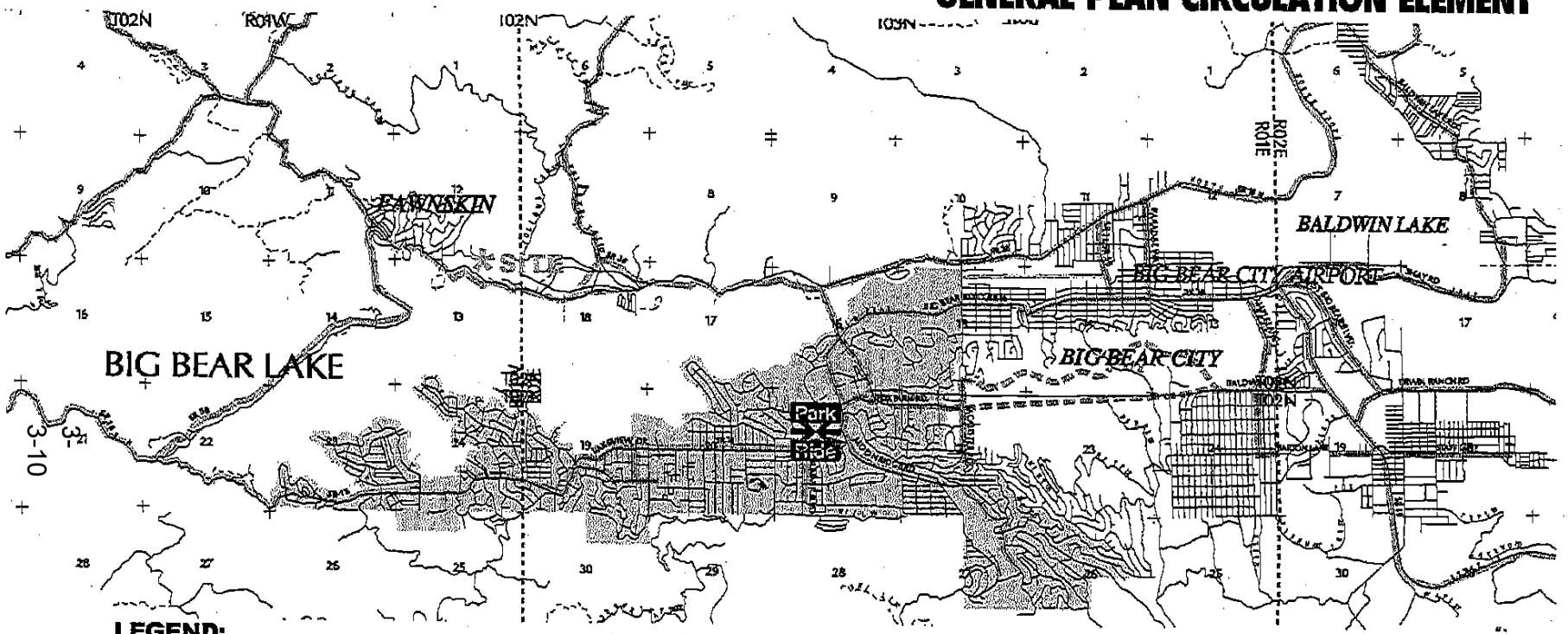
## 3.4 Planned Transportation Improvements and Relationships to General Plan

The long-range transportation system within the study area is expected to undergo significant improvement as a result of work to be performed by Caltrans, the County of San Bernardino, and City of Big Bear Lake. The County of San Bernardino General Plan Circulation Element and General Plan roadway cross-sections are shown on Exhibits 3-F and 3-G, respectively. The City of Big Bear Lake General Plan Circulation Element and General Plan roadway cross-sections are shown on Exhibits 3-H and 3-I, respectively.

EXHIBIT 3-F

# SAN BERNARDINO COUNTY GENERAL PLAN CIRCULATION ELEMENT




**LEGEND:**

Circulation and Transportation

EXISTING PROPOSED

- Freeway
- Major Divided Highway
- Major Arterial Highway
- Major Highway
- Secondary Highway
- Controlled/Limited Access Collector
- Mountain Major Highway
- Mountain Secondary Highway
- State Highway (Special Standards or Conditions)
- Railroads
- Park Ride Ridesharing Facilities

Airport Runways

Runway Location

Map data compiled on 7 and 1/2 and 1 angle maps by J. J. VanHouton and A

Positional accuracy of map data is ± 750 feet

Jurisdictional Control

Private Unincorporated Lands

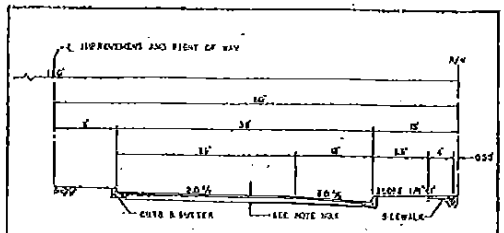
- Bureau of Land Management
- National Parks and Monuments, National Forests and Wildlife Refuges
- Military Reservations (Includes U.S. Army, Navy, Air Force, and Army, Corps of Engineers)
- State, County, and Municipal Lands
- Indian Lands and Reservations
- Unclassed Water Body
- Incorporated Cities

MOON CAMP TIA, San Bernardino County, California - 04409: SAN BERNARDINO COUNTY GPCE

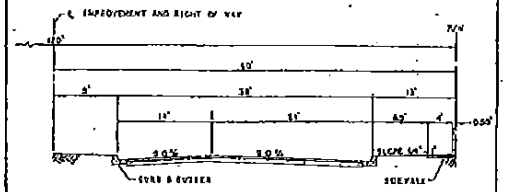
URBAN

EXHIBIT 3-G

# SAN BERNARDINO COUNTY GENERAL PLAN ROADWAY CROSS-SECTIONS (PAGE 1 OF 2)



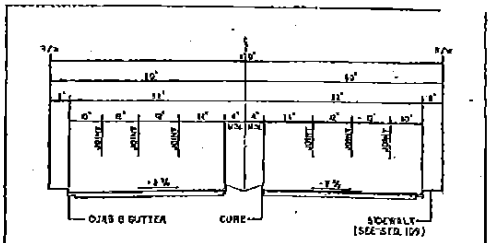

TYPICAL HALF SECTION



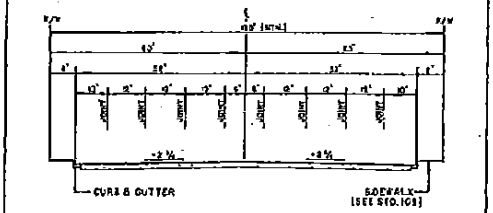

TYPICAL HALF SECTION

NOTES:
1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS TESTS AND SO INDICATED ON CONSTRUCTION PLANS.
2. CONSTRUCTION OUTSIDE R/W LINE SHALL REQUIRE SLOPE EASEMENTS.

| SAN BERNARDINO COUNTY ROAD DEPARTMENT | KEN A. MILLER Director of Transportation | MAJOR DIVIDED HIGHWAY | 100 |
|---|---|---|---|



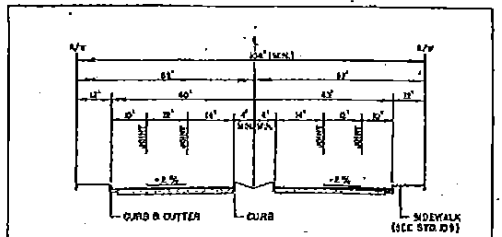

TYPICAL SECTION
WITH RAISED MEDIAN



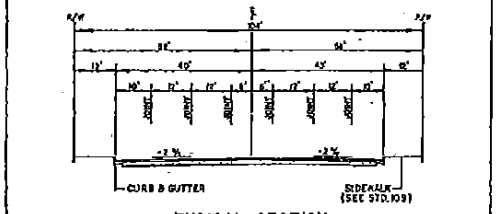

TYPICAL SECTION
WITH CONTINUOUS LEFT TURN LANE

NOTES:
1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS TESTS AND SO INDICATED ON CONSTRUCTION PLANS.
2. DRAINAGE FACILITIES SHALL BE PROVIDED TO DRAIN RAISED MEDIAN AREAS.
3. 8' SHOULDER AREAS MAY BE DESIGNATED AS A BIKE LANE AND EMERGENCY PARKING ONLY.

| SAN BERNARDINO COUNTY TRANSPORTATION DEPARTMENT | JOHN R. SHONE DIRECTOR OF TRANSPORTATION | MAJOR ARTERIAL | 100 A |
|---|---|---|---|



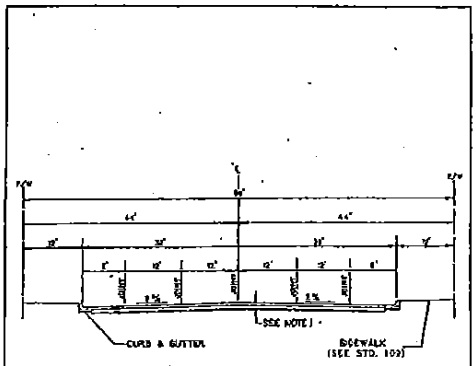

TYPICAL SECTION
WITH RAISED MEDIAN




TYPICAL SECTION
WITH CONTINUOUS LEFT TURN LANE

NOTES:
1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS TESTS AND SO INDICATED ON CONSTRUCTION PLANS.
2. DRAINAGE FACILITIES SHALL BE PROVIDED TO DRAIN RAISED MEDIAN AREAS.
3. 8' SHOULDER AREAS MAY BE DESIGNATED AS A BIKE LANE AND EMERGENCY PARKING ONLY.

| SAN BERNARDINO COUNTY TRANSPORTATION DEPARTMENT | JOHN R. SHONE | MAJOR HIGHWAY | 101 |
|---|---|---|---|



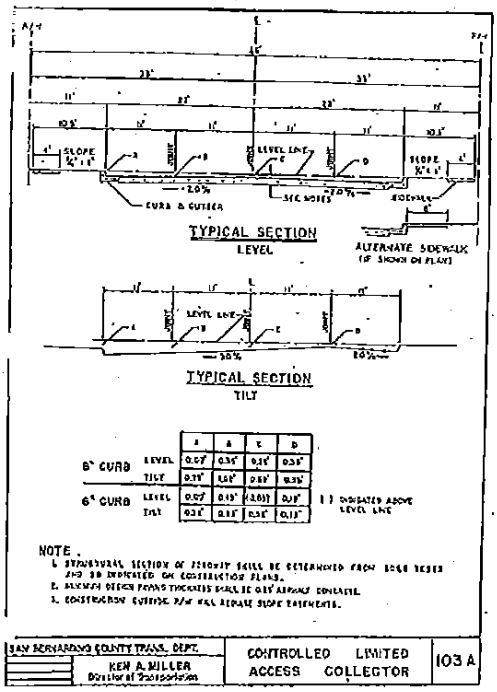

TYPICAL SECTION

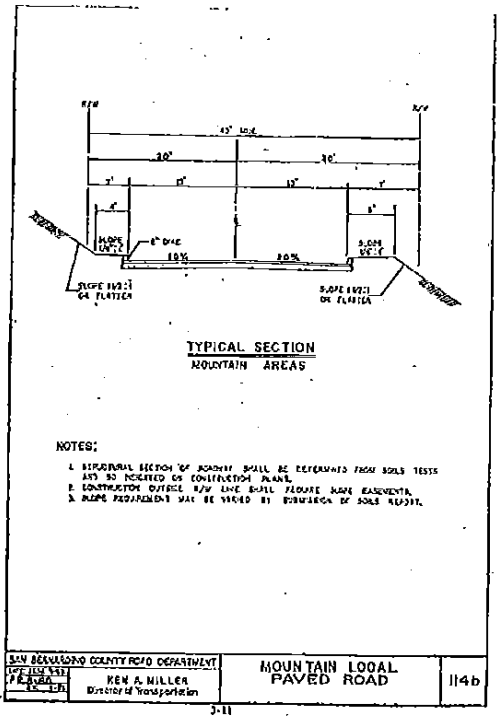
NOTES:
1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS TESTS AND SO INDICATED ON CONSTRUCTION PLANS.
2. 8' SHOULDER AREAS MAY BE DESIGNATED AS A BIKE LANE AND EMERGENCY PARKING ONLY.

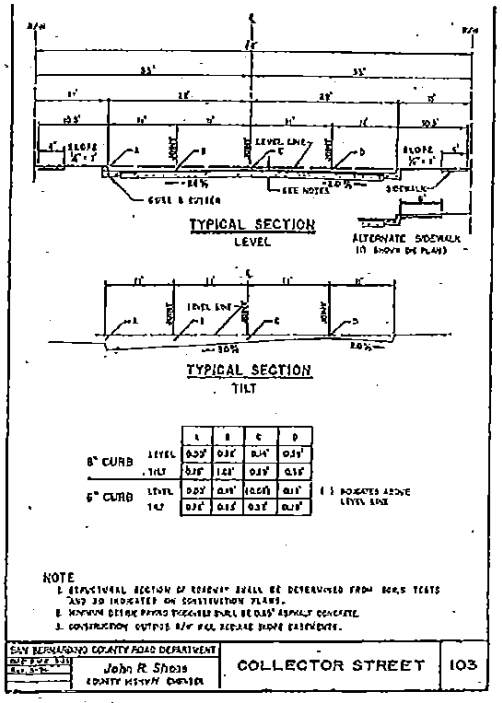
| SAN BERNARDINO COUNTY TRANSPORTATION DEPARTMENT | JOHN R. SHONE DIRECTOR OF TRANSPORTATION | SECONDARY HIGHWAY | 102 |
|---|---|---|---|

EXHIBIT 3-G

# SAN BERNARDINO COUNTY GENERAL PLAN ROADWAY CROSS-SECTIONS (PAGE 2 OF 2)



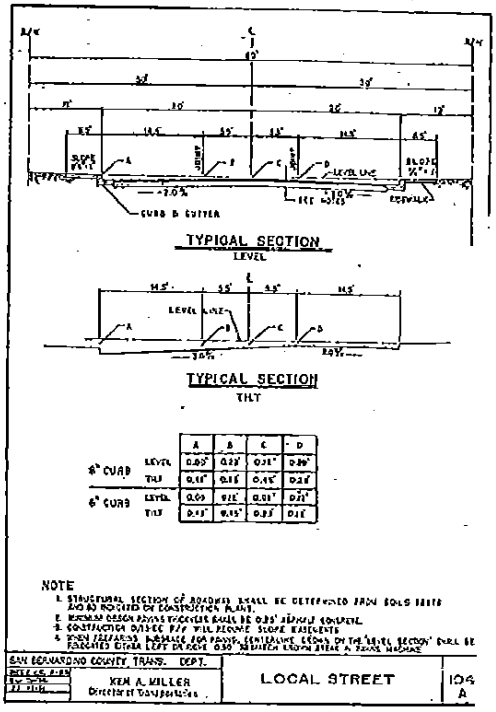
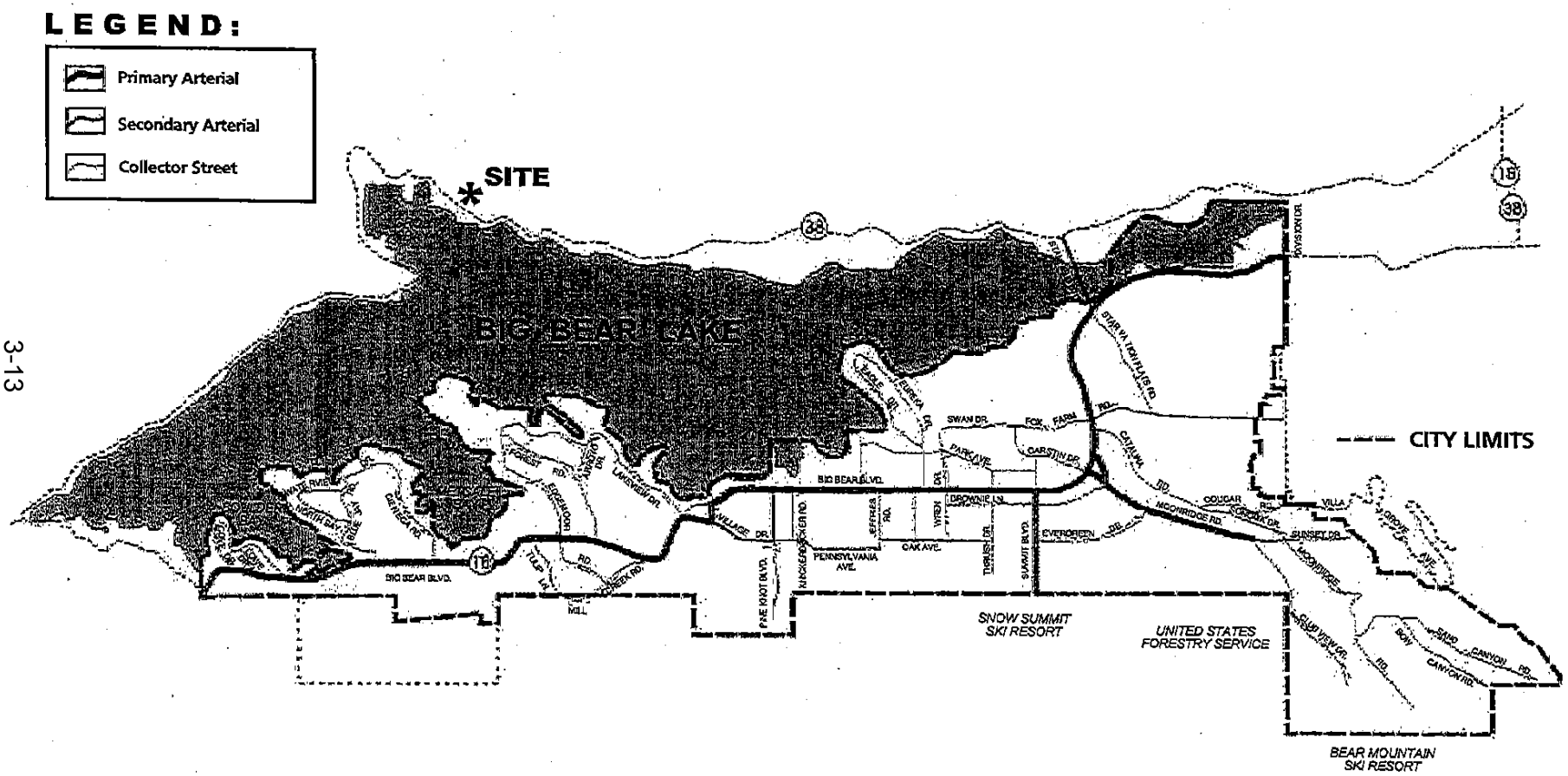



