3	8.8	22.4	7.6
HCM Lane LOS	A	D	B	B	A	C	A
HCM 95th-tile Q	0.2	7.9	0.3	0.4	0	6.6	0

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	461	9
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	485	9
Number of Lanes	0	1	1	1
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		2		
Conflicting Approach Left		WB		
Conflicting Lanes Left		1		
Conflicting Approach Right		EB		
Conflicting Lanes Right		1		
HCM Control Delay		21.9		
HCM LOS		C		
Lane				

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	14	57	178	162	163	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	62	193	176	177	49

Major/Minor	Minor2	Major1	Major2	Major3
Conflicting Flow All	765	202	226	0
Stage 1	202	-	-	-
Stage 2	563	-	-	-
Critical Hdwy	6.42	6.22	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-
Pot Cap-1 Maneuver	371	839	1342	-
Stage 1	832	-	-	-
Stage 2	570	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	312	839	1342	-
Mov Cap-2 Maneuver	312	-	-	-
Stage 1	832	-	-	-
Stage 2	479	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	4.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1342	-	629	-	-
HCM Lane V/C Ratio	0.144	-	0.123	-	-
HCM Control Delay (s)	8.1	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.4	-	-

ATTACHMENT D

Synchro 8 Capacity Worksheets

- **Opening Year 2019 Plus Phase 1 with Monte De Oro Conditions**
- **Opening Year 2021 Plus Phase 1-2 with Monte De Oro Conditions**
- **Opening Year 2023 Plus Phase 1-3 with Monte De Oro Conditions**
- **Opening Year 2027 Plus Phase 1-5 with Monte De Oro Conditions**
- **Opening Year 2019 Plus Phase 1 without Monte De Oro Conditions**
- **Opening Year 2021 Plus Phase 1-2 without Monte De Oro Conditions**
- **Opening Year 2023 Plus Phase 1-3 without Monte De Oro Conditions**
- **Opening Year 2027 Plus Phase 1-5 without Monte De Oro Conditions**

➤ Opening Year 2019 Plus Phase 1 with Monte De Oro Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year Plus Phase 1 (w/Monte De Oro)
Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	21	10	18	33	9	6	12	158	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	11	20	36	10	7	13	172	22

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	409	412	177	416	414	183	190	0	0
Stage 1	192	192	-	209	209	-	-	-	-
Stage 2	217	220	-	207	205	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	553	530	866	547	529	859	1384	-	-
Stage 1	810	742	-	793	729	-	-	-	-
Stage 2	785	721	-	795	732	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	534	521	866	519	520	859	1384	-	-
Mov Cap-2 Maneuver	534	521	-	519	520	-	-	-	-
Stage 1	801	737	-	784	721	-	-	-	-
Stage 2	760	713	-	760	727	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.4	12.3	0.5
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1384	-	-	618	546	1380	-	-
HCM Lane V/C Ratio	0.009	-	-	0.086	0.096	0.006	-	-
HCM Control Delay (s)	7.6	0	-	11.4	12.3	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	150	25
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	163	27

Major/Minor

	Major2		
Conflicting Flow All	193	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1380	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1380	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	12	20	237	189	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	22	260	208	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	517	213	218
Stage 1	213	-	-
Stage 2	304	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	518	827	1352
Stage 1	823	-	-
Stage 2	748	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	508	827	1352
Mov Cap-2 Maneuver	508	-	-
Stage 1	823	-	-
Stage 2	734	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1352	-	735	-	-
HCM Lane V/C Ratio	0.016	-	0.022	-	-
HCM Control Delay (s)	7.7	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection												
Intersection Delay, s/veh	26.7											
Intersection LOS	D											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	1	27	0	54	4	6	0	33	414	62
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	1	28	0	57	4	6	0	35	436	65
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	10.7	11.8	32.4
HCM LOS	B	B	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	35%	84%	100%	0%	0%
Vol Thru, %	0%	87%	2%	6%	0%	100%	0%
Vol Right, %	0%	13%	63%	9%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	476	43	64	7	470	9
LT Vol	0	414	1	4	0	470	0
Through Vol	0	62	27	6	0	0	9
RT Vol	33	0	15	54	7	0	0
Lane Flow Rate	35	501	45	67	7	495	9
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.065	0.849	0.09	0.144	0.013	0.771	0.013
Departure Headway (Hd)	6.696	6.1	7.183	7.717	6.116	5.611	4.903
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	535	591	497	463	585	643	729
Service Time	4.441	3.845	4.954	5.486	3.852	3.347	2.638
HCM Lane V/C Ratio	0.065	0.848	0.091	0.145	0.012	0.77	0.012
HCM Control Delay	9.9	34	10.7	11.8	8.9	24.7	7.7
HCM Lane LOS	A	D	B	B	A	C	A
HCM 95th-tile Q	0.2	9.2	0.3	0.5	0	7.2	0

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	470	9
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	495	9
Number of Lanes	0	1	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	24.2
HCM LOS	C

Lane

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	20	20	165	166	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	22	22	179	180	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	406	183	186
Stage 1	183	-	-
Stage 2	223	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	601	859	1388
Stage 1	848	-	-
Stage 2	814	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	590	859	1388
Mov Cap-2 Maneuver	590	-	-
Stage 1	848	-	-
Stage 2	799	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1388	-	787	-	-
HCM Lane V/C Ratio	0.016	-	0.035	-	-
HCM Control Delay (s)	7.6	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

➤ Opening Year 2021 Plus Phase 1-2 with Monte De Oro Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year Plus Phases 1-2 (w/Monte De Oro)
Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	75	11	19	34	10	6	13	217	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	12	21	37	11	7	14	236	23

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	482	485	183	490	488	247	197	0	0
Stage 1	198	198	-	276	276	-	-	-	-
Stage 2	284	287	-	214	212	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	495	482	859	489	480	792	1376	-	-
Stage 1	804	737	-	730	682	-	-	-	-
Stage 2	723	674	-	788	727	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	475	473	859	461	471	792	1376	-	-
Mov Cap-2 Maneuver	475	473	-	461	471	-	-	-	-
Stage 1	794	732	-	721	674	-	-	-	-
Stage 2	697	666	-	751	722	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	13.9	13.3	0.4
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1376	-	-	517	488	1306	-	-
HCM Lane V/C Ratio	0.01	-	-	0.221	0.111	0.006	-	-
HCM Control Delay (s)	7.6	0	-	13.9	13.3	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.4	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	155	26
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	168	28

Major/Minor

	Major2		
Conflicting Flow All	259	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1306	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1306	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

De Portola Winery
2: De Portola Rd & Camino Del Vino

Opening Year Plus Phases 1-2 (w/Monte De Oro)
Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	13	21	299	196	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	23	329	215	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	596	221	226
Stage 1	221	-	-
Stage 2	375	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	466	819	1342
Stage 1	816	-	-
Stage 2	695	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	456	819	1342
Mov Cap-2 Maneuver	456	-	-
Stage 1	816	-	-
Stage 2	680	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1342	-	713	-	-
HCM Lane V/C Ratio	0.017	-	0.025	-	-
HCM Control Delay (s)	7.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection												
Intersection Delay, s/veh	39.9											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	16	1	28	0	56	4	6	0	34	430	117
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	1	29	0	59	4	6	0	36	453	123
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11.1	12.2	54.8
HCM LOS	B	B	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	85%	100%	0%	0%
Vol Thru, %	0%	79%	2%	6%	0%	100%	0%
Vol Right, %	0%	21%	62%	9%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	547	45	66	7	489	10
LT Vol	0	430	1	4	0	489	0
Through Vol	0	117	28	6	0	0	10
RT Vol	34	0	16	56	7	0	0
Lane Flow Rate	36	576	47	69	7	515	11
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.068	0.983	0.098	0.154	0.013	0.822	0.015
Departure Headway (Hd)	6.802	6.146	7.466	7.988	6.252	5.746	5.037
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	525	587	477	447	572	628	708
Service Time	4.561	3.904	5.256	5.775	4	3.493	2.784
HCM Lane V/C Ratio	0.069	0.981	0.099	0.154	0.012	0.82	0.016
HCM Control Delay	10.1	57.6	11.1	12.2	9.1	29.7	7.9
HCM Lane LOS	B	F	B	B	A	D	A
HCM 95th-tile Q	0.2	14	0.3	0.5	0	8.6	0

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	489	10
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	515	11
Number of Lanes	0	1	1	1

Approach

	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	29
HCM LOS	D

Lane

De Portola Winery
4: De Portola Rd & Proj Dwy

Opening Year Plus Phases 1-2 (w/Monte De Oro)
Timing Plan: SAT PEAK

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	20	126	172	173	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	22	137	187	188	35

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	666	205	223
Stage 1	205	-	-
Stage 2	461	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	425	836	1346
Stage 1	829	-	-
Stage 2	635	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	377	836	1346
Mov Cap-2 Maneuver	377	-	-
Stage 1	829	-	-
Stage 2	563	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	3.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1346	-	672	-	-
HCM Lane V/C Ratio	0.102	-	0.04	-	-
HCM Control Delay (s)	8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	-	-

➤ Opening Year 2023 Plus Phase 1-3 with Monte De Oro Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year Plus Phases 1-3 (w/Monte De Oro)
Timing Plan: SAT PEAK

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	87	11	20	35	10	7	13	235	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	95	12	22	38	11	8	14	255	24

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	525	528	203	533	535	267	222	0	0
Stage 1	220	220	-	296	296	-	-	-	-
Stage 2	305	308	-	237	239	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	463	456	838	458	452	772	1347	-	-
Stage 1	782	721	-	712	668	-	-	-	-
Stage 2	705	660	-	766	708	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	443	447	838	430	443	772	1347	-	-
Mov Cap-2 Maneuver	443	447	-	430	443	-	-	-	-
Stage 1	773	715	-	703	660	-	-	-	-
Stage 2	678	652	-	728	702	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	15.2	13.9	0.4
HCM LOS	C	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1347	-	-	482	460	1284	-	-
HCM Lane V/C Ratio	0.01	-	-	0.266	0.123	0.007	-	-
HCM Control Delay (s)	7.7	0	-	15.2	13.9	7.8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.4	0	-	-

Intersection			
Int Delay, s/veh			
Movement	SBL	SBT	SBR
Vol, veh/h	8	169	35
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	9	184	38
Major/Minor	Major2		
Conflicting Flow All	279	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1284	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1284	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Approach	SB		
HCM Control Delay, s	0.3		
HCM LOS			
Minor Lane/Major Mvmt			

