

APPENDIX D

Traffic Impact Analysis

TRAFFIC IMPACT ANALYSIS
CALEXICO SOLAR FARM II
County of Imperial, California
April 13, 2011

LLG Ref. 3-11-2035

Prepared by:
Cara Leone
Transportation Planner II

Under the Supervision of:
Chris Mendiara
Associate Principal

**Linscott, Law &
Greenspan, Engineers**
4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
858.300.8810 F
www.llgengineers.com

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TRAFFIC IMPACT ANALYSIS
CALEXICO SOLAR FARM II
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1.0 INTRODUCTION

The following traffic impact analysis has been prepared to determine the potential impacts to the local circulations system due to truck and employee traffic related to construction of the proposed Calexico Solar Farm II project in the County of Imperial, California. Once constructed, the project will generate a minimal amount of traffic related to operations and maintenance. Therefore, the focus of this analysis is on the potential traffic impacts related to construction. This report includes the following sections:

- Project Description
- Existing Conditions
- Analysis Approach and Methodology
- Significance Criteria
- Analysis of Existing Condition
- Trip Generation / Distribution / Assignment
- Analysis of Construction Year Conditions
- Post-Construction Operations
- Project Access
- Significance of Impacts and Mitigation Measures

Figure 1-1 depicts the project vicinity. *Figure 1-2* depicts the project area map.

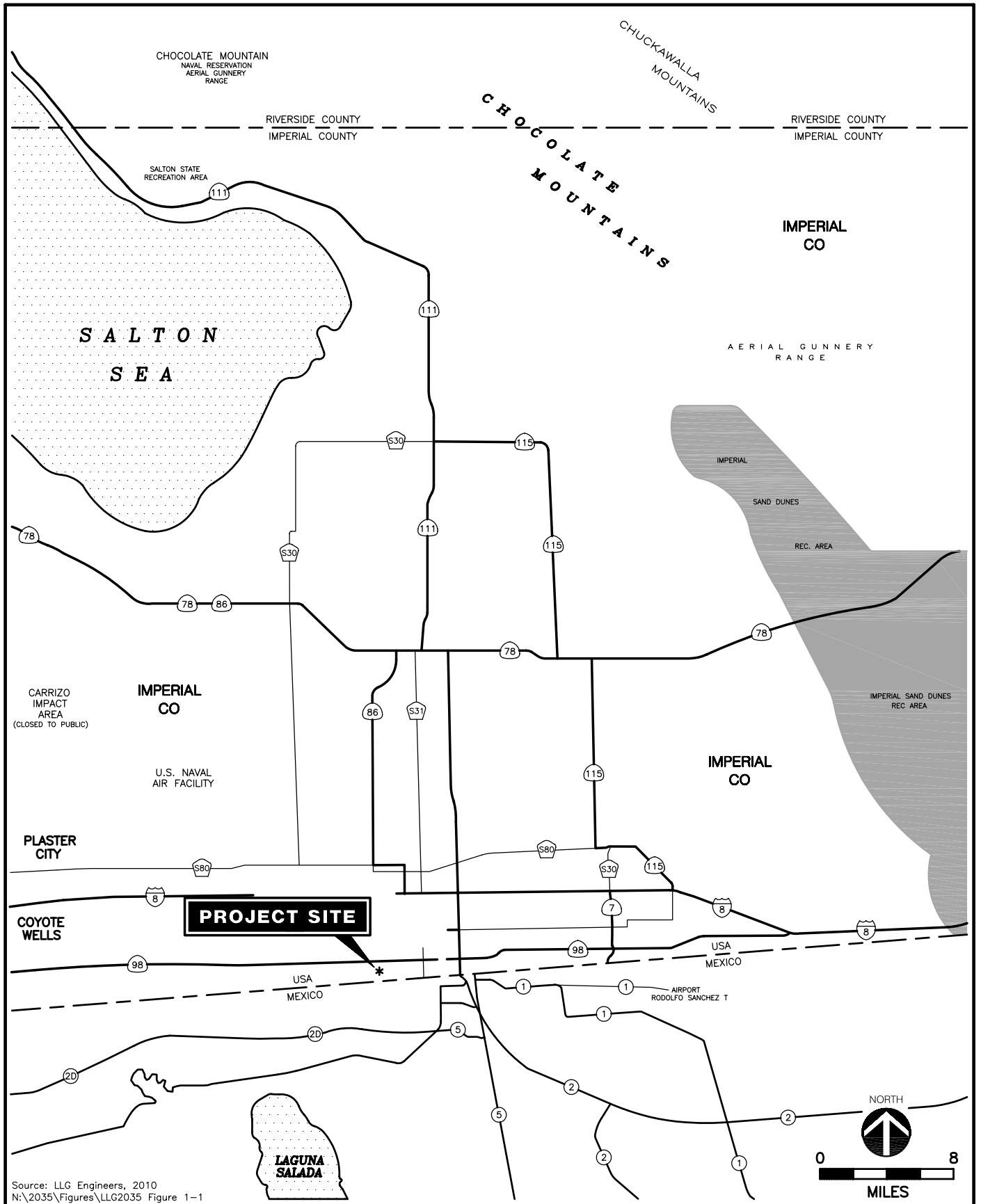
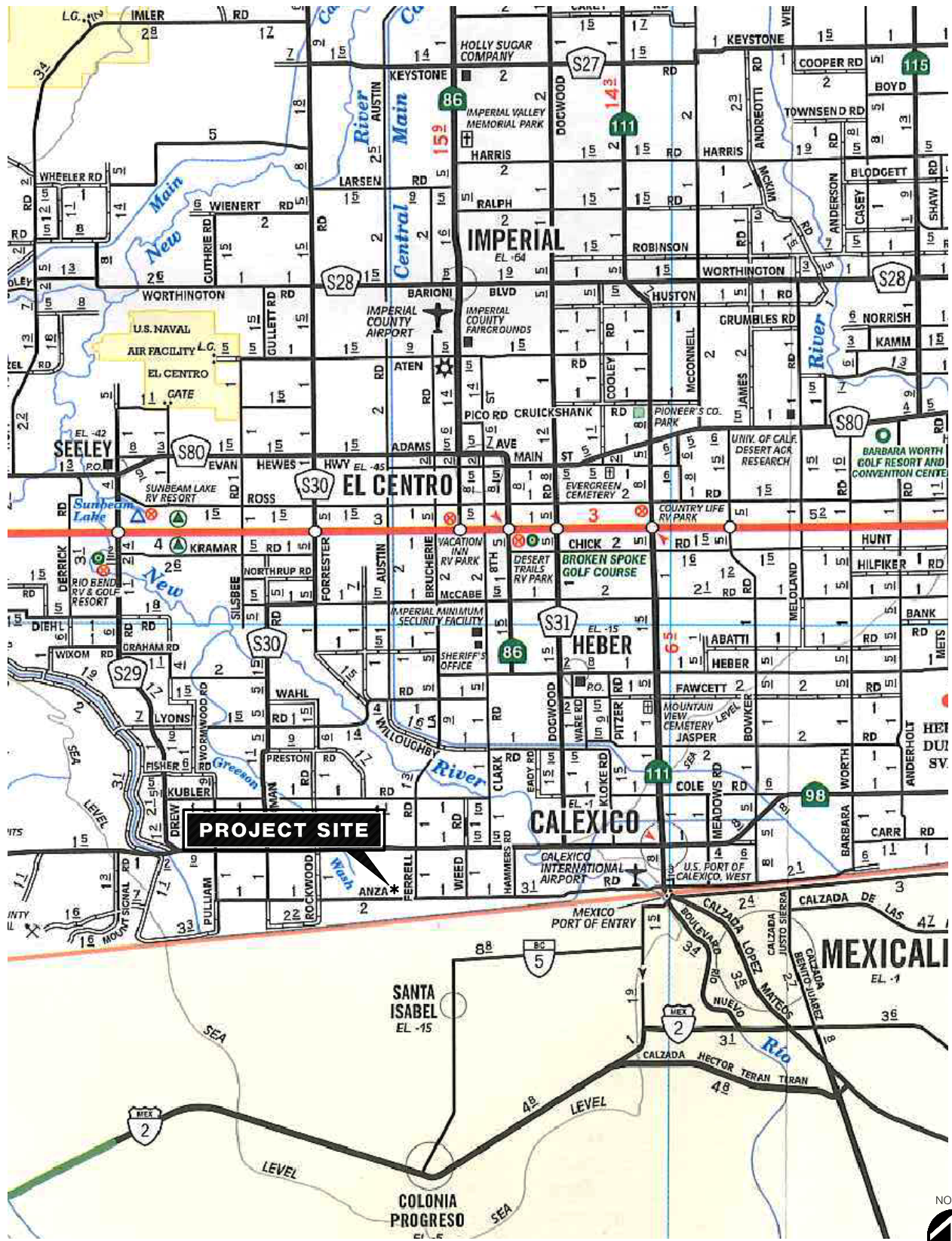


Figure 1-1
Vicinity Map



Source: AAA, 2005
 N:\2034\Figures\LLG2034 Figure 1-2

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Figure 1-2
Project Area Map

2.0 PROJECT DESCRIPTION

2.1 Project Location

The Project is comprised of four parcels totaling 1,477 acres situated about 4 miles west of Calexico in Imperial County, California. The four parcels are all located generally along SR 98, north of the United States/Mexico International Border, and east and west of Ferrell Road. The current use is irrigated agriculture.

2.2 Project Description

The proposed Calexico Solar Farm II project would construct a 200 megawatt photovoltaic plant on disturbed farm land in Imperial County. The project is planned to be developed in two sequential phases: *Phase A* and *Phase B*, each planned to generate 100 MW. However, each phase may produce up to 200 MW if the other phase either does not get built at all or does not get built for its full 100 MW share. The total output of both phases combined will not exceed a total of 200 MW in any scenario. The project proposes the two phases to be constructed sequentially, however the traffic generated by the parallel construction of both phases was assumed in the analysis for the purpose of being conservative.

The phased construction is anticipated to begin in the first quarter of 2014, and is expected to take about 6-9 months. Construction traffic will consist of both truck traffic and employee traffic, and will comprise the majority of traffic associated with development and operation of the project.

Primary access to the site will be provided as paved, public road access along SR 98. *Phase A* would be accessed via Ferrell Road and *Phase B* would use Weed Road. It should be mentioned that Weed Road is a dirt road north of SR 98, therefore, the majority of the traffic oriented to/from the northerly direction is assumed to travel to/from Ferrell Road. For the purposes of this analysis which analyzes both phases of the project occurring concurrently, all traffic was assumed to use a single access point at the SR 98/Weed Road intersection. This provides the most conservative analysis since it assumes the highest concentration of traffic at one location.

Each phase will have its own post-construction Operations and Maintenance (O&M) comprised of 3 on-site staff members during normal business hours, plus one security guard on-site during each of three daily shifts: 1st watch, 2nd watch and 3rd watch. Alternatively, the two sites may share O&M personnel which could require up to 7 on-site staff members during normal business hours (total for both phases combined), plus one security guard during each of the three daily shifts. Operations and maintenance traffic will be a small percentage of the short-term traffic associated with the project's construction.

3.0 EXISTING CONDITIONS

3.1 Existing Street Network

Following is a brief description of the street segments within the project area. *Figure 3-1* illustrates the existing conditions, including the lane geometry, for the key intersections in the study area.

SR 98 is classified as a State Highway/Expressway on the Imperial County General Plan Circulation Element. Within the project area, SR 98 is constructed as a two-lane undivided east-west roadway, providing one lane of travel per direction. Bike lanes are provided. No bus stops are provided, and parking is not permitted along either side of the roadway. The posted speed limit is 40 mph.

McCabe Road is classified as a Major Collector on the Imperial County General Plan Circulation Element west of La Brucherie Road and as a Minor Arterial east of La Brucherie Road up to SR 111. Within the project area, McCabe Road is constructed as a two-lane undivided east-west roadway, providing one lane of travel per direction. No bike lanes or bus stops are provided, and parking is not permitted along either side of the roadway. There is no speed limit is posted in the vicinity of the project site.

La Brucherie Road is classified as a Major Collector on the Imperial County General Plan Circulation Element between the El Centro City Limits and Kubler Road. Within the project area, La Brucherie Road is constructed as a two-lane undivided north-south roadway, providing one lane of travel per direction. No bike lanes or bus stops are provided, and parking is not permitted along either side of the roadway. There is no speed limit is posted in the vicinity of the project site.

Ferrell Road is classified as a Major Collector on the Imperial County General Plan Circulation Element between Kubler Road and SR 98. Within the project area, Ferrell Road is constructed as a two-lane undivided north-south roadway, providing one lane of travel per direction. No bike lanes or bus stops are provided, and parking is not permitted along either side of the roadway. There is no speed limit is posted in the vicinity of the project site.

Brockman Road (S30) is classified as a Major Collector on the Imperial County General Plan Circulation Element. Within the project area, Brockman Road is constructed as a two-lane undivided north-south roadway, providing one lane of travel per direction. No bike lanes or bus stops are provided, and parking is not permitted along either side of the roadway. There is no speed limit is posted in the vicinity of the project site.

S. Clark Road is classified as a Minor Arterial on the Imperial County General Plan Circulation Element. Within the project area, S. Clark Road is constructed as a two-lane undivided north-south roadway, providing one lane of travel per direction. No bike lanes or bus stops are provided, and parking is not permitted along either side of the roadway. There is no speed limit is posted in the vicinity of the project site.

Weed Road is an unclassified roadway on the Imperial County General Plan Circulation Element. Within the project area, Weed Road is a paved roadway south of SR 98 and constructed as a two-lane undivided north-south roadway, providing one lane of travel per direction. North of SR 98 Weed Road is a dirt road. No bike lanes or bus stops are provided, and parking is not permitted along either side of the roadway. There is no speed limit is posted in the vicinity of the project site.

3.2 Existing Traffic Volumes

3.2.1 Peak Hour Intersection Turning Movement Volumes

LLG engineers commissioned AM and PM peak hour intersection turning movement volume counts in October 2010 at the following locations:

- La Brucherie Road/ McCabe Road
- SR 98/ Brockman Road
- SR 98/ Ferrell Road
- SR 98/ Weed Road

Figure 3–2 depicts the peak hour intersection turning movement volumes at all the study area intersections.

3.2.2 Segment Volumes

Daily traffic (ADT) volume counts were commissioned by LLG in October 2010 and obtained from Caltrans 2009 traffic volume data.

Figure 3–2 depicts the segment ADT volumes at all the study area segments. *Table 3–1* summarizes the segment ADT volumes on all the study area segments.

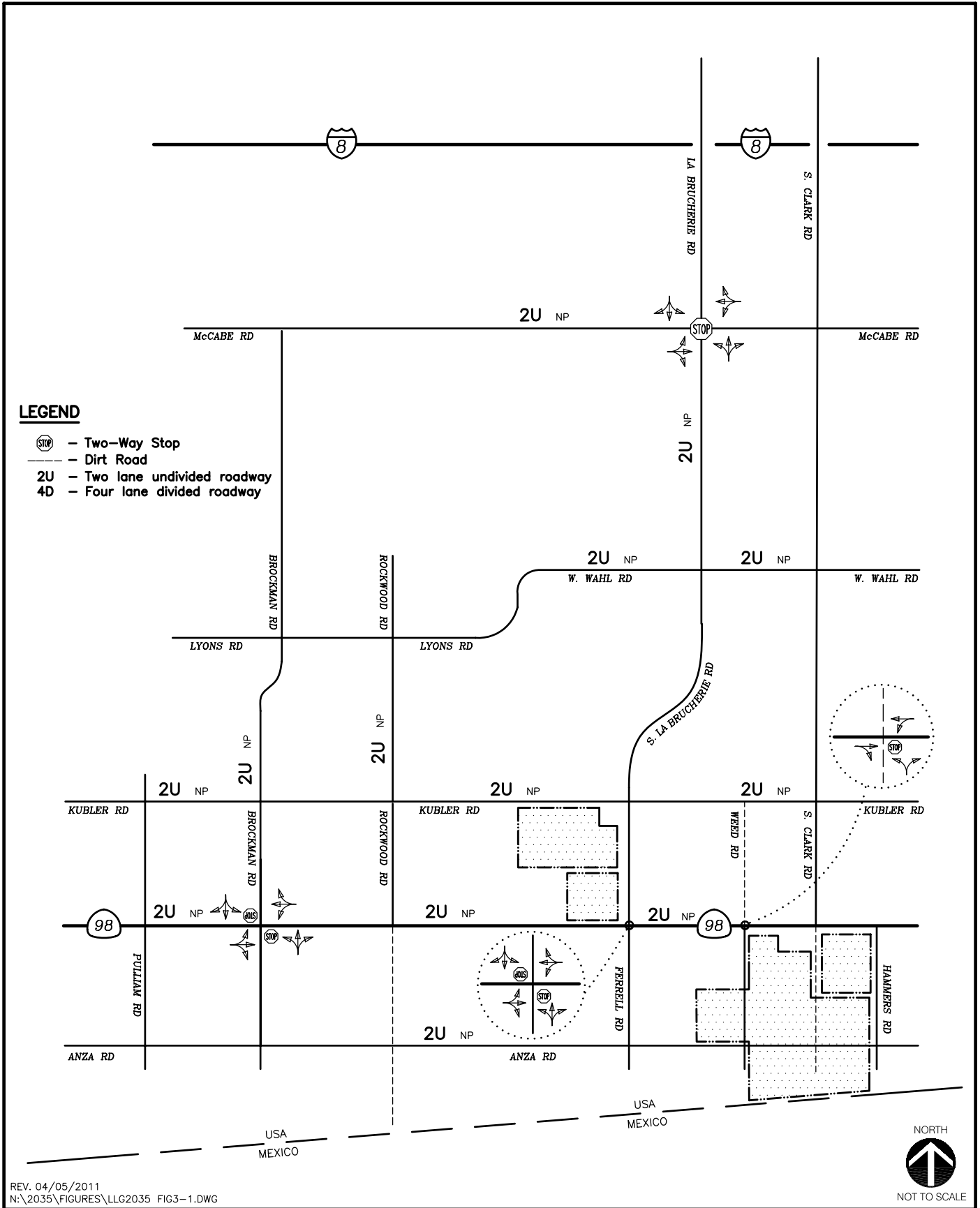
Appendix A contains the manual intersection and segment count sheets and Caltrans 2009 traffic volumes.

**TABLE 3-1
EXISTING TRAFFIC VOLUMES**

Street Segment	Source	Date	ADT ^a
Brockman Road Lyons Road to Kubler Road	LLG	2010	180
Ferrell Road Kubler Road to SR 98	LLG	2010	800
SR 98 Rockwood Road to Ferrell Road	LLG	2010	1,730
Ferrell Road to Weed Road	Caltrans	2009	2,650
East of Weed Road	Caltrans	2009	2,650

Footnotes:

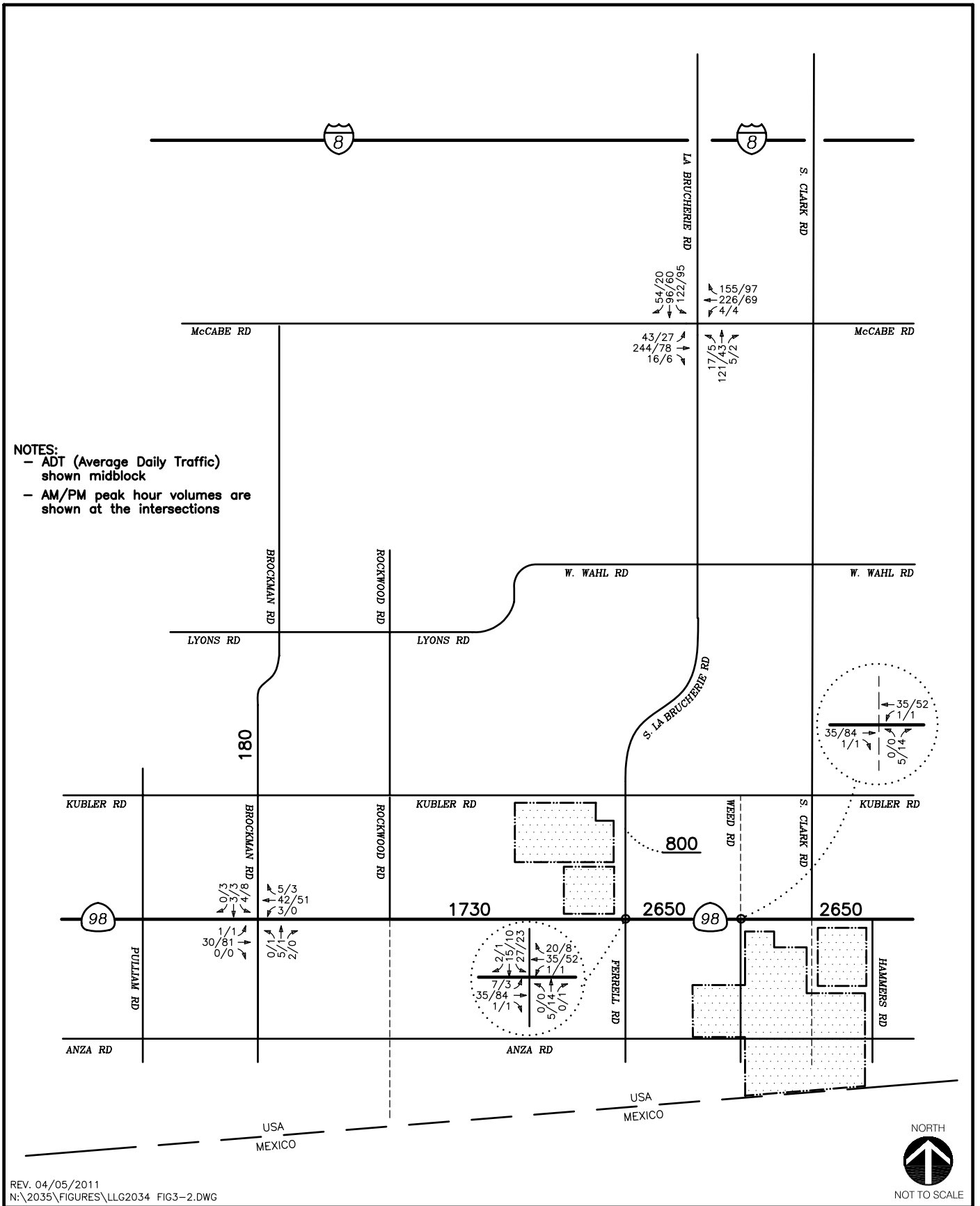
- a. Average Daily Traffic Volume.



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 N:\2035\FIGURES\LLG2035 FIG3-1.DWG



Figure 3-1
Existing Conditions Diagram



REV. 04/05/2011
 N:\2035\FIGURES\LLG2034 FIG3-2.DWG



Figure 3-2

**Existing Traffic Volumes
 AM/PM Peak Hours & ADT**

CALEXICO SOLAR FARM II

4.0 ANALYSIS APPROACH AND METHODOLOGY

This report analyzes the effects of the construction portion of the development of the proposed project, based on the limited traffic contribution of the project during the subsequent Operations and Maintenance phase (see *Section 7.0* for more information related to project trip generation). For the purpose of being conservative, the parallel construction of all both project phases is assumed in the quantitative analyses completed for key off-site intersections and roadway segments in the study area affected by construction project traffic.

Analyses of the existing roadway volumes and network (Year 2010) have been completed for reference. Since construction of both phases of the proposed project are scheduled for 2014, existing volumes have been increased by a 5% growth factor to account for any cumulative project development that may occur between 2010 (date of traffic counts) and 2014. In addition, conservative traffic volume assignments for several alternative energy projects proposed in Imperial County have been included in the *Baseline Without Construction Project* condition. *Section 8.0* discusses the *Baseline Without Construction Project* condition in further detail. Analyses have been prepared for the following scenarios:

- *Existing* (Year 2010)
- *Baseline Without Construction Project* (Year 2014)
- *Baseline With Total Construction Project* (Year 2014)

Given the very limited traffic associated with the alternatively proposed *Shared Operations and Maintenance* of the project (80 ADT), no long-term cumulative analyses would be deemed necessary.

The operations of the project area intersections and segments are characterized using the concept of “Level of Service” (LOS). LOS is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A through F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

Table 4-1 summarizes the description for each level of service.

4.1 Unsignalized Intersections

For unsignalized intersections, level of service is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. **Table 4-2** depicts the criteria, which are based on the Average control delay for any particular minor movement.

Level of Service F exists when there are insufficient gaps of suitable size to allow a side street demand to safely cross through a major street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches. The method, however, is based on a constant critical gap size; that is, the critical gap remains constant no matter how long the side-street motorist waits.

LOS F may also appear in the form of side-street vehicles selecting smaller-than-usual gaps. In such cases, safety may be a problem, and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior, which are more difficult to observe in the field than queuing.