EXHIBIT 3-H

# CITY OF BIG BEAR LAKE
# GENERAL PLAN CIRCULATION ELEMENT

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MOON CAMP TIA, San Bernardino County, California - 04409: Big Bear GPCE

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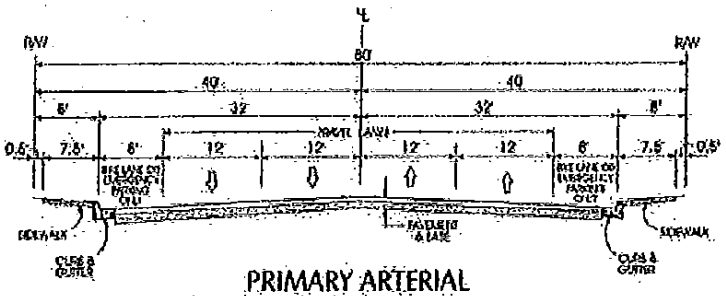
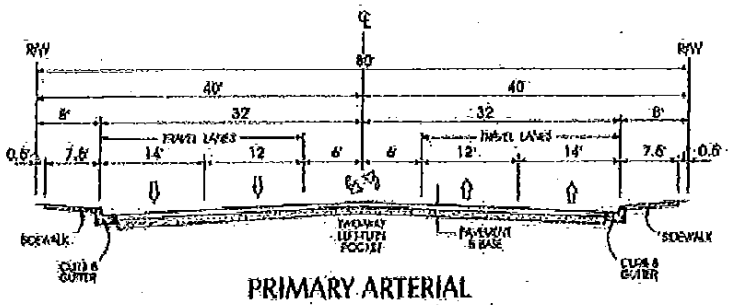
EXHIBIT 3-I

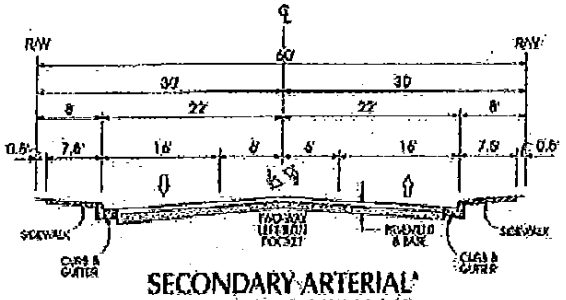
# CITY OF BIG BEAR LAKE GENERAL PLAN ROADWAY CROSS-SECTIONS (PAGE 1 OF 2)



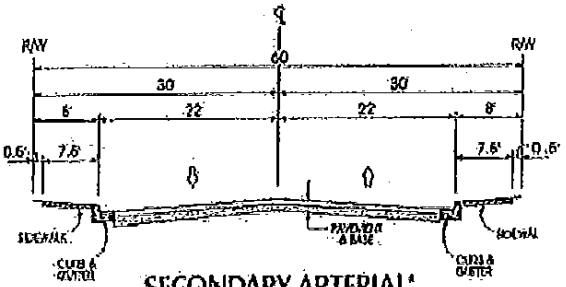

PRIMARY ARTERIAL
(WITH BIKE LANES OR EMERGENCY PARKING)
TYPICAL SECTION




PRIMARY ARTERIAL
(WITH TWO-WAY LEFT-TURN POCKET)
TYPICAL SECTION




SECONDARY ARTERIAL*
(WITH TWO-WAY LEFT-TURN POCKET)
TYPICAL SECTION

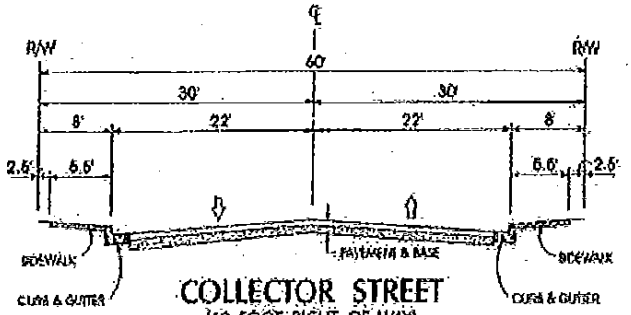



SECONDARY ARTERIAL*
(NO TWO-WAY LEFT-TURN POCKET)
TYPICAL SECTION

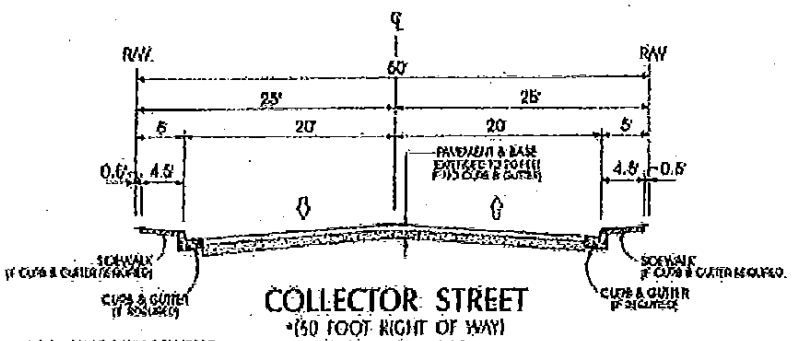
*THESE CROSS SECTIONS MAY BE MODIFIED BASED UPON ADOPTED SPECIFIC PLANS OR EXISTING CONDITIONS

EXHIBIT 3-I

# CITY OF BIG BEAR LAKE
# GENERAL PLAN ROADWAY CROSS-SECTIONS
# (PAGE 2 OF 2)

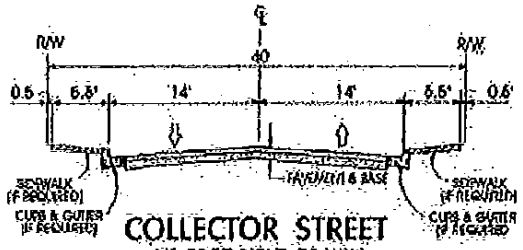



COLLECTOR STREET
(60 FOOT RIGHT OF WAY)
TYPICAL SECTION

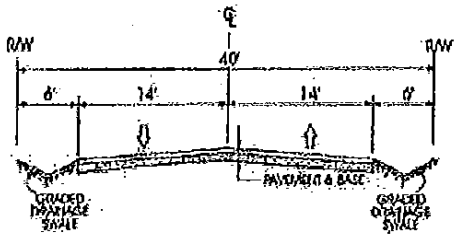



COLLECTOR STREET
*(60 FOOT RIGHT OF WAY)
TYPICAL SECTION

*ACCEPTABLE ONLY IF EXISTING DEVELOPMENT PRECLUDES A 60 FOOT RIGHT OF WAY.




COLLECTOR STREET
*(40 FOOT RIGHT OF WAY)
TYPICAL SECTION




COLLECTOR STREET
with no curb and gutter
*(40 FOOT RIGHT OF WAY)
TYPICAL SECTION

*ACCEPTABLE ONLY IF EXISTING DEVELOPMENT PRECLUDES A 40 FOOT RIGHT OF WAY.

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## 4.0 FUTURE DAILY TRAFFIC CONDITIONS

This chapter of the report describes the development of the future year traffic volume forecasts and presents the resulting daily traffic volumes which will be used for traffic operations analysis. Future traffic conditions without the project are presented first, followed by the future with project traffic volumes. Traffic signal warrant analysis for future conditions has also been presented in this chapter.

### 4.1 Future With and Without Project Traffic Conditions

Per discussion with County staff, the areawide growth has been interpolated from adjusted existing volumes (with 16% growth) to General Plan Buildout (2030) volumes. The areawide growth varies for each movement at each intersection (see Appendix "D"). The interpolated area-wide growth rate has been added to peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the project and other development.

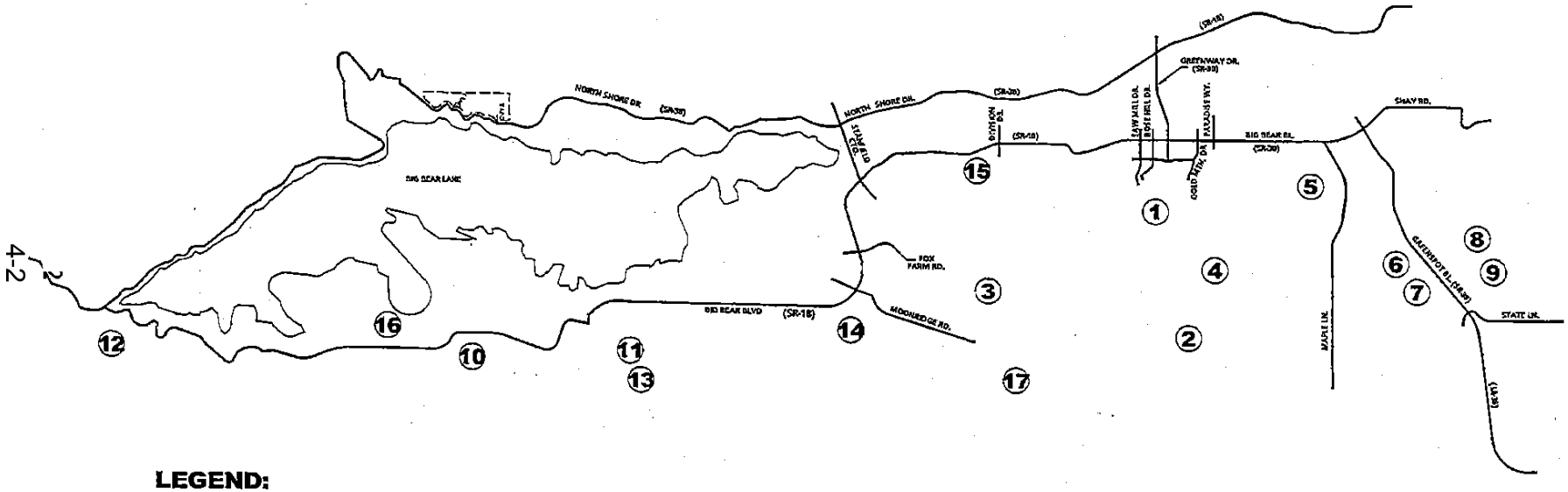
Long Range General Plan Buildout (2030) conditions have been estimated based on a select zone run of the San Bernardino Mountain Model, in addition to traffic generated by the project and the known cumulative development.

The County of San Bernardino was contacted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes at the study intersections. Based on information given by the County of San Bernardino and City of Big Bear staff, a total of 17 cumulative projects were identified to affect the study intersections. The location of each of these other developments is shown on Exhibit 4-A.

As indicated in Table 4-1, other developments are projected to generate 15,111 trip-ends per day with 1,455 vehicles per hour during the AM peak hour and 1,455 vehicles per hour during the PM peak hour. Appendix "D" contains the

EXHIBIT 4-A

# OTHER DEVELOPMENT LOCATION MAP




**LEGEND:**

1. = TT 16771
2. = TT 16934
3. = TT 17217 & TPM 17022
4. = TT 16036
5. = TT 14916
6. = TT 16980
7. = TT 17764
8. = TT 16749
9. = TT 17201
10. = HILTON GARDEN INN
11. = MIXED USE DEVELOPMENT
12. = RESIDENTIAL LOTS
13. = CONDOMINIUMS
14. = 41820 BIG BEAR BLVD
15. = WORLD HARVEST FAITH CENTER
16. = BOAT PARTS RETAIL & SERVICE
17. = STORAGE YARD

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**TABLE 4-1**
**FRIDAY PM PEAK HOUR/SUNDAY MIDDAY PEAK HOUR**

**OTHER DEVELOPMENT TRIP GENERATION**

| ID # | PROJECT NAME | LAND USE[1] | QUANTITY | UNITS[2] | PEAK HOUR | | | | | | DAILY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FRIDAY PM | | | SUNDAY MIDDAY | | | |
| | | | | | IN | OUT | TOTAL | IN | OUT | TOTAL | |
| **SAN BERNARDINO COUNTY** | | | | | | | | | | | |
| 1 | TT 16771[3] | SFR | 242 | DU | 155 | 90 | 245 | 155 | 90 | 245 | 2,316 |
| 2 | TT 16934[4] | SFR | 228 | DU | 146 | 84 | 230 | 146 | 84 | 230 | 2,182 |
| 3 | TT 17217 & TT 17022[4] | SFR | 53 | DU | 34 | 20 | 54 | 34 | 20 | 54 | 507 |
| 4 | TT 16036 | SFR | 116 | DU | 74 | 43 | 117 | 74 | 43 | 117 | 1,110 |
| 5 | TT 14916 | SFR | 51 | DU | 33 | 19 | 52 | 33 | 19 | 52 | 488 |
| 6 | TT 16980 | SFR | 15 | DU | 10 | 6 | 16 | 10 | 6 | 16 | 144 |
| 7 | TT 17761 | SFR | 10 | DU | 6 | 4 | 10 | 6 | 4 | 10 | 96 |
| 8 | TT 16749 | SFR | 86 | DU | 55 | 32 | 87 | 55 | 32 | 87 | 823 |
| 9 | TT 17201 | SFR | 66 | DU | 42 | 24 | 66 | 42 | 24 | 66 | 632 |
| | TOTAL (COUNTY OF SAN BERNARDINO) | | | | 555 | 322 | 877 | 555 | 322 | 877 | 8,298 |
| **CITY OF BIG BEAR** | | | | | | | | | | | |
| 10 | Hilton Garden Inn | Hotel | 91 | ROOMS | 28 | 25 | 53 | 28 | 25 | 53 | 743 |
| 11 | Mixed Use Development | Retail | 22.5 | TSF | 112 | 122 | 234 | 112 | 122 | 234 | 2,575 |
| | | Less Pass-By (15%) | | | -17 | -18 | -35 | -17 | -18 | -35 | -386 |
| | | Subtotal Commercial | | | 95 | 104 | 199 | 95 | 104 | 199 | 2,189 |
| | | Office | 6.3 | TSF | 1 | 5 | 6 | 1 | 5 | 6 | 69 |
| | | SFR | 10 | DU | 6 | 4 | 10 | 6 | 4 | 10 | 96 |
| | Sub-Total | | | | 102 | 113 | 215 | 102 | 113 | 215 | 2,354 |
| 12 | Residential Lots | SFR | 8 | DU | 5 | 3 | 8 | 5 | 3 | 8 | 77 |
| 13 | Condominiums | MFDU | 78 | DU | 27 | 13 | 40 | 27 | 13 | 40 | 457 |
| 14 | 41820 Big Bear Blvd. | Hotel | 55 | ROOMS | 17 | 15 | 32 | 17 | 15 | 32 | 449 |
| | | Retail | 10 | TSF | 66 | 71 | 137 | 66 | 71 | 137 | 1,520 |
| | | Fast-Food | 2.6 | TSF | 45 | 42 | 87 | 45 | 42 | 87 | 1,240 |
| | | Less Pass-By (15%) | | | -17 | -17 | -34 | -17 | -17 | -34 | -414 |
| | | Subtotal Commercial | | | 94 | 96 | 190 | 94 | 96 | 190 | 2,346 |
| | Sub-Total | | | | 111 | 111 | 222 | 111 | 111 | 222 | 2,795 |
| 15 | World Harvest Faith Center | Church | 20 | TSF | 7 | 6 | 13 | 7 | 6 | 13 | 182 |
| 16 | Boat Parts Retail & Service | Auto Care Center | 4.375 | TSF | 7 | 7 | 14 | 7 | 7 | 14 | 88 |
| 17 | Storage Yard | Mini Warehouse | 3 | AC | 6 | 6 | 12 | 6 | 6 | 12 | 117 |
| | TOTAL (CITY OF BIG BEAR) | | | | 294 | 284 | 578 | 294 | 284 | 578 | 6,813 |
| | **TOTAL** | | | | **849** | **606** | **1,455** | **849** | **606** | **1,455** | **15,111** |

[1] SFR = Single Family Residential
[2] DU = Dwelling Unit
TSF= Thousand Square Feet
AC = Acres

[3] Source: TT 16771 Traffic Impact Analysis, County of San Bernardino, Urban Crossroads, Inc. July 2006

[4] Source: TT 17217 and TT 17022 Traffic Impact Analysis, County of San Bernardino, Urban Crossroads, Inc. July 2006

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directional distribution and assignment of the other development traffic. Based on the identified trip distribution for the other development on arterial highways throughout the study area, other development average daily traffic (ADT) and Friday PM/Sunday Mid-day peak hour intersection turning movement volumes (based on PM peak hour trip generation) are shown on Exhibits 4-B and 4-C, respectively.