De Portola Winery
2: De Portola Rd & Camino Del Vino

Opening Year Plus Phases 1-3 (w/Monte De Oro)
Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	13	22	317	209	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	24	348	230	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	632	235	241
Stage 1	235	-	-
Stage 2	397	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	444	804	1326
Stage 1	804	-	-
Stage 2	679	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	434	804	1326
Mov Cap-2 Maneuver	434	-	-
Stage 1	804	-	-
Stage 2	664	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1326	-	693	-	-
HCM Lane V/C Ratio	0.018	-	0.025	-	-
HCM Control Delay (s)	7.8	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

De Portola Winery
 3: Rancho California Rd & Monte De Oro Rd

Opening Year Plus Phases 1-3 (w/Monte De Oro)
 Timing Plan: SAT PEAK

Intersection												
Intersection Delay, s/veh	43.7											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	17	1	29	0	63	4	7	0	35	447	128
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	1	31	0	66	4	7	0	37	471	135
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11.1	12.4	59.3
HCM LOS	B	B	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	85%	100%	0%	0%
Vol Thru, %	0%	78%	2%	5%	0%	100%	0%
Vol Right, %	0%	22%	62%	9%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	575	47	74	8	507	10
LT Vol	0	447	1	4	0	507	0
Through Vol	0	128	29	7	0	0	10
RT Vol	35	0	17	63	8	0	0
Lane Flow Rate	37	605	49	78	8	534	11
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.071	1	0.103	0.173	0.015	0.858	0.015
Departure Headway (Hd)	6.934	6.271	7.518	7.99	6.288	5.788	5.089
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	517	581	478	450	571	630	705
Service Time	4.672	4.008	5.246	5.716	4.002	3.503	2.804
HCM Lane V/C Ratio	0.072	1.041	0.103	0.173	0.014	0.848	0.016
HCM Control Delay	10.2	62.3	11.1	12.4	9.1	33.7	7.9
HCM Lane LOS	B	F	B	B	A	D	A
HCM 95th-tile Q	0.2	14.6	0.3	0.6	0	9.7	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	8	507	10
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	534	11
Number of Lanes	0	1	1	1

Approach

	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	32.8
HCM LOS	D

Lane

De Portola Winery
4: De Portola Rd & Proj Dwy

Opening Year Plus Phases 1-3 (w/Monte De Oro)
Timing Plan: SAT PEAK

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	9	36	151	178	179	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	39	164	193	195	41

Major/Minor	Minor2	Major1	Minor2
Conflicting Flow All	737	215	236
Stage 1	215	-	-
Stage 2	522	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	386	825	1331
Stage 1	821	-	-
Stage 2	595	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	333	825	1331
Mov Cap-2 Maneuver	333	-	-
Stage 1	821	-	-
Stage 2	513	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	3.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1331	-	637	-	-
HCM Lane V/C Ratio	0.123	-	0.077	-	-
HCM Control Delay (s)	8.1	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.2	-	-

➤ Opening Year 2027 Plus Phase 1-5 with Monte De Oro Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year Plus Phases 1-5 (w/Monte De Oro)
Timing Plan: SAT PEAK

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	102	12	21	38	11	7	14	260	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	111	13	23	41	12	8	15	283	26

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	582	585	228	590	596	296	252	0	0
Stage 1	246	246	-	326	326	-	-	-	-
Stage 2	336	339	-	264	270	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	424	423	811	419	417	743	1313	-	-
Stage 1	758	703	-	687	648	-	-	-	-
Stage 2	678	640	-	741	686	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	403	414	811	391	408	743	1313	-	-
Mov Cap-2 Maneuver	403	414	-	391	408	-	-	-	-
Stage 1	747	697	-	677	639	-	-	-	-
Stage 2	649	631	-	701	681	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	17.3	15	0.4
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1313	-	-	438	419	1252	-	-
HCM Lane V/C Ratio	0.012	-	-	0.335	0.145	0.007	-	-
HCM Control Delay (s)	7.8	0	-	17.3	15	7.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.5	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	8	188	44
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	9	204	48

Major/Minor

	Major2		
Conflicting Flow All	309	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1252	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1252	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	4	14	24	345	230	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	15	26	379	253	12

Major/Minor	Minor2	Major1	Minor2
Conflicting Flow All	691	259	265
Stage 1	259	-	-
Stage 2	432	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	410	780	1299
Stage 1	784	-	-
Stage 2	655	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	400	780	1299
Mov Cap-2 Maneuver	400	-	-
Stage 1	784	-	-
Stage 2	639	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1299	-	644	-	-
HCM Lane V/C Ratio	0.02	-	0.031	-	-
HCM Control Delay (s)	7.8	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

De Portola Winery
 3: Rancho California Rd & Monte De Oro Rd

Opening Year Plus Phases 1-5 (w/Monte De Oro)
 Timing Plan: SAT PEAK

Intersection												
Intersection Delay, s/veh	48.4											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	18	1	31	0	74	5	7	0	38	479	142
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	19	1	33	0	78	5	7	0	40	504	149
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11.4	12.9	60.3
HCM LOS	B	B	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	86%	100%	0%	0%
Vol Thru, %	0%	77%	2%	6%	0%	100%	0%
Vol Right, %	0%	23%	62%	8%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	621	50	86	8	544	11
LT Vol	0	479	1	5	0	544	0
Through Vol	0	142	31	7	0	0	11
RT Vol	38	0	18	74	8	0	0
Lane Flow Rate	40	654	53	91	8	573	12
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.08	1	0.111	0.203	0.015	0.927	0.016
Departure Headway (Hd)	7.164	6.495	7.606	8.082	6.337	5.83	5.121
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	503	562	468	444	562	618	691
Service Time	4.864	4.195	5.395	5.832	4.106	3.606	2.907
HCM Lane V/C Ratio	0.08	1.164	0.113	0.205	0.014	0.927	0.017
HCM Control Delay	10.5	63.3	11.4	12.9	9.2	44.5	8
HCM Lane LOS	B	F	B	B	A	E	A
HCM 95th-tile Q	0.3	14.4	0.4	0.8	0	12	0

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	8	544	11
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	573	12
Number of Lanes	0	1	1	1

Approach

	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	43.3
HCM LOS	E

Lane

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	52	178	191	192	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	57	193	208	209	49

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	828	233	258
Stage 1	233	-	-
Stage 2	595	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	341	806	1307
Stage 1	806	-	-
Stage 2	551	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	284	806	1307
Mov Cap-2 Maneuver	284	-	-
Stage 1	806	-	-
Stage 2	459	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1307	-	589	-	-
HCM Lane V/C Ratio	0.148	-	0.12	-	-
HCM Control Delay (s)	8.2	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.4	-	-

➤ Opening Year 2019 Plus Phase 1 without Monte De Oro Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year Plus Phase 1 (w/o Monte De Oro)
Timing Plan: SAT PEAK

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	11	10	18	33	9	6	12	168	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	11	20	36	10	7	13	183	22

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	425	427	182	433	425	193	190	0	0
Stage 1	197	197	-	220	220	-	-	-	-
Stage 2	228	230	-	213	205	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	540	520	861	533	521	849	1384	-	-
Stage 1	805	738	-	782	721	-	-	-	-
Stage 2	775	714	-	789	732	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	521	511	861	505	512	849	1384	-	-
Mov Cap-2 Maneuver	521	511	-	505	512	-	-	-	-
Stage 1	796	733	-	773	713	-	-	-	-
Stage 2	750	706	-	754	727	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.1	12.5	0.5
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1384	-	-	633	533	1368	-	-
HCM Lane V/C Ratio	0.009	-	-	0.067	0.098	0.006	-	-
HCM Control Delay (s)	7.6	0	-	11.1	12.5	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	160	15
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	174	16

Major/Minor

Major2

Conflicting Flow All	204	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1368	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1368	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

SB

HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

De Portola Winery
2: De Portola Rd & Camino Del Vino

Opening Year Plus Phase 1 (w/o Monte De Oro)
Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	12	20	247	199	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	22	271	219	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	539	224	229
Stage 1	224	-	-
Stage 2	315	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	503	815	1339
Stage 1	813	-	-
Stage 2	740	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	493	815	1339
Mov Cap-2 Maneuver	493	-	-
Stage 1	813	-	-
Stage 2	726	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1339	-	721	-	-
HCM Lane V/C Ratio	0.016	-	0.023	-	-
HCM Control Delay (s)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	25.1
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	1	27	0	44	4	6	0	33	414	52
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	1	28	0	46	4	6	0	35	436	55
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	10.6	11.5	29.6
HCM LOS	B	B	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	35%	81%	100%	0%	0%
Vol Thru, %	0%	89%	2%	7%	0%	100%	0%
Vol Right, %	0%	11%	63%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	466	43	54	7	470	9
LT Vol	0	414	1	4	0	470	0
Through Vol	0	52	27	6	0	0	9
RT Vol	33	0	15	44	7	0	0
Lane Flow Rate	35	491	45	57	7	495	9
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.064	0.824	0.089	0.121	0.012	0.761	0.013
Departure Headway (Hd)	6.628	6.045	7.095	7.644	6.04	5.535	4.827
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	540	598	504	468	593	653	741
Service Time	4.37	3.787	4.858	5.405	3.773	3.267	2.56
HCM Lane V/C Ratio	0.065	0.821	0.089	0.122	0.012	0.758	0.012
HCM Control Delay	9.8	31	10.6	11.5	8.8	23.8	7.6
HCM Lane LOS	A	D	B	B	A	C	A
HCM 95th-tile Q	0.2	8.5	0.3	0.4	0	7	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	470	9
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	495	9
Number of Lanes	0	1	1	1

Approach

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	23.3
HCM LOS	C

Lane

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	20	20	165	166	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	22	22	179	180	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	406	183	186
Stage 1	183	-	-
Stage 2	223	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	601	859	1388
Stage 1	848	-	-
Stage 2	814	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	590	859	1388
Mov Cap-2 Maneuver	590	-	-
Stage 1	848	-	-
Stage 2	799	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1388	-	787	-	-
HCM Lane V/C Ratio	0.016	-	0.035	-	-
HCM Control Delay (s)	7.6	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

De Portola Winery
2: De Portola Rd & Camino Del Vino

Opening Year Plus Phases 1-2 (No Monte De Oro)
Timing Plan: SAT PEAK

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	13	21	362	206	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	23	398	226	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	676	232	237
Stage 1	232	-	-
Stage 2	444	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	419	807	1330
Stage 1	807	-	-
Stage 2	646	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	410	807	1330
Mov Cap-2 Maneuver	410	-	-
Stage 1	807	-	-
Stage 2	632	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1330	-	683	-	-
HCM Lane V/C Ratio	0.017	-	0.026	-	-
HCM Control Delay (s)	7.8	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Opening Year Plus Phases 1-2 (No Monte De Oro)
Timing Plan: SAT PEAK