**TABLE 4-1
INTERSECTION LEVEL OF SERVICE DESCRIPTIONS**

Level of Service	Description
A	Occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
C	Generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.
F	Considered to be unacceptable to most drivers. This condition often occurs with over saturation i.e. when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume-to-capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

**TABLE 4-2
LEVEL OF SERVICE THRESHOLDS FOR UNSIGNALIZED INTERSECTIONS**

Average Control Delay Per Vehicle (Seconds/Vehicle)	Level of Service	Expected Delay to Minor Street Traffic
0.0 ≤ 10.0	A	Little or no delay
10.1 to 15.0	B	Short traffic delays
15.1 to 25.0	C	Average traffic delays
25.1 to 35.0	D	Long traffic delays
35.1 to 50.0	E	Very long traffic delays
≥ 50.0	F	Severe congestion

4.2 Street Segments

Street segments were analyzed based upon the comparison of ADT to the County of Imperial *Roadway Classifications, Levels of Service (LOS) and Average Daily Traffic (ADT)* table (see **Table 4-3** below). *Table 4-3* provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. Segment analysis is a comparison of ADT volumes and an approximate daily capacity on the subject roadway.

**TABLE 4-3
IMPERIAL COUNTY STANDARD STREET CLASSIFICATION AVERAGE DAILY VEHICLE TRIPS**

Road		Level of Service W/ADT*				
Class	X-Section	A	B	C	D	E
Expressway	128 / 210	30,000	42,000	60,000	70,000	80,000
Prime Arterial	106 / 136	22,200	37,000	44,600	50,000	57,000
Minor Arterial	82 / 102	14,800	24,700	29,600	33,400	37,000
Major Collector (Collector)	64 / 84	13,700	22,800	27,400	30,800	34,200
Minor Collector (Local Collector)	40 / 70	1,900	4,100	7,100	10,900	16,200
Residential Street	40 / 60	*	*	< 1,500	*	*
Residential Cul-de- Sac / Loop Street	40/60	*	*	< 1,500	*	*
Industrial Collector	76 / 96	5,000	10,000	14,000	17,000	20,000
Industrial Local Street	44 / 64	2,500	5,000	7,000	8,500	10,000

* Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

5.0 SIGNIFICANCE CRITERIA

5.1 County of Imperial

The County of Imperial does not have published significance criteria. However, the County General Plan does state that the level of service (LOS) goal for intersections and roadway segments is to operate at LOS C or better. Therefore, if an intersection or segment degrades from LOS C or better to LOS D or worse with the addition of project traffic, the impact is considered significant. If the location operates at LOS D or worse with and without project traffic, the impact is considered significant if the project causes the intersection delta to increase by more than two (2) seconds, or the V/C ratio to increase by more than 0.02. These amounts are consistent with those used in the City of El Centro and the County of Imperial in numerous traffic studies.

5.2 Caltrans

A project is considered to have a significant impact if the new project traffic has decreased the operations of surrounding roadways by a defined threshold. The defined thresholds for roadway segments and intersections are defined in *Table 5-1* below. If the project exceeds the thresholds in *Table 5-1*, then the project may be considered to have a significant project impact. A feasible mitigation measure will need to be identified to return the impact within the thresholds (pre-project + allowable increase) or the impact will be considered significant and unmitigated.

TABLE 5-1
TRAFFIC IMPACT SIGNIFICANT THRESHOLDS

Level of Service with Project ^a	Allowable Increase Due to Project Impacts ^b					
	Freeways		Roadway Segments		Intersections	Ramp Metering
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
D, E & F (or ramp meter delays above 15 minutes)	0.01	1	0.02	1	2	2 ^c

Footnotes:

- All level of service measurements are based upon HCM procedures for peak-hour conditions. However, V/C ratios for Roadway Segments may be estimated on an ADT/24-hour traffic volume basis (using Table 2 or a similar LOS chart for each jurisdiction). The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped or not densely developed locations per jurisdiction definitions). For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.
- If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are deemed to be significant. These impact changes may be measured from appropriate computer programs or expanded manual spreadsheets. The project applicant shall then identify feasible mitigations (within the Traffic Impact Study [TIS] report) that will maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see note a above), or if the project adds a significant amount of peak hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating significant impact changes.

General Notes:

- V/C = Volume to Capacity Ratio
- Speed = Arterial speed measured in miles per hour
- Delay = Average stopped delay per vehicle measured in seconds for intersections, or minutes for ramp meters.
- LOS = Level of Service

6.0 ANALYSIS OF EXISTING CONDITIONS

6.1 Peak Hour Intersection Levels of Service

The project study area is located in a rural setting and all intersections are unsignalized. As seen in **Table 6-1**, all study area intersections are calculated to currently operate at LOS C or better during both the AM and PM peak hours.

Appendix B contains the *Existing* peak hour intersection analysis worksheets.

TABLE 6-1
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay ^a	LOS ^b
La Brucherie Road/ McCabe Road	AWSC ^c	AM	16.5	C
		PM	8.7	A
SR 98/ Ferrell Road	MSSC ^d	AM	9.7	A
		PM	10.0	A
SR 98/ Brockman Road	MSSC	AM	9.3	A
		PM	9.6	A
SR 98/ Weed Road	MSSC	AM	8.9	A
		PM	9.2	A

Footnotes:

- a. Delay per vehicle in seconds
- b. LOS - Level of service
- c. AWSC - All-Way STOP Controlled intersection.
- d. MSSC - Minor street STOP Controlled intersection. Minor street left-turn delay is reported.

UNSIGNALIZED

Delay	LOS
0.0 < 10.0	A
10.1 to 15.0	B
15.1 to 25.0	C
25.1 to 35.0	D
35.1 to 50.0	E
> 50.1	F

6.2 Daily Street Segment Levels of Service

As described above, the project study area is located in a rural setting and all segments are two-lane facilities. As seen in **Table 6-2**, all study area segments are calculated to currently operate at LOS B or better.

**TABLE 6-2
EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Functional Roadway Classification ^a	Capacity (LOS E) ^b	ADT ^c	LOS ^d	V/C ^e
Brockman Road Lyons Road to Kubler Road	2-Ln Local Collector	16,200	180	A	0.01
Ferrell Road Kubler Road to SR 98	2-Ln Local Collector	16,200	800	A	0.05
SR 98 Rockwood Road to Ferrell Road	2-Ln Local Collector	16,200	1,730	A	0.11
Ferrell Road to Weed Road	2-Ln Local Collector	16,200	2,650	B	0.16
East of Weed Road	2-Ln Local Collector	16,200	2,650	B	0.16

Footnotes:

- a. County of Imperial roadway classification
- b. Roadway capacity corresponding to Level of Service E from Imperial County Standard Street Classification, Average Daily Vehicle Trips table.
- c. Average Daily Traffic volumes
- d. Volume / Capacity ratio.
- e. Level of Service

7.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

7.1 Trip Generation

Project traffic generation was determined for *Phase A* and *Phase B* using the methodology developed for a similar solar project in the study area. Each phase of the project consists of two parts: *Construction*, and *Operations and Maintenance (O&M)*. The construction stage is expected to commence and be completed in 2014. Trip generation is based on site-specific trip generating characteristics provided by the applicant. For the O&M stage, the following personnel would be expected:

Phase A

- 3 on-site staff daily during normal business hours
- 1 security guard daily, 24-hours a day (3 shifts)

Phase B

- 3 on-site staff daily during normal business hours
- 1 security guard daily, 24-hours a day (3 shifts)

Shared Operations & Maintenance

- 7 on-site staff daily during normal business hours
- 1 security guard daily, 24-hours a day (3 shifts)

The trip generation for the Calexico Solar Farm II project is based on trip generation calculations completed for similar projects in the study area. Assumptions about construction and maintenance and operations traffic characteristics for similar sites were increased accordingly to reflect the anticipated traffic activity associated with development and operations of the proposed project site.

Based on these calculations, *Phase A* of construction (100 MW) would generate 231 ADT by passenger vehicles, with 75 inbound trips during the AM peak hour and 75 outbound trips during the PM peak hour. It would also generate 15 ADT by trucks, with 3 inbound and 3 outbound trips during the AM and PM peak hours, respectively. A passenger car equivalence factor (PCE) of 2.0 is applied to these trips for the purposes of the analysis to account for the reduced performance characteristics (stopping, starting, maneuvering, etc) of heavy vehicles in the traffic flow.

Phase B of construction (100 MW) would generate an equal number of ADT and AM and PM peak hour trips as *Phase A*.

The total construction (*Phases A & B*) would generate a maximum of 462 ADT by passenger vehicles, with 150 inbound trips during the AM peak hour and 150 outbound trips during the PM peak hour. Also, a maximum of 30 ADT could be generated by trucks, with 6 inbound and 6 outbound trips during the AM and PM peak hours, respectively.

As previously mentioned, for purposes of being conservative, the total construction traffic (*Phase A & B*) is assumed in the analysis.

Table 7-1 shows a summary of the construction traffic and O&M traffic.

TABLE 7-1
PROJECT TRIP GENERATION

Trip Type	Daily Total (ADT) ^a	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
PHASE A							
<i>Construction</i>							
Vehicles	231	75	0	75	0	75	75
Trucks	15	3	0	3	0	3	3
Total (w/PCE^b)	246	78	0	78	0	78	78
<i>Operations and Maintenance (O&M)</i>							
Vehicles ^c	40	8	2	10	2	8	10
PHASE B							
<i>Construction</i>							
Vehicles	231	75	0	75	0	75	75
Trucks	15	3	0	3	0	3	3
Total (w/PCE^b)	246	78	0	78	0	78	78
<i>Operations and Maintenance (O&M)</i>							
Vehicles	40	8	2	10	2	8	10
TOTAL PROJECT (PHASES A & B)							
<i>Total Construction</i>							
Vehicles	462	150	0	150	0	150	150
Trucks	30	6	0	6	0	6	6
Total (w/PCE^b)	522	162	0	162	0	162	162
<i>Shared Operations and Maintenance (O&M)^d</i>							
Vehicles	80	16	4	20	4	16	20

General Notes:

1. Source: 8minuteenergy Renewables, LLC, and Fehr & Peers, 2010.

Footnotes:

- a. ADT = Average Daily Traffic (24-hour total bi-directional traffic on a roadway segment)
- b. PCE = Passenger Car Equivalent, used to reflect the additional impacts of heavy vehicles in the technical analyses.
- c. Only passenger vehicles are generated during the operations and maintenance stages.
- d. Shared O&M may require up to 7 on-site staff members during normal business hours, plus one security guard during each shift.

Table 7-1 shows that the construction traffic is substantially greater than the O&M traffic, which validates the assertion that analysis of the construction impacts would represent the worst-case potential traffic impacts of the project. The total construction traffic analyzed in this report is the total of *Phases A & B* of 522 ADT, with 162 inbound/0 outbound trips during the AM peak hour, and 0 inbound/162 outbound trips during the PM peak hour.

7.2 Trip Distribution

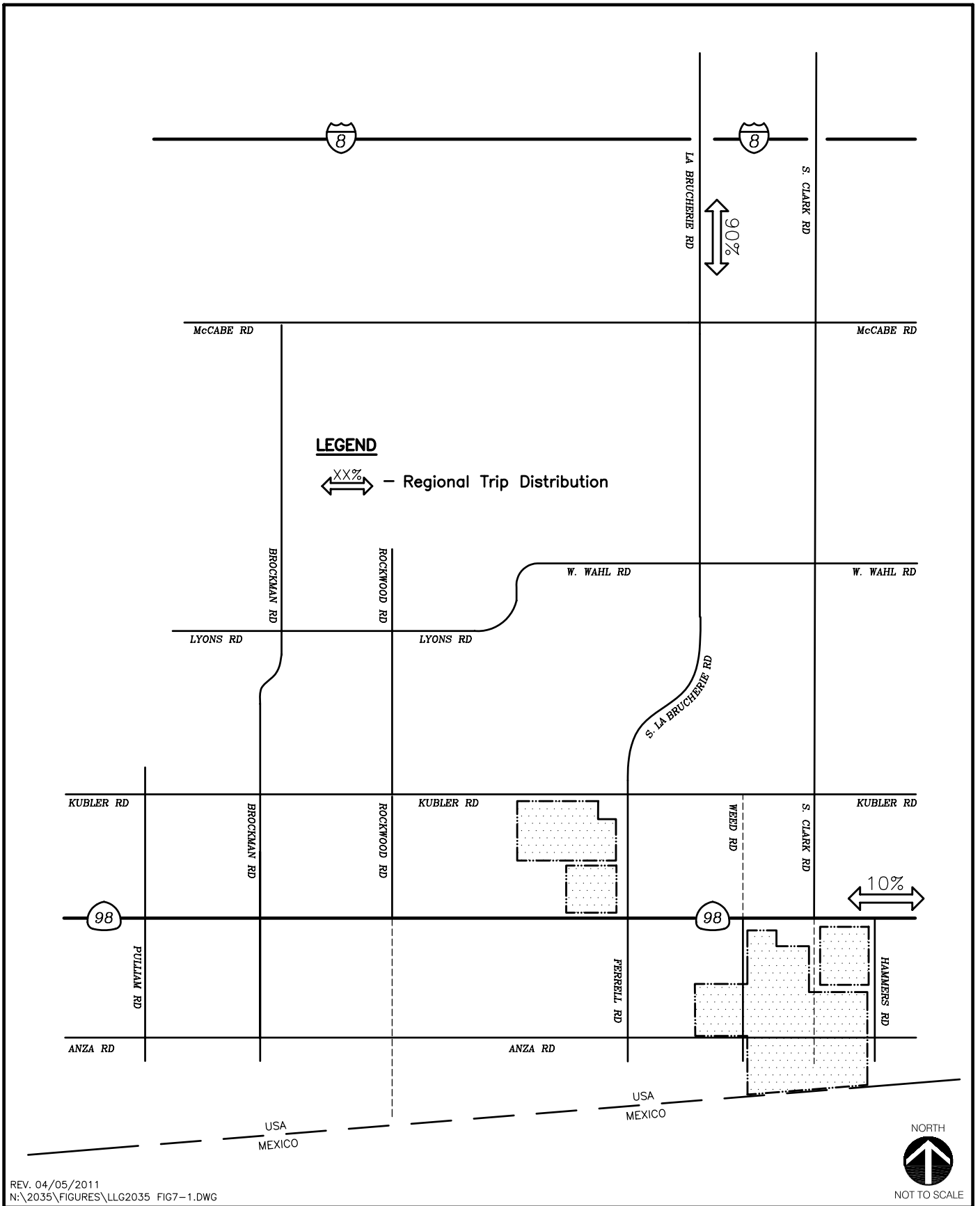
Regional trip distribution for construction truck traffic was estimated based on information from the applicant that material deliveries will be from the Los Angeles area. *Figure 7-1* shows the distribution of truck traffic, which is primarily oriented along La Brucherie Road and SR 98 in the study area.

It is anticipated that the majority of construction workers will be from the local population centers of Calipatria, El Centro, and Calexico. *Figure 7-2* shows the distribution of construction employee passenger car traffic north, west and east of the site. The majority of employee traffic (95%) is anticipated to be to/from north and east of the site, from the local labor pool utilizing I-8 and SR 98 as their primary routes to work.

For the purposes of this analysis, 100% of the construction traffic was assumed to use the SR 98/ Weed Road intersection. This provides a worst-case analysis since it focuses the highest intensity of the construction traffic at one location. Weed Road is a dirt road north of SR 98, therefore, the majority of the traffic oriented to/from the northerly direction is assumed to travel to/from Ferrell Road. It should be noted that other access to some parcels may be possible via roadways in close proximity to the project (e.g., Anza Road, Hammers Road and Ferrell Road); however no new impacts would be expected given the partial nature of this traffic relative to the worst-case analysis presented in this study.

7.3 Trip Assignment

The trip generation summaries for the total construction shown in *Table 7-1* were multiplied by the related truck and employee distribution percentages shown on *Figures 7-1* and *7-2*, respectively. The total construction truck traffic assignment is shown on *Figure 7-3*. *Figure 7-4* shows the total employee vehicle traffic assignment. *Figure 7-5* depicts the total construction traffic assignment for both *Phases A & B*.

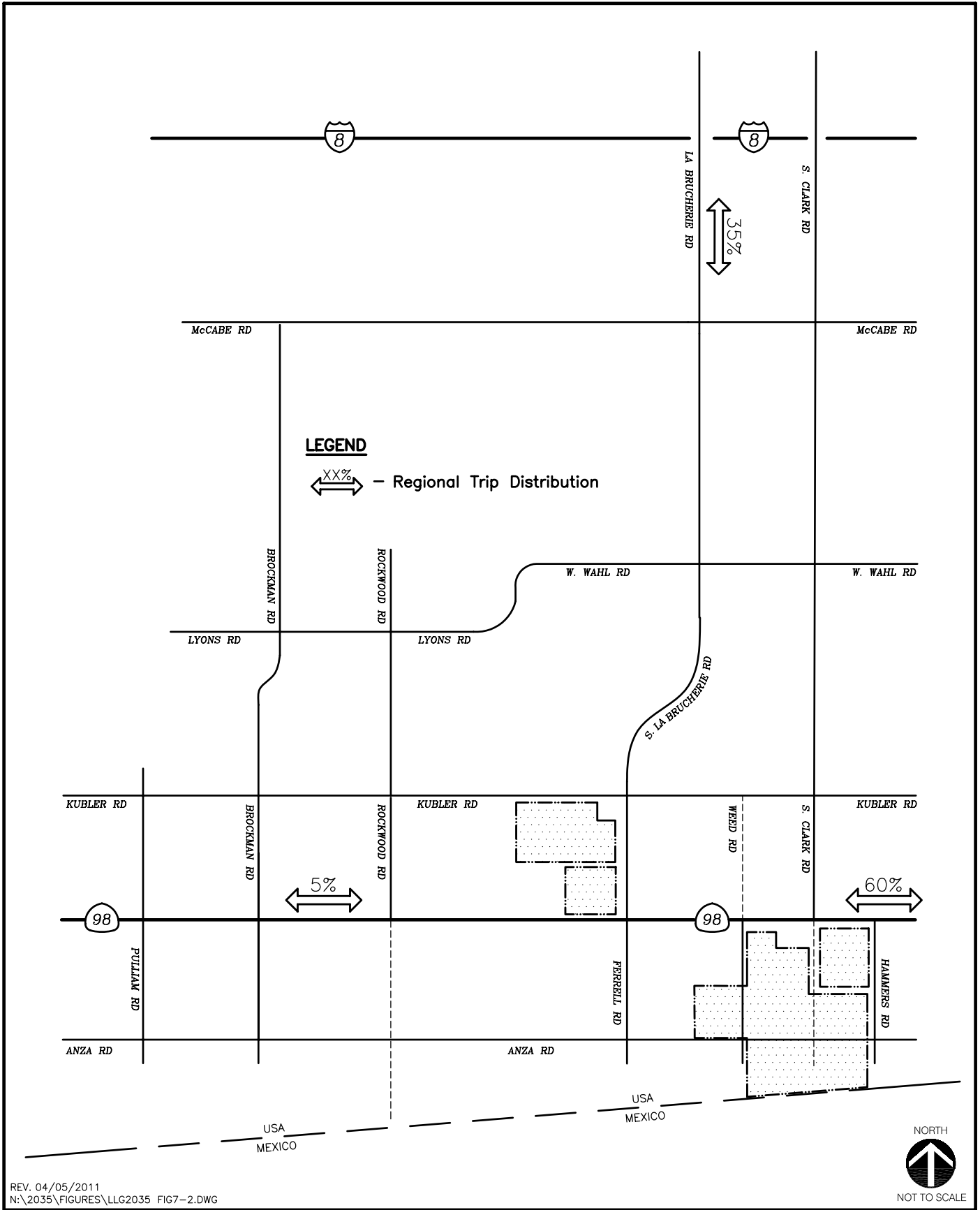


REV. 04/05/2011
 N:\2035\FIGURES\LLG2035 FIG7-1.DWG

Figure 7-1

**Construction Project Distribution
 Truck Trips**

CALEXICO SOLAR FARM II

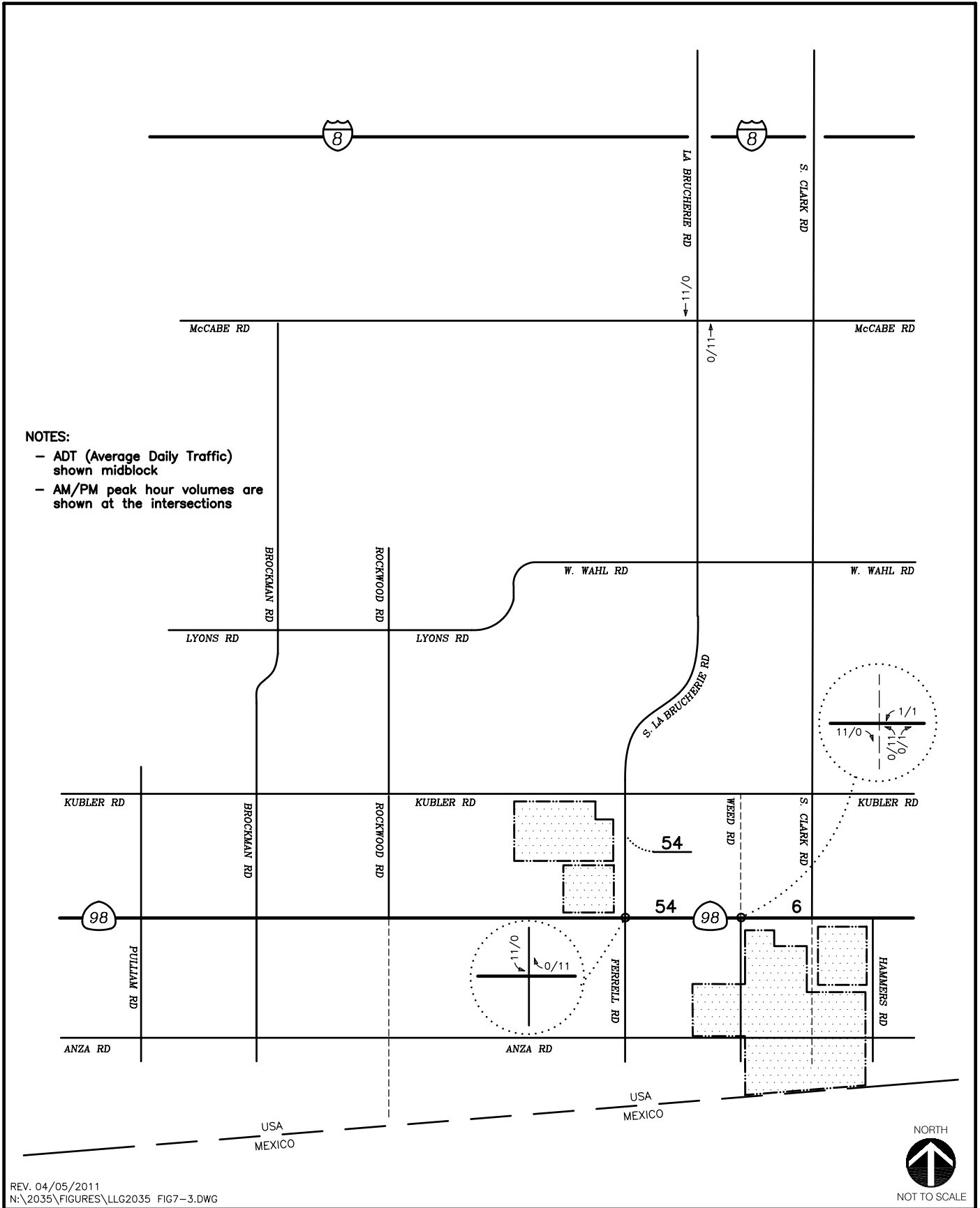


REV. 04/05/2011
 N:\2035\FIGURES\LLG2035 FIG7-2.DWG

Figure 7-2

**Construction Project Distribution
 Employee Trips**

CALEXICO SOLAR FARM II

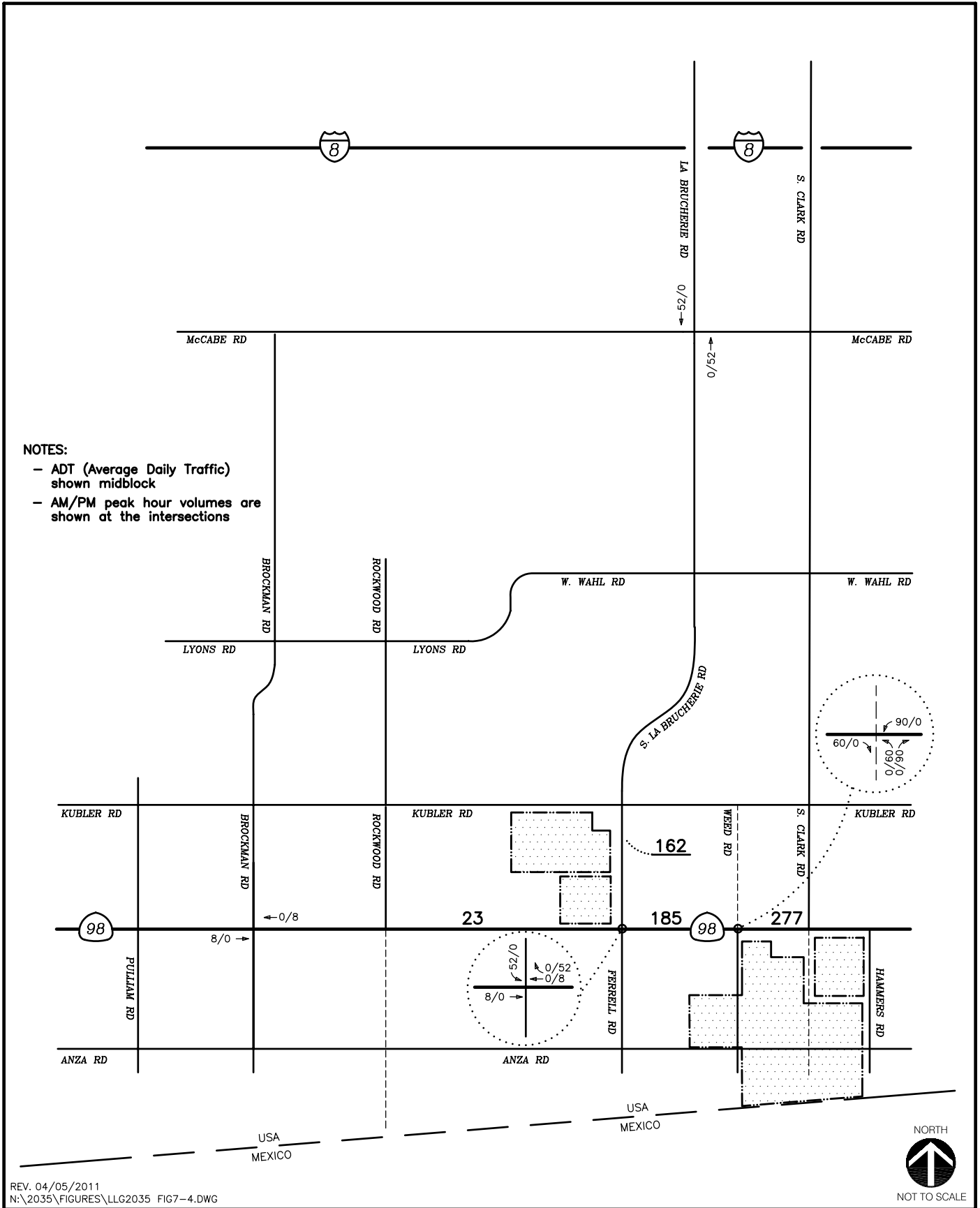


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 N:\2035\FIGURES\LLG2035 FIG7-3.DWG