Project traffic volumes on study area roadway segments are determined by generating project trips and manually routing the traffic through the roadway network. The routing patterns follow the trip distributions which were previously presented in Section 2. Trips are assigned to each individual roadway link and intersection occurring along a specific route.

The accumulation of traffic assigned to each roadway link represents the project traffic volume for that link. Project only ADT volumes were previously presented in Section 2.

### 4.1.1 2010 Without Project Daily Traffic Volumes

The ADT's for 2010 Without Project traffic conditions have been determined by adding the 2007 existing traffic volumes (with 16% adjustment) plus the 2% background growth volumes per year (6% for three years) plus the known cumulative development volumes. 2010 Friday ADT and Sunday ADT volumes for without project traffic conditions are shown on Exhibit 4-D and 4-E, respectively.

For 2010 Without Project traffic conditions, no new traffic signals are projected to be warranted (see Appendix "C"), compared to Existing Conditions.

EXHIBIT 4-B

# OTHER DEVELOPMENT AVERAGE DAILY TRAFFIC

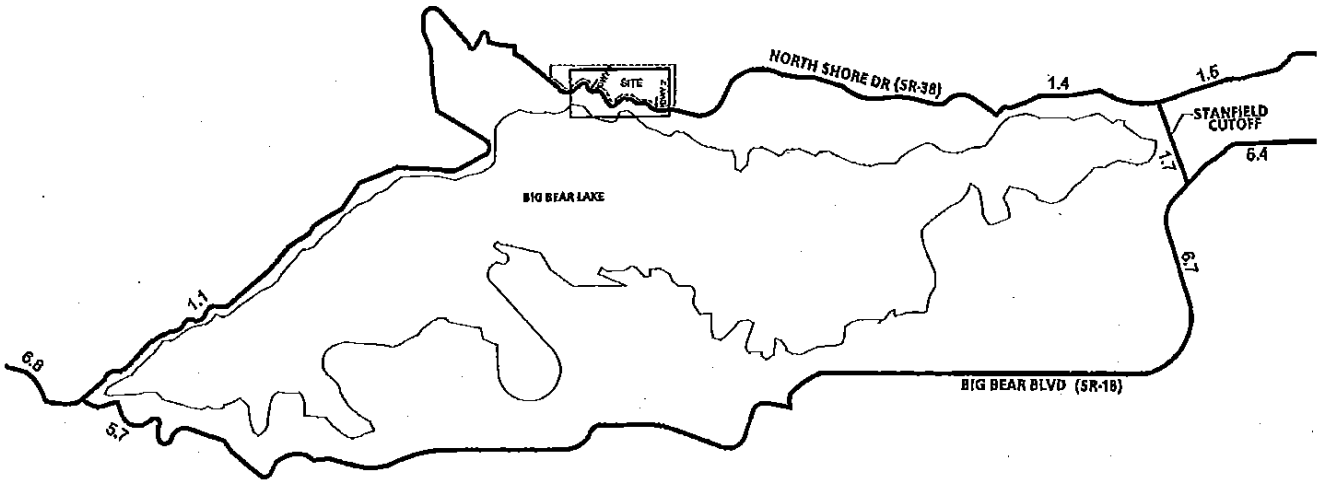


EXHIBIT 4-C

# OTHER DEVELOPMENT FRIDAY PM PEAK HOUR/ SUNDAY MIDDAY PEAK HOUR INSTERSECTION VOLUMES

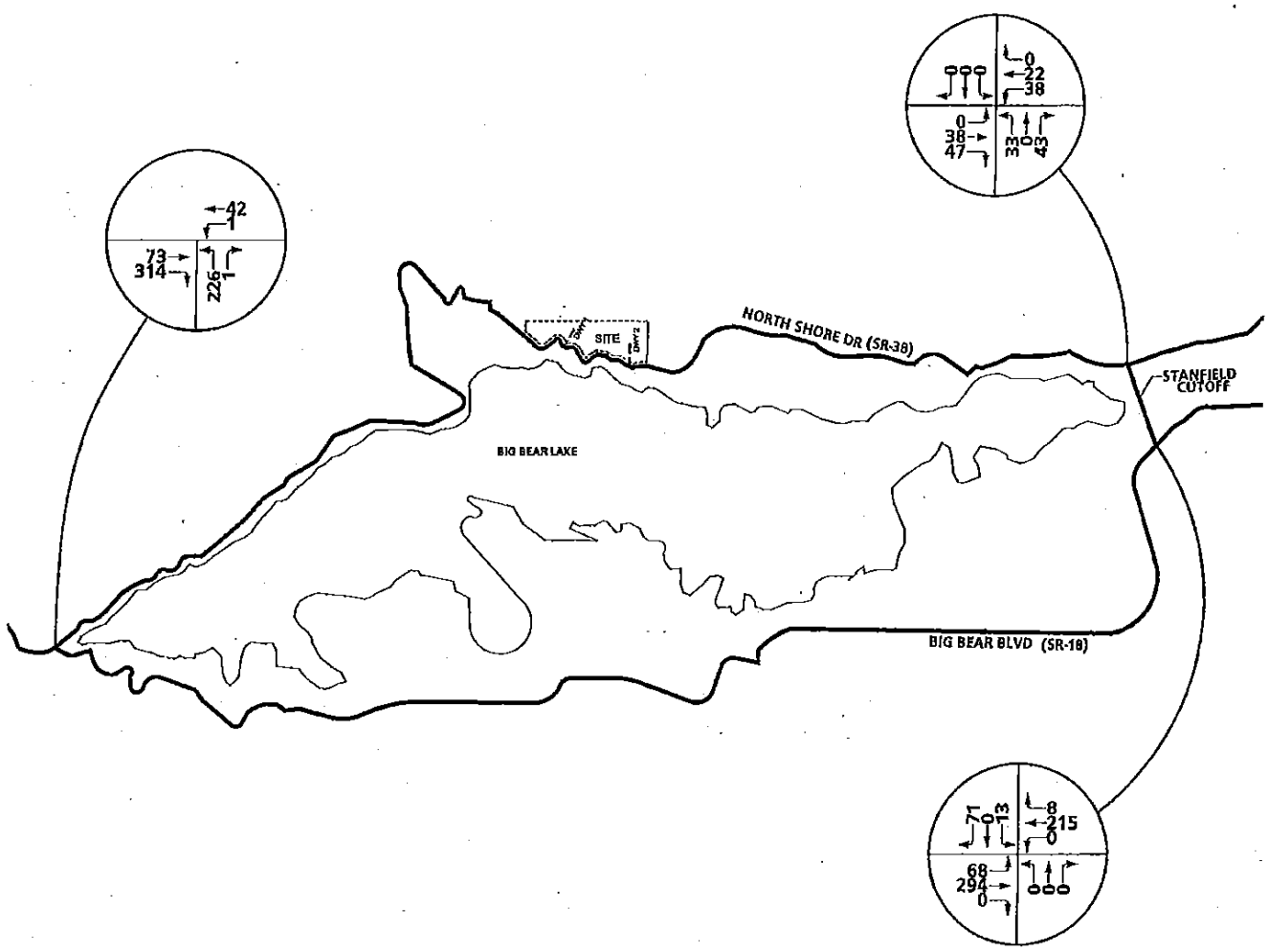
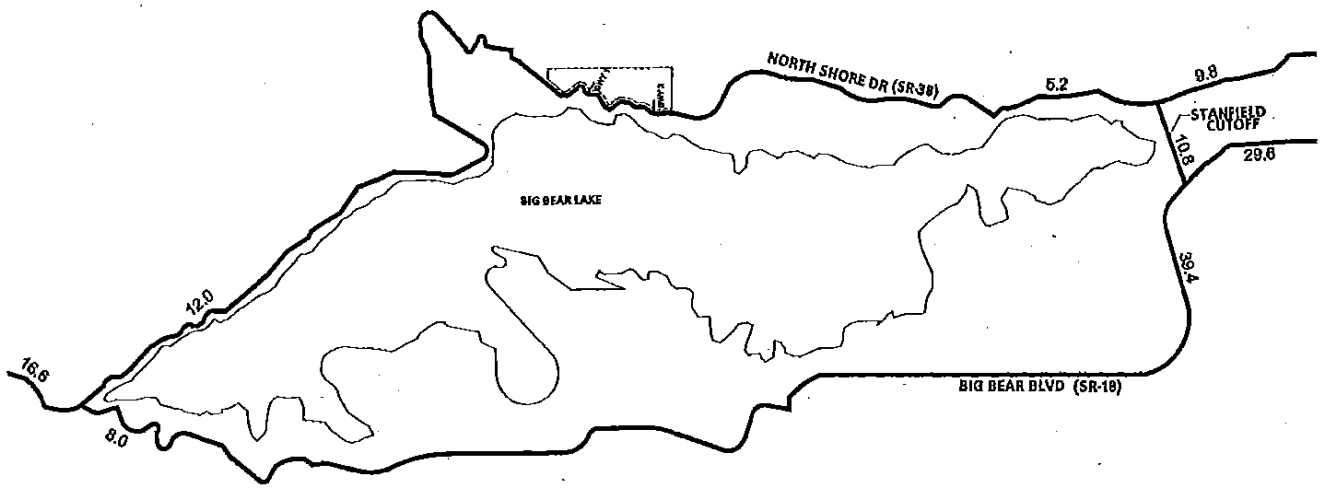


EXHIBIT 4-D

# 2010 WITHOUT PROJECT FRIDAY AVERAGE DAILY TRAFFIC

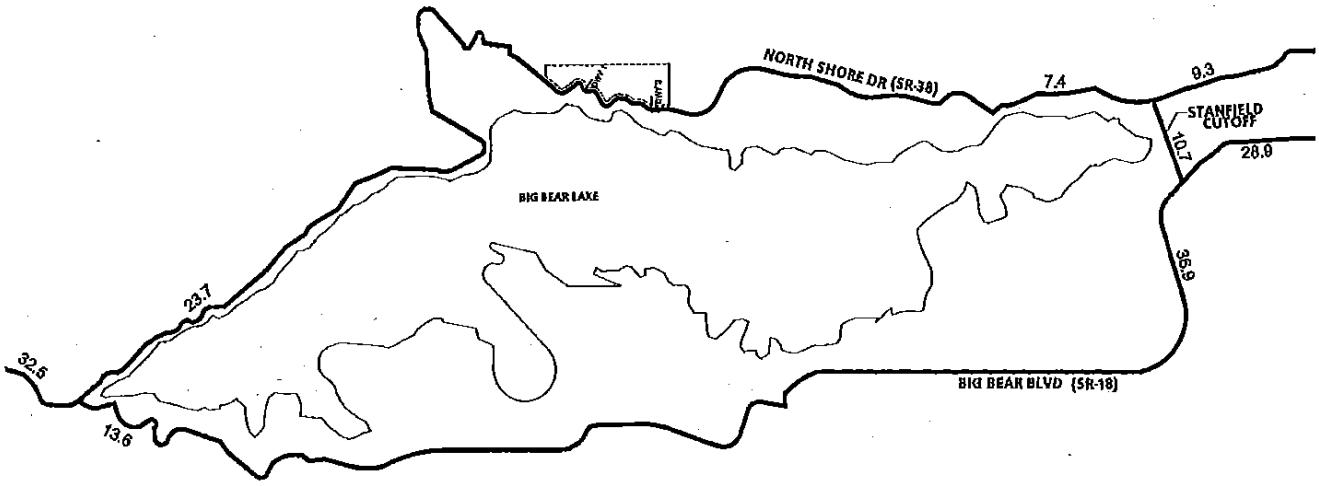



**LEGEND:**

10.0 = VEHICLES PER DAY (1000'S)

EXHIBIT 4-E

# 2010 WITHOUT PROJECT SUNDAY AVERAGE DAILY TRAFFIC




**LEGEND:**

10.0 = VEHICLES PER DAY (1000'S)

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MOON CAMP TIA, San Bernardino County, California - 04409: 20

### 4.1.2 2010 With Project Daily Traffic Volumes

The ADT's for the 2010 With Project have been determined by adding the project only traffic volumes to the 2010 Without Project traffic volumes. 2010 Friday and Sunday ADT volumes with the project traffic are shown on Exhibit 4-F and 4-G, respectively.

For 2010 With Project traffic conditions, no new traffic signals are projected to be warranted (see Appendix "C"), as compared to 2010 Without Project conditions.

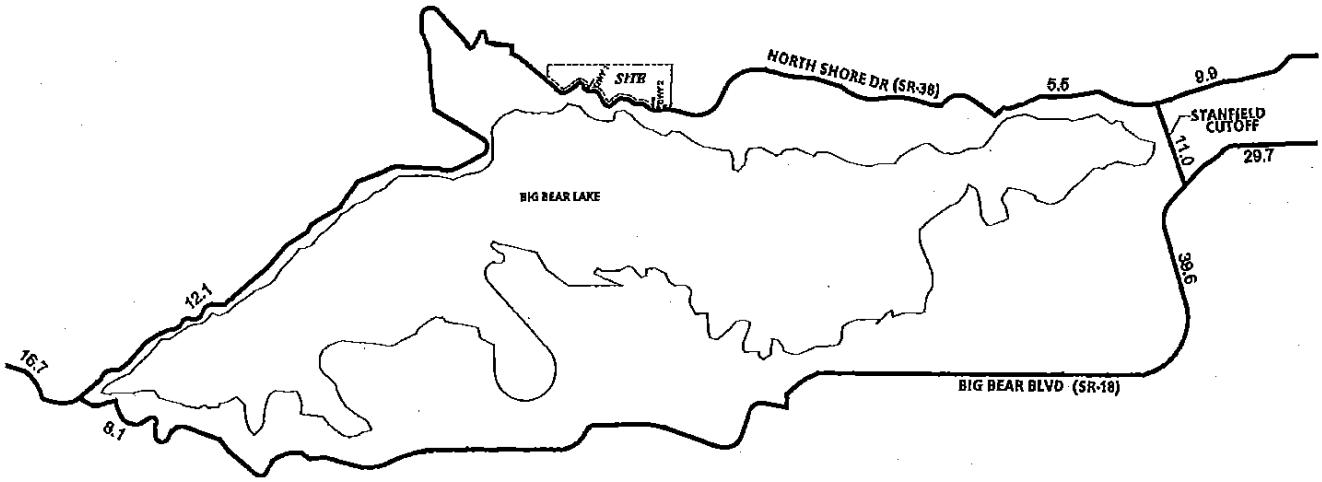
### 4.1.3 General Plan Buildout (2030) Daily Traffic Volumes

The ADT's for General Plan Buildout (2030) conditions have been determined by adding the project only and other cumulative development traffic volumes to the 2030 ADT volumes derived from the San Bernardino Mountain Model. General Plan Buildout Without Project (2030) Winter Friday and Sunday ADT volumes are shown on Exhibits 4-H and 4-I, respectively. Based on the San Bernardino Mountain Model for General Plan Buildout (2030), the peak season is shown to be winter. Therefore, the winter ADT results were used for post-processing peak hour turning volumes and level of service analysis to achieve a conservative analysis. General Plan Buildout With Project (2030) Winter Friday and Sunday ADT volumes are shown on Exhibits 4-J and 4-K, respectively.

For General Plan Buildout With Project (2030) traffic conditions, no new traffic signals are projected to be warranted (see Appendix "C") at study area analysis intersections.