Intersection												
Intersection Delay, s/veh	28.9											
Intersection LOS	D											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	16	1	28	0	46	4	6	0	34	430	54
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	1	29	0	48	4	6	0	36	453	57
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	10.8	11.7	34.7
HCM LOS	B	B	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	82%	100%	0%	0%
Vol Thru, %	0%	89%	2%	7%	0%	100%	0%
Vol Right, %	0%	11%	62%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	484	45	56	7	489	10
LT Vol	0	430	1	4	0	489	0
Through Vol	0	54	28	6	0	0	10
RT Vol	34	0	16	46	7	0	0
Lane Flow Rate	36	509	47	59	7	515	11
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.067	0.867	0.095	0.127	0.012	0.8	0.014
Departure Headway (Hd)	6.711	6.128	7.228	7.775	6.1	5.595	4.887
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	533	591	494	460	587	649	731
Service Time	4.457	3.874	4.999	5.544	3.837	3.331	2.623
HCM Lane V/C Ratio	0.068	0.861	0.095	0.128	0.012	0.794	0.015
HCM Control Delay	9.9	36.4	10.8	11.7	8.9	27	7.7
HCM Lane LOS	A	E	B	B	A	D	A
HCM 95th-tile Q	0.2	9.7	0.3	0.4	0	8	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	489	10
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	515	11
Number of Lanes	0	1	1	1

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	26.4
HCM LOS	D

Lane

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	20	126	172	173	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	22	137	187	188	35

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	666	205	223
Stage 1	205	-	-
Stage 2	461	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	425	836	1346
Stage 1	829	-	-
Stage 2	635	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	377	836	1346
Mov Cap-2 Maneuver	377	-	-
Stage 1	829	-	-
Stage 2	563	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	3.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1346	-	672	-	-
HCM Lane V/C Ratio	0.102	-	0.04	-	-
HCM Control Delay (s)	8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	8	187	17
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	9	203	18

Major/Minor

	Major2		
Conflicting Flow All	362	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1197	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1197	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	13	22	389	224	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	24	427	246	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	728	252	257
Stage 1	252	-	-
Stage 2	476	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	390	787	1308
Stage 1	790	-	-
Stage 2	625	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	381	787	1308
Mov Cap-2 Maneuver	381	-	-
Stage 1	790	-	-
Stage 2	610	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1308	-	656	-	-
HCM Lane V/C Ratio	0.018	-	0.027	-	-
HCM Control Delay (s)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection

Intersection Delay, s/veh 33.7

Intersection LOS D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	17	1	29	0	47	4	7	0	35	447	56
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	1	31	0	49	4	7	0	37	471	59
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11	11.9	41.6
HCM LOS	B	B	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	81%	100%	0%	0%
Vol Thru, %	0%	89%	2%	7%	0%	100%	0%
Vol Right, %	0%	11%	62%	12%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	503	47	58	8	507	10
LT Vol	0	447	1	4	0	507	0
Through Vol	0	56	29	7	0	0	10
RT Vol	35	0	17	47	8	0	0
Lane Flow Rate	37	529	49	61	8	534	11
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.07	0.913	0.101	0.134	0.014	0.838	0.014
Departure Headway (Hd)	6.792	6.209	7.364	7.885	6.162	5.656	4.948
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	526	582	484	453	580	640	721
Service Time	4.545	3.962	5.144	5.663	3.906	3.4	2.691
HCM Lane V/C Ratio	0.07	0.909	0.101	0.135	0.014	0.834	0.015
HCM Control Delay	10.1	43.8	11	11.9	9	30.9	7.8
HCM Lane LOS	B	E	B	B	A	D	A
HCM 95th-tile Q	0.2	11.2	0.3	0.5	0	9.1	0

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	9	36	151	178	179	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	39	164	193	195	41

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	737	215	236
Stage 1	215	-	-
Stage 2	522	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	386	825	1331
Stage 1	821	-	-
Stage 2	595	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	333	825	1331
Mov Cap-2 Maneuver	333	-	-
Stage 1	821	-	-
Stage 2	513	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	3.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1331	-	637	-	-
HCM Lane V/C Ratio	0.123	-	0.077	-	-
HCM Control Delay (s)	8.1	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.2	-	-

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year Plus Phases 1-5 (No Monte De Oro)
Timing Plan: SAT PEAK

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	13	12	21	38	11	7	14	349	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	13	23	41	12	8	15	379	26

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	698	701	248	706	698	392	258	0	0
Stage 1	265	265	-	423	423	-	-	-	-
Stage 2	433	436	-	283	275	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	355	363	791	351	364	657	1307	-	-
Stage 1	740	689	-	609	588	-	-	-	-
Stage 2	601	580	-	724	683	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	336	354	791	325	355	657	1307	-	-
Mov Cap-2 Maneuver	336	354	-	325	355	-	-	-	-
Stage 1	729	683	-	600	579	-	-	-	-
Stage 2	573	571	-	683	677	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	13.7	17.3	0.3
HCM LOS	B	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1307	-	-	464	353	1154	-	-
HCM Lane V/C Ratio	0.012	-	-	0.108	0.172	0.008	-	-
HCM Control Delay (s)	7.8	0	-	13.7	17.3	8.1	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.6	0	-	-

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Opening Year Plus Phases 1-5 (No Monte De Oro)

Timing Plan: SAT PEAK

Intersection												
Intersection Delay, s/veh	47.1											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	18	1	31	0	51	5	7	0	38	479	60
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	19	1	33	0	54	5	7	0	40	504	63
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11.2	12.2	59.5
HCM LOS	B	B	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	81%	100%	0%	0%
Vol Thru, %	0%	89%	2%	8%	0%	100%	0%
Vol Right, %	0%	11%	62%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	539	50	63	8	544	11
LT Vol	0	479	1	5	0	544	0
Through Vol	0	60	31	7	0	0	11
RT Vol	38	0	18	51	8	0	0
Lane Flow Rate	40	567	53	66	8	573	12
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.077	1	0.111	0.15	0.015	0.921	0.016
Departure Headway (Hd)	6.965	6.381	7.625	8.143	6.295	5.789	5.08
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	512	567	476	447	574	630	710
Service Time	4.732	4.148	5.279	5.778	3.97	3.471	2.771
HCM Lane V/C Ratio	0.078	1	0.111	0.148	0.014	0.91	0.017
HCM Control Delay	10.3	63	11.2	12.2	9.1	42.7	7.9
HCM Lane LOS	B	F	B	B	A	E	A
HCM 95th-tile Q	0.2	14.5	0.4	0.5	0	11.9	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	14	57	178	191	192	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	62	193	208	209	49

Major/Minor	Minor2	Major1	Minor1	Major2
Conflicting Flow All	828	233	258	0
Stage 1	233	-	-	-
Stage 2	595	-	-	-
Critical Hdwy	6.42	6.22	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-
Pot Cap-1 Maneuver	341	806	1307	-
Stage 1	806	-	-	-
Stage 2	551	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	284	806	1307	-
Mov Cap-2 Maneuver	284	-	-	-
Stage 1	806	-	-	-
Stage 2	459	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1307	-	592	-	-
HCM Lane V/C Ratio	0.148	-	0.13	-	-
HCM Control Delay (s)	8.2	0	12	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.4	-	-

ATTACHMENT E

- Synchro 8 Capacity Worksheets
 - Opening Year 2019 Conditions
 - Opening Year 2021 Conditions
 - Opening Year 2023 Conditions
 - Opening Year 2027 Conditions
- Opening Year 2019 Plus Cumulative Conditions
- Opening Year 2021 Plus Cumulative Conditions
- Opening Year 2023 Plus Cumulative Conditions
- Opening Year 2027 Plus Cumulative Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year 2019
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	11	10	18	33	9	6	12	168	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	11	20	36	10	7	13	183	22

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	425	427	182	433	425	193	190	0	0
Stage 1	197	197	-	220	220	-	-	-	-
Stage 2	228	230	-	213	205	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	540	520	861	533	521	849	1384	-	-
Stage 1	805	738	-	782	721	-	-	-	-
Stage 2	775	714	-	789	732	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	521	511	861	505	512	849	1384	-	-
Mov Cap-2 Maneuver	521	511	-	505	512	-	-	-	-
Stage 1	796	733	-	773	713	-	-	-	-
Stage 2	750	706	-	754	727	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.1	12.5	0.5
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1384	-	-	633	533	1368	-	-
HCM Lane V/C Ratio	0.009	-	-	0.067	0.098	0.006	-	-
HCM Control Delay (s)	7.6	0	-	11.1	12.5	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	160	15
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	174	16

Major/Minor	Major2		
Conflicting Flow All	204	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1368	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1368	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

De Portola Winery
2: De Portola Rd & Camino Del Vino

Opening Year 2019
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	12	20	247	199	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	22	271	219	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	539	224	229
Stage 1	224	-	-
Stage 2	315	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	503	815	1339
Stage 1	813	-	-
Stage 2	740	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	493	815	1339
Mov Cap-2 Maneuver	493	-	-
Stage 1	813	-	-
Stage 2	726	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1339	-	721	-	-
HCM Lane V/C Ratio	0.016	-	0.023	-	-
HCM Control Delay (s)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Opening Year 2019
 Timing Plan: SAT PEAK

Intersection												
Intersection Delay, s/veh	25.1											
Intersection LOS	D											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	1	27	0	44	4	6	0	33	414	52
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	1	28	0	46	4	6	0	35	436	55
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	10.6	11.5	29.6
HCM LOS	B	B	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	35%	81%	100%	0%	0%
Vol Thru, %	0%	89%	2%	7%	0%	100%	0%
Vol Right, %	0%	11%	63%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	466	43	54	7	470	9
LT Vol	0	414	1	4	0	470	0
Through Vol	0	52	27	6	0	0	9
RT Vol	33	0	15	44	7	0	0
Lane Flow Rate	35	491	45	57	7	495	9
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.064	0.824	0.089	0.121	0.012	0.761	0.013
Departure Headway (Hd)	6.628	6.045	7.095	7.644	6.04	5.535	4.827
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	540	598	504	468	593	653	741
Service Time	4.37	3.787	4.858	5.405	3.773	3.267	2.56
HCM Lane V/C Ratio	0.065	0.821	0.089	0.122	0.012	0.758	0.012
HCM Control Delay	9.8	31	10.6	11.5	8.8	23.8	7.6
HCM Lane LOS	A	D	B	B	A	C	A
HCM 95th-tile Q	0.2	8.5	0.3	0.4	0	7	0