Figure 7-3
Construction Project Traffic Volumes
Truck Trips
AM/PM Peak Hours & ADT

CALEXICO SOLAR FARM II



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 N:\2035\FIGURES\LLG2035 FIG7-4.DWG



Figure 7-4
Construction Project Traffic Volumes
Employee Trips
AM/PM Peak Hours & ADT

CALEXICO SOLAR FARM II

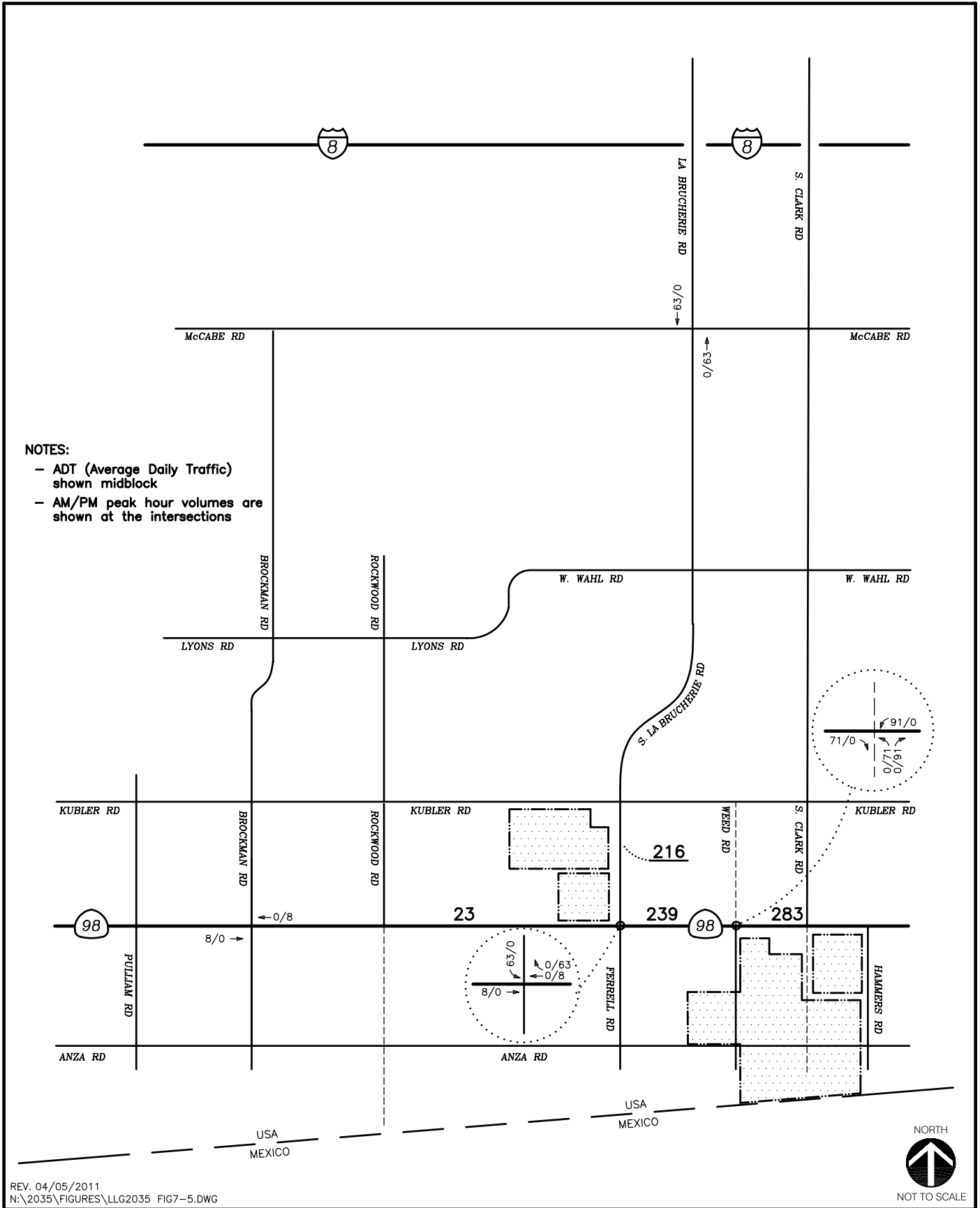


Figure 7-5
Construction Project Traffic Volumes
Total Trips
AM/PM Peak Hours & ADT

8.0 CONSTRUCTION YEAR ANALYSIS

Both phases of project construction are anticipated to start in 2014. Therefore, a baseline condition representing ambient traffic growth in the area was established. To account for potential cumulative project traffic increases that may occur between 2010 (existing) and the construction timeframe, a 5% growth factor was applied to all existing 2010 traffic volumes throughout the study area. This 5% growth would conservatively represent the amount of traffic that may utilize the street system in the project vicinity proposed from future unapproved development projects planned in Imperial County, such as Brookfield 101 Ranch, Alder/Scaroni, Mosiac Specific Plan, and others. In addition, several alternative energy projects are proposed for the Imperial Valley. While it is most likely that these projects will be constructed sequentially over the course of the next few years, for purposes of being conservative, half of all construction traffic for all identified projects within the project vicinity were assigned to the street system in addition to the 5% cumulative growth rate applied for the development projects. **Figure 8-1** shows the *Baseline Without Construction Project* traffic volumes in the study area.

Appendix C contains the cumulative traffic data information.

8.1 Baseline Without Construction Project Analysis

8.1.1 Intersection Operations

Table 8-1 summarizes the intersection operations throughout the project study area given the projected *Baseline Without Construction Project* traffic volumes. This table shows that all of the unsignalized intersections in the study area are forecasted to operate at LOS C or better during the AM and PM peak hours.

8.1.2 Segment Analysis

Table 8-2 summarizes the street segment operations throughout the project study area given the projected *Baseline Without Construction Project* traffic volumes. This table shows that all of the street segments in the study area are forecasted to operate at LOS B or better.

8.2 Baseline With Total Construction Project Analysis

The total construction project traffic for both *Phases A & B* was added to the *Baseline Without Construction Project* traffic, and the potential impacts associated with the proposed project were calculated by comparing the results. The following is a summary of the intersection and segment analyses. **Figure 8-2** shows the *Baseline With Total Construction Project* traffic volumes in the study area.

8.2.1 Intersection Analysis

Table 8-1 also summarizes the *Baseline With Total Construction Project* peak hour intersection operations. As seen in **Table 8-1**, all study area intersections are calculated to continue to operate at LOS C or better with the addition of *Phases A & B* of the construction project traffic. The increase in delay due to the construction traffic varies between 0.0 and 4.1 seconds at these intersections, which is considered *not significant*.

Appendix D contains the both the *Baseline Without Construction Project* and *Baseline With Total Construction Project* peak hour intersection analysis worksheets.

8.2.2 Segment Analysis

Table 8–2 also summarizes the street segment operations throughout the project study area given the projected *Baseline With Total Construction Project* traffic volumes. This table shows that all study area segments are calculated to continue to operate at LOS B or better with the addition of *Phases A & B* of construction project traffic. The increase in V/C due to the construction traffic varies between 0.0 and 0.02 at these segments, which is considered *not significant*.

**TABLE 8–1
CONSTRUCTION YEAR INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Baseline Without Construction Project Traffic		Baseline With Total Construction Project Traffic		Δ^c Delay
			Delay ^a	LOS ^b	Delay	LOS	
La Brucherie Road/ McCabe Road	AWSC ^d	AM	19.2	C	23.3	C	4.1
		PM	8.9	A	9.2	A	0.3
SR 98/ Ferrell Road	MSSC ^e	AM	10.4	B	10.9	B	0.5
		PM	10.8	B	11.3	B	0.5
SR 98/ Brockman Road	MSSC	AM	9.7	A	9.8	A	0.1
		PM	10.2	B	10.2	B	0.0
SR 98/ Weed Road	MSSC	AM	9.2	A	10.4	B	1.2
		PM	9.8	A	11.2	B	1.4

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Δ denotes an increase in delay due to project.
- d. AWSC - All-Way STOP Controlled intersection.
- e. MWSC – Minor Street Stop Controlled intersection. Minor street left turn delay is reported.

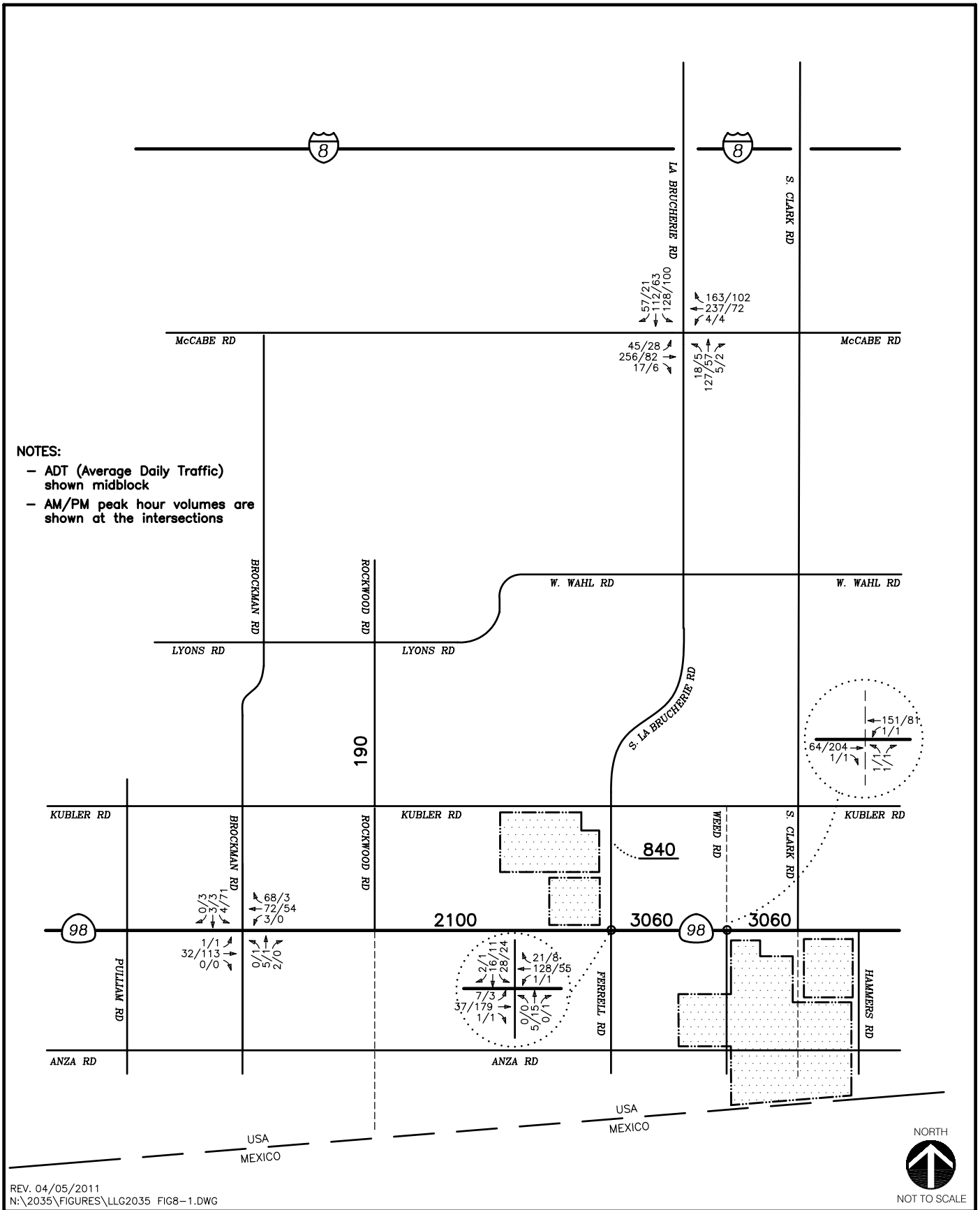
UNSIGNALIZED	
Delay	LOS
0.0 ≤ 10.0	A
10.1 to 15.0	B
15.1 to 25.0	C
25.1 to 35.0	D
35.1 to 50.0	E
≥ 50.1	F

TABLE 8-2
CONSTRUCTION YEAR STREET SEGMENT OPERATIONS

Street Segment	Functional Roadway Classification	Existing Capacity (LOS E) ^a	Baseline Without Construction Project Traffic			Baseline With Total Construction Project Traffic			Δ^e
			ADT ^b	V/C ^c	LOS ^d	ADT	V/C	LOS	
Brockman Road									
Lyons Road to Kubler Road	2-Ln Local Collector	16,200	190	0.01	A	190	A	0.01	0.00
Ferrell Road									
Kubler Road to SR 98	2-Ln Local Collector	16,200	840	0.05	A	1,056	A	0.07	0.02
SR 98									
Rockwood Road to Ferrell Road	2-Ln Local Collector	16,200	2,100	0.13	B	2,123	B	0.13	0.00
Ferrell Road to Weed Road	2-Ln Local Collector	16,200	3,060	0.19	B	3,299	B	0.20	0.01
East of Weed Road	2-Ln Local Collector	16,200	3,060	0.19	B	3,343	B	0.21	0.02

Footnotes:

- a. Roadway capacity corresponding to Level of Service E from Imperial County Standard Street Classification, Average Daily Vehicle Trips table.
- b. Average Daily Traffic volumes
- c. Volume / Capacity ratio.
- d. Level of Service
- e. Increase in V/C due to construction traffic.

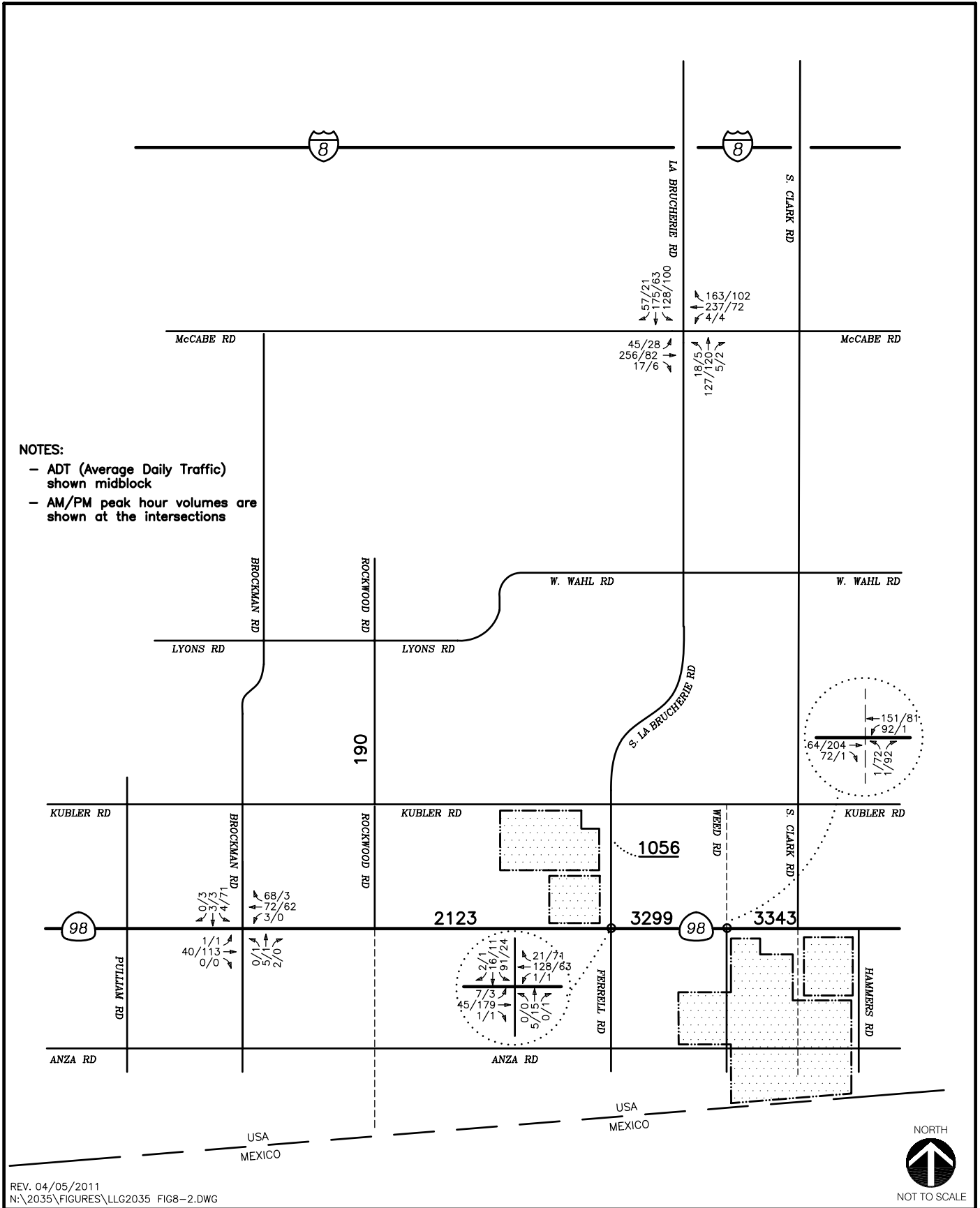


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 N:\2035\FIGURES\LLG2035 FIG8-1.DWG

Figure 8-1

**Baseline Traffic Volumes
 AM/PM Peak Hours & ADT**

CALEXICO SOLAR FARM II



REV. 04/05/2011
 N:\2035\FIGURES\LLG2035 FIG8-2.DWG



Figure 8-2

**Baseline with Construction Traffic Volumes
 AM/PM Peak Hours & ADT**

CALEXICO SOLAR FARM II

9.0 POST-CONSTRUCTION OPERATIONAL TRAFFIC

The Operations and Maintenance of the plant subsequent to the construction of the total project will, at most, generate 80 ADT with 20 maximum total peak hour volumes during either peak hour under the shared O&M scenario. This increase is substantially less than the trips generated by the construction traffic, which were demonstrated to cause no significant impacts. Therefore, it is anticipated that the post-construction intersection and segment operations will continue to operate at acceptable levels of service. No impacts associated with Operations and Maintenance would be expected.

10.0 PROJECT ACCESS

The project site is comprised of four parcels located along SR 98. Two parcels are located within the northwest quadrant of the Ferrell Road/SR 98 intersection and the remaining parcels are located south of SR 98 within a short distance of Ferrell Road to the west and Hammers Road to the east. Paved access to the sites is available via SR 98, Kubler Road, Ferrell Road, Weed Road, Anza Road and Hammers Road. S. Clark Road is not paved south of SR 98.

Project access was assumed via the existing SR 98/Weed Road intersection, providing a worst-case analysis for the purposes of this report, which analyzes both phases of the project occurring concurrently. Based on the capacity analyses performed making these assumptions, LOS B or better operations would occur, indicating sufficient gaps in traffic along SR 98 to allow for construction trips to turn to/from the side street. Adequate operations would also occur at the adjacent SR 98 intersections, where project traffic is assumed to pass-through.

11.0 SIGNIFICANCE OF IMPACTS AND MITIGATION MEASURES

The capacity analyses performed for the key roadway segments and unsignalized intersections indicate that no significant impacts would occur during the construction phase of the proposed project, which is shown to generate more traffic than the subsequent maintenance and operations phase. Therefore, no significant impacts would be associated with the maintenance and operations phase, either. No mitigation measures are required.

TECHNICAL APPENDICES
CALEXICO SOLAR FARM II
County of Imperial, California
April 13, 2011

LLG Ref. 3-11-2035

**Linscott, Law &
Greenspan, Engineers**

4542 Ruffner Street
Suite 100

San Diego, CA 92111

858.300.8800 T

858.300.8810 F

www.llgengineers.com

APPENDICES

APPENDIX

- A. Intersection Manual Count Sheets & Caltrans 2009 Traffic Volumes
- B. Peak Hour Intersection Analysis Worksheets – *Existing*
- C. Cumulative Traffic Data Information
- D. Peak Hour Intersection Analysis Worksheets – *Baseline Without Construction Traffic and Baseline With Total Construction Traffic*

APPENDIX A
INTERSECTION AND SEGMENT MANUAL COUNT SHEETS

True Count
 3401 First Ave. #123
 San Diego, CA, 92103

File Name : 1079.01.S LA BRUCHERIE RD.W MCCABE RD
 Site Code : 00000000
 Start Date : 10/7/2010
 Page No : 1

Groups Printed- Vehicles

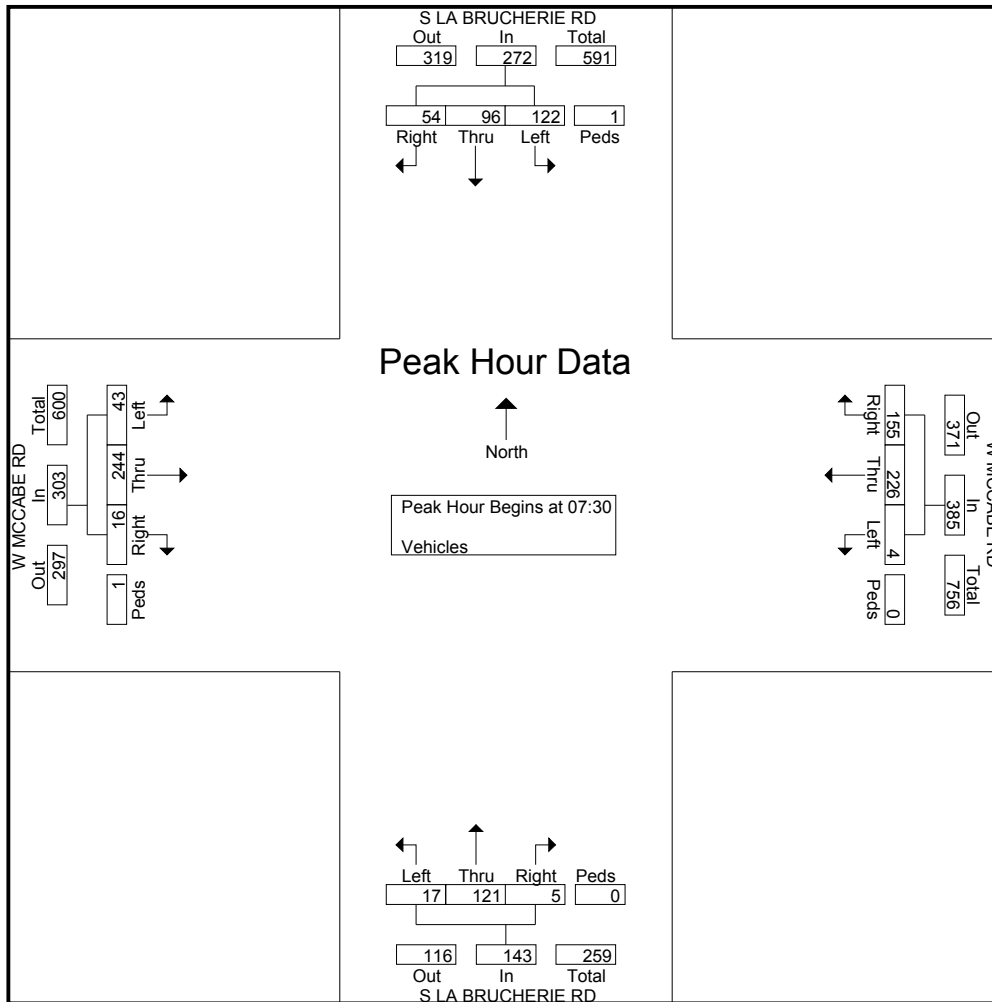
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	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	8	12	2	0	0	10	12	0	3	8	2	0	5	8	2	0	72
07:15	18	14	5	0	0	30	24	0	4	15	4	0	3	20	5	0	142
07:30	24	28	9	0	1	38	62	0	10	43	1	0	5	36	3	0	260
07:45	49	27	18	1	1	51	65	0	2	51	0	0	7	56	6	1	335
Total	99	81	34	1	2	129	163	0	19	117	7	0	20	120	16	1	809
08:00	43	30	22	0	0	96	13	0	5	15	3	0	18	72	7	0	324
08:15	6	11	5	0	2	41	15	0	0	12	1	0	13	80	0	0	186
08:30	9	5	4	0	1	4	13	0	1	6	1	0	6	15	1	0	66
08:45	7	6	3	0	0	15	32	0	2	14	0	0	1	10	3	0	93
Total	65	52	34	0	3	156	73	0	8	47	5	0	38	177	11	0	669
*** BREAK ***																	
16:00	28	15	5	0	1	31	33	0	3	14	1	0	15	44	4	0	194
16:15	23	14	3	0	1	15	20	0	1	11	1	0	3	18	1	0	111
16:30	24	12	6	0	0	14	25	0	1	7	0	0	1	12	1	0	103
16:45	20	19	6	0	2	9	19	0	0	11	0	0	8	4	0	0	98
Total	95	60	20	0	4	69	97	0	5	43	2	0	27	78	6	0	506
17:00	24	15	3	0	1	29	41	1	0	11	0	0	2	7	2	0	136
17:15	26	25	6	0	0	15	30	0	3	15	4	0	3	10	3	0	140
17:30	14	13	3	1	3	17	32	0	1	15	0	2	0	9	2	1	113
17:45	18	11	0	0	0	11	29	0	1	9	1	0	1	15	0	0	96
Total	82	64	12	1	4	72	132	1	5	50	5	2	6	41	7	1	485
Grand Total	341	257	100	2	13	426	465	1	37	257	19	2	91	416	40	2	2469
Apprch %	48.7	36.7	14.3	0.3	1.4	47.1	51.4	0.1	11.7	81.6	6	0.6	16.6	75.8	7.3	0.4	
Total %	13.8	10.4	4.1	0.1	0.5	17.3	18.8	0	1.5	10.4	0.8	0.1	3.7	16.8	1.6	0.1	