EXHIBIT 4-F

# 2010 WITH PROJECT FRIDAY AVERAGE DAILY AVERAGE TRAFFIC



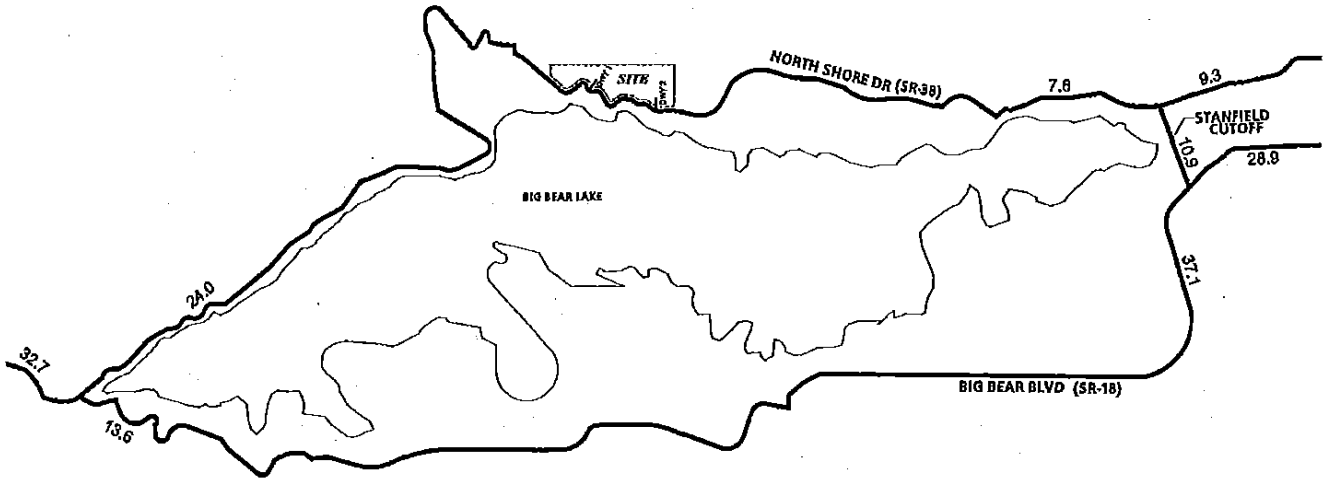

**LEGEND:**

10.0 = VEHICLES PER DAY (1000'S)

N

EXHIBIT 4-G

# 2010 WITH PROJECT SUNDAY AVERAGE DAILY TRAFFIC




**LEGEND:**

10.0 = VEHICLES PER DAY (1000'S)

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URBAN CROSSROADS

EXHIBIT 4-H

# GENERAL PLAN BUILDOUT (2030)
# WINTER FRIDAY AVERAGE DAILY TRAFFIC

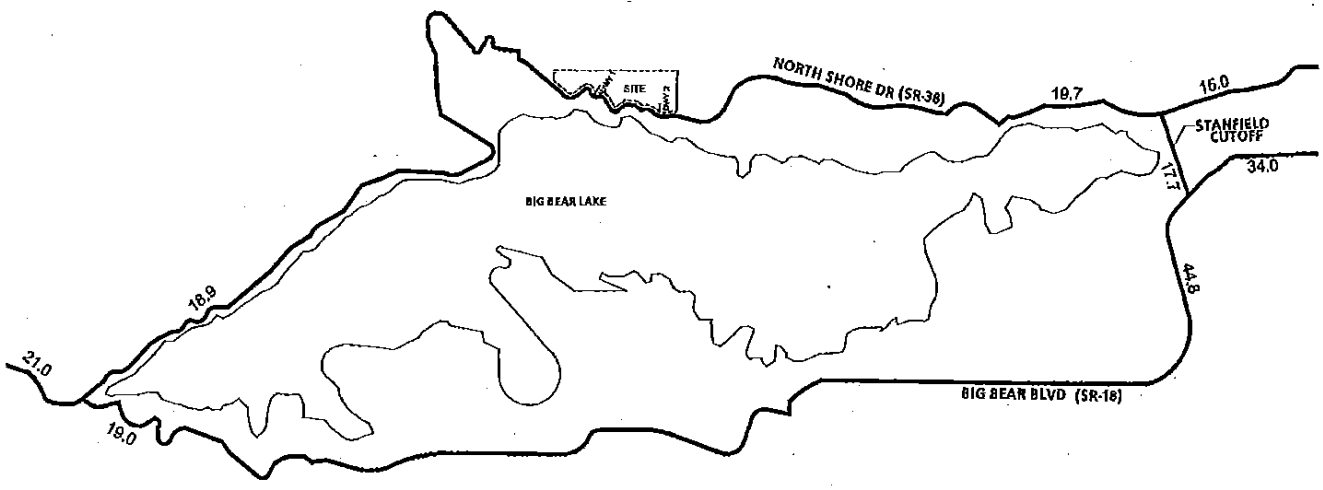


EXHIBIT 4-I

# GENERAL PLAN BUILDOUT (2030) WINTER SUNDAY AVERAGE DAILY TRAFFIC (ADT)

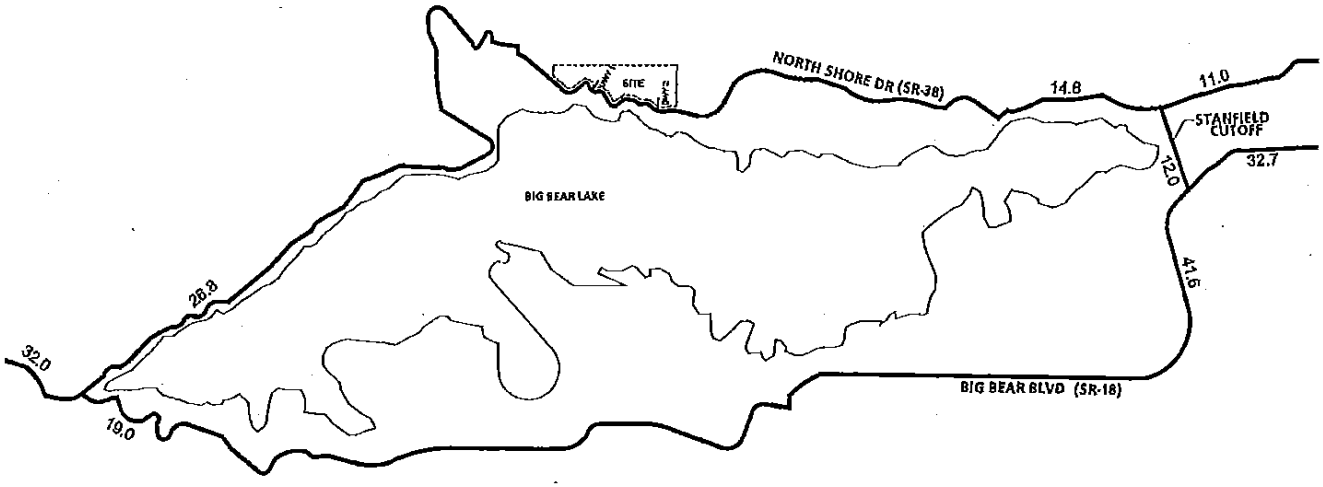
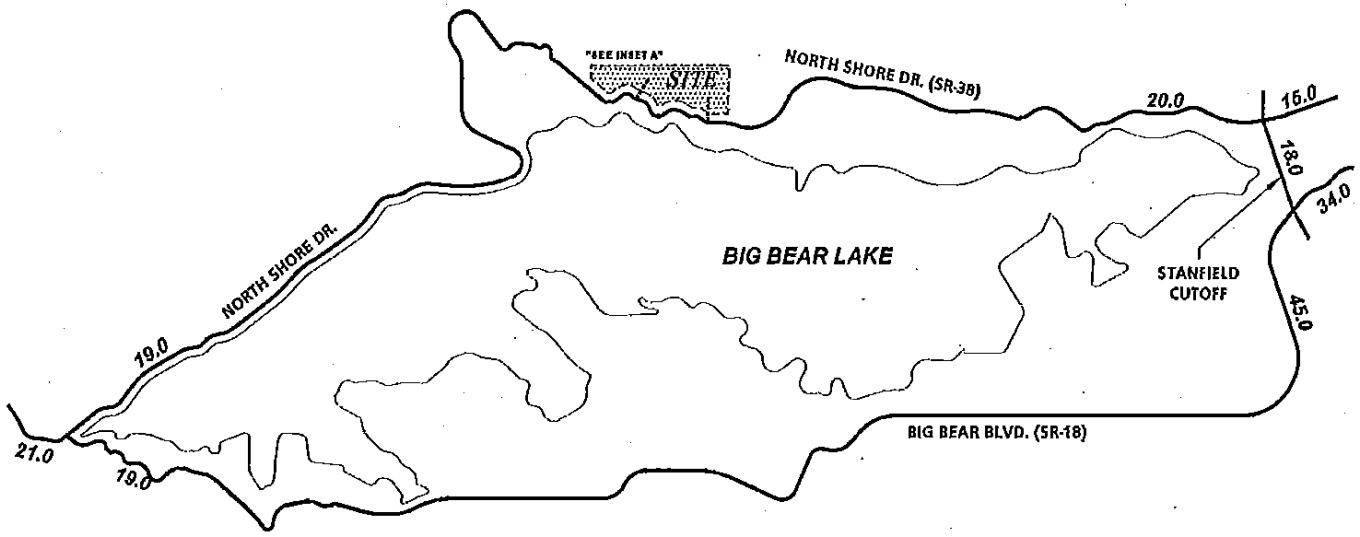
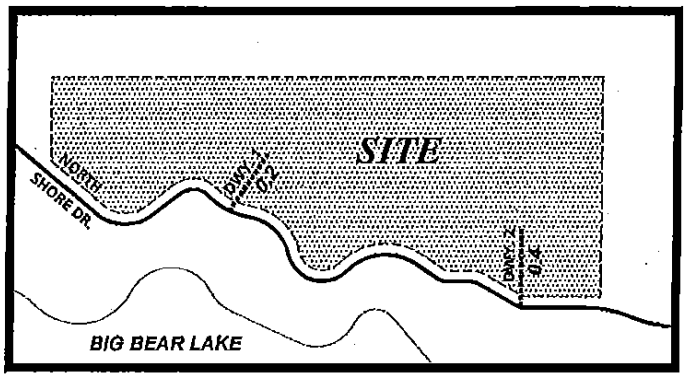


EXHIBIT 4-J

# GENERAL PLAN BUILDOUT WITH PROJECT (2030) WINTER FRIDAY AVERAGE DAILY TRAFFIC




**INSET A**




**LEGEND:**

*10.0* = VEHICLES PER DAY (1000'S)

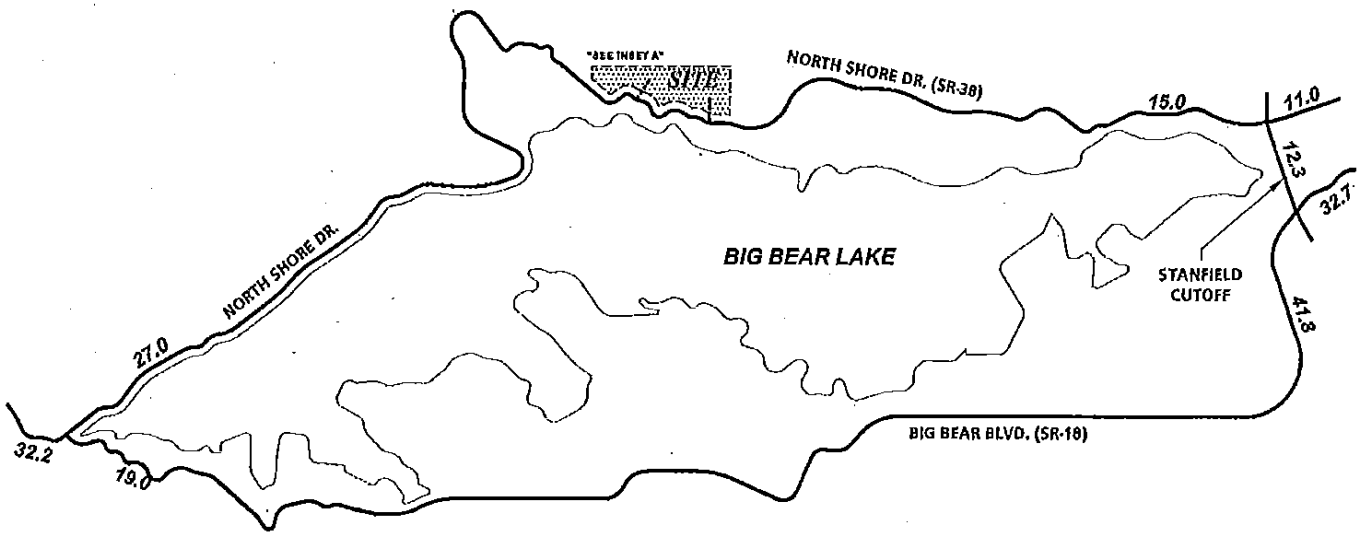
N

MOON CAMP TIA, San Bernardino County, California - 04409: 29A (REVISED)

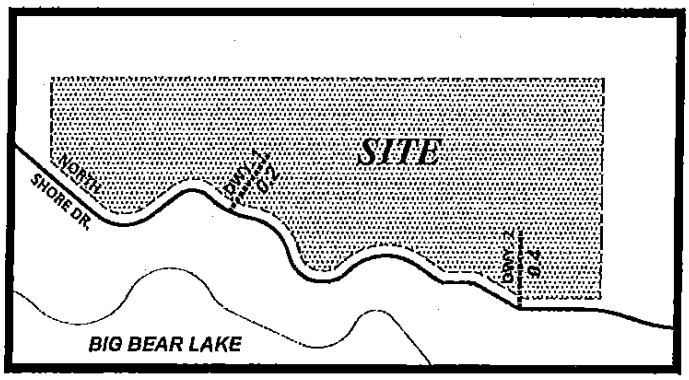
URBAN CROSSROADS

EXHIBIT 4-K

# GENERAL PLAN BUILDOUT WITH PROJECT (2030) WINTER SUNDAY AVERAGE DAILY TRAFFIC




**INSET A**




**LEGEND:**

*10.0* = VEHICLES PER DAY (1000'S)

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## 5.0 FUTURE TRAFFIC OPERATIONS ANALYSIS

This section of the report presents the operations analysis for the traffic volume forecasts for future traffic conditions without the project and for future traffic conditions with the project. The analysis procedures conform to the requirements of the County of San Bernardino CMP. The operations analysis for each analysis year is presented in a separate subsection.

### 5.1 Future Interim Year Traffic Operations

#### 5.1.1 2010 Without Project Conditions

The intersection operations analysis for 2010 Without Project traffic conditions are summarized in Table 5-1, based on the geometrics analysis at the study area intersections, without and with improvements. 2010 Without Project Friday PM and Sunday Mid-day peak hour intersection turning movement volumes are shown on Exhibits 5-A and 5-B, respectively. As shown in Table 5-1, the following study area intersections are currently operating at an unacceptable level of service during both Friday PM and Sunday Mid-day peak hours:

Big Bear Blvd (SR-18) (NS) at:

- North Shore Drive (SR-38) (EW)

Stanfield Cut Off (NS) at:

- North Shore Drive (SR-38) (EW)

Stanfield Cut Off (NS) at:

- Big Bear Blvd (SR-18) (EW)

The operations analysis worksheets for 2010 Without Project conditions are included in Appendix "E".

## TABLE 5-1

## INTERSECTION ANALYSIS FOR 2010 WITHOUT PROJECT CONDITIONS

| INTERSECTION | TRAFFIC CONTROL[3] | INTERSECTION APPROACH LANES[1] | | | | | | | | | | | | DELAY[2] (SECS.) | | LEVEL OF SERVICE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | NORTH-BOUND | | | SOUTH-BOUND | | | EAST-BOUND | | | WEST-BOUND | | | | | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | Fri. PM | Sun. MD | Fri. PM | Sun. MD |
| North Shore Dr. (SR-38) (NS) at: | | | | | | | | | | | | | | | | | |
| • Big Bear Blvd. (SR-18) (EW) | | | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | --[4] | --[4] | F | F |
| - With Improvements | TS | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 14.0 | 21.2 | B | C |
| Stanfield Cutoff (NS) at: | | | | | | | | | | | | | | | | | |
| • North Shore Dr. (SR-38) (EW) | | | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | --[4] | --[4] | F | F |
| - With Improvements | TS | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 31.9 | 30.7 | C | C |
| • Big Bear Blvd. (SR-18) (EW) | | | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | --[4] | --[4] | F | F |
| - With Improvements | TS | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 31.4 | 26.8 | C | C |

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.8 R3 (2006). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal
CSS = Cross Street Stop
AWS = All Way Stop

[4] -- = Delay High, Intersection Unstable, Level of Service "F".