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Opening Year 2019
 Timing Plan: SAT PEAK

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	470	9
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	495	9
Number of Lanes	0	1	1	1

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	23.3
HCM LOS	C

Lane

➤ Opening Year 2021 Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year 2021
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	12	11	19	34	10	6	13	154	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	12	21	37	11	7	14	167	23

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	398	400	166	405	397	179	175	0	0
Stage 1	182	182	-	207	207	-	-	-	-
Stage 2	216	218	-	198	190	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	562	538	878	556	540	864	1401	-	-
Stage 1	820	749	-	795	731	-	-	-	-
Stage 2	786	723	-	804	743	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	542	529	878	527	531	864	1401	-	-
Mov Cap-2 Maneuver	542	529	-	527	531	-	-	-	-
Stage 1	811	745	-	786	723	-	-	-	-
Stage 2	760	715	-	768	739	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11	12.2	0.5
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1401	-	-	650	554	1384	-	-
HCM Lane V/C Ratio	0.01	-	-	0.07	0.098	0.005	-	-
HCM Control Delay (s)	7.6	0	-	11	12.2	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year 2021
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	145	16
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	158	17

Major/Minor	Major2		
Conflicting Flow All	190	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1384	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1384	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

De Portola Winery
2: De Portola Rd & Camino Del Vino

Opening Year 2021
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	13	21	236	186	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	23	259	204	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	515	210	215
Stage 1	210	-	-
Stage 2	305	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	520	830	1355
Stage 1	825	-	-
Stage 2	748	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	510	830	1355
Mov Cap-2 Maneuver	510	-	-
Stage 1	825	-	-
Stage 2	733	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1355	-	743	-	-
HCM Lane V/C Ratio	0.017	-	0.024	-	-
HCM Control Delay (s)	7.7	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Opening Year 2021
 Timing Plan: SAT PEAK

Intersection

Intersection Delay, s/veh	28.9
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	16	1	28	0	46	4	6	0	34	430	54
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	1	29	0	48	4	6	0	36	453	57
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	10.8	11.7	34.7
HCM LOS	B	B	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	82%	100%	0%	0%
Vol Thru, %	0%	89%	2%	7%	0%	100%	0%
Vol Right, %	0%	11%	62%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	484	45	56	7	489	10
LT Vol	0	430	1	4	0	489	0
Through Vol	0	54	28	6	0	0	10
RT Vol	34	0	16	46	7	0	0
Lane Flow Rate	36	509	47	59	7	515	11
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.067	0.867	0.095	0.127	0.012	0.8	0.014
Departure Headway (Hd)	6.711	6.128	7.228	7.775	6.1	5.595	4.887
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	533	591	494	460	587	649	731
Service Time	4.457	3.874	4.999	5.544	3.837	3.331	2.623
HCM Lane V/C Ratio	0.068	0.861	0.095	0.128	0.012	0.794	0.015
HCM Control Delay	9.9	36.4	10.8	11.7	8.9	27	7.7
HCM Lane LOS	A	E	B	B	A	D	A
HCM 95th-tile Q	0.2	9.7	0.3	0.4	0	8	0

De Portola Winery
 3: Rancho California Rd & Monte De Oro Rd

Opening Year 2021
 Timing Plan: SAT PEAK

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	489	10
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	515	11
Number of Lanes	0	1	1	1

Approach

	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	26.4
HCM LOS	D

Lane

➤ Opening Year 2023 Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year 2023
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	12	11	20	35	10	7	13	160	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	12	22	38	11	8	14	174	24

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	414	417	173	422	414	186	183	0	0
Stage 1	191	191	-	214	214	-	-	-	-
Stage 2	223	226	-	208	200	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	549	527	871	542	529	856	1392	-	-
Stage 1	811	742	-	788	725	-	-	-	-
Stage 2	780	717	-	794	736	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	528	518	871	512	520	856	1392	-	-
Mov Cap-2 Maneuver	528	518	-	512	520	-	-	-	-
Stage 1	802	737	-	779	717	-	-	-	-
Stage 2	753	709	-	756	731	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11	12.4	0.5
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1392	-	-	643	543	1375	-	-
HCM Lane V/C Ratio	0.01	-	-	0.073	0.104	0.006	-	-
HCM Control Delay (s)	7.6	0	-	11	12.4	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year 2023
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	8	151	17
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	9	164	18

Major/Minor Major2

Conflicting Flow All	198	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1375	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1375	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

De Portola Winery
2: De Portola Rd & Camino Del Vino

Opening Year 2023
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	13	22	245	193	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	24	269	212	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	536	218	223	0	-	0
Stage 1	218	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	505	822	1346	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	494	822	1346	-	-	-
Mov Cap-2 Maneuver	494	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	10		0.6		0
HCM LOS	B				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1346	-	731	-	-
HCM Lane V/C Ratio	0.018	-	0.024	-	-
HCM Control Delay (s)	7.7	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Opening Year 2023
 Timing Plan: SAT PEAK

Intersection	
Intersection Delay, s/veh	33.7
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	17	1	29	0	47	4	7	0	35	447	56
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	1	31	0	49	4	7	0	37	471	59
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11	11.9	41.6
HCM LOS	B	B	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	81%	100%	0%	0%
Vol Thru, %	0%	89%	2%	7%	0%	100%	0%
Vol Right, %	0%	11%	62%	12%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	503	47	58	8	507	10
LT Vol	0	447	1	4	0	507	0
Through Vol	0	56	29	7	0	0	10
RT Vol	35	0	17	47	8	0	0
Lane Flow Rate	37	529	49	61	8	534	11
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.07	0.913	0.101	0.134	0.014	0.838	0.014
Departure Headway (Hd)	6.792	6.209	7.364	7.885	6.162	5.656	4.948
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	526	582	484	453	580	640	721
Service Time	4.545	3.962	5.144	5.663	3.906	3.4	2.691
HCM Lane V/C Ratio	0.07	0.909	0.101	0.135	0.014	0.834	0.015
HCM Control Delay	10.1	43.8	11	11.9	9	30.9	7.8
HCM Lane LOS	B	E	B	B	A	D	A
HCM 95th-tile Q	0.2	11.2	0.3	0.5	0	9.1	0

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Opening Year 2023
 Timing Plan: SAT PEAK

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	8	507	10
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	534	11
Number of Lanes	0	1	1	1

Approach

	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	30.1
HCM LOS	D

Lane

➤ Opening Year 2027 Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year 2027
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	13	12	21	38	11	7	14	171	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	13	23	41	12	8	15	186	26

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	442	445	186	450	442	199	196	0	0
Stage 1	203	203	-	229	229	-	-	-	-
Stage 2	239	242	-	221	213	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	526	508	856	519	510	842	1377	-	-
Stage 1	799	733	-	774	715	-	-	-	-
Stage 2	764	705	-	781	726	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	504	498	856	488	500	842	1377	-	-
Mov Cap-2 Maneuver	504	498	-	488	500	-	-	-	-
Stage 1	789	728	-	765	706	-	-	-	-
Stage 2	735	697	-	741	721	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.3	12.9	0.5
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1377	-	-	618	518	1358	-	-
HCM Lane V/C Ratio	0.011	-	-	0.081	0.118	0.006	-	-
HCM Control Delay (s)	7.6	0	-	11.3	12.9	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0	-	-

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year 2027
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	8	162	18
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	9	176	20

Major/Minor

Major2

Conflicting Flow All	212	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1358	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1358	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

SB

HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

De Portola Winery
2: De Portola Rd & Camino Del Vino

Opening Year 2027
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	4	14	24	263	207	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	15	26	289	227	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	576	234	240	0	-	0
Stage 1	234	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	479	805	1327	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	468	805	1327	-	-	-
Mov Cap-2 Maneuver	468	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1327	-	694	-	-
HCM Lane V/C Ratio	0.02	-	0.029	-	-
HCM Control Delay (s)	7.8	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Opening Year 2027
 Timing Plan: SAT PEAK

Intersection

Intersection Delay, s/veh	47.1
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	18	1	31	0	51	5	7	0	38	479	60
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	19	1	33	0	54	5	7	0	40	504	63
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11.2	12.2	59.5
HCM LOS	B	B	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	81%	100%	0%	0%
Vol Thru, %	0%	89%	2%	8%	0%	100%	0%
Vol Right, %	0%	11%	62%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	539	50	63	8	544	11
LT Vol	0	479	1	5	0	544	0
Through Vol	0	60	31	7	0	0	11
RT Vol	38	0	18	51	8	0	0
Lane Flow Rate	40	567	53	66	8	573	12
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.077	1	0.111	0.15	0.015	0.921	0.016
Departure Headway (Hd)	6.965	6.381	7.625	8.143	6.295	5.789	5.08
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	512	567	476	447	574	630	710
Service Time	4.732	4.148	5.279	5.778	3.97	3.471	2.771
HCM Lane V/C Ratio	0.078	1	0.111	0.148	0.014	0.91	0.017
HCM Control Delay	10.3	63	11.2	12.2	9.1	42.7	7.9
HCM Lane LOS	B	F	B	B	A	E	A
HCM 95th-tile Q	0.2	14.5	0.4	0.5	0	11.9	0

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Opening Year 2027
 Timing Plan: SAT PEAK

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	8	544	11
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	573	12
Number of Lanes	0	1	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	41.5
HCM LOS	E

Lane

➤ Opening Year 2019 Plus Cumulative Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year 2019 Plus Cumulative

Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	11	10	18	33	9	6	12	148	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	11	20	36	10	7	13	161	22

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	382	385	160	389	382	172	168	0	0
Stage 1	176	176	-	198	198	-	-	-	-
Stage 2	206	209	-	191	184	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	576	549	885	570	551	872	1410	-	-
Stage 1	826	753	-	804	737	-	-	-	-
Stage 2	796	729	-	811	747	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	557	540	885	542	542	872	1410	-	-
Mov Cap-2 Maneuver	557	540	-	542	542	-	-	-	-
Stage 1	818	748	-	796	730	-	-	-	-
Stage 2	772	722	-	777	743	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	10.8	12	0.5
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1410	-	-	665	569	1392	-	-
HCM Lane V/C Ratio	0.009	-	-	0.064	0.092	0.005	-	-
HCM Control Delay (s)	7.6	0	-	10.8	12	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	140	15
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	152	16

Major/Minor	Major2		
Conflicting Flow All	183	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1392	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1392	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