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name : 1079.01.S LA BRUCHERIE RD.W MCCABE RD
 Site Code : 00000000
 Start Date : 10/7/2010
 Page No : 2

Start Time	S LA BRUCHERIE RD Southbound					W MCCABE RD Westbound					S LA BRUCHERIE RD Northbound					W MCCABE RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	24	28	9	0	61	1	38	62	0	101	10	43	1	0	54	5	36	3	0	44	260
07:45	49	27	18	1	95	1	51	65	0	117	2	51	0	0	53	7	56	6	1	70	335
08:00	43	30	22	0	95	0	96	13	0	109	5	15	3	0	23	18	72	7	0	97	324
08:15	6	11	5	0	22	2	41	15	0	58	0	12	1	0	13	13	80	0	0	93	186
Total Volume	122	96	54	1	273	4	226	155	0	385	17	121	5	0	143	43	244	16	1	304	1105
% App. Total	44.7	35.2	19.8	0.4		1	58.7	40.3	0		11.9	84.6	3.5	0		14.1	80.3	5.3	0.3		
PHF	.622	.800	.614	.250	.718	.500	.589	.596	.000	.823	.425	.593	.417	.000	.662	.597	.763	.571	.250	.784	.825

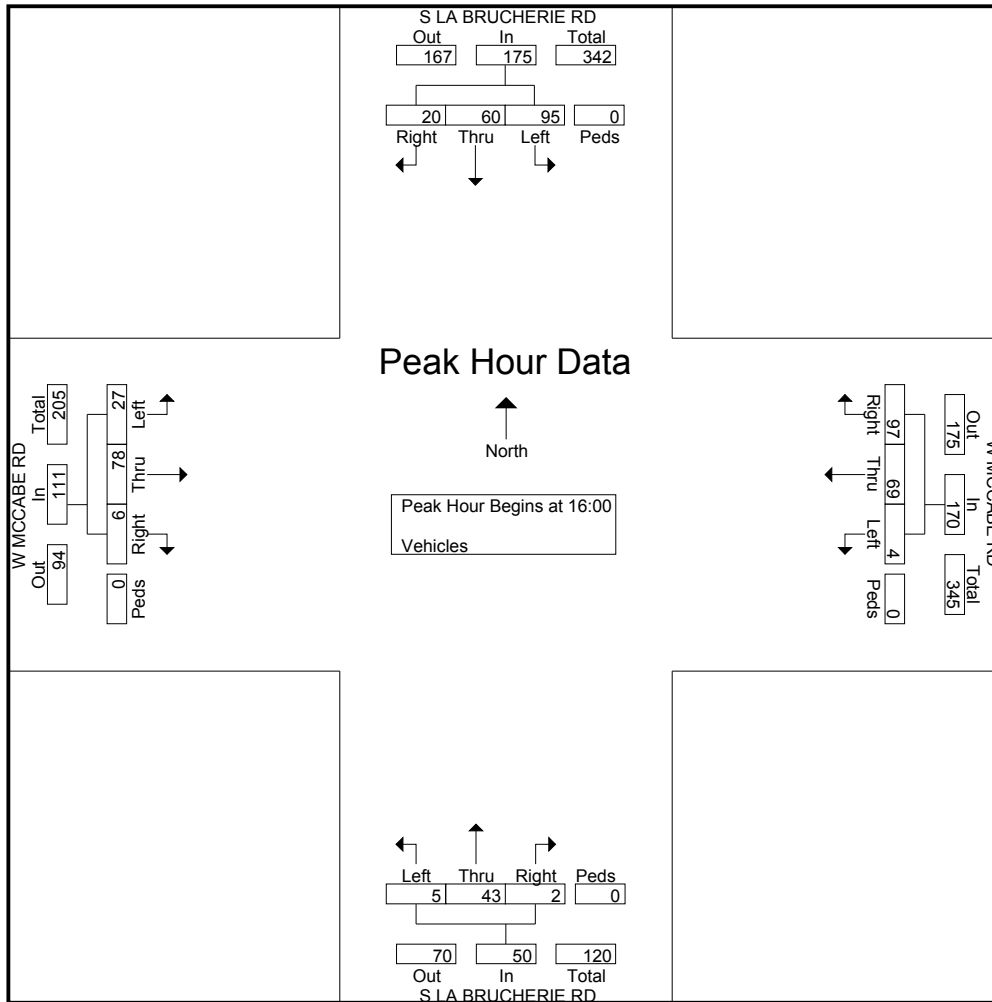


True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name : 1079.01.S LA BRUCHERIE RD.W MCCABE RD
 Site Code : 00000000
 Start Date : 10/7/2010
 Page No : 3

Start Time	S LA BRUCHERIE RD Southbound					W MCCABE RD Westbound					S LA BRUCHERIE RD Northbound					W MCCABE RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	28	15	5	0	48	1	31	33	0	65	3	14	1	0	18	15	44	4	0	63	194
16:15	23	14	3	0	40	1	15	20	0	36	1	11	1	0	13	3	18	1	0	22	111
16:30	24	12	6	0	42	0	14	25	0	39	1	7	0	0	8	1	12	1	0	14	103
16:45	20	19	6	0	45	2	9	19	0	30	0	11	0	0	11	8	4	0	0	12	98
Total Volume	95	60	20	0	175	4	69	97	0	170	5	43	2	0	50	27	78	6	0	111	506
% App. Total	54.3	34.3	11.4	0		2.4	40.6	57.1	0		10	86	4	0		24.3	70.3	5.4	0		
PHF	.848	.789	.833	.000	.911	.500	.556	.735	.000	.654	.417	.768	.500	.000	.694	.450	.443	.375	.000	.440	.652



True Count
 3401 First Ave. #123
 San Diego, CA, 92103

File Name : 1079.02.BROCKMAN RD.SR-98
 Site Code : 00000000
 Start Date : 10/7/2010
 Page No : 1

Groups Printed- Vehicles

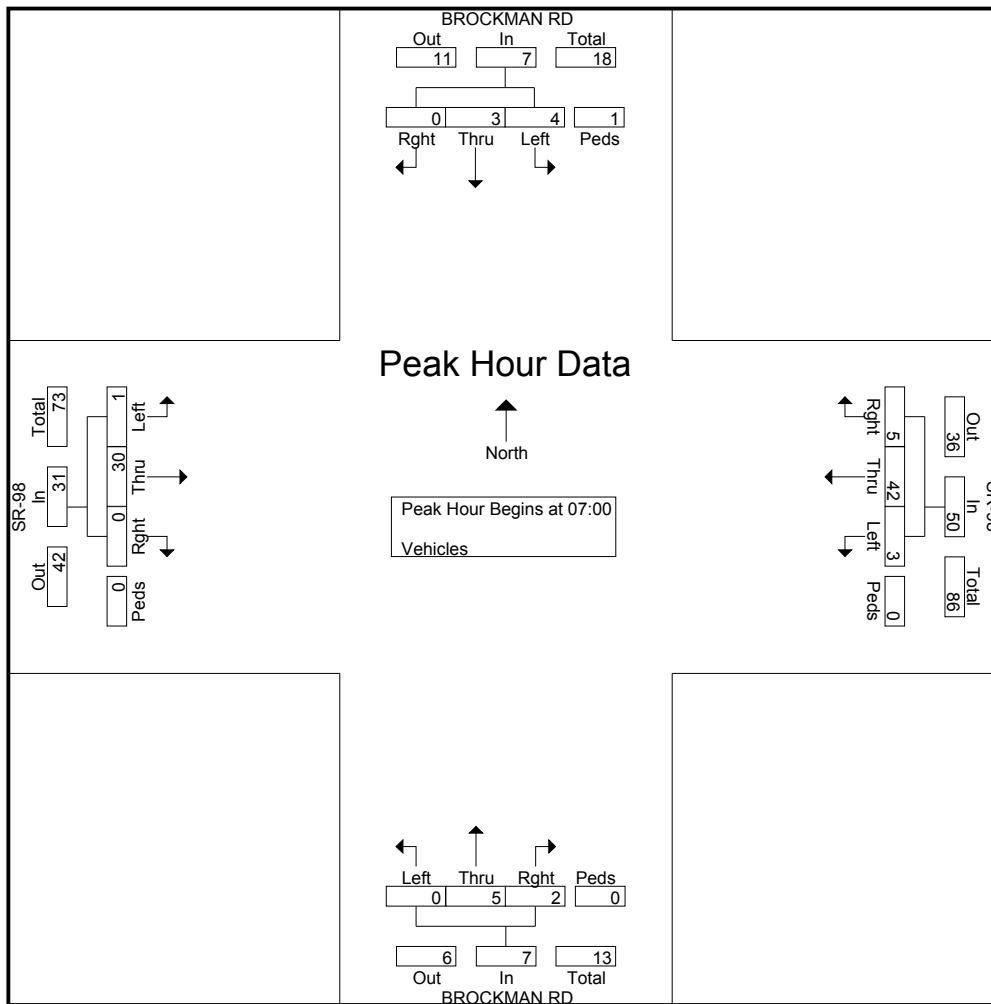
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07:00	1	1	0	1	0	9	2	0	0	1	0	0	0	2	0	0	17
07:15	2	0	0	0	3	15	2	0	0	0	1	0	0	6	0	0	29
07:30	1	1	0	0	0	10	1	0	0	3	0	0	1	11	0	0	28
07:45	0	1	0	0	0	8	0	0	0	1	1	0	0	11	0	0	22
Total	4	3	0	1	3	42	5	0	0	5	2	0	1	30	0	0	96
08:00	1	0	0	0	0	6	0	0	0	0	0	0	0	9	0	0	16
08:15	1	0	2	0	0	5	0	0	0	0	0	0	0	5	0	0	13
08:30	0	0	1	0	0	19	2	0	0	0	0	0	0	10	0	0	32
08:45	1	1	0	0	1	13	3	0	0	0	1	0	0	11	0	0	31
Total	3	1	3	0	1	43	5	0	0	0	1	0	0	35	0	0	92
*** BREAK ***																	
16:00	2	0	1	0	0	11	0	0	0	0	1	0	0	20	0	0	35
16:15	2	0	0	0	0	10	0	0	0	0	0	0	0	19	0	0	31
16:30	1	2	0	0	0	14	0	0	0	1	0	0	0	15	0	0	33
16:45	4	0	2	0	0	18	0	0	0	0	0	0	1	21	0	0	46
Total	9	2	3	0	0	53	0	0	0	1	1	0	1	75	0	0	145
17:00	2	0	0	0	0	5	1	0	0	0	0	0	0	21	0	0	29
17:15	1	1	1	0	0	14	2	0	1	0	0	0	0	24	0	0	44
17:30	0	0	0	0	0	10	0	0	0	0	0	0	0	16	0	0	26
17:45	2	0	0	0	0	8	0	0	0	0	0	0	1	12	0	0	23
Total	5	1	1	0	0	37	3	0	1	0	0	0	1	73	0	0	122
Grand Total	21	7	7	1	4	175	13	0	1	6	4	0	3	213	0	0	455
Apprch %	58.3	19.4	19.4	2.8	2.1	91.1	6.8	0	9.1	54.5	36.4	0	1.4	98.6	0	0	
Total %	4.6	1.5	1.5	0.2	0.9	38.5	2.9	0	0.2	1.3	0.9	0	0.7	46.8	0	0	

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name : 1079.02.BROCKMAN RD.SR-98
Site Code : 00000000
Start Date : 10/7/2010
Page No : 2

Start Time	BROCKMAN RD Southbound					SR-98 Westbound					BROCKMAN RD Northbound					SR-98 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	1	1	0	1	3	0	9	2	0	11	0	1	0	0	1	0	2	0	0	2	17
07:15	2	0	0	0	2	3	15	2	0	20	0	0	1	0	1	0	6	0	0	6	29
07:30	1	1	0	0	2	0	10	1	0	11	0	3	0	0	3	1	11	0	0	12	28
07:45	0	1	0	0	1	0	8	0	0	8	0	1	1	0	2	0	11	0	0	11	22
Total Volume	4	3	0	1	8	3	42	5	0	50	0	5	2	0	7	1	30	0	0	31	96
% App. Total	50	37.5	0	12.5		6	84	10	0		0	71.4	28.6	0		3.2	96.8	0	0		
PHF	.500	.750	.000	.250	.667	.250	.700	.625	.000	.625	.000	.417	.500	.000	.583	.250	.682	.000	.000	.646	.828

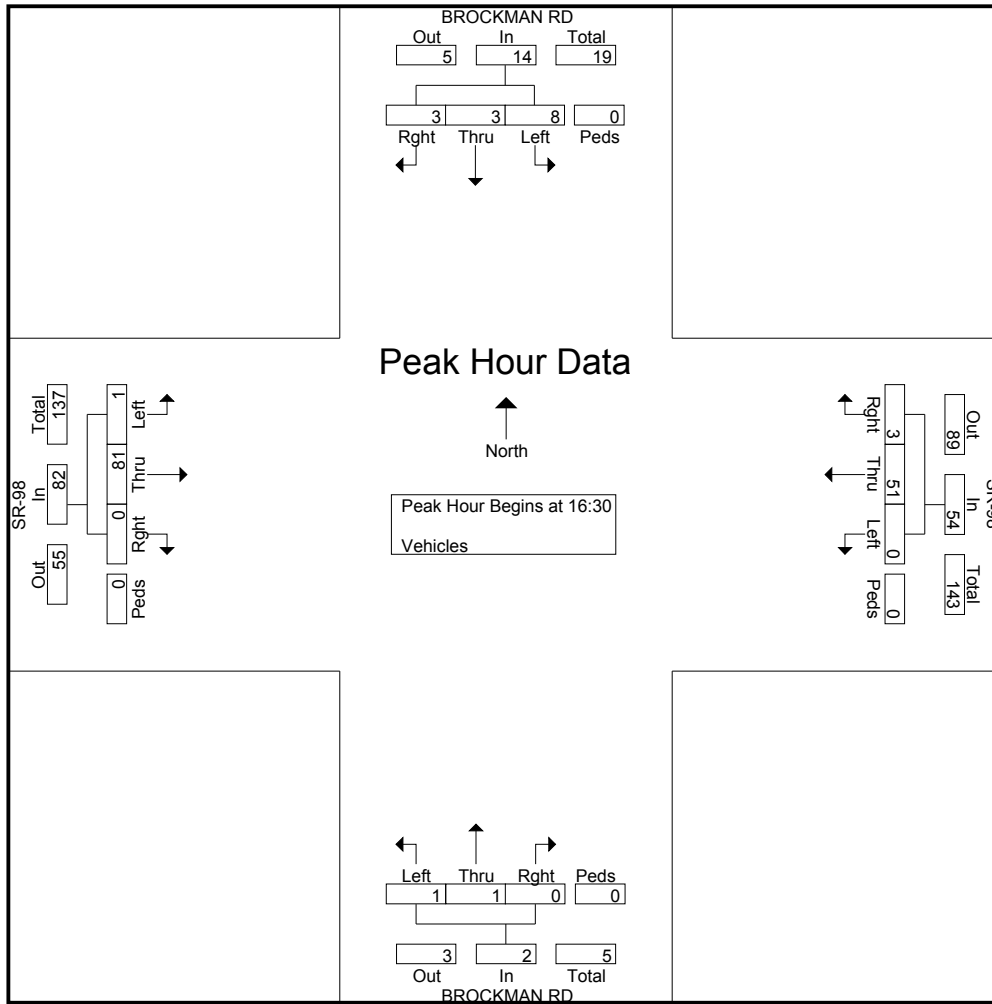


True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name : 1079.02.BROCKMAN RD.SR-98
Site Code : 00000000
Start Date : 10/7/2010
Page No : 3

Start Time	BROCKMAN RD Southbound					SR-98 Westbound					BROCKMAN RD Northbound					SR-98 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	1	2	0	0	3	0	14	0	0	14	0	1	0	0	1	0	15	0	0	15	33
16:45	4	0	2	0	6	0	18	0	0	18	0	0	0	0	0	1	21	0	0	22	46
17:00	2	0	0	0	2	0	5	1	0	6	0	0	0	0	0	0	21	0	0	21	29
17:15	1	1	1	0	3	0	14	2	0	16	1	0	0	0	1	0	24	0	0	24	44
Total Volume	8	3	3	0	14	0	51	3	0	54	1	1	0	0	2	1	81	0	0	82	152
% App. Total	57.1	21.4	21.4	0		0	94.4	5.6	0		50	50	0	0		1.2	98.8	0	0		
PHF	.500	.375	.375	.000	.583	.000	.708	.375	.000	.750	.250	.250	.000	.000	.500	.250	.844	.000	.000	.854	.826



True Count
 3401 First Ave. #123
 San Diego, CA, 92103

File Name : 1079.03.FERRELL RD.SR-98
 Site Code : 00000000
 Start Date : 10/7/2010
 Page No : 1

Groups Printed- Vehicles

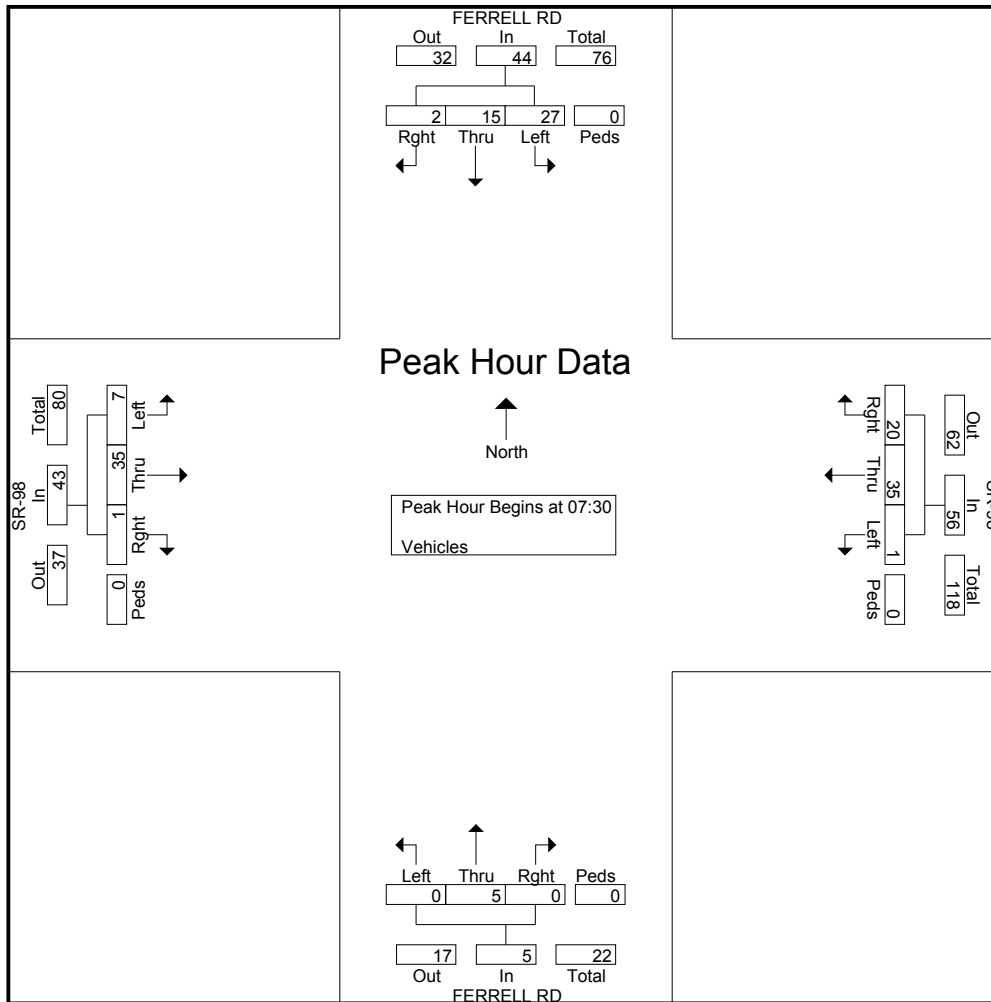
Start Time	FERRELL RD Southbound				SR-98 Westbound				FERRELL RD Northbound				SR-98 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	2	1	2	1	0	13	5	0	1	1	0	0	1	2	1	0	30
07:15	4	2	1	0	0	10	5	0	0	0	0	0	1	9	0	0	32
07:30	6	6	0	0	0	13	6	0	0	2	0	0	1	8	0	0	42
07:45	10	4	2	0	0	7	3	0	0	0	0	0	4	12	0	0	42
Total	22	13	5	1	0	43	19	0	1	3	0	0	7	31	1	0	146
08:00	4	3	0	0	1	4	4	0	0	2	0	0	2	7	0	0	27
08:15	7	2	0	0	0	11	7	0	0	1	0	0	0	8	1	0	37
08:30	3	3	1	0	0	17	2	0	0	1	1	0	0	10	1	0	39
08:45	4	0	1	0	0	15	2	0	1	3	0	0	1	13	1	0	41
Total	18	8	2	0	1	47	15	0	1	7	1	0	3	38	3	0	144
*** BREAK ***																	
16:00	5	5	0	0	0	11	1	0	0	8	0	0	0	23	0	0	53
16:15	7	0	1	0	0	11	3	0	0	3	0	0	0	21	1	0	47
16:30	6	3	0	0	1	12	0	0	0	2	1	0	0	17	0	0	42
16:45	5	2	0	0	0	18	4	0	0	1	0	0	3	23	0	0	56
Total	23	10	1	0	1	52	8	0	0	14	1	0	3	84	1	0	198
17:00	6	1	1	0	0	7	2	0	0	1	0	0	1	20	0	0	39
17:15	4	4	1	0	0	13	6	0	0	3	0	0	0	27	0	0	58
17:30	5	2	3	0	0	10	6	0	0	1	0	0	0	15	0	0	42
17:45	3	3	2	0	0	8	5	0	0	0	0	0	1	18	0	0	40
Total	18	10	7	0	0	38	19	0	0	5	0	0	2	80	0	0	179
Grand Total	81	41	15	1	2	180	61	0	2	29	2	0	15	233	5	0	667
Apprch %	58.7	29.7	10.9	0.7	0.8	74.1	25.1	0	6.1	87.9	6.1	0	5.9	92.1	2	0	
Total %	12.1	6.1	2.2	0.1	0.3	27	9.1	0	0.3	4.3	0.3	0	2.2	34.9	0.7	0	

True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name : 1079.03.FERRELL RD.SR-98
Site Code : 00000000
Start Date : 10/7/2010
Page No : 2