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EXHIBIT 5-A

# 2010 WITHOUT PROJECT FRIDAY PM PEAK HOUR INTERSECTION VOLUMES

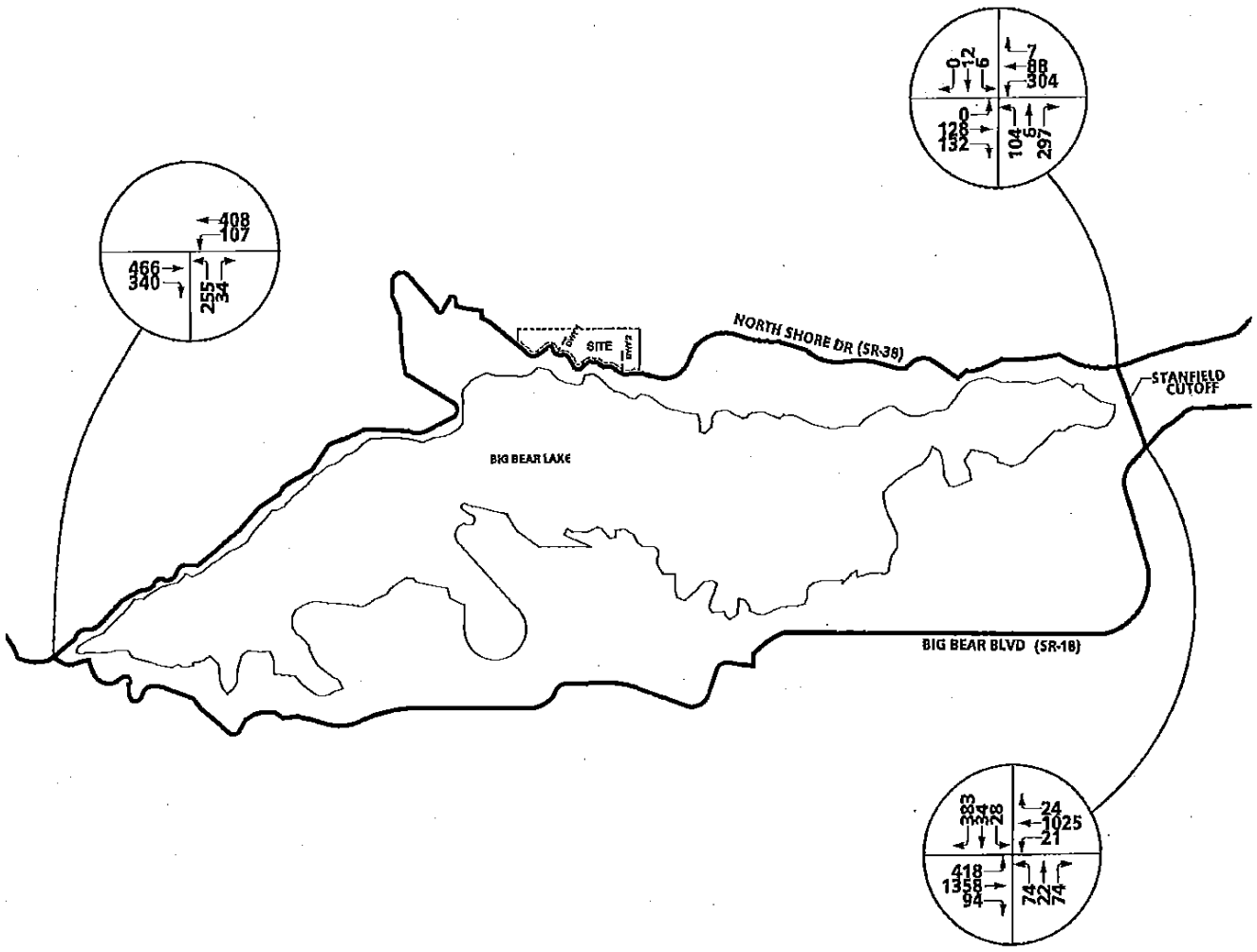
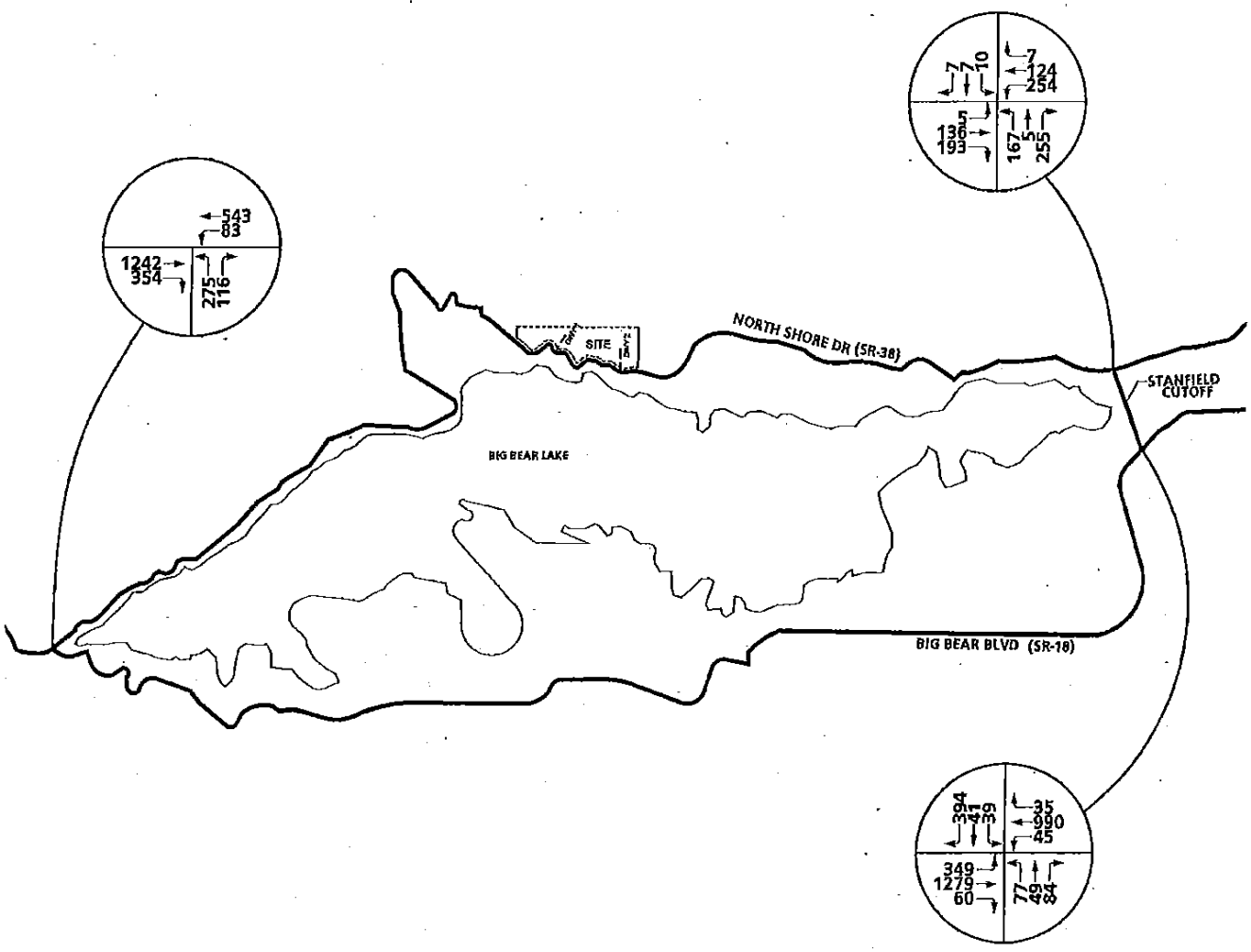


EXHIBIT 5-B

# 2010 WITHOUT PROJECT SUNDAY MID-DAY PEAK HOUR INTERSECTION VOLUMES



### 5.1.2 2010 With Project Conditions

The intersection operations analysis for 2010 With Project traffic conditions are summarized in Table 5-2, based on the geometrics analysis at the study area intersections, without and with improvements. 2010 With Project Friday PM and Sunday Mid-day peak hour intersection turning movement volumes are shown on Exhibits 5-C and 5-D, respectively. As shown in Table 5-2, the following study area intersections are currently operating at an unacceptable level of service during both Friday PM and Sunday Mid-day peak hours:

Big Bear Blvd (SR-18) (NS) at:

- North Shore Drive (SR-38) (EW)

Stanfield Cut Off (NS) at:

- North Shore Drive (SR-38) (EW)

Stanfield Cut Off (NS) at:

- Big Bear Blvd (SR-18) (EW)

The operations analysis worksheets for 2010 With Project conditions are included in Appendix "F".

## 5.2 General Plan Buildout With Project (2030) Traffic Operations

The intersection operations analysis for General Plan Buildout With Project (2030) traffic conditions are summarized in Table 5-3, based on the geometrics analysis at the study area intersections, without and with improvements. General Plan Buildout With Project (2030) Friday PM and Sunday Mid-day peak hour intersection turning movement volumes are shown on Exhibits 5-E and 5-F, respectively. The General Plan Buildout post-processed volumes worksheets are provided in Appendix "G". As shown in Table 5-3, the following study area intersections are currently operating at an unacceptable level of service during both Friday PM and Sunday Mid-day peak hours:

## TABLE 5-2

## INTERSECTION ANALYSIS FOR 2010 WITH PROJECT CONDITIONS

| INTERSECTION | TRAFFIC CONTROL[3] | INTERSECTION APPROACH LANES[1] | | | | | | | | | | | | DELAY[2] (SECS.) | | LEVEL OF SERVICE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | NORTH-BOUND | | | SOUTH-BOUND | | | EAST-BOUND | | | WEST-BOUND | | | | | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | Fri. PM | Sun. MD | Fri. PM | Sun. MD |
| North Shore Dr. (SR-38) (NS) at: | | | | | | | | | | | | | | | | | |
| • Big Bear Blvd. (SR-18) (EW) | | | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | --[4] | --[4] | F | F |
| - With Improvements | TS | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 14.0 | 22.1 | B | C |
| Stanfield Cutoff (NS) at: | | | | | | | | | | | | | | | | | |
| • North Shore Dr. (SR-38) (EW) | | | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | --[4] | --[4] | F | F |
| - With Improvements | TS | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 32.4 | 31.5 | C | C |
| • Big Bear Blvd. (SR-18) (EW) | | | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | --[4] | --[4] | F | F |
| - With Improvements | TS | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 32.5 | 27.6 | C | C |
| Driveway # 1 (NS) at: | | | | | | | | | | | | | | | | | |
| • North Shore Dr. (SR-38) (EW) | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 11.1 | 12.0 | B | B |
| Driveway # 2 (NS) at: | | | | | | | | | | | | | | | | | |
| • North Shore Dr. (SR-38) (EW) | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 11.2 | 12.1 | B | B |

---

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

[2] Delay and level of service calculated using the following analysis software: Trafix, Version 7.8 R3 (2006). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal
CSS = Cross Street Stop
AWS = All Way Stop

[4] -- = Delay High, Intersection Unstable, Level of Service "F".

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EXHIBIT 5-C

# 2010 WITH PROJECT FRIDAY PM PEAK INTERSECTION VOLUMES

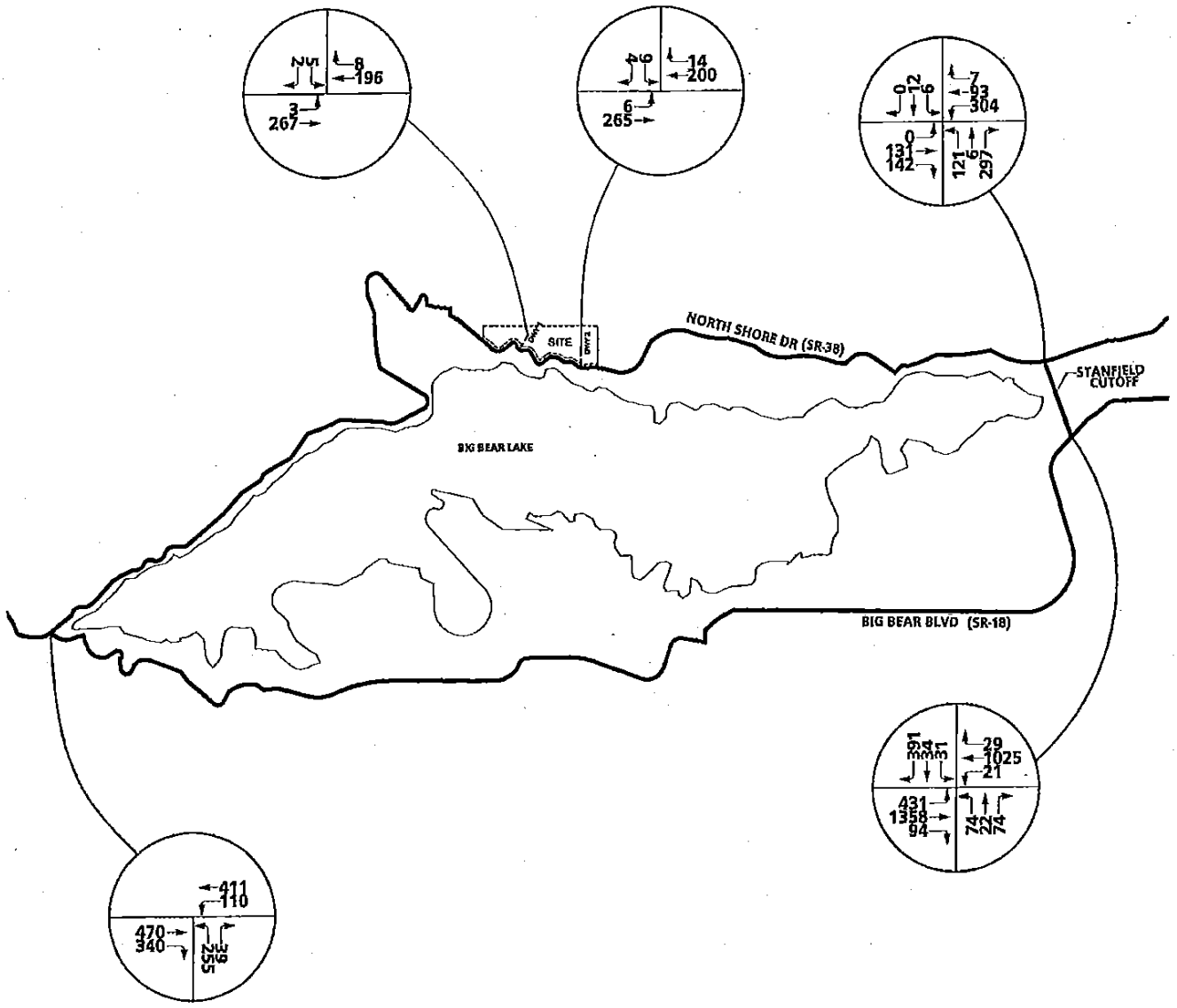
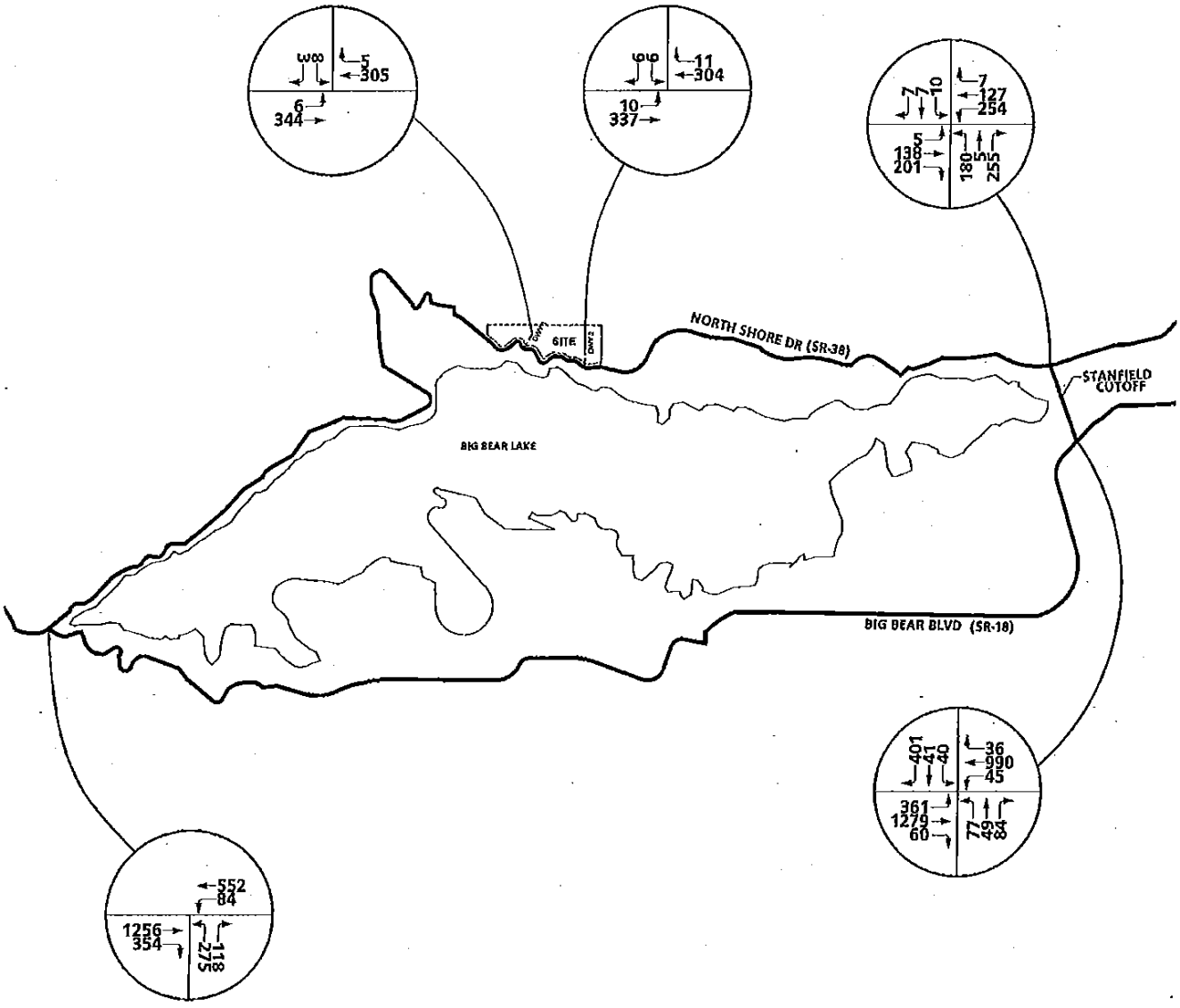