De Portola Winery
2: De Portola Rd & Camino Del Vino

Opening Year 2019 Plus Cumulative
 Timing Plan: SAT PEAK

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	12	20	227	179	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	22	249	197	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	495	202	207
Stage 1	202	-	-
Stage 2	293	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	534	839	1364
Stage 1	832	-	-
Stage 2	757	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	524	839	1364
Mov Cap-2 Maneuver	524	-	-
Stage 1	832	-	-
Stage 2	743	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1364	-	749	-	-
HCM Lane V/C Ratio	0.016	-	0.022	-	-
HCM Control Delay (s)	7.7	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Opening Year 2019 Plus Cumulative
 Timing Plan: SAT PEAK

Intersection												
Intersection Delay, s/veh	56											
Intersection LOS	F											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	1	27	0	44	4	6	0	33	613	52
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	1	28	0	46	4	6	0	35	645	55
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11.1	12	60.5
HCM LOS	B	B	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	35%	81%	100%	0%	0%
Vol Thru, %	0%	92%	2%	7%	0%	100%	0%
Vol Right, %	0%	8%	63%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	665	43	54	7	679	9
LT Vol	0	613	1	4	0	679	0
Through Vol	0	52	27	6	0	0	9
RT Vol	33	0	15	44	7	0	0
Lane Flow Rate	35	700	45	57	7	715	9
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.067	1	0.095	0.128	0.012	1	0.013
Departure Headway (Hd)	6.934	6.381	7.595	8.125	6.085	5.585	4.886
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	515	567	473	442	584	643	725
Service Time	4.698	4.145	5.33	5.854	3.865	3.366	2.666
HCM Lane V/C Ratio	0.068	1.235	0.095	0.129	0.012	1.112	0.012
HCM Control Delay	10.2	63	11.1	12	8.9	58.9	7.7
HCM Lane LOS	B	F	B	B	A	F	A
HCM 95th-tile Q	0.2	14.5	0.3	0.4	0	15.4	0

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	679	9
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	715	9
Number of Lanes	0	1	1	1

Approach

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	57.7
HCM LOS	F

Lane

➤ Opening Year 2021 Plus Cumulative Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year 2021 Plus Cumulative
 Timing Plan: SAT PEAK

Intersection									
Int Delay, s/veh	2.7								

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	12	11	19	34	10	6	13	154	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	12	21	37	11	7	14	167	23

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	398	400	166	405	397	179	175	0	0
Stage 1	182	182	-	207	207	-	-	-	-
Stage 2	216	218	-	198	190	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	562	538	878	556	540	864	1401	-	-
Stage 1	820	749	-	795	731	-	-	-	-
Stage 2	786	723	-	804	743	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	542	529	878	527	531	864	1401	-	-
Mov Cap-2 Maneuver	542	529	-	527	531	-	-	-	-
Stage 1	811	745	-	786	723	-	-	-	-
Stage 2	760	715	-	768	739	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11	12.2	0.5
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1401	-	-	650	554	1384	-	-
HCM Lane V/C Ratio	0.01	-	-	0.07	0.098	0.005	-	-
HCM Control Delay (s)	7.6	0	-	11	12.2	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year 2021 Plus Cumulative
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	145	16
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	158	17

Major/Minor	Major2		
Conflicting Flow All	190	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1384	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1384	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

De Portola Winery
2: De Portola Rd & Camino Del Vino

Opening Year 2021 Plus Cumulative
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	13	21	236	186	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	23	259	204	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	515	210	215	0	-	0
Stage 1	210	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	520	830	1355	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	510	830	1355	-	-	-
Mov Cap-2 Maneuver	510	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	733	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1355	-	743	-	-
HCM Lane V/C Ratio	0.017	-	0.024	-	-
HCM Control Delay (s)	7.7	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Opening Year 2021 Plus Cumulative
Timing Plan: SAT PEAK

Intersection												
Intersection Delay, s/veh	56.1											
Intersection LOS	F											
Movement												
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	16	1	28	0	46	4	6	0	34	629	54
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	1	29	0	48	4	6	0	36	662	57
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach			
	EB	WB	NB
Opposing Approach	WB	EB	NB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11.2	12.1	60.6
HCM LOS	B	B	F

Lane							
	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	82%	100%	0%	0%
Vol Thru, %	0%	92%	2%	7%	0%	100%	0%
Vol Right, %	0%	8%	62%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	683	45	56	7	698	10
LT Vol	0	629	1	4	0	698	0
Through Vol	0	54	28	6	0	0	10
RT Vol	34	0	16	46	7	0	0
Lane Flow Rate	36	719	47	59	7	735	11
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.069	1	0.1	0.133	0.013	1	0.014
Departure Headway (Hd)	6.957	6.403	7.613	8.142	6.112	5.613	4.914
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	513	568	471	442	582	647	721
Service Time	4.721	4.167	5.348	5.871	3.892	3.393	2.694
HCM Lane V/C Ratio	0.07	1.266	0.1	0.133	0.012	1.136	0.015
HCM Control Delay	10.2	63.1	11.2	12.1	9	59	7.8
HCM Lane LOS	B	F	B	B	A	F	A
HCM 95th-tile Q	0.2	14.4	0.3	0.5	0	15.4	0

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year 2023 Plus Cumulative
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	8	151	17
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	9	164	18

Major/Minor Major2

Conflicting Flow All	198	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1375	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1375	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

De Portola Winery
2: De Portola Rd & Camino Del Vino

Opening Year 2023 Plus Cumulative
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	13	22	245	193	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	24	269	212	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	536	218	223	0	-	0
Stage 1	218	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	505	822	1346	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	494	822	1346	-	-	-
Mov Cap-2 Maneuver	494	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	10		0.6		0
HCM LOS	B				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1346	-	731	-	-
HCM Lane V/C Ratio	0.018	-	0.024	-	-
HCM Control Delay (s)	7.7	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Opening Year 2023 Plus Cumulative

Timing Plan: SAT PEAK

Intersection

Intersection Delay, s/veh 56.2
 Intersection LOS F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	17	1	29	0	47	4	7	0	35	646	56
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	1	31	0	49	4	7	0	37	680	59
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11.3	12.2	60.7
HCM LOS	B	B	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	81%	100%	0%	0%
Vol Thru, %	0%	92%	2%	7%	0%	100%	0%
Vol Right, %	0%	8%	62%	12%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	702	47	58	8	716	10
LT Vol	0	646	1	4	0	716	0
Through Vol	0	56	29	7	0	0	10
RT Vol	35	0	17	47	8	0	0
Lane Flow Rate	37	739	49	61	8	754	11
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.071	1	0.105	0.138	0.014	1	0.014
Departure Headway (Hd)	6.977	6.423	7.631	8.136	6.137	5.637	4.938
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	512	569	470	441	579	641	717
Service Time	4.744	4.189	5.366	5.867	3.919	3.42	2.721
HCM Lane V/C Ratio	0.072	1.299	0.104	0.138	0.014	1.176	0.015
HCM Control Delay	10.3	63.2	11.3	12.2	9	59.2	7.8
HCM Lane LOS	B	F	B	B	A	F	A
HCM 95th-tile Q	0.2	14.4	0.3	0.5	0	15.4	0

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Opening Year 2023 Plus Cumulative
 Timing Plan: SAT PEAK

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	8	716	10
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	754	11
Number of Lanes	0	1	1	1

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	58
HCM LOS	F

Lane

➤ Opening Year 2027 Plus Cumulative Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year 2027 Plus Cumulative
 Timing Plan: SAT PEAK

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	13	12	21	38	11	7	14	171	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	13	23	41	12	8	15	186	26

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	442	445	186	450	442	199	196	0	0
Stage 1	203	203	-	229	229	-	-	-	-
Stage 2	239	242	-	221	213	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	526	508	856	519	510	842	1377	-	-
Stage 1	799	733	-	774	715	-	-	-	-
Stage 2	764	705	-	781	726	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	504	498	856	488	500	842	1377	-	-
Mov Cap-2 Maneuver	504	498	-	488	500	-	-	-	-
Stage 1	789	728	-	765	706	-	-	-	-
Stage 2	735	697	-	741	721	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.3	12.9	0.5
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1377	-	-	618	518	1358	-	-
HCM Lane V/C Ratio	0.011	-	-	0.081	0.118	0.006	-	-
HCM Control Delay (s)	7.6	0	-	11.3	12.9	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0	-	-

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year 2027 Plus Cumulative
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	8	162	18
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	9	176	20

Major/Minor	Major2		
Conflicting Flow All	212	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1358	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1358	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

De Portola Winery
2: De Portola Rd & Camino Del Vino

Opening Year 2027 Plus Cumulative
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	4	14	24	263	207	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	15	26	289	227	12

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	576	234	240
Stage 1	234	-	-
Stage 2	342	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	479	805	1327
Stage 1	805	-	-
Stage 2	719	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	468	805	1327
Mov Cap-2 Maneuver	468	-	-
Stage 1	805	-	-
Stage 2	702	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1327	-	694	-	-
HCM Lane V/C Ratio	0.02	-	0.029	-	-
HCM Control Delay (s)	7.8	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

De Portola Winery
3: Rancho California Rd & Monte De Oro Rd

Opening Year 2027 Plus Cumulative
 Timing Plan: SAT PEAK

Intersection

Intersection Delay, s/veh 56.2
 Intersection LOS F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	18	1	31	0	51	5	7	0	38	678	60
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	19	1	33	0	54	5	7	0	40	714	63
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach

	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11.4	12.3	60.8
HCM LOS	B	B	F

Lane

	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	81%	100%	0%	0%
Vol Thru, %	0%	92%	2%	8%	0%	100%	0%
Vol Right, %	0%	8%	62%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	738	50	63	8	753	11
LT Vol	0	678	1	5	0	753	0
Through Vol	0	60	31	7	0	0	11
RT Vol	38	0	18	51	8	0	0
Lane Flow Rate	40	777	53	66	8	793	12
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.078	1	0.112	0.15	0.014	1	0.016
Departure Headway (Hd)	7.023	6.468	7.657	8.161	6.196	5.696	4.997
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	509	559	469	440	574	634	710
Service Time	4.786	4.231	5.39	5.89	3.974	3.474	2.775
HCM Lane V/C Ratio	0.079	1.39	0.113	0.15	0.014	1.251	0.017
HCM Control Delay	10.4	63.4	11.4	12.3	9.1	59.4	7.9
HCM Lane LOS	B	F	B	B	A	F	A
HCM 95th-tile Q	0.3	14.4	0.4	0.5	0	15.3	0

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	8	753	11
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	793	12
Number of Lanes	0	1	1	1