Start Time	FERRELL RD Southbound					SR-98 Westbound					FERRELL RD Northbound					SR-98 Eastbound					Int. Total
	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	6	6	0	0	12	0	13	6	0	19	0	2	0	0	2	1	8	0	0	9	42
07:45	10	4	2	0	16	0	7	3	0	10	0	0	0	0	0	4	12	0	0	16	42
08:00	4	3	0	0	7	1	4	4	0	9	0	2	0	0	2	2	7	0	0	9	27
08:15	7	2	0	0	9	0	11	7	0	18	0	1	0	0	1	0	8	1	0	9	37
Total Volume	27	15	2	0	44	1	35	20	0	56	0	5	0	0	5	7	35	1	0	43	148
% App. Total	61.4	34.1	4.5	0		1.8	62.5	35.7	0		0	100	0	0		16.3	81.4	2.3	0		
PHF	.675	.625	.250	.000	.688	.250	.673	.714	.000	.737	.000	.625	.000	.000	.625	.438	.729	.250	.000	.672	.881

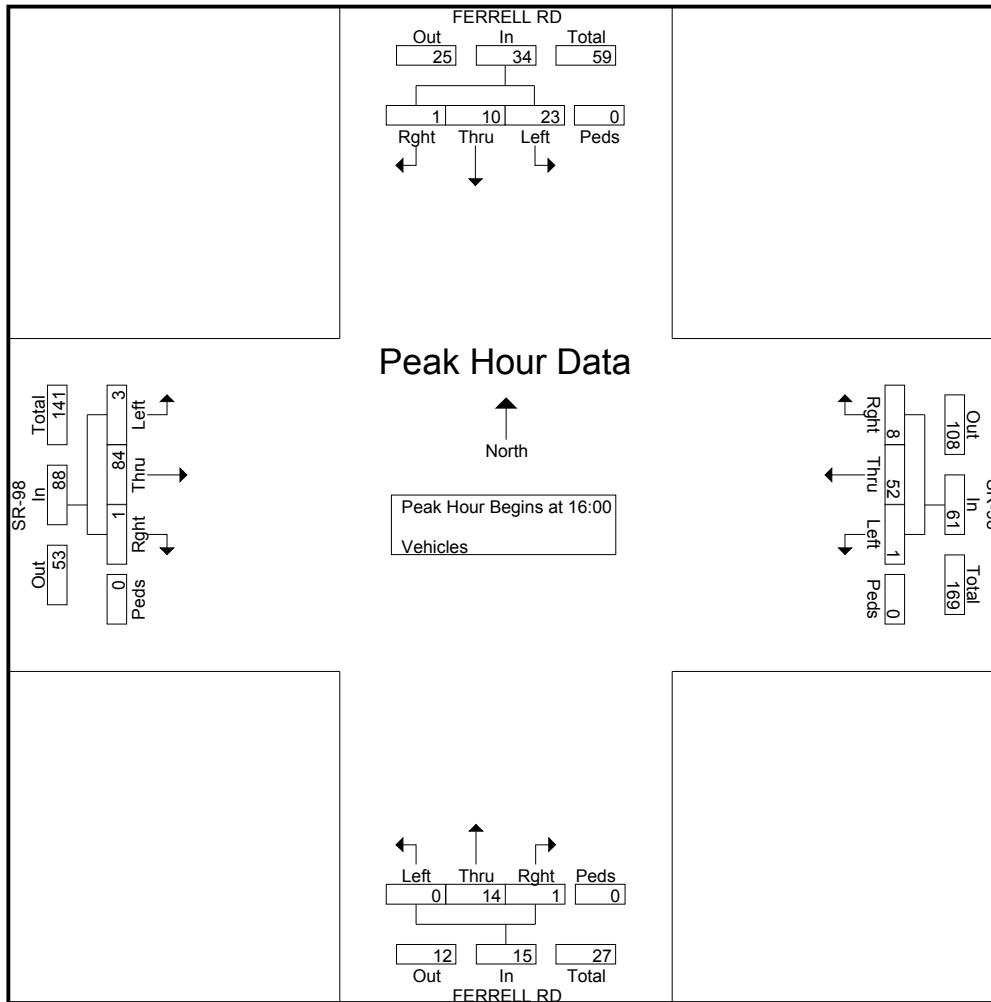


True Count

3401 First Ave. #123
San Diego, CA, 92103

File Name : 1079.03.FERRELL RD.SR-98
Site Code : 00000000
Start Date : 10/7/2010
Page No : 3

Start Time	FERRELL RD Southbound					SR-98 Westbound					FERRELL RD Northbound					SR-98 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	5	5	0	0	10	0	11	1	0	12	0	8	0	0	8	0	23	0	0	23	53
16:15	7	0	1	0	8	0	11	3	0	14	0	3	0	0	3	0	21	1	0	22	47
16:30	6	3	0	0	9	1	12	0	0	13	0	2	1	0	3	0	17	0	0	17	42
16:45	5	2	0	0	7	0	18	4	0	22	0	1	0	0	1	3	23	0	0	26	56
Total Volume	23	10	1	0	34	1	52	8	0	61	0	14	1	0	15	3	84	1	0	88	198
% App. Total	67.6	29.4	2.9	0		1.6	85.2	13.1	0		0	93.3	6.7	0		3.4	95.5	1.1	0		
PHF	.821	.500	.250	.000	.850	.250	.722	.500	.000	.693	.000	.438	.250	.000	.469	.250	.913	.250	.000	.846	.884



TDSSW, Inc.

PO Box 1544

Lakeside, CA 92040

(619) 390-8495 Fax (866) 768-1818

Weather : Clear & Dry

Counted By: C. Hust

Board #: D1-2604

Loc: Clark Road & SR-98

File Name : 11012020

Site Code : 00012020

Start Date : 3/15/2011

Page No : 1

Groups Printed- Group 1

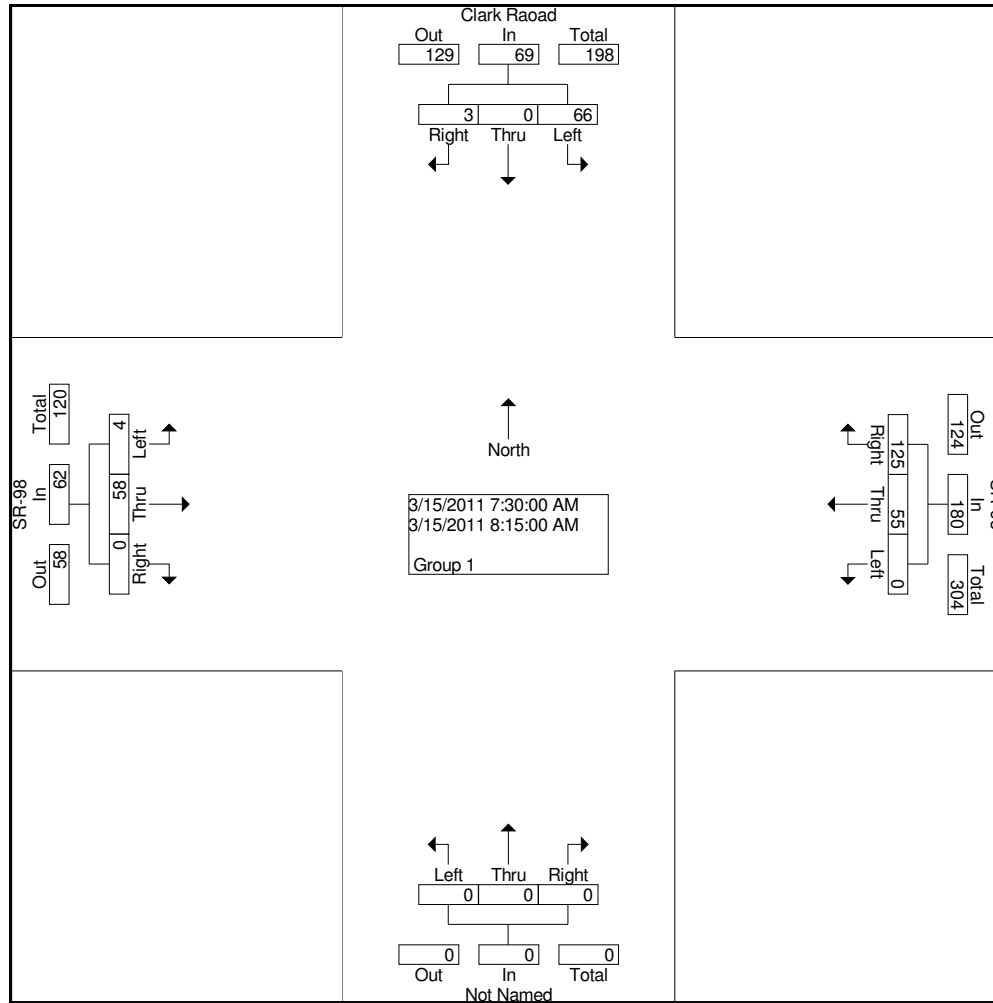
Start Time	Clark Raoad Southbound					SR-98 Westbound					Northbound					SR-98 Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0					
07:00	6	0	0	0	6	0	19	14	0	33	0	0	0	0	0	0	7	0	0	0	7	0	46	46
07:15	10	0	0	0	10	0	17	30	0	47	0	0	0	0	0	0	17	0	0	0	17	0	74	74
07:30	9	0	2	0	11	0	17	45	0	62	0	0	0	0	0	1	16	0	0	0	17	0	90	90
07:45	25	0	1	0	26	0	14	31	0	45	0	0	0	0	0	2	16	0	0	0	18	0	89	89
Total	50	0	3	0	53	0	67	120	0	187	0	0	0	0	0	3	56	0	0	0	59	0	299	299
08:00	18	0	0	0	18	0	8	17	0	25	0	0	0	0	0	1	10	0	0	0	11	0	54	54
08:15	14	0	0	0	14	0	16	32	0	48	0	0	0	0	0	0	16	0	0	0	16	0	78	78
08:30	18	0	11	0	29	0	9	19	0	28	0	0	0	0	0	9	19	0	0	0	28	0	85	85
08:45	14	0	2	0	16	0	9	18	0	27	0	0	0	0	0	3	10	0	0	0	13	0	56	56
Total	64	0	13	0	77	0	42	86	0	128	0	0	0	0	0	13	55	0	0	0	68	0	273	273
Grand Total	114	0	16	0	130	0	109	206	0	315	0	0	0	0	0	16	111	0	0	0	127	0	572	572
Apprch %	87.7	0.0	12.3			0.0	34.6	65.4			0.0	0.0	0.0			12.6	87.4	0.0						
Total %	19.9	0.0	2.8		22.7	0.0	19.1	36.0		55.1	0.0	0.0	0.0		0.0	2.8	19.4	0.0			22.2	0.0	100.0	

Start Time	Clark Raoad Southbound				SR-98 Westbound				Northbound				SR-98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:30																
Volume	66	0	3	69	0	55	125	180	0	0	0	0	4	58	0	62	311
Percent	95.7	0.0	4.3		0.0	30.6	69.4		0.0	0.0	0.0		6.5	93.5	0.0		
07:30 Volume	9	0	2	11	0	17	45	62	0	0	0	0	1	16	0	17	90
Peak Factor																	0.864
High Int.	07:45																
Volume	25	0	1	26	0	17	45	62	0	0	0	0	2	16	0	18	
Peak Factor	0.663				0.726				0.726				0.861				

Weather : Clear & Dry
 Counted By: C. Hust
 Board #: D1-2604
 Loc: Clark Road & SR-98

TDSSW, Inc.
 PO Box 1544
 Lakeside, CA 92040
 (619) 390-8495 Fax (866) 768-1818

File Name : 11012020
 Site Code : 00012020
 Start Date : 3/15/2011
 Page No : 2



TDSSW, Inc.

PO Box 1544

Lakeside, CA 92040

(619) 390-8495 Fax (866) 768-1818

Weather : Clear & Dry

Counted By: C. Hust

Board #: D1-2604

Loc: Clark Road & SR-98

File Name : 11012021

Site Code : 00012021

Start Date : 3/15/2011

Page No : 1

Groups Printed- Group 1

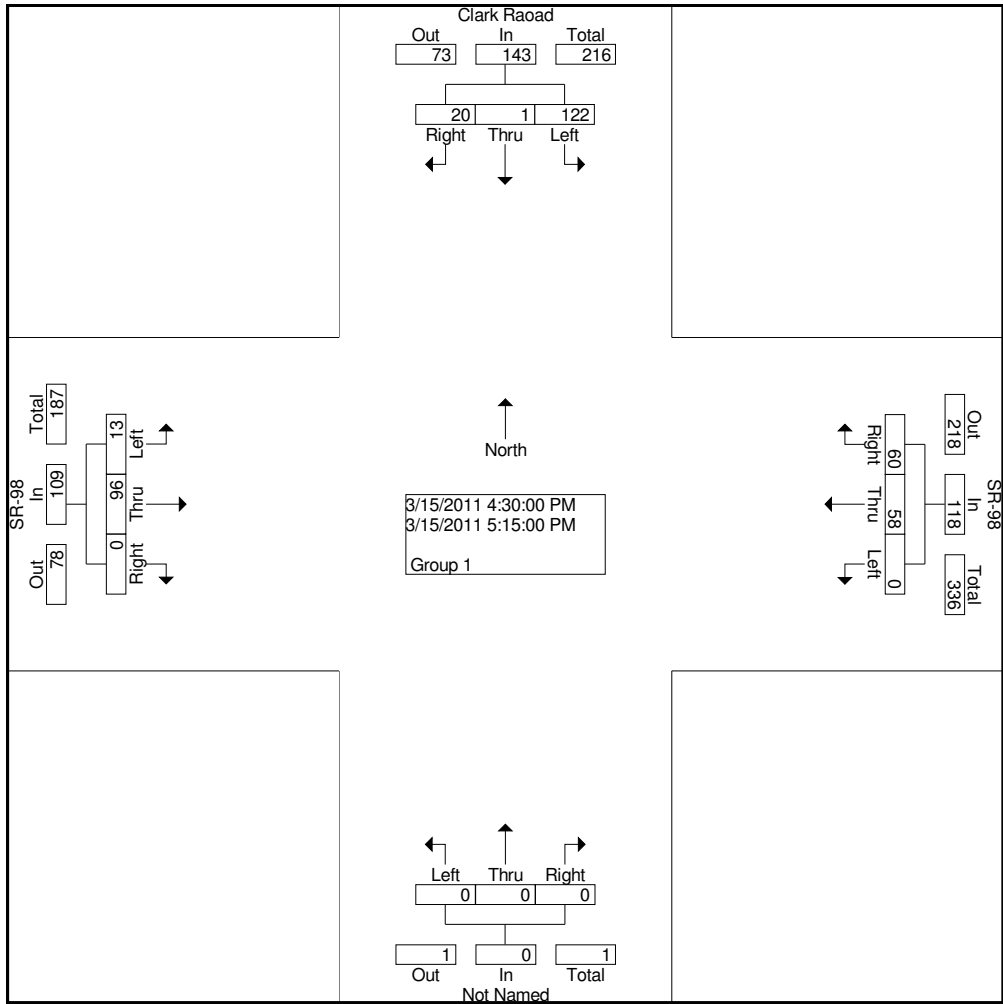
Start Time	Clark Raoad Southbound					SR-98 Westbound					Northbound					SR-98 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
16:00	17	0	1	0	18	0	13	23	0	36	0	0	0	0	0	4	14	0	0	18	0	72	72
16:15	20	0	0	0	20	0	7	20	0	27	0	0	0	0	0	1	21	0	0	22	0	69	69
16:30	32	0	11	0	43	0	16	16	0	32	0	0	0	0	0	2	27	0	0	29	0	104	104
16:45	38	1	4	0	43	0	19	21	0	40	0	0	0	0	0	8	16	0	0	24	0	107	107
Total	107	1	16	0	124	0	55	80	0	135	0	0	0	0	0	15	78	0	0	93	0	352	352
17:00	27	0	4	0	31	0	12	11	0	23	0	0	0	0	0	3	22	0	0	25	0	79	79
17:15	25	0	1	0	26	0	11	12	0	23	0	0	0	0	0	0	31	0	0	31	0	80	80
17:30	26	0	2	0	28	0	19	7	0	26	0	0	0	0	0	5	20	0	0	25	0	79	79
17:45	21	0	0	0	21	0	13	11	0	24	0	0	0	0	0	0	13	0	0	13	0	58	58
Total	99	0	7	0	106	0	55	41	0	96	0	0	0	0	0	8	86	0	0	94	0	296	296
Grand Total	206	1	23	0	230	0	110	121	0	231	0	0	0	0	0	23	164	0	0	187	0	648	648
Apprch %	89.6	0.4	10.0			0.0	47.6	52.4			0.0	0.0	0.0			12.3	87.7	0.0					
Total %	31.8	0.2	3.5		35.5	0.0	17.0	18.7		35.6	0.0	0.0	0.0		0.0	3.5	25.3	0.0		28.9	0.0	100.0	

Start Time	Clark Raoad Southbound				SR-98 Westbound				Northbound				SR-98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:30																
Volume	122	1	20	143	0	58	60	118	0	0	0	0	13	96	0	109	370
Percent	85.3	0.7	14.0		0.0	49.2	50.8		0.0	0.0	0.0		11.9	88.1	0.0		
16:45 Volume	38	1	4	43	0	19	21	40	0	0	0	0	8	16	0	24	107
Peak Factor																	0.864
High Int.	16:30				16:45				3:45:00 PM				17:15				
Volume	32	0	11	43	0	19	21	40	0	0	0	0	0	31	0	31	
Peak Factor	0.831								0.738								0.879

Weather : Clear & Dry
 Counted By: C. Hust
 Board #: D1-2604
 Loc: Clark Road & SR-98

TDSSW, Inc.
 PO Box 1544
 Lakeside, CA 92040
 (619) 390-8495 Fax (866) 768-1818

File Name : 11012021
 Site Code : 00012021
 Start Date : 3/15/2011
 Page No : 2



MetroCount Traffic Executive Vehicle Counts

553 -- English (ENU)

Datasets:

Site: [1079.01] SR-98 (ROCKWOOD RD-CORDA RD) EASTBOUND
Direction: 6 - West bound A>B, East bound B>A. Lane: 0
Survey Duration: 20:27 Wednesday, October 06, 2010 => 11:19 Friday, October 08, 2010
File: 1079.0108Oct2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Thursday, October 07, 2010 => 0:00 Friday, October 08, 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: East (bound)
In profile: Vehicles = 979 / 1951 (50.18%)

*** Thursday, October 07, 2010 - Total=979, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
26	16	5	7	9	11	32	38	41	54	36	60	50	43	42	69	85	80	66	78	36	43	27	25	
11	7	1	3	1	1	4	4	8	16	7	15	18	11	15	12	22	22	17	19	7	14	7	2	-
7	4	0	1	2	6	8	10	8	12	10	20	8	10	7	21	22	25	18	24	6	13	7	8	-
3	4	1	0	3	1	12	9	10	10	10	10	11	15	12	13	17	15	14	17	9	11	10	7	-
5	1	3	3	3	3	8	15	15	16	9	15	13	7	8	23	24	18	17	18	14	5	3	8	-

AM Peak 1115 - 1215 (63), AM PHF=0.79

MetroCount Traffic Executive Vehicle Counts

554 -- English (ENU)

Datasets:

Site: [1079.01] SR-98 (ROCKWOOD RD-CORDA RD) WESTBOUND
Direction: 6 - West bound A>B, East bound B>A. Lane: 0
Survey Duration: 20:27 Wednesday, October 06, 2010 => 11:19 Friday, October 08, 2010
File: 1079.0108Oct2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Thursday, October 07, 2010 => 0:00 Friday, October 08, 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: West (bound)
In profile: Vehicles = 750 / 1951 (38.44%)

* Thursday, October 07, 2010 - Total=750, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	8	12	20	29	36	45	48	49	40	38	46	33	32	34	28	53	42	32	30	18	32	19	11	
3	0	4	5	8	10	16	9	6	10	11	9	10	9	5	2	11	7	8	10	4	17	7	0	-
2	2	2	4	8	7	8	20	8	14	9	9	8	6	9	10	11	17	10	6	4	7	5	3	-
5	2	2	7	9	4	12	11	20	9	9	10	5	5	6	10	15	10	6	6	3	3	4	5	-
5	4	4	4	4	15	9	8	15	7	9	18	10	12	14	6	16	8	8	8	7	5	3	3	-

AM Peak 0830 - 0930 (59), AM PHF=0.74

MetroCount Traffic Executive Vehicle Counts

556 -- English (ENU)

Datasets:

Site: [1079.02] COUNTY HWY S-30 (BROCKMAN RD-NORTH OF SR-98) SOUTHBOUND
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 21:17 Wednesday, October 06, 2010 => 11:17 Friday, October 08, 2010
File: 1079.0208Oct2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Thursday, October 07, 2010 => 0:00 Friday, October 08, 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 91 / 185 (49.19%)

* Thursday, October 07, 2010 - Total=91, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	1	3	10	7	7	6	6	1	2	5	9	5	15	7	4	1	0	1	1	0	-
0	0	0	0	1	1	1	2	1	1	1	0	1	0	5	0	4	2	1	0	0	1	0	0	-
0	0	0	0	0	0	4	2	3	3	1	0	0	1	1	3	2	3	1	1	0	0	1	0	-
0	0	0	0	0	1	3	2	1	1	3	0	1	4	1	1	3	0	0	0	0	0	0	0	-
0	0	0	0	0	1	2	1	2	1	1	1	0	0	2	1	6	2	2	0	0	0	0	0	-

AM Peak 0615 - 0715 (11), AM PHF=0.69

MetroCount Traffic Executive Vehicle Counts

555 -- English (ENU)

Datasets:

Site: [1079.02] COUNTY HWY S-30 (BROCKMAN RD-NORTH OF SR-98) NORTHBOUND
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 21:17 Wednesday, October 06, 2010 => 11:17 Friday, October 08, 2010
File: 1079.0208Oct2010.EC0 (Regular)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Thursday, October 07, 2010 => 0:00 Friday, October 08, 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 89 / 185 (48.11%)

* Thursday, October 07, 2010 - Total=89, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	3	2	8	8	5	9	4	5	3	3	5	7	5	4	3	4	2	2	3	1	2	0	
0	0	1	1	1	2	0	1	1	2	0	2	3	1	1	1	1	0	0	1	0	0	0	0	-
0	0	0	1	1	3	4	4	0	2	0	1	2	0	1	2	0	3	1	0	0	0	1	0	-
1	0	1	0	5	2	1	2	2	1	1	0	0	5	1	0	0	0	0	1	0	0	1	0	-
0	0	1	0	1	1	0	2	1	0	2	0	0	1	2	1	2	1	1	0	3	1	0	0	-

AM Peak 0430 - 0530 (11), AM PHF=0.55

MetroCount Traffic Executive Vehicle Counts

558 -- English (ENU)

Datasets:

Site: [1079.03] FERRELL RD (LA BRUCHERIE RD-NORTH OF SR-98) SOUTHBOUND
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 19:42 Wednesday, October 06, 2010 => 11:19 Friday, October 08, 2010
File: 1079.0308Oct2010.EC0 (Base)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Thursday, October 07, 2010 => 0:00 Friday, October 08, 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: South (bound)
In profile: Vehicles = 442 / 867 (50.98%)

*** Thursday, October 07, 2010 - Total=442, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	3	1	4	0	10	12	39	26	40	21	21	21	19	34	42	34	31	26	14	6	19	7	4	-
0	0	0	0	0	1	2	5	6	10	9	4	4	2	5	9	9	8	10	4	2	13	4	2	-
5	0	0	2	0	2	1	6	9	17	3	6	7	5	13	13	9	8	5	6	1	4	0	1	-
2	2	0	1	0	3	3	11	7	9	4	8	5	6	7	14	9	9	7	2	2	1	2	0	-
1	1	1	1	0	4	6	17	4	4	5	3	5	6	9	6	7	6	4	2	1	1	1	1	-

AM Peak 0730 - 0830 (43), AM PHF=0.63

MetroCount Traffic Executive Vehicle Counts

557 -- English (ENU)

Datasets:

Site: [1079.03] FERRELL RD (LA BRUCHERIE RD-NORTH OF SR-98) NORTHBOUND
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 19:42 Wednesday, October 06, 2010 => 11:19 Friday, October 08, 2010
File: 1079.0308Oct2010.EC0 (Base)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Thursday, October 07, 2010 => 0:00 Friday, October 08, 2010
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction: North (bound)
In profile: Vehicles = 354 / 867 (40.83%)

* Thursday, October 07, 2010 - Total=354, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	2	7	1	9	9	22	29	24	26	14	24	15	11	32	21	27	28	17	9	7	8	4	4	-
0	1	0	0	0	0	4	8	8	3	5	5	3	3	4	5	11	4	4	3	2	2	0	1	-
4	0	3	1	1	0	3	5	6	13	2	6	5	2	8	5	5	10	6	2	2	3	1	1	-
0	1	2	0	3	3	10	5	5	3	5	10	4	2	6	5	3	8	5	3	2	3	2	1	-
0	0	2	0	5	6	5	11	5	7	2	3	3	4	14	6	8	6	2	1	1	0	1	1	-

AM Peak 0730 - 0830 (30), AM PHF=0.68

2009 Caltrans Volumes

District	Route	County	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
11	098	IMP	22.197	DREW RD (SUNSET BLVD)	250	2,300	2,100	240	2,350	2,200
11	098	IMP	27.21	FERRELL RD	240	2,350	2,200	290	2,900	2,650
11	098	IMP	28.74	CLARK RD	290	2,900	2,650	400	4,350	4,100