EXHIBIT 5-D

# 2010 WITH PROJECT SUNDAY MIDDAY PEAK INTERSECTION VOLUMES



## TABLE 5-3

## INTERSECTION ANALYSIS FOR GENERAL PLAN BUILDOUT (2030) CONDITIONS

| INTERSECTION | TRAFFIC CONTROL[3] | INTERSECTION APPROACH LANES[1] NORTH-BOUND L | T | R | SOUTH-BOUND L | T | R | EAST-BOUND L | T | R | WEST-BOUND L | T | R | DELAY[2] (SECS.) Fri. PM | Sun. MD | LEVEL OF SERVICE Fri. PM | Sun. MD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| North Shore Dr. (SR-38) (NS) at: | | | | | | | | | | | | | | | | | |
| • Big Bear Blvd. (SR-18) (EW) | | | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | --[4] | --[4] | F | F |
| - With Improvements | TS | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1> | 1 | 1 | 0 | 20.4 | 18.6 | C | B |
| Stanfield Cutoff (NS) at: | | | | | | | | | | | | | | | | | |
| • North Shore Dr. (SR-38) (EW) | | | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | --[5] | --[5] | F | F |
| - With Improvements | TS | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1> | 1 | 1 | 0 | 34.2 | 26.0 | C | C |
| • Big Bear Blvd. (SR-18) (EW) | | | | | | | | | | | | | | | | | |
| - Without Improvements | TS | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | --[5] | --[5] | F | F |
| - With Improvements | TS | 1 | 1 | 0 | 1 | 1 | 1> | 1 | 2 | 0 | 1 | 2 | 1 | 31.7 | 21.5 | C | C |
| Driveway # 1 (NS) at: | | | | | | | | | | | | | | | | | |
| • North Shore Dr. (SR-38) (EW) | | | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 49.6 | 24.2 | E | C |
| - With Improvements | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 23.1 | 16.7 | C | C |
| Driveway # 2 (NS) at: | | | | | | | | | | | | | | | | | |
| • North Shore Dr. (SR-38) (EW) | | | | | | | | | | | | | | | | | |
| - Without Improvements | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 41.9 | 18.8 | E | C |
| - With Improvements | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 23.8 | 16.7 | C | C |

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement; > = Right Turn Overlap Phase

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.7 R5 (2005). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal
CSS = Cross Street Stop
AWS = All Way Stop

[4] -- = Delay High, Intersection Unstable, Level of Service "F".

[5] Volume to Capacity ratio is greater than 1.00 = Level of Service "F".

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EXHIBIT 5-E

# GENERAL PLAN BUILDOUT WITH PROJECT FRIDAY PM PEAK HOUR INTERSECTION VOLUMES

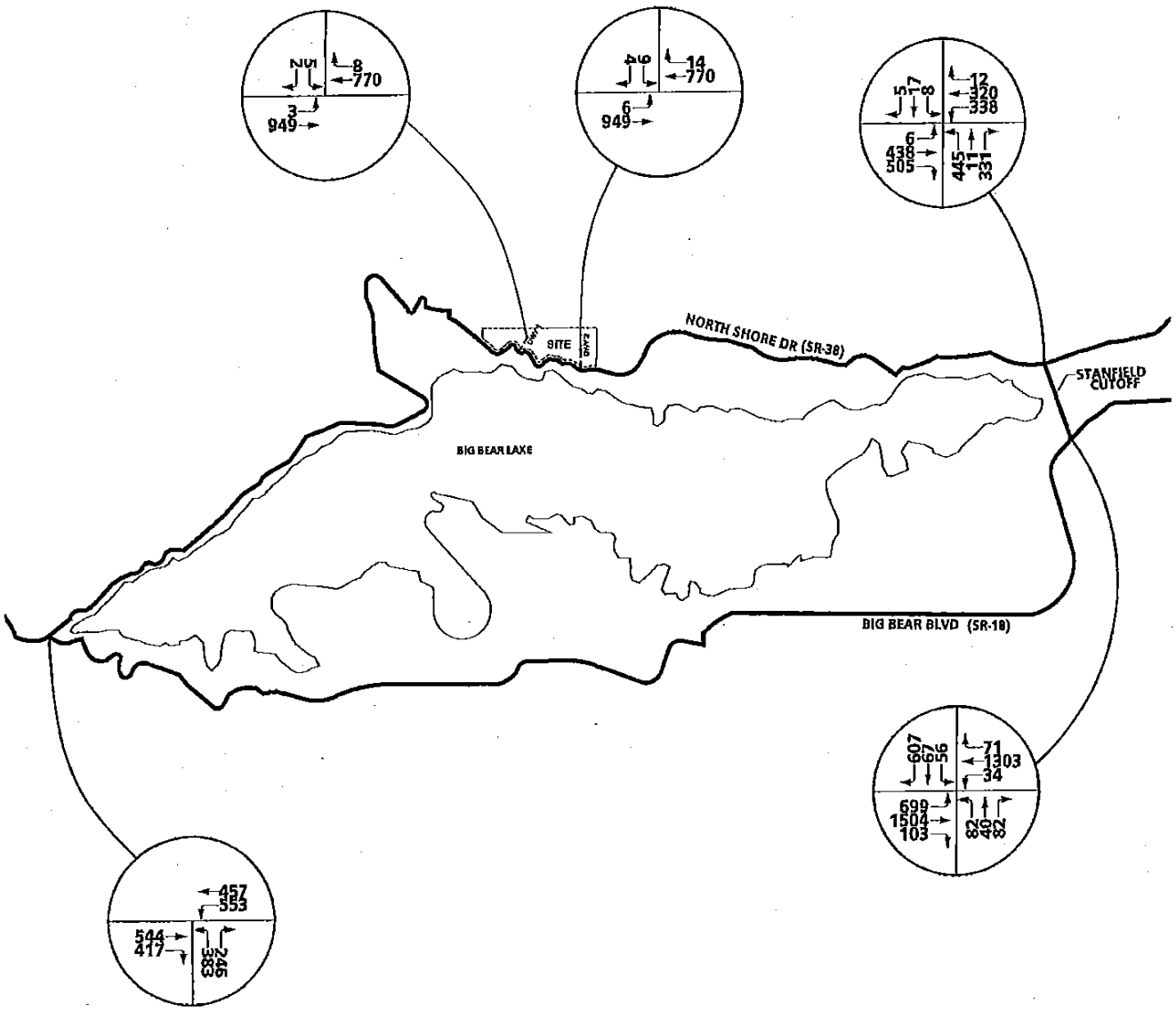
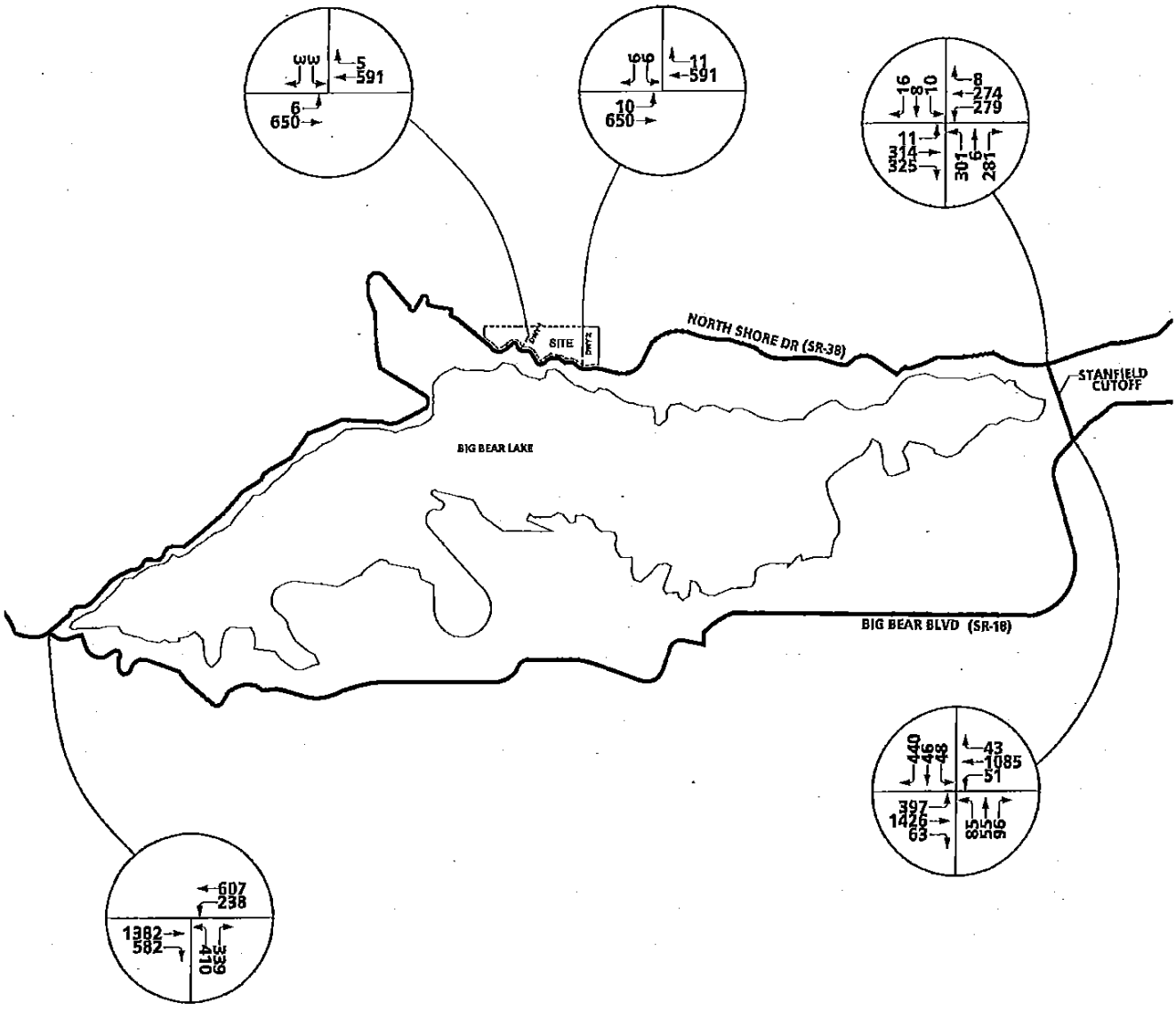


EXHIBIT 5-F

# GENERAL PLAN BUILDOUT WITH PROJECT SUNDAY MIDDAY PEAK HOUR INTERSECTION VOLUMES



Big Bear Blvd (SR-18) (NS) at:

- North Shore Drive (SR-38) (EW)

Stanfield Cut Off (NS) at:

- North Shore Drive (SR-38) (EW)

Stanfield Cut Off (NS) at:

- Big Bear Blvd (SR-18) (EW)

Driveway #1 (NS) at:

- North Shore Drive (SR-38) (EW)

Driveway #2 (NS) at:

- North Shore Drive (SR-38) (EW)

The operations analysis worksheets for General Plan Buildout With Project (2030) traffic conditions are included in Appendix "H".

## 6.0 SUMMARY AND RECOMMENDATIONS

This chapter summarizes the findings of this traffic impact analysis, and provides a series of recommendations related to project implementation.

### 6.1 Summary

The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act (CEQA) and the San Bernardino County Congestion Management Program (CMP). In conformance with the requirements of the San Bernardino County Congestion Management Program (CMP), the proposed project does not require a CMP traffic study. The CMP requires no analysis for projects that generate less than 250 peak hour trips. The project generates approximately 51 and 51 trips during the AM and PM peak hours, respectively; which is less than the required threshold for a CMP traffic study. However, a long-range traffic analysis has been required by County staff.

Project traffic volumes for all future conditions were estimated using a manual approach. The trip generation calculation is based on the most recent Institute of Transportation Engineers Trip Generation Rates, 7th Edition. The project trip distributions are derived from a select zone run of the San Bernardino Mountain Model.

Long Range General Plan Buildout (2030) conditions have been estimated based on the San Bernardino Mountain Model and the addition of both the project related peak hour volumes and the known cumulative development peak hour volumes per discussions with County staff.

### 6.1.1 The Project

The Moon Camp residential project is proposed to include 50 new single-family detached dwelling units and three lots for open space and common area on approximately 62.43 acres. Exhibit 1-B illustrates the project site plan.

The traffic related to the project has been calculated in accordance with the following accepted procedural steps:

- Trip Generation
- Trip Distribution
- Traffic Assignment

Table 2-2 (previously presented) summarizes the projected trip generation for the proposed development. As indicated in Table 2-2, the proposed Moon Camp residential development is projected to generate 479 trip-ends per day with 51 vehicles per hour during the weekday PM peak hour.

### 6.1.2 Existing Study Area Conditions

Regional access to the site is provided via North Shore Boulevard.

### 6.1.3 Future Conditions

An Interim Year (2010) analysis and long-range General Plan Buildout (2030) analysis are included in this report. Interim Year (2010) traffic operations analysis has been completed for the Friday PM and Sunday Mid-day peak hours and are shown in Tables 5-1 and 5-2 (previously presented). Friday PM peak hour and Sunday Mid-day peak hour traffic operations analysis are summarized in Tables 5-3 (previously presented)

for General Plan Buildout With Project (2030) conditions. All study intersections are projected to experience Level of Service "C" or better operations during the peak hours for all scenario analyzed.

## 6.2 Recommendations

The recommendations in this section address all necessary on-site improvements and off-site transportation improvements.

### 6.2.1 On-Site Improvements

On-site improvements and improvements adjacent to the site will be required in conjunction with the proposed development to ensure adequate circulation within the project itself. Exhibit 6-A illustrates the recommended improvement measures to address on-site circulation requirements of the proposed site, which include the following:

- Sight distance at the project access roadway should be reviewed with respect to Caltrans / County of San Bernardino sight distance standards at the time of final grading landscape and street improvement plans.

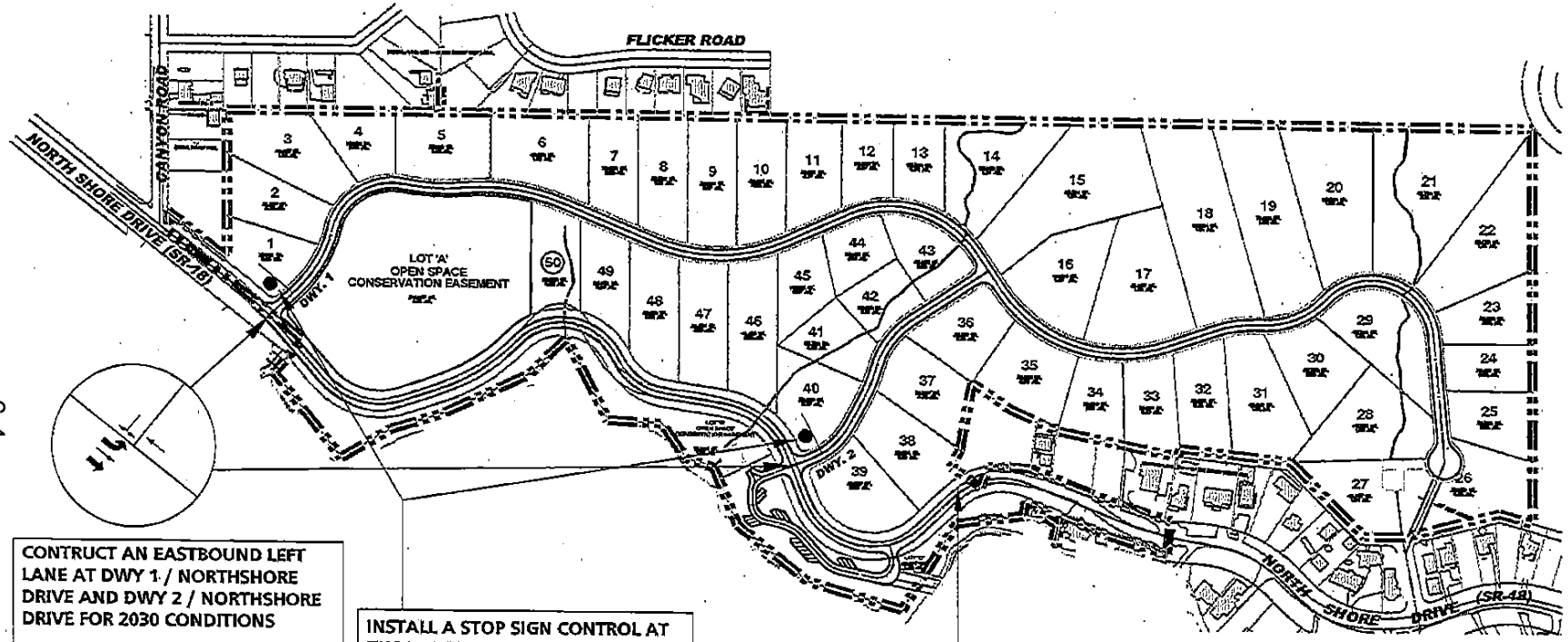
- Traffic signing / striping should be implemented in conjunction with detailed construction plans for the project site.