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	58.1
HCM LOS	F

Lane

ATTACHMENT F

Synchro 8 Capacity Worksheets

- Opening Year 2019 Plus Cumulative Plus Proj. with Monte De Oro Conditions
- Opening Year 2021 Plus Cumulative Plus Proj with Monte De Oro Conditions
- Opening Year 2023 Plus Cumulative Plus Proj with Monte De Oro Conditions
 - Opening Year 2027 Plus Cumulative Plus Proj with Monte De Oro Conditions
 - Opening Year 2019 Plus Cumulative Plus Proj w/o Monte De Oro Conditions
- Opening Year 2021 Plus Cumulative Plus Proj w/o Monte De Oro Conditions
 - Opening Year 2023 Plus Cumulative Plus Proj w/o Monte De Oro Conditions
 - Opening Year 2027 Plus Cumulative Plus Proj w/o Monte De Oro Conditions

➤ Opening Year 2019 Plus Cumulative Plus Proj. with Monte De Oro Conditions

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year Plus Cum Plus Phase 1 (w/Monte De Oro)

Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	21	10	18	33	9	6	12	158	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	11	20	36	10	7	13	172	22

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	409	412	177	416	414	183	190	0	0
Stage 1	192	192	-	209	209	-	-	-	-
Stage 2	217	220	-	207	205	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	553	530	866	547	529	859	1384	-	-
Stage 1	810	742	-	793	729	-	-	-	-
Stage 2	785	721	-	795	732	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	534	521	866	519	520	859	1384	-	-
Mov Cap-2 Maneuver	534	521	-	519	520	-	-	-	-
Stage 1	801	737	-	784	721	-	-	-	-
Stage 2	760	713	-	760	727	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.4	12.3	0.5
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1384	-	-	618	546	1380	-	-
HCM Lane V/C Ratio	0.009	-	-	0.086	0.096	0.006	-	-
HCM Control Delay (s)	7.6	0	-	11.4	12.3	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0	-	-

De Portola Winery
1: De Portola Rd & Monte De Oro Rd

Opening Year Plus Cum Plus Phase 1 (w/Monte De Oro)
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	150	25
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	163	27

Major/Minor	Major2		
Conflicting Flow All	193	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1380	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1380	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

De Portola Winery
2: De Portola Rd & Camino Del Vino

Opening Year Plus Cum Plus Phase 1 (w/Monte De Oro)
 Timing Plan: SAT PEAK

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	12	20	237	189	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	22	260	208	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	517	213	218	0	-	0
Stage 1	213	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	518	827	1352	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	508	827	1352	-	-	-
Mov Cap-2 Maneuver	508	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	734	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1352	-	735	-	-
HCM Lane V/C Ratio	0.016	-	0.022	-	-
HCM Control Delay (s)	7.7	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

De Portola Winery

Opening Year Plus Cum Plus Phase 1 (w/Monte De Oro)

3: Rancho California Rd & Monte De Oro Rd

Timing Plan: SAT PEAK

Intersection												
Intersection Delay, s/veh	56											
Intersection LOS	F											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	1	27	0	54	4	6	0	33	613	62
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	1	28	0	57	4	6	0	35	645	65
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11.2	12.4	60.7
HCM LOS	B	B	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	35%	84%	100%	0%	0%
Vol Thru, %	0%	91%	2%	6%	0%	100%	0%
Vol Right, %	0%	9%	63%	9%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	675	43	64	7	679	9
LT Vol	0	613	1	4	0	679	0
Through Vol	0	62	27	6	0	0	9
RT Vol	33	0	15	54	7	0	0
Lane Flow Rate	35	711	45	67	7	715	9
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.067	1	0.096	0.153	0.013	1	0.013
Departure Headway (Hd)	6.982	6.419	7.641	8.151	6.14	5.641	4.942
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	511	568	469	441	578	636	716
Service Time	4.755	4.192	5.382	5.883	3.931	3.431	2.732
HCM Lane V/C Ratio	0.068	1.252	0.096	0.152	0.012	1.124	0.013
HCM Control Delay	10.3	63.2	11.2	12.4	9	59.2	7.8
HCM Lane LOS	B	F	B	B	A	F	A
HCM 95th-tile Q	0.2	14.4	0.3	0.5	0	15.3	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	679	9
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	715	9
Number of Lanes	0	1	1	1

Approach

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	58
HCM LOS	F

Lane

De Portola Winery
4: De Portola Rd & Proj Dwy

Opening Year Plus Cum Plus Phase 1 (w/Monte De Oro)
 Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	20	20	165	166	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	22	22	179	180	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	406	183	186
Stage 1	183	-	-
Stage 2	223	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	601	859	1388
Stage 1	848	-	-
Stage 2	814	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	590	859	1388
Mov Cap-2 Maneuver	590	-	-
Stage 1	848	-	-
Stage 2	799	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1388	-	787	-	-
HCM Lane V/C Ratio	0.016	-	0.035	-	-
HCM Control Delay (s)	7.6	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

➤ Opening Year 2021 Plus Cumulative Plus Proj with Monte De Oro Conditions

De Portola Winery

Opening Year Plus Cum Plus Phases 1-2 (w/Monte De Oro)

1: De Portola Rd & Monte De Oro Rd

Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	75	11	19	34	10	6	13	217	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	12	21	37	11	7	14	236	23

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	482	485	183	490	488	247	197	0	0
Stage 1	198	198	-	276	276	-	-	-	-
Stage 2	284	287	-	214	212	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	495	482	859	489	480	792	1376	-	-
Stage 1	804	737	-	730	682	-	-	-	-
Stage 2	723	674	-	788	727	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	475	473	859	461	471	792	1376	-	-
Mov Cap-2 Maneuver	475	473	-	461	471	-	-	-	-
Stage 1	794	732	-	721	674	-	-	-	-
Stage 2	697	666	-	751	722	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	13.9	13.3	0.4
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1376	-	-	517	488	1306	-	-
HCM Lane V/C Ratio	0.01	-	-	0.221	0.111	0.006	-	-
HCM Control Delay (s)	7.6	0	-	13.9	13.3	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.4	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	155	26
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	168	28

Major/Minor	Major2		
Conflicting Flow All	259	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1306	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1306	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	13	21	299	196	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	23	329	215	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	596	221	226
Stage 1	221	-	-
Stage 2	375	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	466	819	1342
Stage 1	816	-	-
Stage 2	695	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	456	819	1342
Mov Cap-2 Maneuver	456	-	-
Stage 1	816	-	-
Stage 2	680	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1342	-	713	-	-
HCM Lane V/C Ratio	0.017	-	0.025	-	-
HCM Control Delay (s)	7.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection

Intersection Delay, s/veh	56.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	16	1	28	0	56	4	6	0	34	629	117
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	1	29	0	59	4	6	0	36	662	123
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11.3	12.4	60.8
HCM LOS	B	B	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	85%	100%	0%	0%
Vol Thru, %	0%	84%	2%	6%	0%	100%	0%
Vol Right, %	0%	16%	62%	9%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	746	45	66	7	698	10
LT Vol	0	629	1	4	0	698	0
Through Vol	0	117	28	6	0	0	10
RT Vol	34	0	16	56	7	0	0
Lane Flow Rate	36	785	47	69	7	735	11
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.07	1	0.101	0.158	0.013	1	0.015
Departure Headway (Hd)	7.009	6.401	7.661	8.169	6.173	5.673	4.974
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	509	565	468	440	575	639	712
Service Time	4.778	4.17	5.401	5.899	3.959	3.459	2.76
HCM Lane V/C Ratio	0.071	1.389	0.1	0.157	0.012	1.15	0.015
HCM Control Delay	10.3	63.1	11.3	12.4	9	59.4	7.8
HCM Lane LOS	B	F	B	B	A	F	A
HCM 95th-tile Q	0.2	14.4	0.3	0.6	0	15.3	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	698	10
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	735	11
Number of Lanes	0	1	1	1

Approach

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	58.2
HCM LOS	F

Lane

De Portola Winery
4: De Portola Rd & Proj Dwy

Opening Year Plus Cum Plus Phases 1-2 (w/Monte De Oro)

Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	20	126	172	173	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	22	137	187	188	35

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	666	205	223
Stage 1	205	-	-
Stage 2	461	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	425	836	1346
Stage 1	829	-	-
Stage 2	635	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	377	836	1346
Mov Cap-2 Maneuver	377	-	-
Stage 1	829	-	-
Stage 2	563	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	3.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1346	-	672	-	-
HCM Lane V/C Ratio	0.102	-	0.04	-	-
HCM Control Delay (s)	8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	-	-

➤ Opening Year 2023 Plus Cumulative Plus Proj with Monte De Oro Conditions

De Portola Winery

Opening Year Plus Cum Plus Phases 1-3 (w/Monte De Oro)

1: De Portola Rd & Monte De Oro Rd

Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	87	11	20	35	10	7	13	235	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	95	12	22	38	11	8	14	255	24

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	525	528	203	533	535	267	222	0	0
Stage 1	220	220	-	296	296	-	-	-	-
Stage 2	305	308	-	237	239	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	463	456	838	458	452	772	1347	-	-
Stage 1	782	721	-	712	668	-	-	-	-
Stage 2	705	660	-	766	708	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	443	447	838	430	443	772	1347	-	-
Mov Cap-2 Maneuver	443	447	-	430	443	-	-	-	-
Stage 1	773	715	-	703	660	-	-	-	-
Stage 2	678	652	-	728	702	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	15.2	13.9	0.4
HCM LOS	C	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1347	-	-	482	460	1284	-	-
HCM Lane V/C Ratio	0.01	-	-	0.266	0.123	0.007	-	-
HCM Control Delay (s)	7.7	0	-	15.2	13.9	7.8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.4	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	8	169	35
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	9	184	38

Major/Minor	Major2		
Conflicting Flow All	279	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1284	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1284	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	13	22	317	209	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	24	348	230	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	632	235	241	0	-	0
Stage 1	235	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	444	804	1326	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	434	804	1326	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	664	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1326	-	693	-	-
HCM Lane V/C Ratio	0.018	-	0.025	-	-
HCM Control Delay (s)	7.8	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

De Portola Winery

Opening Year Plus Cum Plus Phases 1-3 (w/Monte De Oro)

3: Rancho California Rd & Monte De Oro Rd

Timing Plan: SAT PEAK

Intersection

Intersection Delay, s/veh 56.4
 Intersection LOS F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	17	1	29	0	63	4	7	0	35	646	128
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	1	31	0	66	4	7	0	37	680	135
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach

	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11.4	12.7	61.1
HCM LOS	B	B	F