APPENDIX B

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS – EXISTING

Calexico Solar Farm II - 89 MA

Existing AM

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Calexico Solar Farm II
3-11-2035

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

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*****
Intersection #1 La Brucherie/McCabe
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.688
Loss Time (sec):      0          Average Delay (sec/veh):          16.5
Optimal Cycle:        0          Level Of Service:          C
*****

Street Name:          La Brucherie          McCabe
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Stop Sign          Stop Sign          Stop Sign          Stop Sign
Rights:               Include            Include            Include            Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             17 121    5 122 96    54 43 244    16 4 226    155
Growth Adj:           1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:          17 121    5 122 96    54 43 244    16 4 226    155
User Adj:             1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:              0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92
PHF Volume:           18 132    5 133 104    59 47 265    17 4 246    168
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          18 132    5 133 104    59 47 265    17 4 246    168
PCE Adj:              1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:              1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:          18 132    5 133 104    59 47 265    17 4 246    168
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment:           1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:                0.12 0.85  0.03 0.45 0.35  0.20 0.14 0.81  0.05 0.01 0.59  0.40
Final Sat.:           56 396    16 238 188    106 80 453    30 6 357    245
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.33 0.33  0.33 0.56 0.56  0.56 0.59 0.59  0.59 0.69 0.69  0.69
Crit Moves:          ****          ****          ****
Delay/Veh:            12.3 12.3  12.3 15.7 15.7  15.7 16.2 16.2  16.2 19.0 19.0  19.0
Delay Adj:            1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:           12.3 12.3  12.3 15.7 15.7  15.7 16.2 16.2  16.2 19.0 19.0  19.0
LOS by Move:          B  B  B          C  C  C          C  C  C          C  C  C
ApproachDel:          12.3          15.7          16.2          19.0
Delay Adj:            1.00          1.00          1.00          1.00
ApprAdjDel:           12.3          15.7          16.2          19.0
LOS by Appr:          B          C          C          C
AllWayAvgQ:           0.3 0.3  0.3 0.9 0.9  0.9 1.1 1.1  1.1 1.7 1.7  1.7
*****
Note: Queue reported is the number of cars per lane.
*****

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Calexico Solar Farm II - 89 MA

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Calexico Solar Farm II
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Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR 98/Ferrell

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[9.7]

Street Name: Ferrell SR 98

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled						
Rights:	Include			Include			Include			Include						
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	5	0	27	15	2	7	35	1	1	35	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	0	27	15	2	7	35	1	1	35	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	5	0	29	16	2	8	38	1	1	38	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	5	0	29	16	2	8	38	1	1	38	22

Critical Gap Module:

Critical Gp:	xxxxx	6.5	xxxxx	7.1	6.5	6.2	4.1	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	xxxxx	4.0	xxxxx	3.5	4.0	3.3	2.2	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxxx	116	xxxxx	108	105	49	60	xxxxx	xxxxx	39	xxxxx	xxxxx
Potent Cap.:	xxxxx	778	xxxxx	876	788	1025	1557	xxxxx	xxxxx	1584	xxxxx	xxxxx
Move Cap.:	xxxxx	774	xxxxx	868	784	1025	1557	xxxxx	xxxxx	1584	xxxxx	xxxxx
Volume/Cap:	xxxxx	0.01	xxxxx	0.03	0.02	0.00	0.00	xxxxx	xxxxx	0.00	xxxxx	xxxxx

Level of Service Module:

2Way95thQ:	xxxxx	0.0	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.0	xxxxx	xxxxx
Control Del:	xxxxx	9.7	xxxxx	xxxxx	xxxxx	xxxxx	7.3	xxxxx	xxxxx	7.3	xxxxx	xxxxx
LOS by Move:	*	A	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	843	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared Queue:	xxxxx	xxxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:		9.7			9.5		xxxxxxx			xxxxxxx		
ApproachLOS:		A			A			*			*	

Note: Queue reported is the number of cars per lane.

Calexico Solar Farm II - 89 MA

Existing AM

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Calexico Solar Farm II
3-11-2035

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 98/Brockman

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[9.3]

Street Name: Brockman SR 98

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	5	2	4	3	0	1	30	0	3	42	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	2	4	3	0	1	30	0	3	42	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	5	2	4	3	0	1	33	0	3	46	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	5	2	4	3	0	1	33	0	3	46	5

Critical Gap Module:

Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	92	33	93	90	xxxxx	51	xxxx	xxxxx	33	xxxx	xxxxx
Potent Cap.:	xxxx	801	1047	895	804	xxxxx	1568	xxxx	xxxxx	1592	xxxx	xxxxx
Move Cap.:	xxxx	799	1047	887	802	xxxxx	1568	xxxx	xxxxx	1592	xxxx	xxxxx
Volume/Cap:	xxxx	0.01	0.00	0.00	0.00	xxxx	0.00	xxxx	xxxx	0.00	xxxx	xxxx

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	857	848	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	9.2	9.3	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	A	A	*	*	A	*	*	*	*	*
ApproachDel:		9.2			9.3		xxxxxxx			xxxxxxx		
ApproachLOS:		A			A			*			*	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 SR-98/Weed Rd

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.9]

Street Name: Weed SR-98

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1	0	1	0	0	0	0	61	1	1	57	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	1	0	0	0	0	61	1	1	57	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	0	1	0	0	0	0	66	1	1	62	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	1	0	1	0	0	0	0	66	1	1	62	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	131	131	67	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	67	xxxx	xxxxx
Potent Cap.:	868	763	1002	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1547	xxxx	xxxxx
Move Cap.:	867	763	1002	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1547	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	930	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.9			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #1 La Brucherie/McCabe
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.259
Loss Time (sec):      0          Average Delay (sec/veh):          8.7
Optimal Cycle:        0          Level Of Service:          A
*****
Street Name:          La Brucherie          McCabe
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Stop Sign          Stop Sign          Stop Sign          Stop Sign
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                0  0  1!  0  0          0  0  1!  0  0          0  0  1!  0  0          0  0  1!  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             5  43  2          95  60  20          27  78  6          4  69  97
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          5  43  2          95  60  20          27  78  6          4  69  97
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              0.92 0.92  0.92          0.92 0.92  0.92          0.92 0.92  0.92          0.92 0.92  0.92
PHF Volume:           5  47  2          103  65  22          29  85  7          4  75  105
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          5  47  2          103  65  22          29  85  7          4  75  105
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          5  47  2          103  65  22          29  85  7          4  75  105
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.10 0.86  0.04          0.55 0.34  0.11          0.24 0.71  0.05          0.02 0.41  0.57
Final Sat.:           70  602  28          398  251  84          177  512  39          19  325  457
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.08  0.08          0.26 0.26  0.26          0.17 0.17  0.17          0.23 0.23  0.23
Crit Moves:           ****          ****          ****          ****
Delay/Veh:            8.2  8.2  8.2          9.2  9.2  9.2          8.6  8.6  8.6          8.5  8.5  8.5
Delay Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
AdjDel/Veh:           8.2  8.2  8.2          9.2  9.2  9.2          8.6  8.6  8.6          8.5  8.5  8.5
LOS by Move:          A  A  A          A  A  A          A  A  A          A  A  A
ApproachDel:          8.2          9.2          8.6          8.5
Delay Adj:            1.00          1.00          1.00          1.00
ApprAdjDel:           8.2          9.2          8.6          8.5
LOS by Appr:          A          A          A          A
AllWayAvgQ:           0.1  0.1  0.1          0.3  0.3  0.3          0.2  0.2  0.2          0.3  0.3  0.3
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #2 SR 98/Ferrell

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[10.0]

Street Name:	Ferrell						SR 98							
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled				
Rights:	Include			Include			Include			Include				
Lanes:	0	0	1	0	0	0	1	0	0	0	0	1	0	0

Volume Module:	Ferrell			Ferrell			SR 98			SR 98		
Base Vol:	0	14	1	23	10	1	3	84	1	1	52	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	14	1	23	10	1	3	84	1	1	52	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	15	1	25	11	1	3	91	1	1	57	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	15	1	25	11	1	3	91	1	1	57	9

Critical Gap Module:	Ferrell			Ferrell			SR 98			SR 98		
Critical Gap:	xxxxx	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Ferrell			Ferrell			SR 98			SR 98		
Cnflct Vol:	xxxx	166	92	170	162	61	65	xxxx	xxxxx	92	xxxx	xxxxx
Potent Cap.:	xxxx	731	971	799	734	1010	1550	xxxx	xxxxx	1515	xxxx	xxxxx
Move Cap.:	xxxx	728	971	783	732	1010	1550	xxxx	xxxxx	1515	xxxx	xxxxx
Volume/Cap:	xxxx	0.02	0.00	0.03	0.01	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:	Ferrell			Ferrell			SR 98			SR 98		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	741	xxxx	772	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.1	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	10.0	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	A	*	A	*	*	*	*	*	*	*
ApproachDel:	10.0			9.9			xxxxxxx			xxxxxxx		
ApproachLOS:	A			A			*			*		

 Note: Queue reported is the number of cars per lane.

Calexico Solar Farm II - 89 MA

Existing PM

Wed Apr 6, 2011 09:56:25

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #3 SR 98/Brockman

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[9.6]

Street Name:	Brockman						SR 98					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0

Volume Module:

Base Vol:	1	1	0	8	3	3	1	81	0	0	51	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	0	8	3	3	1	81	0	0	51	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	1	0	9	3	3	1	88	0	0	55	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	0	9	3	3	1	88	0	0	55	3

Critical Gap Module:

Critical Gp:	7.1	6.5	xxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	151	149	xxxxx	148	147	57	59	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	822	746	xxxxx	825	748	1015	1558	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	816	746	xxxxx	824	747	1015	1558	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	xxxx	0.01	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	779	xxxx	xxxxx	xxxx	839	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.6	xxxx	xxxxx	xxxxx	9.4	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	9.6			9.4			xxxxxxx			xxxxxxx		
ApproachLOS:	A			A			*			*		

 Note: Queue reported is the number of cars per lane.

Calexico Solar Farm II - 89 MA

Existing PM

Wed Apr 6, 2011 09:56:25

Page 5-1

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #5 SR-98/Weed Rd

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.2]

Street Name:	Weed						SR-98					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:												
Base Vol:	1	0	1	0	0	0	0	108	1	1	77	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	1	0	0	0	0	108	1	1	77	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	0	1	0	0	0	0	117	1	1	84	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	1	0	0	0	0	117	1	1	84	0

Critical Gap Module:												
Critical Gap:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	204	204	118	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	118	xxxx	xxxxx
Potent Cap.:	789	696	939	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1482	xxxx	xxxxx
Move Cap.:	789	696	939	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1482	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	858	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.2			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

APPENDIX C
CUMULATIVE TRAFFIC DATA INFORMATION

STREET SEGMENT	Total Energy Cumulatives
Brockman Road	
Lyons Rd to Kubler Rd	0
Ferrell Road	
Kubler Rd to SR 98	0
SR 98	
Pulliam Rd to Rockwood Rd	220
Rockwood Rd to Ferrell Rd	280
Ferrell Road to Weed Road	280
East of Weed Road	280
SR-111	
North of Sinclair Road	630
Peterson Road to Lindsay Road	1340
SR-115	
SR-111 to Railroad Ave	520
SR- 115 (Wiest Road)	
South of SR-115/Main St	630
Sinclair Road	
East of SR 111	70

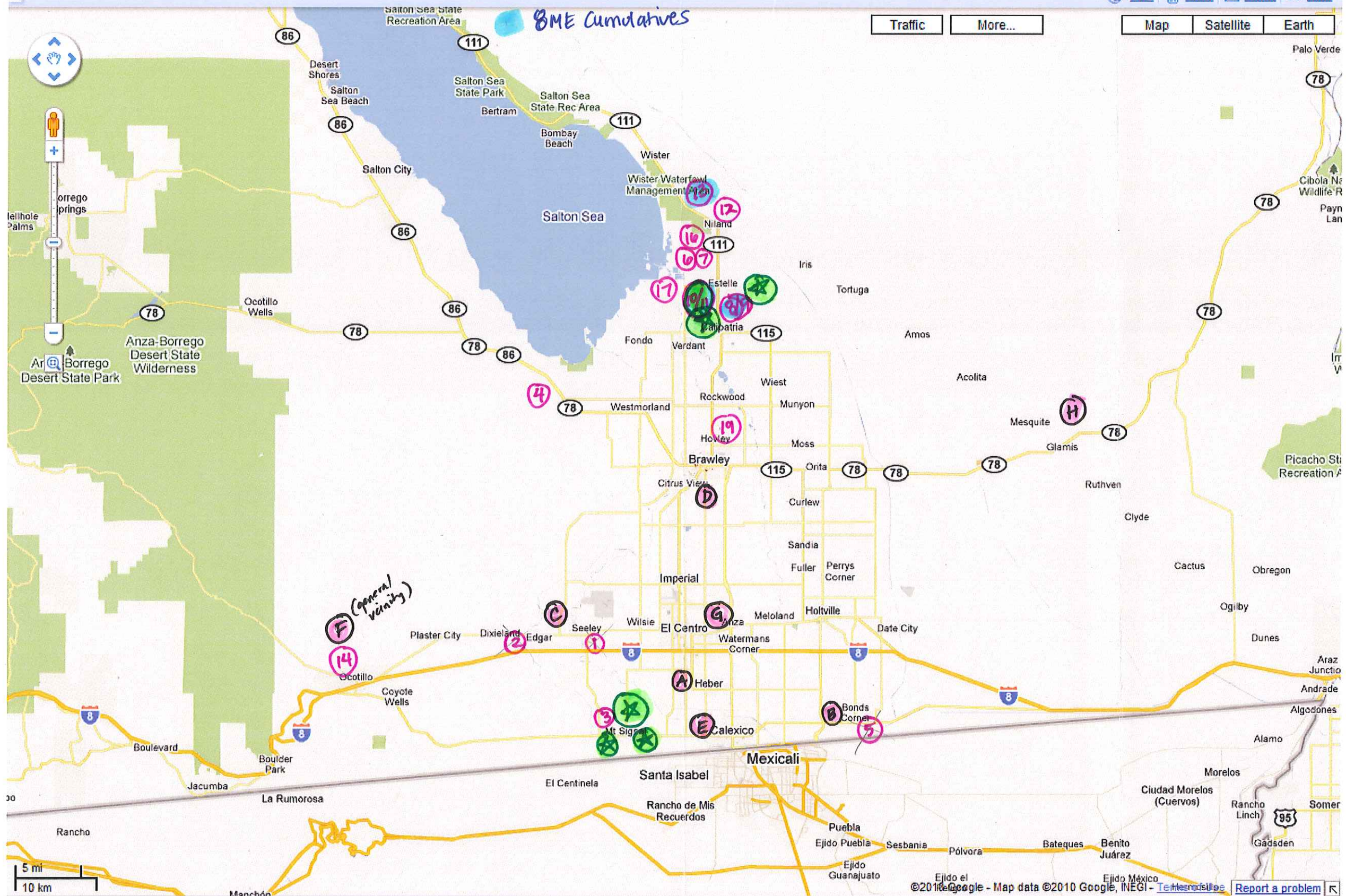
INTERSECTION	DIRECTION	TOTAL ENERGY CUMULATIVES					
		Ram	Rpm	Tam	Tpm	Lam	Lpm
La Brucherie Rd/McCabe Rd	Sb	0	0	12	0	0	0
	Wb	0	0	0	0	0	0
	Nb	0	0	0	12	0	0
	Eb	0	0	0	0	0	0
SR 98/Ferrell Rd	Sb	0	0	0	0	0	0
	Wb	0	0	91	0	0	0
	Nb	0	0	0	0	0	0
	Eb	0	0	0	91	0	0
SR 98/ Brockman Rd	Sb	0	0	0	0	0	63
	Wb	63	0	28	0	0	0
	Nb	0	0	0	0	0	0
	Eb	0	0	0	28	0	0
4. SR-98/ S. Clark Rd	Sb	0	0	0	0	0	0
	Wb	0	0	91	0	0	0
	Nb	0	0	0	0	0	0
	Eb	0	0	0	91	0	0
5. SR-98/ Weed Rd	Sb	0	0	0	0	0	0
	Wb	0	0	91	0	0	0
	Nb	0	0	0	0	0	0
	Eb	0	0	0	91	0	0

LLG BME PROJECTS

ENERGY PROJECTS
OTHER PROJECTS

11/16/10

4/6/11



CUMULATIVES
8ME PROJECTS

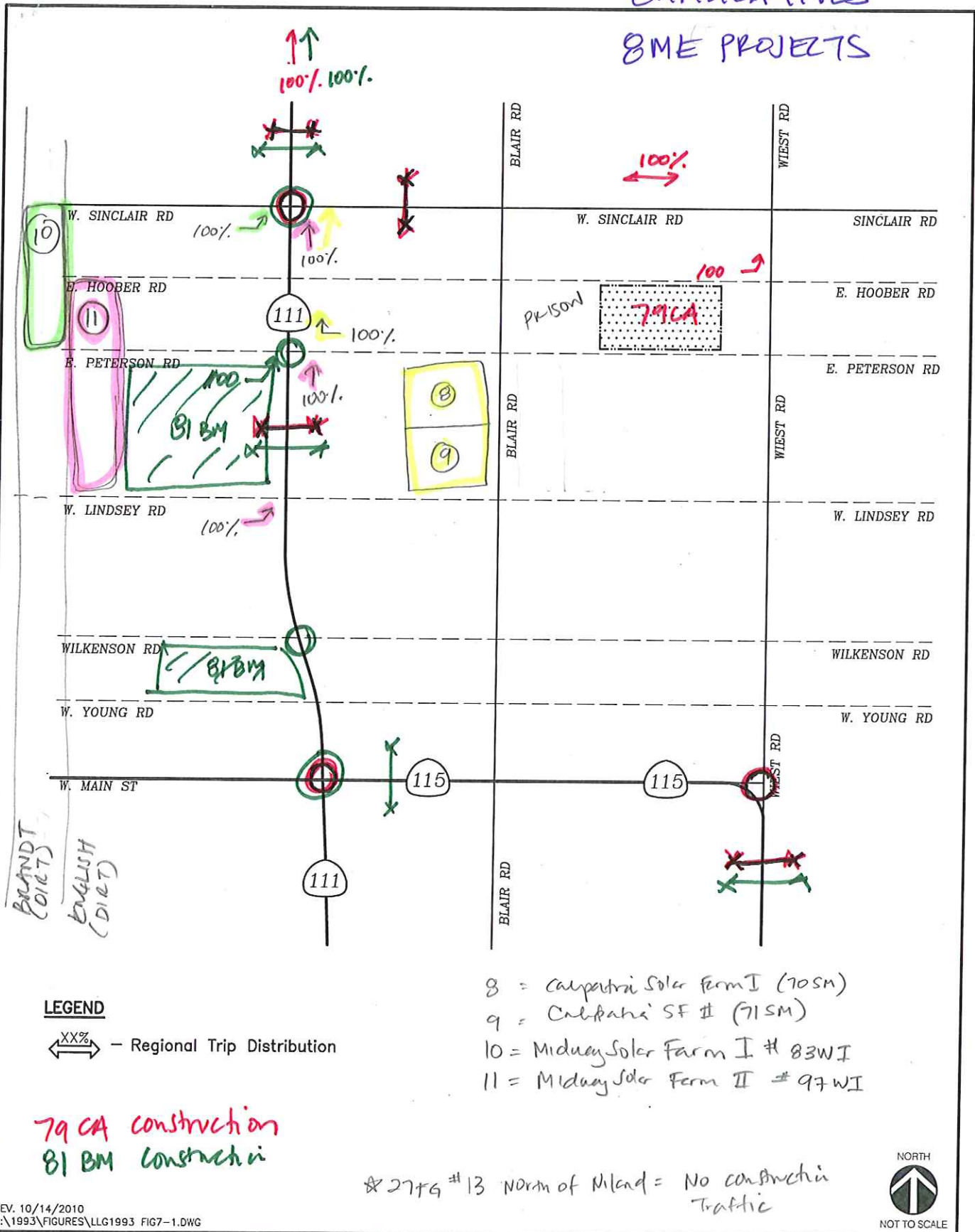
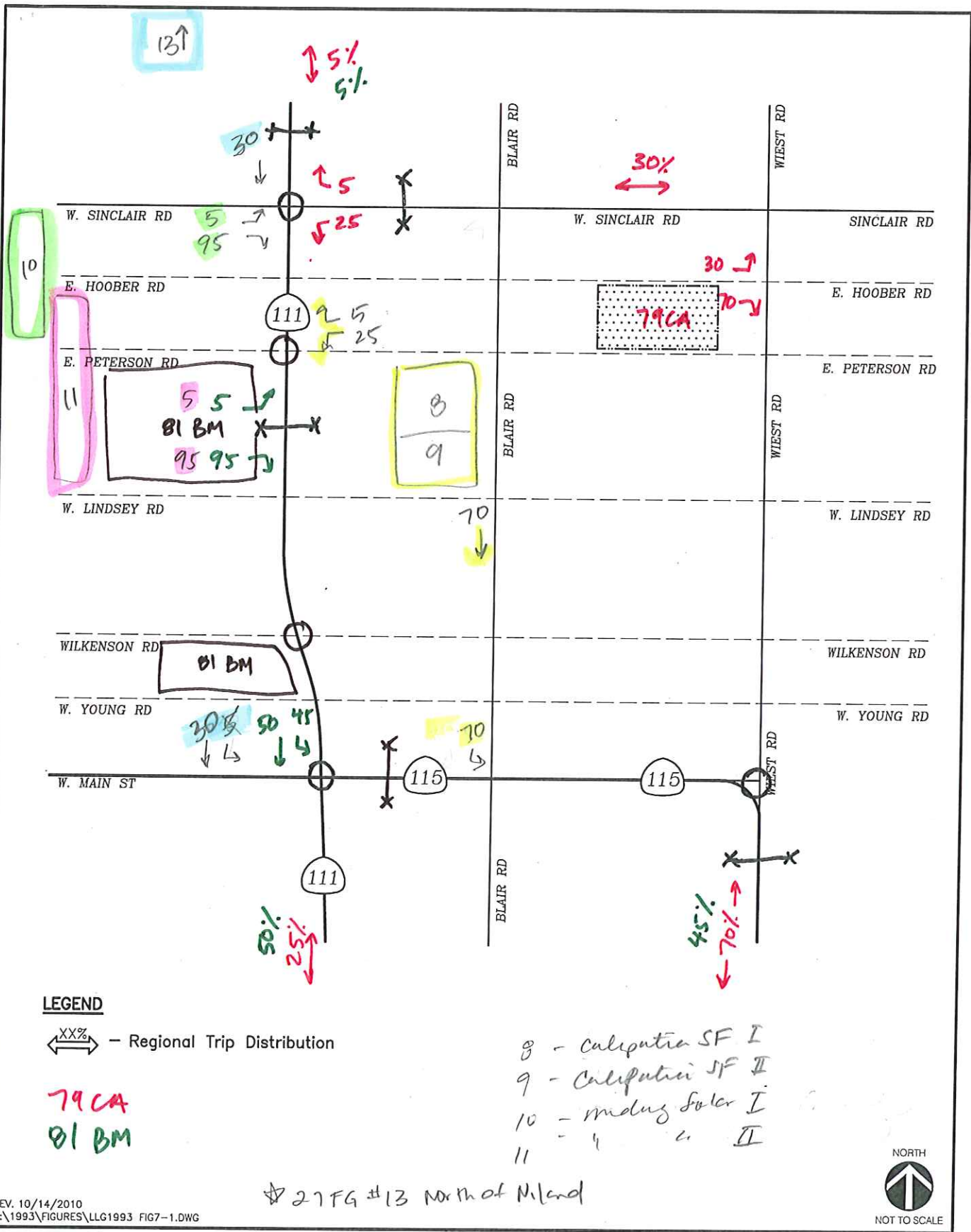