- Construct North Shore Drive at its ultimate half-section width as a Mountain Major highway from Canyon Drive to the Easterly project boundary.

- Install a stop sign control at Driveway #1 and Driveway #2

EXHIBIT 6-A

# CIRCULATION RECOMMENDATIONS




CONTRUCT AN EASTBOUND LEFT LANE AT DWY 1 / NORTHSHORE DRIVE AND DWY 2 / NORTHSHORE DRIVE FOR 2030 CONDITIONS

INSTALL A STOP SIGN CONTROL AT THE DRIVEWAY 1 AND DRIVEWAY 2.

CONTRUCT A SECOND EASTBOUND THROUGH LANE AT DWY 1 / NORTHSHORE DRIVE AND DWY 2 / NORTHSHORE DRIVE FOR 2030 CONDITIONS

TRAFFIC SIGNING AND STRIPING SHOULD BE IMPLEMENTED IN CONJUNCTION WITH DETAILED CONSTRUCTION PLANS FOR THE PROJECT SITE.

SIGHT DISTANCE AT EACH PROJECT ACCESS ROADWAY SHOULD BE REVIEWED WITH RESPECT TO STANDARD CALTRANS AND COUNTY OF SAN BERNARDINO SIGHT DISTANCE STANDARDS AT THE TIME OF FINAL GRADING, LANDSCAPE AND STREET IMPROVEMENT PLANS.

CONSTRUCT NORTH SHORE DRIVE AT ITS ULTIMATE HALF-SECTION AS A MOUNTAIN MAJOR HIGHWAY FROM CANYON ROAD TO THE EASTERLY PROJECT BOUNDARY.

**LEGEND:**

● = STOP SIGN

➡ = RECOMMENDED IMPROVEMENT

N

- Construct an Eastbound Left Turn Lane at Driveway 1 / North Shore Drive and Driveway 2/ North Shore Drive for 2030 Buildout Conditions

- Construct a 2nd Eastbound Through Lane at Driveway 1 / North Shore Drive and Driveway 2/ North Shore Drive for 2030 Buildout Conditions

### 6.2.2 Off-Site Improvements

The necessary off-site improvement recommendations were described in previous sections of this report. Exhibit 6-B illustrates the recommended improvements for 2010 Without Project and With Project traffic conditions. There are no additional recommended improvements for 2010 With Project traffic conditions compared to 2010 Without Project traffic conditions. Exhibit 6-C illustrates the recommended improvements for General Plan Buildout (2030) traffic conditions compared to the improvements shown on Exhibit 6-B.

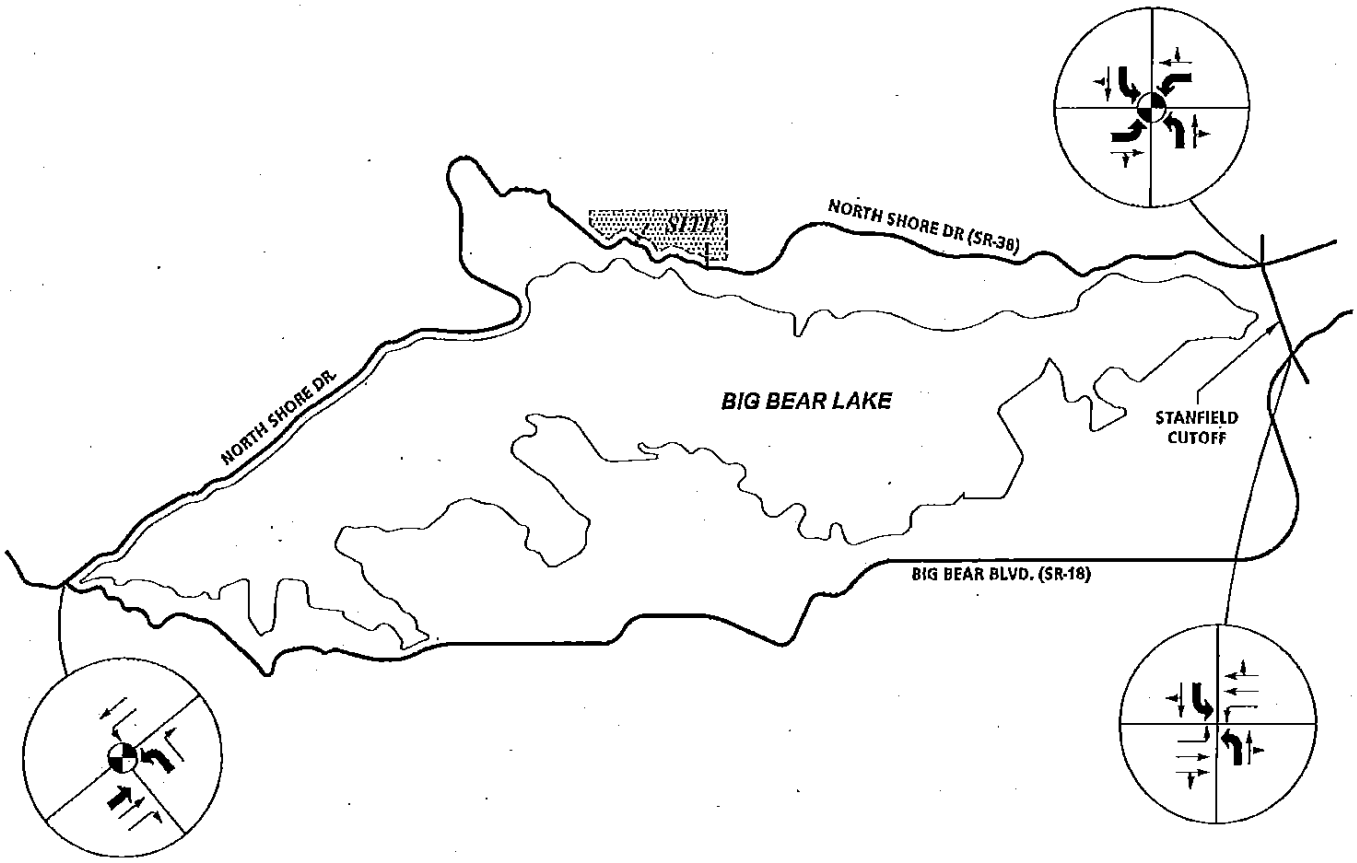
### 6.2.3 Project Fair Share Analysis

This section of the report summarizes the improvements and associated costs required to meet San Bernardino Congestion Management Program (CMP) level of service requirements for long range traffic condition, per discussion with County staff.

Table 6-1 indicates the needed long range 2030 improvements and resulting costs for the study area intersections. The cost data is provided in Appendix "G" of the San Bernardino Congestion Management Program, 2003 update (see Appendix "I"). Estimated cost (per SANBAG CMP table)

EXHIBIT 6-B

# RECOMMENDED IMPROVEMENTS FOR 2010 WITHOUT AND WITH PROJECT CONDITIONS



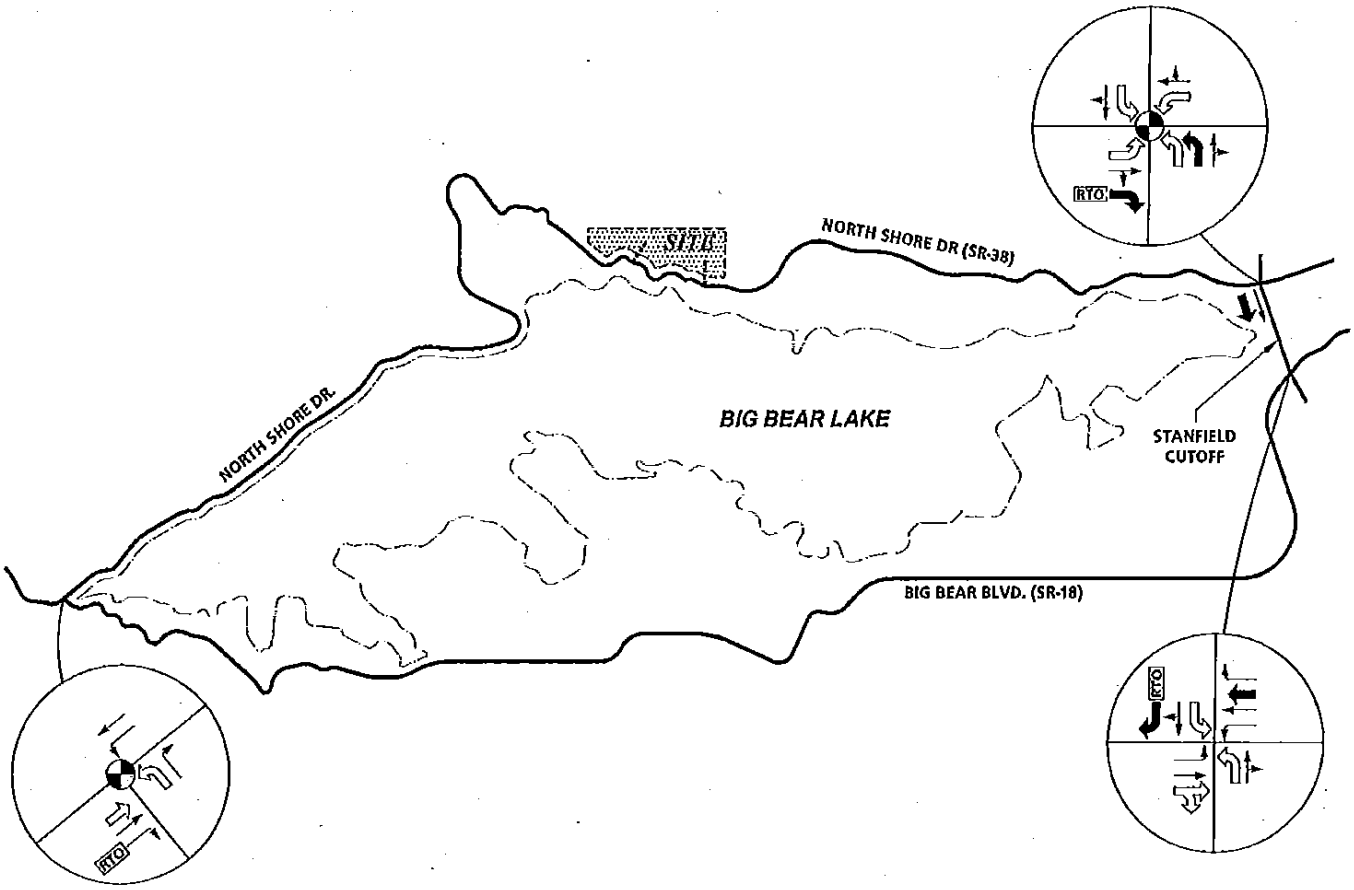

**LEGEND:**

= TRAFFIC SIGNAL
= EXISTING LANE
= CURRENT PHASE IMPROVEMENTS

N

EXHIBIT 6-C

# ADDITIONAL RECOMMENDED IMPROVEMENTS FOR GENERAL PLAN BUILDOUT (2030) CONDITIONS




**LEGEND:**

- = TRAFFIC SIGNAL
- = EXISTING LANE
- = CURRENT PHASE IMPROVEMENTS
- = PREVIOUS PHASE IMPROVEMENTS
- RTO = RIGHT TURN OVERLAP PHASING IMPROVEMENTS

N

TABLE 6-1

ROADWAY IMPROVEMENTS COST

| INTERSECTION | 2030 IMPROVEMENTS | COST |
|---|---|---|
| North Shore Dr. (SR-38) (NS) at: | Install Traffic Signal | $400,000 |
| • Big Bear Blvd. (SR-18) (EW) | Construct NB Left Turn Lane | $50,000 |
| | Construct EB Through Lane | $289,720 |
| | Add Right Turn Overlap Phasing | $25,000 |
| | | **$764,720** |
| Standfield Cutoff (NS) at: | | |
| • North Shore Dr. (EW) | Install Traffic Signal | $400,000 |
| | Construct 2 NB left turn lanes | $100,000 |
| | Construct SB left turn lane | $50,000 |
| | Construct EB left turn lane | $50,000 |
| | Construct EB right turn lane | $50,000 |
| | Add Right Turn Overlap Phasing | $25,000 |
| | Construct WB left turn lane | $50,000 |
| | | **$725,000** |
| Stanfield Cutoff (NS) at: | | |
| • Big Bear Blvd. (EW) | Construct NB left turn lane | $50,000 |
| | Construct SB left turn lane | $50,000 |
| | Construct SB right turn lane | $50,000 |
| | Add Right Turn Overlap Phasing | $25,000 |
| | Construct EB through lane | $289,720 |
| | Construct WB through lane | $289,720 |
| | Signal Modification | $40,000 |
| | | **$794,440** |
| **TOTAL - COST OF CONSTRUCTION** | | **$2,284,160** |

Source: Appendix "G" of the San Bernardino Congestion Management Program, 2003 update.

S:\Carlsbad_Jobs_04400\04409\excel\[04409-06 Fair Shaire Revised.xls]T 6-1

for a through lane is $289,720 (600 feet long for upstream and 600 feet long including taper for downstream). As indicated in Table 6-1, the total cost of needed intersection improvements is $2,284,160.

The project fair share contribution towards the required improvements has also been calculated. Table 6-2 includes the project's cost contribution based on the project's percent of new traffic. As indicated in Table 6-2, the highest Friday PM or Sunday Mid-day fair share cost is approximately $48,921.

### 6.2.4 Transportation System Management Actions

a. Off-Site

As development in the area occurs, transit agencies should consider expanding service within the area.

b. On-Site

The on-site design should accommodate private and/or public bus access design and parking as necessary.