Lane

	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	85%	100%	0%	0%
Vol Thru, %	0%	83%	2%	5%	0%	100%	0%
Vol Right, %	0%	17%	62%	9%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	774	47	74	8	716	10
LT Vol	0	646	1	4	0	716	0
Through Vol	0	128	29	7	0	0	10
RT Vol	35	0	17	63	8	0	0
Lane Flow Rate	37	815	49	78	8	754	11
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.072	1	0.106	0.177	0.015	1	0.015
Departure Headway (Hd)	7.062	6.447	7.708	8.179	6.236	5.737	5.038
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	505	562	466	439	570	633	703
Service Time	4.832	4.217	5.448	5.909	4.021	3.521	2.822
HCM Lane V/C Ratio	0.073	1.45	0.105	0.178	0.014	1.191	0.016
HCM Control Delay	10.4	63.4	11.4	12.7	9.1	59.7	7.9
HCM Lane LOS	B	F	B	B	A	F	A
HCM 95th-tile Q	0.2	14.4	0.4	0.6	0	15.2	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	8	716	10
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	754	11
Number of Lanes	0	1	1	1

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	58.4
HCM LOS	F

Lane

De Portola Winery
4: De Portola Rd & Proj Dwy

Opening Year Plus Cum Plus Phases 1-3 (w/Monte De Oro)
 Timing Plan: SAT PEAK

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	9	36	151	178	179	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	39	164	193	195	41

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	737	215	236
Stage 1	215	-	-
Stage 2	522	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	386	825	1331
Stage 1	821	-	-
Stage 2	595	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	333	825	1331
Mov Cap-2 Maneuver	333	-	-
Stage 1	821	-	-
Stage 2	513	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	3.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1331	-	637	-	-
HCM Lane V/C Ratio	0.123	-	0.077	-	-
HCM Control Delay (s)	8.1	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.2	-	-

➤ Opening Year 2027 Plus Cumulative Plus Proj with Monte De Oro Conditions

De Portola Winery

Opening Year Plus Cum Plus Phases 1-5 (w/Monte De Oro)

1: De Portola Rd & Monte De Oro Rd

Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	102	12	21	38	11	7	14	260	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	111	13	23	41	12	8	15	283	26

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	582	585	228	590	596	296	252	0	0
Stage 1	246	246	-	326	326	-	-	-	-
Stage 2	336	339	-	264	270	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	424	423	811	419	417	743	1313	-	-
Stage 1	758	703	-	687	648	-	-	-	-
Stage 2	678	640	-	741	686	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	403	414	811	391	408	743	1313	-	-
Mov Cap-2 Maneuver	403	414	-	391	408	-	-	-	-
Stage 1	747	697	-	677	639	-	-	-	-
Stage 2	649	631	-	701	681	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	17.3	15	0.4
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1313	-	-	438	419	1252	-	-
HCM Lane V/C Ratio	0.012	-	-	0.335	0.145	0.007	-	-
HCM Control Delay (s)	7.8	0	-	17.3	15	7.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.5	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	8	188	44
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	9	204	48

Major/Minor	Major2		
Conflicting Flow All	309	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1252	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1252	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

De Portola Winery

Opening Year Plus Cum Plus Phases 1-5 (w/Monte De Oro)

2: De Portola Rd & Camino Del Vino

Timing Plan: SAT PEAK

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	4	14	24	345	230	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	15	26	379	253	12

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	691	259	265
Stage 1	259	-	-
Stage 2	432	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	410	780	1299
Stage 1	784	-	-
Stage 2	655	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	400	780	1299
Mov Cap-2 Maneuver	400	-	-
Stage 1	784	-	-
Stage 2	639	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1299	-	644	-	-
HCM Lane V/C Ratio	0.02	-	0.031	-	-
HCM Control Delay (s)	7.8	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

De Portola Winery

Opening Year Plus Cum Plus Phases 1-5 (w/Monte De Oro)

3: Rancho California Rd & Monte De Oro Rd

Timing Plan: SAT PEAK

Intersection

Intersection Delay, s/veh	56.6
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	18	1	31	0	74	5	7	0	38	678	142
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	19	1	33	0	78	5	7	0	40	714	149
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11.5	13.1	61.4
HCM LOS	B	B	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	86%	100%	0%	0%
Vol Thru, %	0%	83%	2%	6%	0%	100%	0%
Vol Right, %	0%	17%	62%	8%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	820	50	86	8	753	11
LT Vol	0	678	1	5	0	753	0
Through Vol	0	142	31	7	0	0	11
RT Vol	38	0	18	74	8	0	0
Lane Flow Rate	40	863	53	91	8	793	12
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.079	1	0.114	0.207	0.015	1	0.017
Departure Headway (Hd)	7.144	6.524	7.768	8.212	6.335	5.836	5.136
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	500	561	462	438	561	618	689
Service Time	4.915	4.295	5.51	5.941	4.122	3.623	2.923
HCM Lane V/C Ratio	0.08	1.538	0.115	0.208	0.014	1.283	0.017
HCM Control Delay	10.5	63.8	11.5	13.1	9.2	60.3	8
HCM Lane LOS	B	F	B	B	A	F	A
HCM 95th-tile Q	0.3	14.3	0.4	0.8	0	15.1	0.1

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	8	753	11
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	793	12
Number of Lanes	0	1	1	1

Approach

SB

Opposing Approach

NB

Opposing Lanes

2

Conflicting Approach Left

WB

Conflicting Lanes Left

1

Conflicting Approach Right

EB

Conflicting Lanes Right

1

HCM Control Delay

59

HCM LOS

F

Lane

De Portola Winery
4: De Portola Rd & Proj Dwy

Opening Year Plus Cum Plus Phases 1-5 (w/Monte De Oro)

Timing Plan: SAT PEAK

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	13	52	178	191	192	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	57	193	208	209	49

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	828	233	258
Stage 1	233	-	-
Stage 2	595	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	341	806	1307
Stage 1	806	-	-
Stage 2	551	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	284	806	1307
Mov Cap-2 Maneuver	284	-	-
Stage 1	806	-	-
Stage 2	459	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1307	-	589	-	-
HCM Lane V/C Ratio	0.148	-	0.12	-	-
HCM Control Delay (s)	8.2	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.4	-	-

➤ Opening Year 2019 Plus Cumulative Plus Proj w/o Monte De Oro Conditions

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	11	10	18	33	9	6	12	168	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	11	20	36	10	7	13	183	22

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	425	427	182	433	425	193	190	0	0
Stage 1	197	197	-	220	220	-	-	-	-
Stage 2	228	230	-	213	205	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	540	520	861	533	521	849	1384	-	-
Stage 1	805	738	-	782	721	-	-	-	-
Stage 2	775	714	-	789	732	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	521	511	861	505	512	849	1384	-	-
Mov Cap-2 Maneuver	521	511	-	505	512	-	-	-	-
Stage 1	796	733	-	773	713	-	-	-	-
Stage 2	750	706	-	754	727	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.1	12.5	0.5
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1384	-	-	633	533	1368	-	-
HCM Lane V/C Ratio	0.009	-	-	0.067	0.098	0.006	-	-
HCM Control Delay (s)	7.6	0	-	11.1	12.5	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	160	15
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	174	16

Major/Minor

Major2

Conflicting Flow All	204	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1368	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1368	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

SB

HCM Control Delay, s 0.3

HCM LOS

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	12	20	247	199	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	22	271	219	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	539	224	229
Stage 1	224	-	-
Stage 2	315	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	503	815	1339
Stage 1	813	-	-
Stage 2	740	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	493	815	1339
Mov Cap-2 Maneuver	493	-	-
Stage 1	813	-	-
Stage 2	726	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1339	-	721	-	-
HCM Lane V/C Ratio	0.016	-	0.023	-	-
HCM Control Delay (s)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection

Intersection Delay, s/veh	56
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	15	1	27	0	44	4	6	0	33	613	52
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	1	28	0	46	4	6	0	35	645	55
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11.1	12	60.5
HCM LOS	B	B	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	35%	81%	100%	0%	0%
Vol Thru, %	0%	92%	2%	7%	0%	100%	0%
Vol Right, %	0%	8%	63%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	665	43	54	7	679	9
LT Vol	0	613	1	4	0	679	0
Through Vol	0	52	27	6	0	0	9
RT Vol	33	0	15	44	7	0	0
Lane Flow Rate	35	700	45	57	7	715	9
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.067	1	0.095	0.128	0.012	1	0.013
Departure Headway (Hd)	6.934	6.381	7.595	8.125	6.085	5.585	4.886
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	515	567	473	442	584	643	725
Service Time	4.698	4.145	5.33	5.854	3.865	3.366	2.666
HCM Lane V/C Ratio	0.068	1.235	0.095	0.129	0.012	1.112	0.012
HCM Control Delay	10.2	63	11.1	12	8.9	58.9	7.7
HCM Lane LOS	B	F	B	B	A	F	A
HCM 95th-tile Q	0.2	14.5	0.3	0.4	0	15.4	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	679	9
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	715	9
Number of Lanes	0	1	1	1

Approach

SB

Opposing Approach

NB

Opposing Lanes

2

Conflicting Approach Left

WB

Conflicting Lanes Left

1

Conflicting Approach Right

EB

Conflicting Lanes Right

1

HCM Control Delay

57.7

HCM LOS

F

Lane

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	20	20	165	166	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	22	22	179	180	5

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	406	183	186	0
Stage 1	183	-	-	-
Stage 2	223	-	-	-
Critical Hdwy	6.42	6.22	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-
Pot Cap-1 Maneuver	601	859	1388	-
Stage 1	848	-	-	-
Stage 2	814	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	590	859	1388	-
Mov Cap-2 Maneuver	590	-	-	-
Stage 1	848	-	-	-
Stage 2	799	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1388	-	787	-	-
HCM Lane V/C Ratio	0.016	-	0.035	-	-
HCM Control Delay (s)	7.6	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

➤ Opening Year 2021 Plus Cumulative Plus Proj w/o Monte De Oro Conditions

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	12	11	19	34	10	6	13	280	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	12	21	37	11	7	14	304	23

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	556	558	188	564	556	316	197	0	0
Stage 1	203	203	-	344	344	-	-	-	-
Stage 2	353	355	-	220	212	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	442	438	854	436	439	724	1376	-	-
Stage 1	799	733	-	671	637	-	-	-	-
Stage 2	664	630	-	782	727	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	423	430	854	410	431	724	1376	-	-
Mov Cap-2 Maneuver	423	430	-	410	431	-	-	-	-
Stage 1	789	728	-	663	629	-	-	-	-
Stage 2	639	622	-	745	722	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	12.1	14.4	0.3
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1376	-	-	551	437	1233	-	-
HCM Lane V/C Ratio	0.01	-	-	0.083	0.124	0.006	-	-
HCM Control Delay (s)	7.6	0	-	12.1	14.4	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	7	165	16
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	8	179	17