Figure 7-1

Construction Project Distribution
Truck Trips

79CA: SALTON SEA SOLAR FARM I



REV. 10/14/2010
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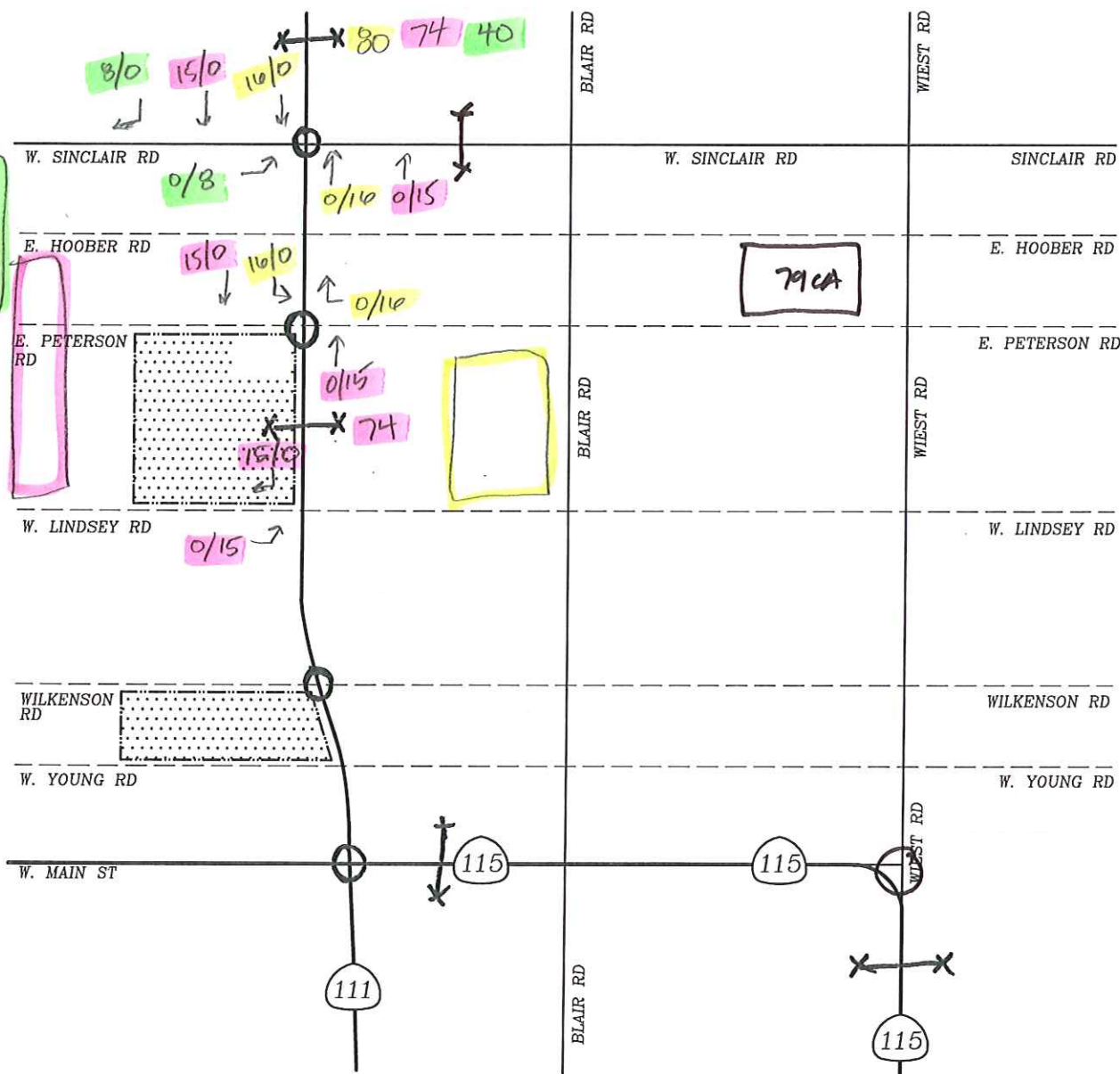
LINSCOTT
LAW &
GREENSPAN
engineers

Figure 7-1

Construction Project Distribution
EMPLOYEE Truck Trips

79CA: SALTON SEA SOLAR FARM I

CUMULATIVES 8ME PROJECTS



LEGEND

- ↔ XX% - Regional Trip Distribution
- ← - Inbound Trip Distribution
- - Outbound Trip Distribution

8/0 = 80 ADT	AM	IN	CVT
	PM	16	0
10 = 40	AM	8	0
	PM	0	8
11 = 74	AM	15	0
	PM	0	15

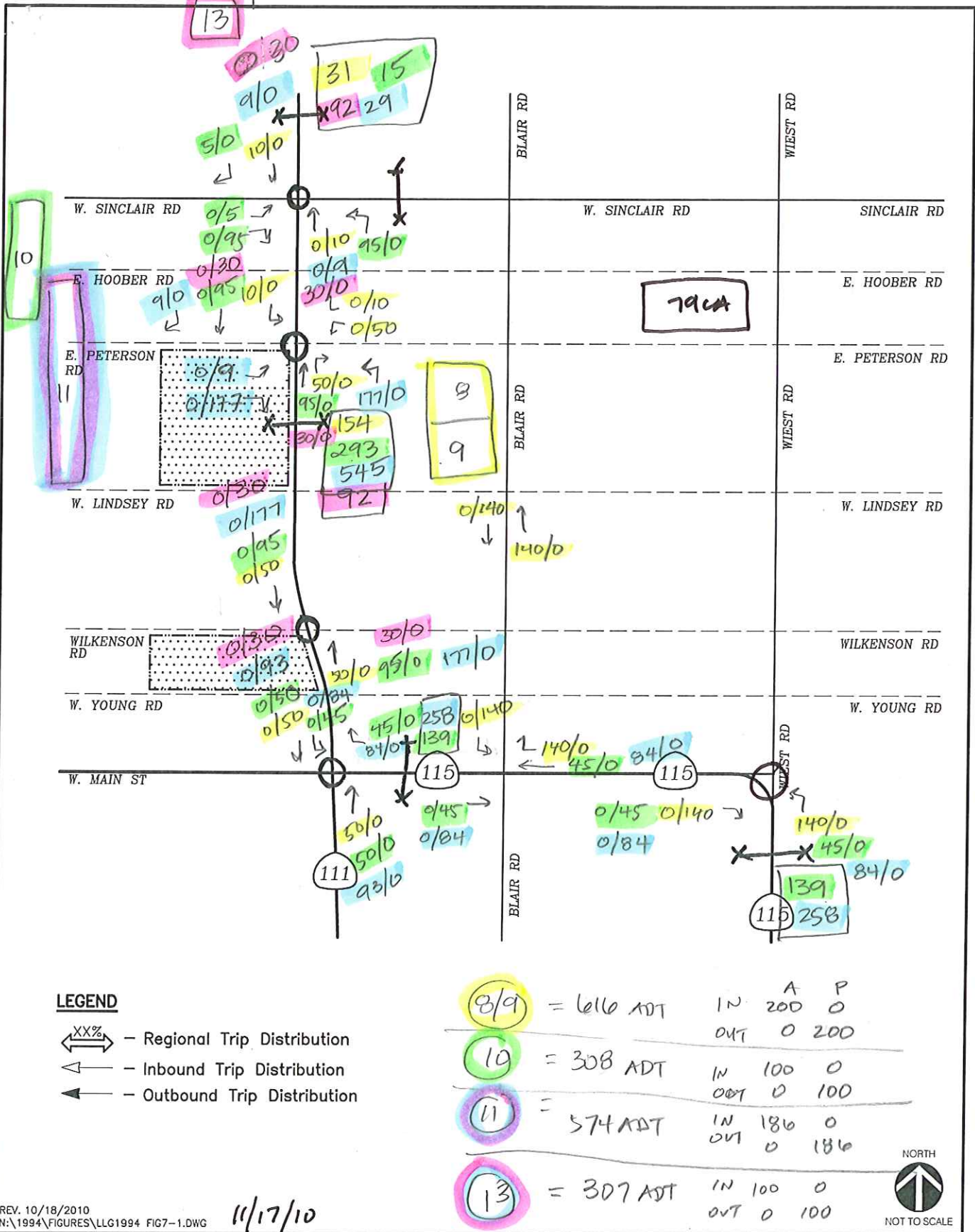
REV. 10/18/2010
N:\1994\FIGURES\LLG1994 FIG7-1.DWG

11/17/10



**LINSCOTT
LAW &
GREENSPAN**
engineers

Figure 7-1
ASSIGNMENT
Construction Project Distribution
Truck Trips



LINSCOTT
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GREENSPAN
engineers

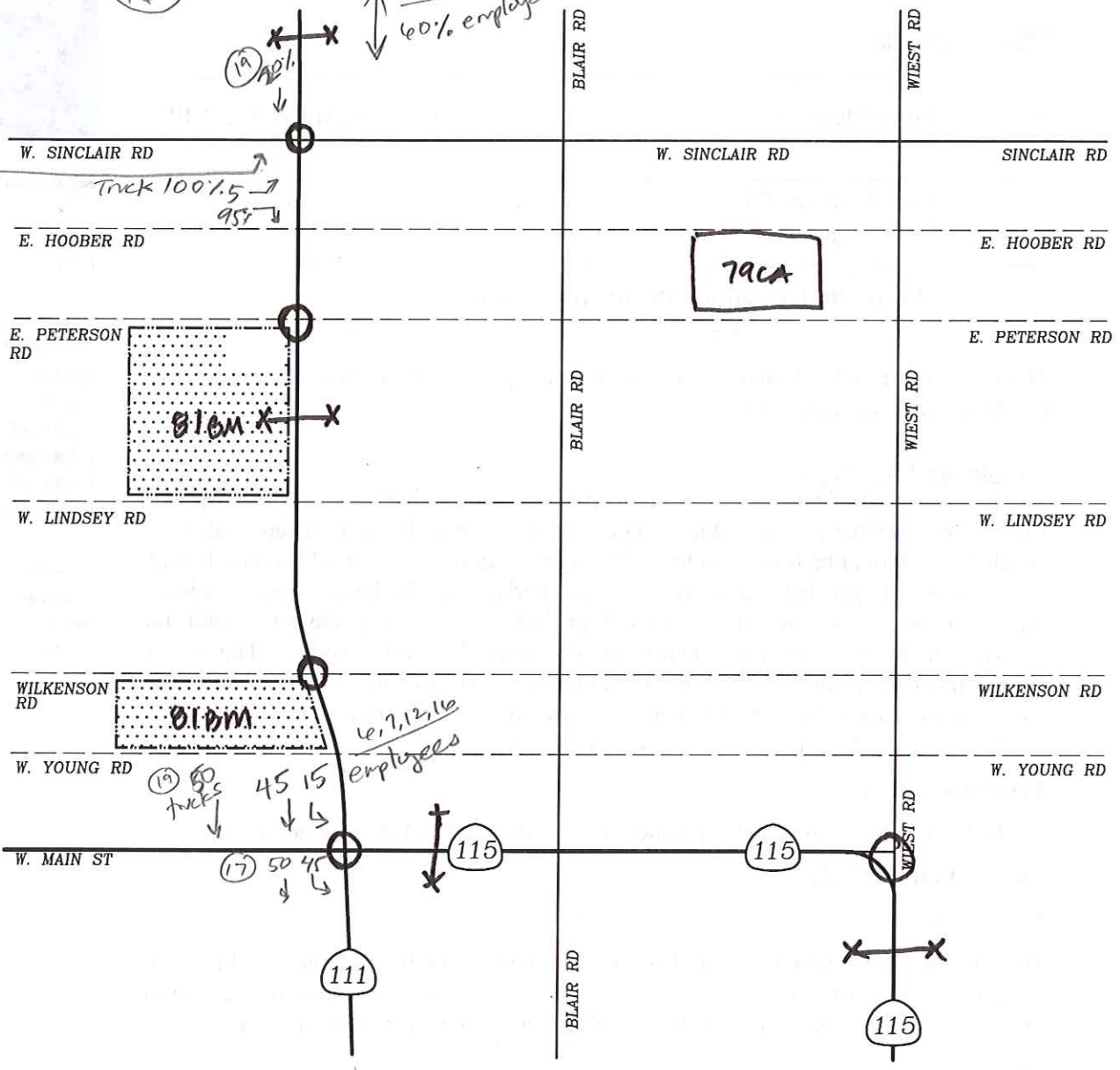
Figure 7-1
Assignment
Construction Project Distribution
Employee Truck Trips

12 0% trucks

6, 7, 16 0% trucks

6, 7, 12, 16 60% employees

17



LEGEND

- ↔ XX% - Regional Trip Distribution
- ← - Inbound Trip Distribution
- - Outbound Trip Distribution

OTHER SOLAR/ENERGY
12, 6, 7, 16, 17, 19

80%
← SR-78 →

20% trucks
↓

19



REV. 10/18/2010
N:\1994\FIGURES\LLG1994 FIG7-1.DWG

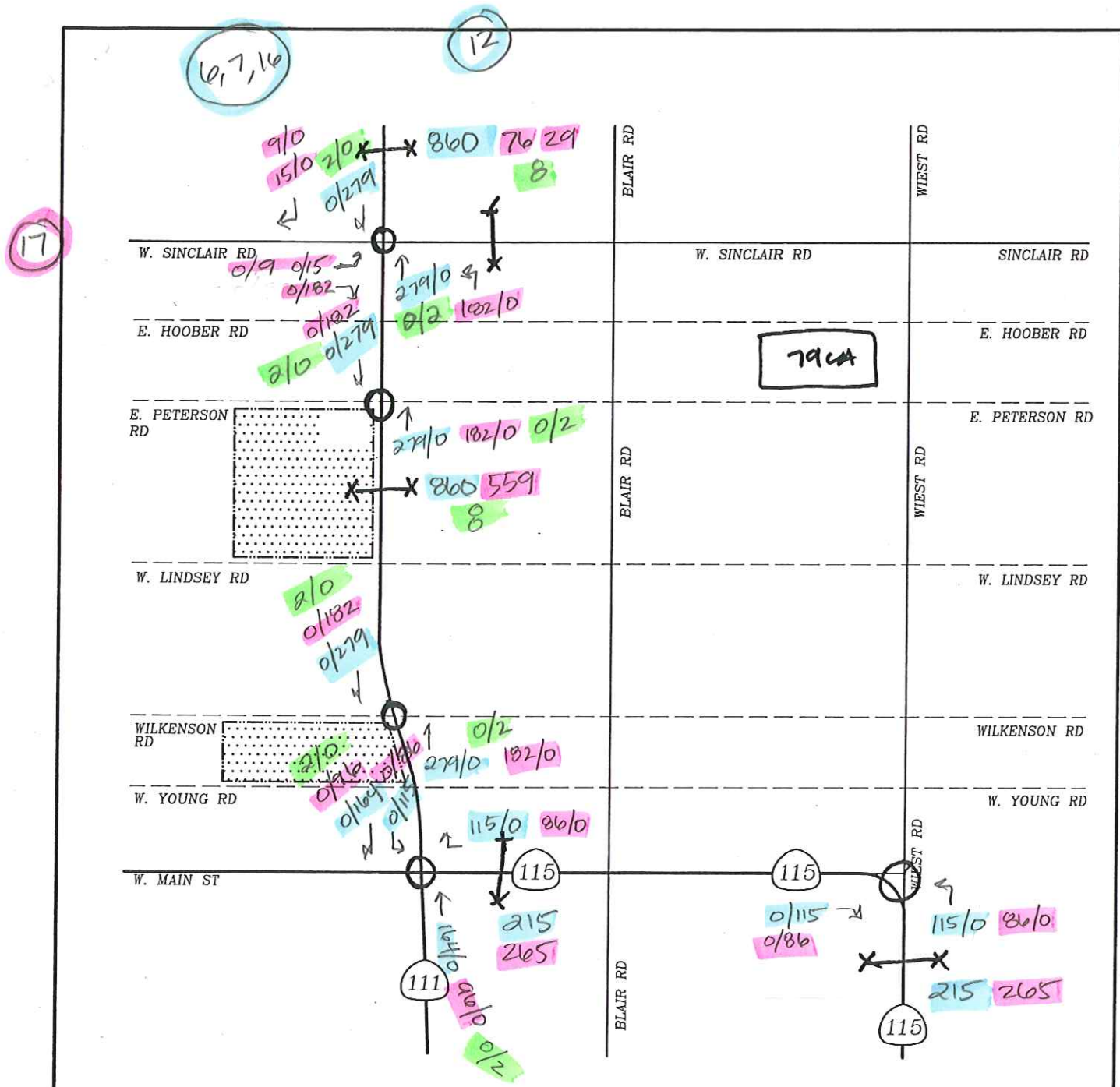
**LINSCOTT
LAW &
GREENSPAN**
engineers

Figure 7-1

Construction Project Distribution

EMPLOYEES & Truck Trips

81BM: SALTON SEA SOLAR FARM II



LEGEND

- \longleftrightarrow - Regional Trip Distribution
- \longleftarrow - Inbound Trip Distribution
- \longrightarrow - Outbound Trip Distribution

6,7,12,16 employees only = 1434 ADT

	Am	Pm
①	465	0
②	0	465

①7 TRUCKS 76 ADT

	A	P
1	15	0
0	0	15

①7 Empl. 588

	A	P
1	191	0
0	0	191

①9 Trucks only 40

	A	P
1	8	0
0	0	8

NORTH
↑
NOT TO SCALE

REV. 10/18/2010
N:\1994\FIGURES\LLG1994 FIG7-1.DWG

11/17/10

**LINSCOTT
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GREENSPAN**
engineers

Figure 7-1
ASSIGNMENT
Construction Project Distribution
EMPLOYEE 1/2 **Truck Trips**

#1 & 2 will most likely use I-8 from SR-111

(2)

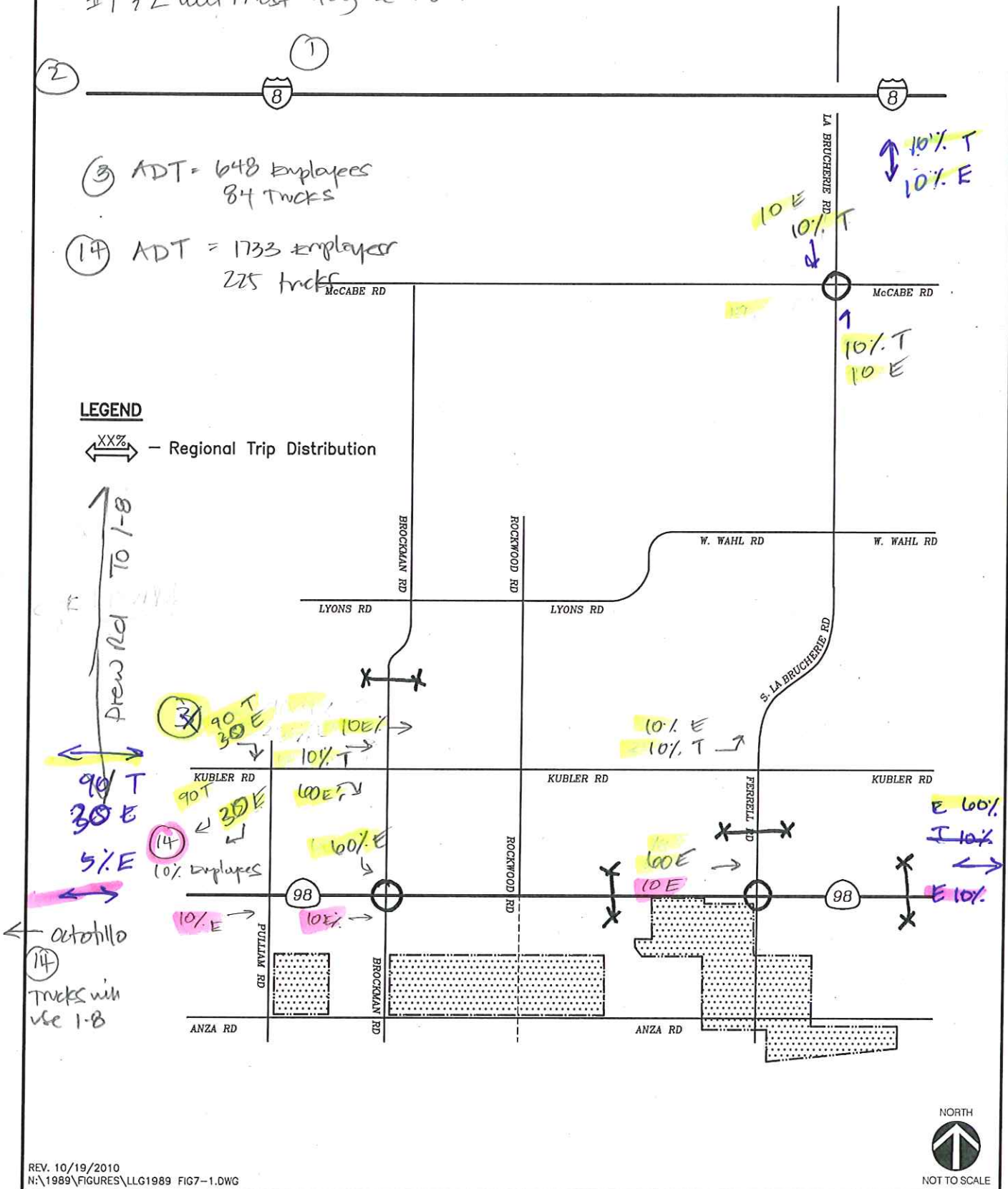
(1)

(3) ADT = 648 employees
84 Trucks

(14) ADT = 1733 employees
225 Trucks

LEGEND

XX% - Regional Trip Distribution



REV. 10/19/2010
N:\1989\FIGURES\LLG1989 FIG7-1.DWG



LINSCOTT
LAW &
GREENSPAN
engineers

Figure 7-1

Construction Project Distribution
Truck Trips

MOUNT SIGNAL SOLAR FARM I

(3) Impl. 648

	A	P
I	210	0
O	0	210

 Truck 84

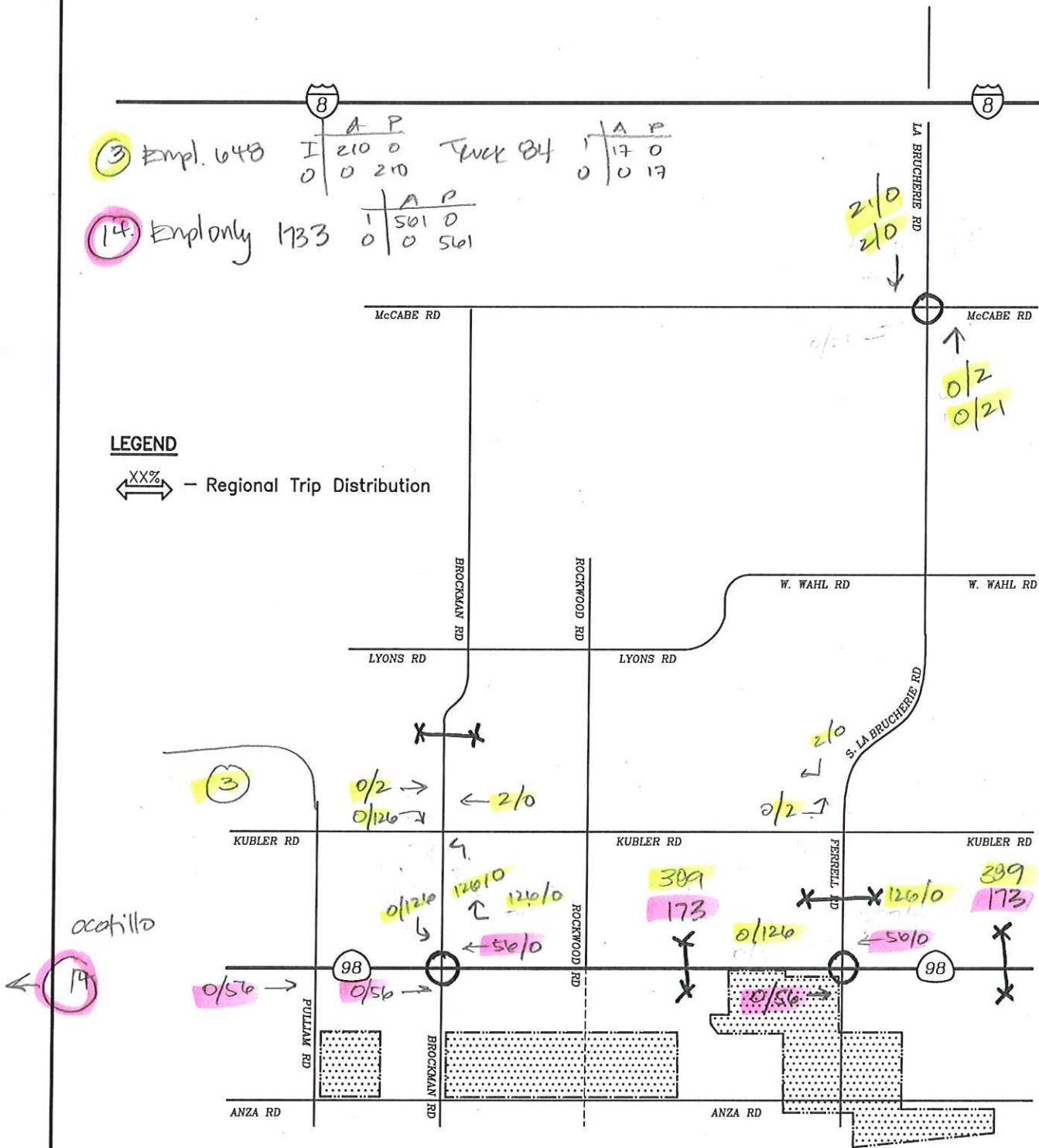
	A	P
I	17	0
O	0	17

(14) Empl only 1733

	A	P
I	501	0
O	0	501

LEGEND

- Regional Trip Distribution



REV. 10/19/2010
N:\1989\FIGURES\LLG1989 FIG7-1.DWG



Figure 7-1

**Construction Project Distribution
Truck Trips**

MOUNT SIGNAL SOLAR FARM I

Imperial County

Alternative Power Projects

CUP	Project Name	Project Acres	Mega-Watts	Daily Total	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
10-0011	1. Imperial Solar South	903.00	200.00							
Construction Vehicles				462	150	0	150	0	150	150
Construction Trucks				30	6	0	6	0	6	6
Construction Trucks (w/PCE 2.0)				60	12	0	12	0	12	12
Total Construction				522	162	0	162	0	162	162
O&M Vehicles				60	12	3	15	3	12	15
10-0012	2. Imperial Solar West	1,138.00	200.00							
Construction Vehicles				462	150	0	150	0	150	150
Construction Trucks				30	6	0	6	0	6	6
Construction Trucks (w/PCE 2.0)				60	12	0	12	0	12	12
Total Construction				522	162	0	162	0	162	162
O&M Vehicles				60	12	3	15	3	12	15
10-0017	3. Centinela Solar	2,067.00	175.00							
Construction Vehicles				648	210	0	210	0	210	210
Construction Trucks				42	8	0	8	0	8	8
Construction Trucks (w/PCE 2.0)				84	17	0	17	0	17	17
Total Construction				732	227	0	227	0	227	227
O&M Vehicles				84	17	4	21	4	17	21
10-0015	4. Superstition Solar 1	5,516.00	500.00							
Construction Vehicles				1155	374	0	374	0	374	374
Construction Trucks				75	15	0	15	0	15	15
Construction Trucks (w/PCE 2.0)				150	30	0	30	0	30	30
Total Construction				1305	404	0	404	0	404	404
O&M Vehicles				150	30	8	38	8	30	38
	Calexico Solar Farm I	1,033.00	200.00							
	Calexico Solar Farm II	1,477.00	200.00							
10-0031	Mount Signal Solar	1,375.00	200.00							