Major/Minor**Major2**

Conflicting Flow All	327	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1233	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1233	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

SB

HCM Control Delay, s

0.3

HCM LOS

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	13	21	362	206	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	23	398	226	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	676	232	237
Stage 1	232	-	-
Stage 2	444	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	419	807	1330
Stage 1	807	-	-
Stage 2	646	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	410	807	1330
Mov Cap-2 Maneuver	410	-	-
Stage 1	807	-	-
Stage 2	632	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1330	-	683	-	-
HCM Lane V/C Ratio	0.017	-	0.026	-	-
HCM Control Delay (s)	7.8	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection												
Intersection Delay, s/veh	56.1											
Intersection LOS	F											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	16	1	28	0	46	4	6	0	34	629	54
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	1	29	0	48	4	6	0	36	662	57
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11.2	12.1	60.6
HCM LOS	B	B	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	82%	100%	0%	0%
Vol Thru, %	0%	92%	2%	7%	0%	100%	0%
Vol Right, %	0%	8%	62%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	683	45	56	7	698	10
LT Vol	0	629	1	4	0	698	0
Through Vol	0	54	28	6	0	0	10
RT Vol	34	0	16	46	7	0	0
Lane Flow Rate	36	719	47	59	7	735	11
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.069	1	0.1	0.133	0.013	1	0.014
Departure Headway (Hd)	6.957	6.403	7.613	8.142	6.112	5.613	4.914
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	513	568	471	442	582	647	721
Service Time	4.721	4.167	5.348	5.871	3.892	3.393	2.694
HCM Lane V/C Ratio	0.07	1.266	0.1	0.133	0.012	1.136	0.015
HCM Control Delay	10.2	63.1	11.2	12.1	9	59	7.8
HCM Lane LOS	B	F	B	B	A	F	A
HCM 95th-tile Q	0.2	14.4	0.3	0.5	0	15.4	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	698	10
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	735	11
Number of Lanes	0	1	1	1

Approach

SB

Opposing Approach

NB

Opposing Lanes

2

Conflicting Approach Left

WB

Conflicting Lanes Left

1

Conflicting Approach Right

EB

Conflicting Lanes Right

1

HCM Control Delay

57.8

HCM LOS

F

Lane

De Portola Winery
4: De Portola Rd & Proj Dwy

Opening Year Plus Cum Plus Phases 1-2 (No Monte De Oro)
Timing Plan: SAT PEAK

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	20	126	172	173	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	22	137	187	188	35

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	666	205	223
Stage 1	205	-	-
Stage 2	461	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	425	836	1346
Stage 1	829	-	-
Stage 2	635	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	377	836	1346
Mov Cap-2 Maneuver	377	-	-
Stage 1	829	-	-
Stage 2	563	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	3.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1346	-	672	-	-
HCM Lane V/C Ratio	0.102	-	0.04	-	-
HCM Control Delay (s)	8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	-	-

➤ Opening Year 2023 Plus Cumulative Plus Proj w/o Monte De Oro Conditions

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	12	11	20	35	10	7	13	311	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	12	22	38	11	8	14	338	24

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	618	620	213	625	617	350	222	0	0
Stage 1	230	230	-	378	378	-	-	-	-
Stage 2	388	390	-	247	239	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	402	404	827	397	405	693	1347	-	-
Stage 1	773	714	-	644	615	-	-	-	-
Stage 2	636	608	-	757	708	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	383	395	827	371	396	693	1347	-	-
Mov Cap-2 Maneuver	383	395	-	371	396	-	-	-	-
Stage 1	763	708	-	636	607	-	-	-	-
Stage 2	610	600	-	718	702	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	12.7	15.4	0.3
HCM LOS	B	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1347	-	-	516	401	1197	-	-
HCM Lane V/C Ratio	0.01	-	-	0.091	0.141	0.007	-	-
HCM Control Delay (s)	7.7	0	-	12.7	15.4	8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.5	0	-	-

Intersection			
Int Delay, s/veh			
Movement	SBL	SBT	SBR
Vol, veh/h	8	187	17
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	9	203	18
Major/Minor	Major2		
Conflicting Flow All	362	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1197	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1197	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Approach	SB		
HCM Control Delay, s	0.3		
HCM LOS			
Minor Lane/Major Mvmt			

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	13	22	389	224	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	24	427	246	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	728	252	257
Stage 1	252	-	-
Stage 2	476	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	390	787	1308
Stage 1	790	-	-
Stage 2	625	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	381	787	1308
Mov Cap-2 Maneuver	381	-	-
Stage 1	790	-	-
Stage 2	610	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1308	-	656	-	-
HCM Lane V/C Ratio	0.018	-	0.027	-	-
HCM Control Delay (s)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection

Intersection Delay, s/veh 56.2
 Intersection LOS F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	17	1	29	0	47	4	7	0	35	646	56
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	1	31	0	49	4	7	0	37	680	59
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11.3	12.2	60.7
HCM LOS	B	B	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	81%	100%	0%	0%
Vol Thru, %	0%	92%	2%	7%	0%	100%	0%
Vol Right, %	0%	8%	62%	12%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	702	47	58	8	716	10
LT Vol	0	646	1	4	0	716	0
Through Vol	0	56	29	7	0	0	10
RT Vol	35	0	17	47	8	0	0
Lane Flow Rate	37	739	49	61	8	754	11
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.071	1	0.105	0.138	0.014	1	0.014
Departure Headway (Hd)	6.977	6.423	7.631	8.136	6.137	5.637	4.938
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	512	569	470	441	579	641	717
Service Time	4.744	4.189	5.366	5.867	3.919	3.42	2.721
HCM Lane V/C Ratio	0.072	1.299	0.104	0.138	0.014	1.176	0.015
HCM Control Delay	10.3	63.2	11.3	12.2	9	59.2	7.8
HCM Lane LOS	B	F	B	B	A	F	A
HCM 95th-tile Q	0.2	14.4	0.3	0.5	0	15.4	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	8	716	10
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	754	11
Number of Lanes	0	1	1	1

Approach

SB

Opposing Approach

NB

Opposing Lanes

2

Conflicting Approach Left

WB

Conflicting Lanes Left

1

Conflicting Approach Right

EB

Conflicting Lanes Right

1

HCM Control Delay

58

HCM LOS

F

Lane

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	9	36	151	178	179	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	39	164	193	195	41

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	737	215	236
Stage 1	215	-	-
Stage 2	522	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	386	825	1331
Stage 1	821	-	-
Stage 2	595	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	333	825	1331
Mov Cap-2 Maneuver	333	-	-
Stage 1	821	-	-
Stage 2	513	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	3.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1331	-	637	-	-
HCM Lane V/C Ratio	0.123	-	0.077	-	-
HCM Control Delay (s)	8.1	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.2	-	-

➤ Opening Year 2027 Plus Cumulative Plus Proj w/o Monte De Oro Conditions

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	13	12	21	38	11	7	14	349	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	13	23	41	12	8	15	379	26

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	698	701	248	706	698	392	258	0	0
Stage 1	265	265	-	423	423	-	-	-	-
Stage 2	433	436	-	283	275	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	355	363	791	351	364	657	1307	-	-
Stage 1	740	689	-	609	588	-	-	-	-
Stage 2	601	580	-	724	683	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	336	354	791	325	355	657	1307	-	-
Mov Cap-2 Maneuver	336	354	-	325	355	-	-	-	-
Stage 1	729	683	-	600	579	-	-	-	-
Stage 2	573	571	-	683	677	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	13.7	17.3	0.3
HCM LOS	B	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1307	-	-	464	353	1154	-	-
HCM Lane V/C Ratio	0.012	-	-	0.108	0.172	0.008	-	-
HCM Control Delay (s)	7.8	0	-	13.7	17.3	8.1	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.6	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	8	219	18
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	9	238	20

Major/Minor**Major2**

Conflicting Flow All	405	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1154	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1154	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach**SB**

HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	4	14	24	426	252	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	15	26	468	277	12

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	804	283	289
Stage 1	283	-	-
Stage 2	521	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	352	756	1273
Stage 1	765	-	-
Stage 2	596	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	342	756	1273
Mov Cap-2 Maneuver	342	-	-
Stage 1	765	-	-
Stage 2	579	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1273	-	596	-	-
HCM Lane V/C Ratio	.0021	-	0.033	-	-
HCM Control Delay (s)	7.9	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection

Intersection Delay, s/veh	56.2
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	18	1	31	0	51	5	7	0	38	678	60
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	19	1	33	0	54	5	7	0	40	714	63
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	1
HCM Control Delay	11.4	12.3	60.8
HCM LOS	B	B	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	36%	81%	100%	0%	0%
Vol Thru, %	0%	92%	2%	8%	0%	100%	0%
Vol Right, %	0%	8%	62%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	738	50	63	8	753	11
LT Vol	0	678	1	5	0	753	0
Through Vol	0	60	31	7	0	0	11
RT Vol	38	0	18	51	8	0	0
Lane Flow Rate	40	777	53	66	8	793	12
Geometry Grp	8	8	7	7	7	7	7
Degree of Util (X)	0.078	1	0.112	0.15	0.014	1	0.016
Departure Headway (Hd)	7.023	6.468	7.657	8.161	6.196	5.696	4.997
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	509	559	469	440	574	634	710
Service Time	4.786	4.231	5.39	5.89	3.974	3.474	2.775
HCM Lane V/C Ratio	0.079	1.39	0.113	0.15	0.014	1.251	0.017
HCM Control Delay	10.4	63.4	11.4	12.3	9.1	59.4	7.9
HCM Lane LOS	B	F	B	B	A	F	A
HCM 95th-tile Q	0.3	14.4	0.4	0.5	0	15.3	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	8	753	11
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	793	12
Number of Lanes	0	1	1	1

Approach

SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	58.1
HCM LOS	F

Lane

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	14	57	178	191	192	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	62	193	208	209	49

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	828	233	258
Stage 1	233	-	-
Stage 2	595	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	341	806	1307
Stage 1	806	-	-
Stage 2	551	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	284	806	1307
Mov Cap-2 Maneuver	284	-	-
Stage 1	806	-	-
Stage 2	459	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1307	-	592	-	-
HCM Lane V/C Ratio	0.148	-	0.13	-	-
HCM Control Delay (s)	8.2	0	12	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.4	-	-