Imperial County

Alternative Power Projects

CUP	Project Name	Project Acres	Mega-Watts	Daily Total	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
10-0028	5. Bethel Solar X, Inc	571.00	49.40							
Construction Vehicles				304	99	0	99	0	99	99
Construction Trucks				20	4	0	4	0	4	4
Construction Trucks (w/PCE 2.0)				40	8	0	8	0	8	8
Total Construction				344	106	0	106	0	106	106
O&M Vehicles				15	3	1	4	1	3	4
10-0032	6. Energy Source Solar I,LLC	480.00	80.00							
Construction Vehicles				493	160	0	160	0	160	160
Construction Trucks				32	6	0	6	0	6	6
Construction Trucks (w/PCE 2.0)				64	13	0	13	0	13	13
Total Construction				557	172	0	172	0	172	172
O&M Vehicles				24	5	1	6	1	5	6
10-0033	7. Energy Source Solar II,LLC	480.00	80.00							
Construction Vehicles				493	160	0	160	0	160	160
Construction Trucks				32	6	0	6	0	6	6
Construction Trucks (w/PCE 2.0)				64	13	0	13	0	13	13
Total Construction				557	172	0	172	0	172	172
O&M Vehicles				24	5	1	6	1	5	6
10-0029	Salton Sea Solar Farm I	320.00	49.90							
10-0030	Salton Sea Solar Farm II	623.00	100.00							
10-0034	8. Calipat Solar Farm I	280.00	50.00							
Construction Vehicles				308	100	0	100	0	100	100
Construction Trucks				20	4	0	4	0	4	4
Construction Trucks (w/PCE 2.0)				40	8	0	8	0	8	8
Total Construction				348	108	0	108	0	108	108
O&M Vehicles				15	3	1	4	1	3	4

Imperial County

Alternative Power Projects

CUP	Project Name	Project Acres	Mega-Watts	Daily Total	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
10-0035	9. Calipat Solar Farm II	280.00	50.00							
Construction Vehicles				308	100	0	100	0	100	100
Construction Trucks				20	4	0	4	0	4	4
Construction Trucks (w/PCE 2.0)				40	8	0	8	0	8	8
Total Construction				348	108	0	108	0	108	108
O&M Vehicles				15	3	1	4	1	3	4
10-0025	Frink Road Solar Power	280.00	30.04							
10-0024	Keystone Solar Power	40.00	6.06							
10-0036	10. Midway Solar Farm I	326.00	50.00							
Construction Vehicles				308	100	0	100	0	100	100
Construction Trucks				20	4	0	4	0	4	4
Construction Trucks (w/PCE 2.0)				40	8	0	8	0	8	8
Total Construction				348	108	0	108	0	108	108
O&M Vehicles				15	3	1	4	1	3	4
10-0037	11. Midway Solar Farm II	803.00	155.00							
Construction Vehicles				574	186	0	186	0	186	186
Construction Trucks				37	7	0	7	0	7	7
Construction Trucks (w/PCE 2.0)				74	15	0	15	0	15	15
Total Construction				648	201	0	201	0	201	201
O&M Vehicles				47	9	2	12	2	9	12
10-0014	12. IV Solar Company	123.00	23.00							
Construction Vehicles				142	46	0	46	0	46	46
Construction Trucks				9	2	0	2	0	2	2
Construction Trucks (w/PCE 2.0)				18	4	0	4	0	4	4
Total Construction				160	50	0	50	0	50	50
O&M Vehicles				7	1	0	2	0	1	2

Imperial County

Alternative Power Projects

CUP	Project Name	Project Acres	Mega-Watts	Daily Total	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
10-0005	13. Chocolate Mountain	320.00	49.90							
Construction Vehicles				307	100	0	100	0	100	100
Construction Trucks				20	4	0	4	0	4	4
Construction Trucks (w/PCE 2.0)				40	8	0	8	0	8	8
Total Construction				347	108	0	108	0	108	108
O&M Vehicles				15	3	1	4	1	3	4
		18,435.00	2,448.30							

CUP	Project Name	Project Acres	Mega-Watts							
10-0007	14. Ocotillo Express	15,000.00	750.00							
Construction Vehicles				1733	561	0	561	0	561	561
Construction Trucks				113	23	0	23	0	23	23
Construction Trucks (w/PCE 2.0)				225	45	0	45	0	45	45
Total Construction				1958	606	0	606	0	606	606
O&M Vehicles				225	45	11	56	11	45	56
BLM/CEC	15. IV Solar	6,140.00	709.00							
Construction Vehicles				1638	531	0	531	0	531	531
Construction Trucks				106	21	0	21	0	21	21
Construction Trucks (w/PCE 2.0)				213	43	0	43	0	43	43
Total Construction				1850	573	0	573	0	573	573
O&M Vehicles				213	43	11	53	11	43	53
		21,140.00	1,459.00							

Imperial County

Alternative Power Projects

CUP	Project Name	Project Acres	Mega-Watts	Daily Total	AM Peak Hour			PM Peak Hour			
					In	Out	Total	In	Out	Total	
G10-0002	16. Hudson Ranch II	326.26	49.90								
Construction Vehicles				307	100	0	100	0	100	100	
Construction Trucks				20	4	0	4	0	4	4	
Construction Trucks (w/PCE 2.0)				40	8	0	8	0	8	8	
Total Construction				347	108	0	108	0	108	108	
O&M Vehicles				15	3	1	4	1	3	4	
10-0004	17. Black Rock Unit# 1 2 3	160.00	159.00								
Construction Vehicles				588	191	0	191	0	191	191	
Construction Trucks				38	8	0	8	0	8	8	
Construction Trucks (w/PCE 2.0)				76	15	0	15	0	15	15	
Total Construction				665	206	0	206	0	206	206	
O&M Vehicles				48	10	2	12	2	10	12	
10-0002	18. Ram Power/Overlay	27,875.00	50.00								
Construction Vehicles				308	100	0	100	0	100	100	
Construction Trucks				20	4	0	4	0	4	4	
Construction Trucks (w/PCE 2.0)				40	8	0	8	0	8	8	
Total Construction				348	108	0	108	0	108	108	
O&M Vehicles				15	3	1	4	1	3	4	
08-0023	19. Orni 19	32.00	49.90								
Construction Vehicles				307	100	0	100	0	100	100	
Construction Trucks				20	4	0	4	0	4	4	
Construction Trucks (w/PCE 2.0)				40	8	0	8	0	8	8	
Total Construction				347	108	0	108	0	108	108	
O&M Vehicles				15	3	1	4	1	3	4	

28,393.26

308.80

Imperial County

Alternative Power Projects

CUP	Project Name	Project Acres	Mega-Watts	Daily Total	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total

DG/JM/PV/S/energy project spreadsheet	67,968.26	4,216.10
---------------------------------------	------------------	-----------------

Rate Assumptions:

	ADT/MW Rate	AM/PM		
Construction Vehicles				
<= 100 MW	6.16	32.4%		
100>MW<200	3.7			
>=200 MW	2.31			
Construction Trucks				
<= 100 MW	0.4	20.0%		
100>MW<200	0.24			
>=200 MW	0.15			
O&M Vehicles				
<= 100 MW	0.8	25.0%	Split	80:20
100>MW<200	0.48			
>=200 MW	0.3			

APPENDIX D
PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS –
CONSTRUCTION YEAR

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #1 La Brucherie/McCabe
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.750
Loss Time (sec):      0          Average Delay (sec/veh):        19.2
Optimal Cycle:        0          Level Of Service:              C
*****
Street Name:          La Brucherie          McCabe
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Stop Sign          Stop Sign          Stop Sign          Stop Sign
Rights:               Include           Include           Include           Include
Min. Green:           0 0 0            0 0 0            0 0 0            0 0 0
Lanes:                0 0 1! 0 0       0 0 1! 0 0       0 0 1! 0 0       0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:             18 127 5         128 112 57       45 256 17        4 237 163
Growth Adj:           1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:          18 127 5         128 112 57       45 256 17        4 237 163
User Adj:             1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:              0.92 0.92 0.92   0.92 0.92 0.92   0.92 0.92 0.92   0.92 0.92 0.92
PHF Volume:           20 138 5         139 122 62       49 278 18        4 258 177
Reduct Vol:           0 0 0            0 0 0            0 0 0            0 0 0
Reduced Vol:          20 138 5         139 122 62       49 278 18        4 258 177
PCE Adj:              1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:          20 138 5         139 122 62       49 278 18        4 258 177
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment:           1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:                0.12 0.85 0.03   0.43 0.38 0.19   0.14 0.81 0.05   0.01 0.59 0.40
Final Sat.:           53 372 15       222 194 99       76 434 29        6 343 236
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.37 0.37 0.37   0.63 0.63 0.63   0.64 0.64 0.64   0.75 0.75 0.75
Crit Moves:           ****             ****             ****             ****
Delay/Veh:            13.1 13.1 13.1   18.2 18.2 18.2   18.5 18.5 18.5   22.8 22.8 22.8
Delay Adj:            1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:          13.1 13.1 13.1   18.2 18.2 18.2   18.5 18.5 18.5   22.8 22.8 22.8
LOS by Move:          B B B          C C C          C C C          C C C
ApproachDel:          13.1          18.2          18.5          22.8
Delay Adj:            1.00          1.00          1.00          1.00
ApprAdjDel:           13.1          18.2          18.5          22.8
LOS by Appr:          B C          C C          C C          C C
AllWayAvgQ:           0.4 0.4 0.4     1.2 1.2 1.2     1.4 1.4 1.4     2.3 2.3 2.3
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR 98/Ferrell

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[10.4]

Table with columns for Street Name (Ferrell, SR 98), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes, Volume Module (Base Vol, Growth Adj, etc.), Critical Gap Module, Capacity Module, and Level Of Service Module.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #3 SR 98/Brockman

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.7]

Street Name:	Brockman						SR 98												
Approach:	North Bound			South Bound			East Bound			West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled									
Rights:	Include			Include			Include			Include									
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	5	2	4	3	0	1	32	0	3	72	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	2	4	3	0	1	32	0	3	72	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	5	2	4	3	0	1	35	0	3	78	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	5	2	4	3	0	1	35	0	3	78	74

Critical Gap Module:

Critical Gap:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	196	35	163	159	xxxxx	152	xxxx	xxxxx	35	xxxx	xxxxx
Potent Cap.:	xxxx	703	1044	807	737	xxxxx	1441	xxxx	xxxxx	1590	xxxx	xxxxx
Move Cap.:	xxxx	701	1044	799	735	xxxxx	1441	xxxx	xxxxx	1590	xxxx	xxxxx
Volume/Cap:	xxxx	0.01	0.00	0.01	0.00	xxxx	0.00	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	774	770	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	9.7	9.7	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	A	A	*	*	A	*	*	*	*	*
ApproachDel:	9.7			9.7			xxxxxxx			xxxxxxx		
ApproachLOS:	A			A			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #5 SR-98/Weed Rd

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.2]

Street Name:	Weed						SR-98					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	0	1	0

Volume Module:	Weed			Weed			SR-98			SR-98		
Base Vol:	1	0	1	0	0	0	0	64	1	1	151	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	1	0	0	0	0	64	1	1	151	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	0	1	0	0	0	0	70	1	1	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	1	0	0	0	0	70	1	1	164	0

Critical Gap Module:	Weed			Weed			SR-98			SR-98		
Critical Gap:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Weed			Weed			SR-98			SR-98		
Cnflct Vol:	236	236	70	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	71	xxxx	xxxxx
Potent Cap.:	756	668	998	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1543	xxxx	xxxxx
Move Cap.:	756	667	998	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1543	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:	Weed			Weed			SR-98			SR-98		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	860	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.2			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

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 Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #1 La Brucherie/McCabe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.277
 Loss Time (sec): 0 Average Delay (sec/veh): 8.9
 Optimal Cycle: 0 Level Of Service: A

Street Name: La Brucherie McCabe
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
 -----|-----|-----|-----|

Volume Module:
 Base Vol: 5 57 2 100 63 21 28 82 6 4 72 102
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 57 2 100 63 21 28 82 6 4 72 102
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
 PHF Volume: 5 62 2 109 68 23 30 89 7 4 78 111
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 62 2 109 68 23 30 89 7 4 78 111
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 62 2 109 68 23 30 89 7 4 78 111
 -----|-----|-----|-----|

Saturation Flow Module:
 Adjustmet: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.08 0.89 0.03 0.55 0.34 0.11 0.24 0.71 0.05 0.02 0.40 0.58
 Final Sat.: 54 614 22 392 247 82 172 504 37 18 317 449
 -----|-----|-----|-----|

Capacity Analysis Module:
 Vol/Sat: 0.10 0.10 0.10 0.28 0.28 0.28 0.18 0.18 0.18 0.25 0.25 0.25
 Crit Moves: **** **** **** ****
 Delay/Veh: 8.4 8.4 8.4 9.4 9.4 9.4 8.7 8.7 8.7 8.7 8.7 8.7
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 8.4 8.4 8.4 9.4 9.4 9.4 8.7 8.7 8.7 8.7 8.7 8.7
 LOS by Move: A A A A A A A A A A A A
 ApproachDel: 8.4 9.4 8.7 8.7
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 8.4 9.4 8.7 8.7
 LOS by Appr: A A A A
 AllWayAvgQ: 0.1 0.1 0.1 0.3 0.3 0.3 0.2 0.2 0.2 0.3 0.3 0.3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #2 SR 98/Ferrell

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[10.8]

Street Name:	Ferrell						SR 98							
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled				
Rights:	Include			Include			Include			Include				
Lanes:	0	0	1	0	0	0	1	0	0	0	0	1	0	0

Volume Module:	Ferrell			Ferrell			SR 98			SR 98		
Base Vol:	0	15	1	24	11	1	3	179	1	1	55	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	15	1	24	11	1	3	179	1	1	55	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	16	1	26	12	1	3	195	1	1	60	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	16	1	26	12	1	3	195	1	1	60	9

Critical Gap Module:	Ferrell			Ferrell			SR 98			SR 98		
Critical Gap:	xxxxx	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Ferrell			Ferrell			SR 98			SR 98		
Cnflct Vol:	xxxx	272	195	277	268	64	68	xxxx	xxxxx	196	xxxx	xxxxx
Potent Cap.:	xxxx	638	851	680	641	1006	1545	xxxx	xxxxx	1389	xxxx	xxxxx
Move Cap.:	xxxx	636	851	664	639	1006	1545	xxxx	xxxxx	1389	xxxx	xxxxx
Volume/Cap:	xxxx	0.03	0.00	0.04	0.02	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:	Ferrell			Ferrell			SR 98			SR 98		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	646	xxxx	663	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.1	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	10.7	xxxxx	10.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	B	*	*	*	*	*	*	*
ApproachDel:	10.7			10.8			xxxxxxx			xxxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #3 SR 98/Brockman

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[10.2]

Street Name:	Brockman						SR 98					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0

Volume Module:

Base Vol:	1	1	0	71	3	3	1	113	0	0	54	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	0	71	3	3	1	113	0	0	54	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	1	0	77	3	3	1	123	0	0	59	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	0	77	3	3	1	123	0	0	59	3

Critical Gap Module:

Critical Gp:	7.1	6.5	xxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	189	187	xxxxx	186	185	60	62	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	776	711	xxxxx	779	713	1011	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	770	711	xxxxx	778	712	1011	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	xxxx	0.10	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	739	xxxx	xxxxx	xxxx	782	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.9	xxxx	xxxxx	xxxxx	10.2	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	9.9			10.2			xxxxxxx			xxxxxxx		
ApproachLOS:	A			B			*			*		*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #5 SR-98/Weed Rd

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.8]

Street Name:	Weed						SR-98					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	1	0	1	0	0	0	0	204	1	1	81	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	1	0	0	0	0	204	1	1	81	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	0	1	0	0	0	0	222	1	1	88	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	1	0	0	0	0	222	1	1	88	0

Critical Gap Module:

Critical Gap:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	313	313	222	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	223	xxxx	xxxxx
Potent Cap.:	684	606	822	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1358	xxxx	xxxxx
Move Cap.:	684	605	822	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1358	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	747	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.8			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 La Brucherie/McCabe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.795
 Loss Time (sec): 0 Average Delay (sec/veh): 23.3
 Optimal Cycle: 0 Level Of Service: C

Street Name:	La Brucherie						McCabe					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0

Volume Module:

Base Vol:	18	127	5	128	175	57	45	256	17	4	237	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	127	5	128	175	57	45	256	17	4	237	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	20	138	5	139	190	62	49	278	18	4	258	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	138	5	139	190	62	49	278	18	4	258	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	138	5	139	190	62	49	278	18	4	258	177

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.85	0.03	0.35	0.49	0.16	0.14	0.81	0.05	0.01	0.59	0.40
Final Sat.:	50	350	14	183	250	82	72	408	27	5	324	223

Capacity Analysis Module:

Vol/Sat:	0.39	0.39	0.39	0.76	0.76	0.76	0.68	0.68	0.68	0.80	0.80	0.80
Crit Moves:	****			****			****			****		
Delay/Veh:	13.9	13.9	13.9	25.2	25.2	25.2	20.9	20.9	20.9	26.9	26.9	26.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	13.9	13.9	25.2	25.2	25.2	20.9	20.9	20.9	26.9	26.9	26.9
LOS by Move:	B	B	B	D	D	D	C	C	C	D	D	D
ApproachDel:	13.9			25.2			20.9			26.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.9			25.2			20.9			26.9		
LOS by Appr:	B			D			C			D		
AllWayAvgQ:	0.4	0.4	0.4	2.2	2.2	2.2	1.6	1.6	1.6	2.7	2.7	2.7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #2 SR 98/Ferrell

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B [10.9]

Street Name:	Ferrell						SR 98								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	5	0	91	16	2	7	45	1	1	128	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	0	91	16	2	7	45	1	1	128	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	5	0	99	17	2	8	49	1	1	139	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	5	0	99	17	2	8	49	1	1	139	23

Critical Gap Module:

Critical Gap:	xxxxx	6.5	xxxxx	7.1	6.5	6.2	4.1	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	xxxxx	4.0	xxxxx	3.5	4.0	3.3	2.2	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxxx	229	xxxxx	220	218	151	162	xxxxx	xxxxx	50	xxxxx	xxxxx
Potent Cap.:	xxxxx	674	xxxxx	740	684	901	1429	xxxxx	xxxxx	1570	xxxxx	xxxxx
Move Cap.:	xxxxx	670	xxxxx	732	680	901	1429	xxxxx	xxxxx	1570	xxxxx	xxxxx
Volume/Cap:	xxxxx	0.01	xxxxx	0.14	0.03	0.00	0.01	xxxxx	xxxxx	0.00	xxxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxxx	0.0	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.0	xxxxx	xxxxx
Control Del:	xxxxx	10.4	xxxxx	xxxxx	xxxxx	xxxxx	7.5	xxxxx	xxxxx	7.3	xxxxx	xxxxx
LOS by Move:	*	B	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	726	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	10.9	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	10.4			10.9			xxxxxxx			xxxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #3 SR 98/Brockman

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.8]

Street Name:	Brockman						SR 98												
Approach:	North Bound			South Bound			East Bound			West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled									
Rights:	Include			Include			Include			Include									
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	5	2	4	3	0	1	40	0	3	72	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	2	4	3	0	1	40	0	3	72	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	5	2	4	3	0	1	43	0	3	78	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	5	2	4	3	0	1	43	0	3	78	74

Critical Gap Module:

Critical Gap:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	204	43	171	167	xxxxx	152	xxxx	xxxxx	43	xxxx	xxxxx
Potent Cap.:	xxxx	696	1033	797	729	xxxxx	1441	xxxx	xxxxx	1578	xxxx	xxxxx
Move Cap.:	xxxx	694	1033	788	727	xxxxx	1441	xxxx	xxxxx	1578	xxxx	xxxxx
Volume/Cap:	xxxx	0.01	0.00	0.01	0.00	xxxx	0.00	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	765	761	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	9.8	9.8	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	A	A	*	*	A	*	*	*	*	*
ApproachDel:	9.8			9.8			xxxxxxx			xxxxxxx		
ApproachLOS:	A			A			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #5 SR-98/Weed Rd

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[10.4]

Street Name:	Weed						SR-98					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	1	0	1	0	0	0	0	64	72	92	151	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	1	0	0	0	0	64	72	92	151	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	0	1	0	0	0	0	70	78	100	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	1	0	0	0	0	70	78	100	164	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	473	473	109	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	148	xxxx	xxxxx
Potent Cap.:	554	493	950	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1446	xxxx	xxxxx
Move Cap.:	523	457	950	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1446	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	674	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	10.4			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 La Brucherie/McCabe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.285
 Loss Time (sec): 0 Average Delay (sec/veh): 9.2
 Optimal Cycle: 0 Level Of Service: A

Street Name:	La Brucherie						McCabe					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	5	120	2	100	63	21	28	82	6	4	72	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	120	2	100	63	21	28	82	6	4	72	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	5	130	2	109	68	23	30	89	7	4	78	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	130	2	109	68	23	30	89	7	4	78	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	130	2	109	68	23	30	89	7	4	78	111

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.94	0.02	0.55	0.34	0.11	0.24	0.71	0.05	0.02	0.40	0.58
Final Sat.:	27	652	11	382	241	80	164	480	35	17	302	428

Capacity Analysis Module:

Vol/Sat:	0.20	0.20	0.20	0.28	0.28	0.28	0.19	0.19	0.19	0.26	0.26	0.26
Crit Moves:	****			****			****			****		
Delay/Veh:	9.0	9.0	9.0	9.6	9.6	9.6	9.0	9.0	9.0	9.0	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	9.6	9.6	9.6	9.0	9.0	9.0	9.0	9.0	9.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.0			9.6			9.0			9.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.0			9.6			9.0			9.0		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.2	0.2	0.2	0.3	0.3	0.3

 Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR 98/Ferrell

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[11.3]

Street Name: Ferrell SR 98

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	15	1	24	11	1	3	179	1	1	63	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	15	1	24	11	1	3	179	1	1	63	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	16	1	26	12	1	3	195	1	1	68	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	16	1	26	12	1	3	195	1	1	68	77

Critical Gap Module:

Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	349	195	320	311	107	146	xxxx	xxxxx	196	xxxx	xxxxx
Potent Cap.:	xxxx	578	851	637	607	952	1449	xxxx	xxxxx	1389	xxxx	xxxxx
Move Cap.:	xxxx	576	851	621	605	952	1449	xxxx	xxxxx	1389	xxxx	xxxxx
Volume/Cap:	xxxx	0.03	0.00	0.04	0.02	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	588	xxxx	622	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	0.1	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	11.3	xxxxx	11.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	B	*	*	*	*	*	*	*
ApproachDel:	11.3			11.2			xxxxxxx			xxxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 98/Brockman

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[10.2]

Street Name: Brockman SR 98

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled								
Rights:	Include			Include			Include			Include								
Lanes:	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	1	1	0	71	3	3	1	113	0	0	62	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	0	71	3	3	1	113	0	0	62	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	1	0	77	3	3	1	123	0	0	67	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	0	77	3	3	1	123	0	0	67	3

Critical Gap Module:

Critical Gp:	7.1	6.5	xxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	197	196	xxxxx	195	194	69	71	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	766	703	xxxxx	769	705	1000	1543	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	760	703	xxxxx	768	704	1000	1543	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	xxxx	0.10	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	731	xxxx	xxxxx	xxxx	772	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.9	xxxx	xxxxx	xxxxx	10.2	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	9.9			10.2			xxxxxxx			xxxxxxx		
ApproachLOS:	A			B			*			*		

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 SR-98/Weed Rd

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B[11.2]

Street Name: Weed SR-98

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	72	0	92	0	0	0	0	204	1	1	81	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	0	92	0	0	0	0	204	1	1	81	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	78	0	100	0	0	0	0	222	1	1	88	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	78	0	100	0	0	0	0	222	1	1	88	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	313	313	222	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	223	xxxx	xxxxx
Potent Cap.:	684	606	822	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1358	xxxx	xxxxx
Move Cap.:	684	605	822	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1358	xxxx	xxxxx
Volume/Cap:	0.11	0.00	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	755	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.2		xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.