TABLE 6-2

PROJECT FAIR SHARE

| SEGMENT | COST | PEAK HOUR | EXISTING TRAFFIC | 2030 WITH PROJECT TRAFFIC | PROJECT TRAFFIC | TOTAL NEW TRAFFIC | PROJECT % OF NEW TRAFFIC | (A) FRIDAY PM PROJECT COST SHARE | (B) SUNDAY MID. PROJECT COST SHARE | HIGHEST FRIDAY PM OR SUNDAY MID. COST SHARE |
|---|---|---|---|---|---|---|---|---|---|---|
| North Shore Dr. (SR-38) (NS) at: | | | | | | | | | | |
| • Big Bear Blvd. (EW) | $764,720 | | | | | | | | | |
| | | Friday PM | 906 | 2,600 | 16 | 1,694 | 0.94% | $7,223 | $14,728 | $14,728 |
| | | Sunday Midday | 2208 | 3,558 | 26 | 1,350 | 1.93% | | | |
| Standfield Cutoff (NS) at: | | | | | | | | | | |
| • North Shore Dr. (EW) | $725,000 | | | | | | | | | |
| | | Friday PM | 822 | 2,436 | 36 | 1,614 | 2.23% | $16,171 | $20,291 | $20,291 |
| | | Sunday Midday | 904 | 1,833 | 26 | 929 | 2.80% | | | |
| Stanfield Cutoff (NS) at: | | | | | | | | | | |
| • Big Bear Blvd. (EW) | $794,440 | | | | | | | | | |
| | | Friday PM | 2,745 | 4,648 | 29 | 1,903 | 1.52% | $12,107 | $13,903 | $13,903 |
| | | Sunday Midday | 2,635 | 3,835 | 21 | 1,200 | 1.75% | | | |
| **GRAND TOTAL - COST SHARE FOR IMPROVEMENTS** | | | | | | | | **$35,500** | **$48,921** | **$48,921** |



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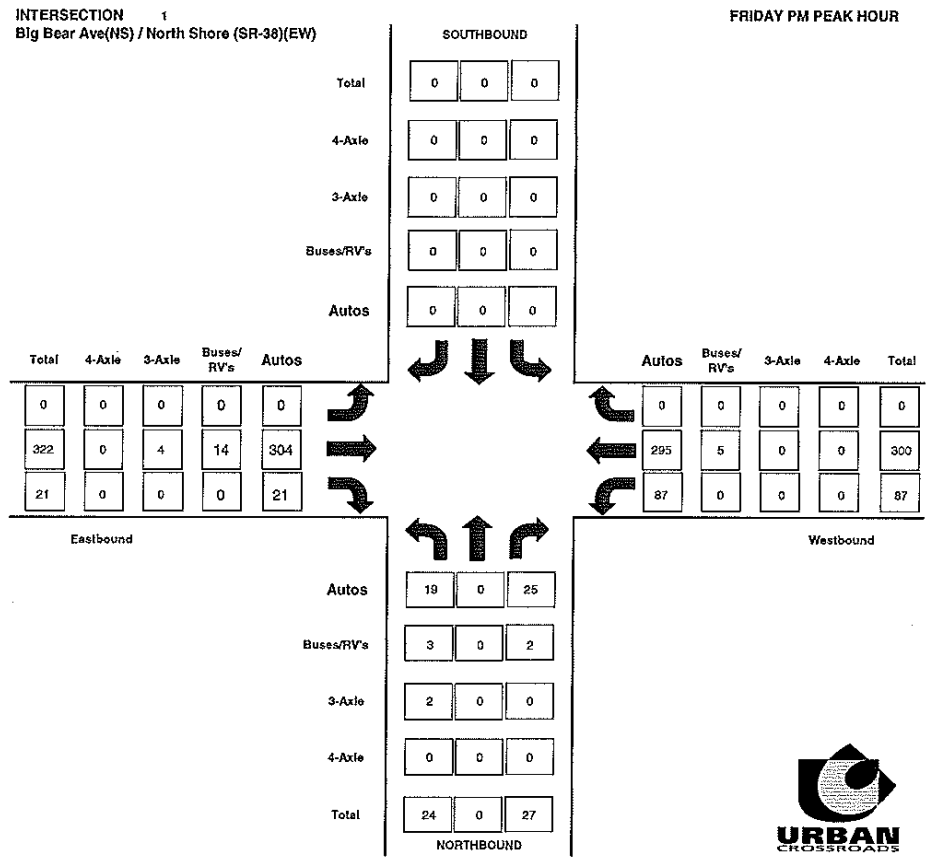
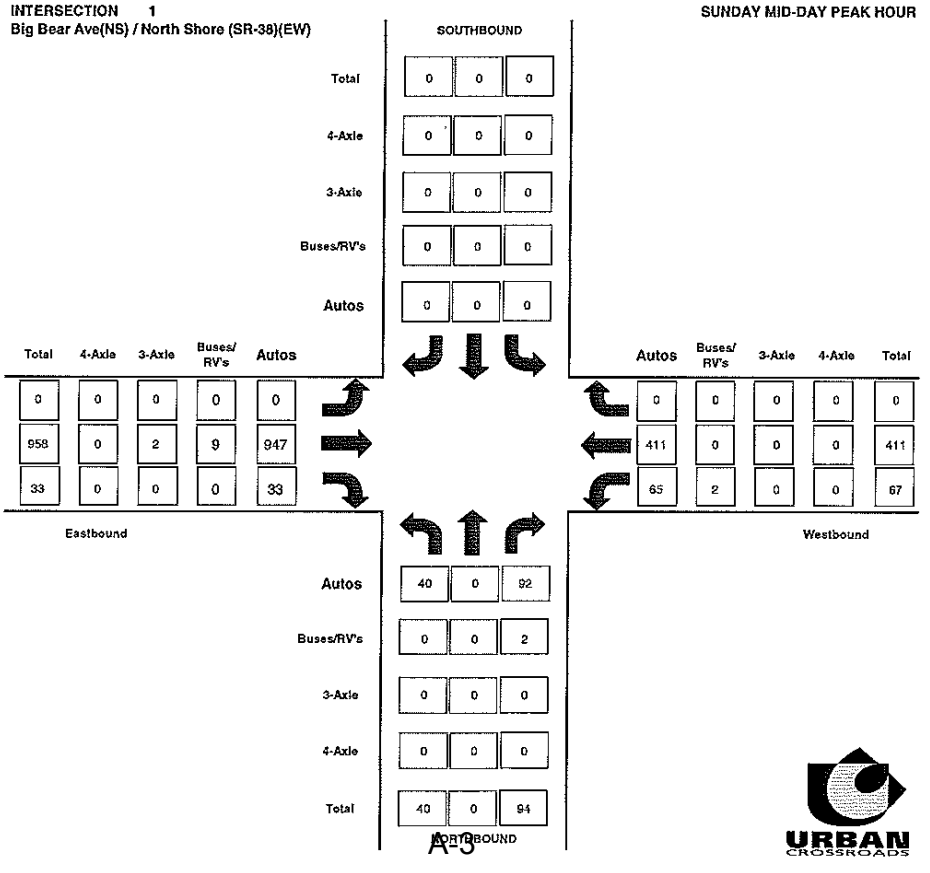
# APPENDIX A

TRAFFIC COUNT DATA

## PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY



City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Dr

File Name : Not Named 1
Site Code : 1
Start Date : 3/2/2007
Page No : 1

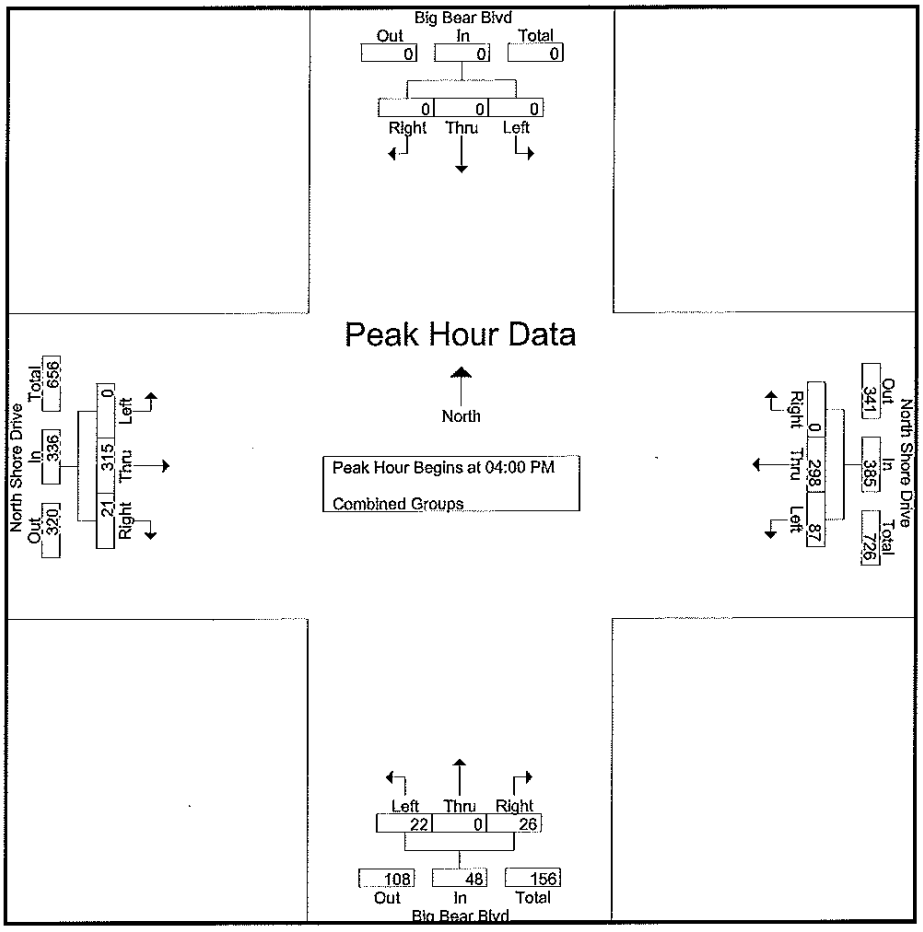
Groups Printed- Combined Groups

| | Big Bear Blvd Southbound | | | | North Shore Drive Westbound | | | | Big Bear Blvd Northbound | | | | North Shore Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 17 | 87 | 0 | 104 | 3 | 0 | 9 | 12 | 0 | 80 | 5 | 85 | 201 |
| 04:15 PM | 0 | 0 | 0 | 0 | 20 | 92 | 0 | 112 | 9 | 0 | 6 | 15 | 0 | 96 | 7 | 103 | 230 |
| 04:30 PM | 0 | 0 | 0 | 0 | 20 | 66 | 0 | 86 | 6 | 0 | 6 | 12 | 0 | 88 | 7 | 95 | 193 |
| 04:45 PM | 0 | 0 | 0 | 0 | 30 | 53 | 0 | 83 | 4 | 0 | 5 | 9 | 0 | 51 | 2 | 53 | 145 |
| Total | 0 | 0 | 0 | 0 | 87 | 298 | 0 | 385 | 22 | 0 | 26 | 48 | 0 | 315 | 21 | 336 | 769 |
| 05:00 PM | 0 | 0 | 0 | 0 | 30 | 70 | 0 | 100 | 5 | 0 | 4 | 9 | 0 | 71 | 5 | 76 | 185 |
| 05:15 PM | 0 | 0 | 0 | 0 | 17 | 74 | 0 | 91 | 2 | 0 | 5 | 7 | 0 | 79 | 6 | 85 | 183 |
| 05:30 PM | 0 | 0 | 0 | 0 | 20 | 53 | 0 | 73 | 2 | 0 | 3 | 5 | 0 | 77 | 6 | 83 | 161 |
| 05:45 PM | 0 | 0 | 0 | 0 | 8 | 43 | 0 | 51 | 1 | 0 | 2 | 3 | 0 | 45 | 0 | 45 | 99 |
| Total | 0 | 0 | 0 | 0 | 75 | 240 | 0 | 315 | 10 | 0 | 14 | 24 | 0 | 272 | 17 | 289 | 628 |
| Grand Total | 0 | 0 | 0 | 0 | 162 | 538 | 0 | 700 | 32 | 0 | 40 | 72 | 0 | 587 | 38 | 625 | 1397 |
| Apprch % | 0 | 0 | 0 | | 23.1 | 76.9 | 0 | | 44.4 | 0 | 55.6 | | 0 | 93.9 | 6.1 | | |
| Total % | 0 | 0 | 0 | 0 | 11.6 | 38.5 | 0 | 50.1 | 2.3 | 0 | 2.9 | 5.2 | 0 | 42 | 2.7 | 44.7 | |

| | Big Bear Blvd Southbound | | | | North Shore Drive Westbound | | | | Big Bear Blvd Northbound | | | | North Shore Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 17 | 87 | 0 | 104 | 3 | 0 | **9** | 12 | 0 | 80 | 5 | 85 | 201 |
| 04:15 PM | 0 | 0 | 0 | 0 | 20 | **92** | 0 | **112** | **9** | 0 | 6 | **15** | 0 | **96** | **7** | **103** | **230** |
| 04:30 PM | 0 | 0 | 0 | 0 | 20 | 66 | 0 | 86 | 6 | 0 | 6 | 12 | 0 | 88 | 7 | 95 | 193 |
| 04:45 PM | 0 | 0 | 0 | 0 | **30** | 53 | 0 | 83 | 4 | 0 | 5 | 9 | 0 | 51 | 2 | 53 | 145 |
| Total Volume | 0 | 0 | 0 | 0 | 87 | 298 | 0 | 385 | 22 | 0 | 26 | 48 | 0 | 315 | 21 | 336 | 769 |
| % App. Total | 0 | 0 | 0 | | 22.6 | 77.4 | 0 | | 45.8 | 0 | 54.2 | | 0 | 93.8 | 6.2 | | |
| PHF | .000 | .000 | .000 | .000 | .725 | .810 | .000 | .859 | .611 | .000 | .722 | .800 | .000 | .820 | .750 | .816 | .836 |

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Dr

File Name : Not Named 1
Site Code : 1
Start Date : 3/2/2007
Page No : 2




Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 17 | 87 | 0 | 104 | 3 | 0 | **9** | 12 | 0 | 80 | 5 | 85 |
| +15 mins. | 0 | 0 | 0 | 0 | 20 | **92** | 0 | **112** | **9** | 0 | 6 | **15** | 0 | **96** | **7** | **103** |
| +30 mins. | 0 | 0 | 0 | 0 | 20 | 66 | 0 | 86 | 6 | 0 | 6 | 12 | 0 | 88 | 7 | 95 |
| +45 mins. | 0 | 0 | 0 | 0 | **30** | 53 | 0 | 83 | 4 | 0 | 5 | 9 | 0 | 51 | 2 | 53 |
| Total Volume | 0 | 0 | 0 | 0 | 87 | 298 | 0 | 385 | 22 | 0 | 26 | 48 | 0 | 315 | 21 | 336 |
| % App. Total | 0 | 0 | 0 | | 22.6 | 77.4 | 0 | | 45.8 | 0 | 54.2 | | 0 | 93.8 | 6.2 | |
| PHF | .000 | .000 | .000 | .000 | .725 | .810 | .000 | .859 | .611 | .000 | .722 | .800 | .000 | .820 | .750 | .816 |

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Dr

File Name : NShoreDr(SR-18) Friday
Site Code : 1
Start Date : 3/2/2007
Page No : 1

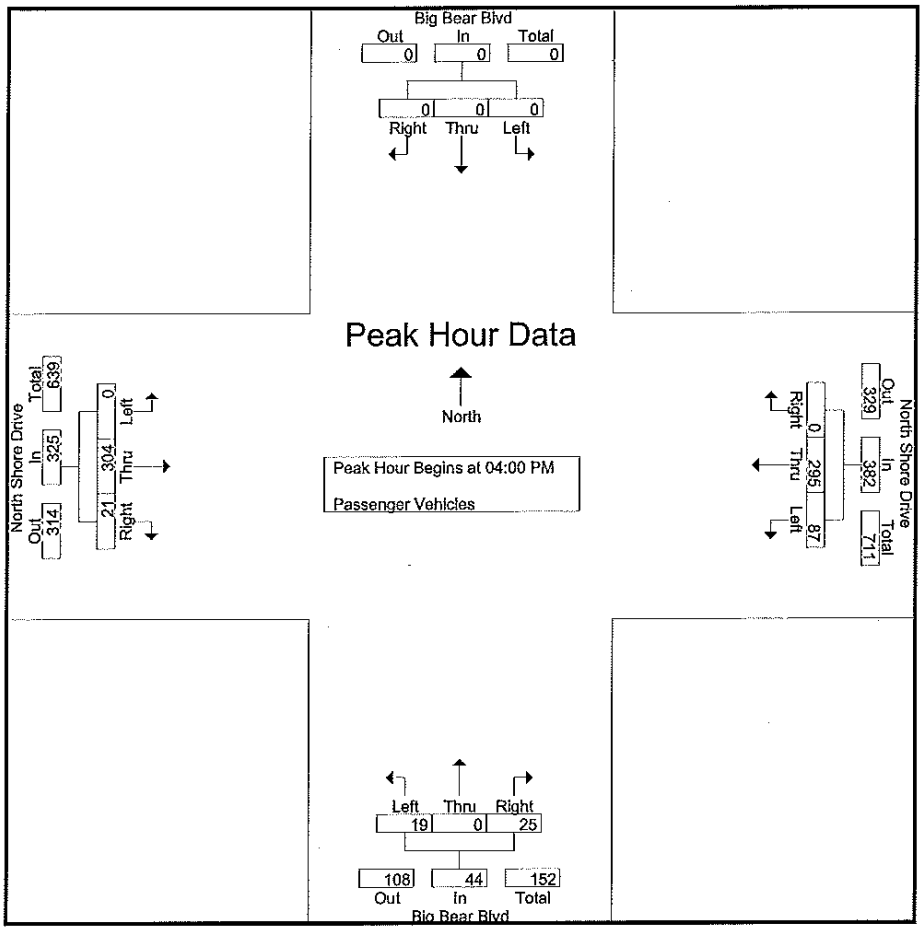
Groups Printed- Passenger Vehicles

| | Big Bear Blvd Southbound | | | | North Shore Drive Westbound | | | | Big Bear Blvd Northbound | | | | North Shore Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 17 | 86 | 0 | 103 | 3 | 0 | 9 | 12 | 0 | 79 | 5 | 84 | 199 |
| 04:15 PM | 0 | 0 | 0 | 0 | 20 | 91 | 0 | 111 | 7 | 0 | 5 | 12 | 0 | 90 | 7 | 97 | 220 |
| 04:30 PM | 0 | 0 | 0 | 0 | 20 | 65 | 0 | 85 | 5 | 0 | 6 | 11 | 0 | 86 | 7 | 93 | 189 |
| 04:45 PM | 0 | 0 | 0 | 0 | 30 | 53 | 0 | 83 | 4 | 0 | 5 | 9 | 0 | 49 | 2 | 51 | 143 |
| Total | 0 | 0 | 0 | 0 | 87 | 295 | 0 | 382 | 19 | 0 | 25 | 44 | 0 | 304 | 21 | 325 | 751 |
| 05:00 PM | 0 | 0 | 0 | 0 | 30 | 69 | 0 | 99 | 3 | 0 | 4 | 7 | 0 | 69 | 5 | 74 | 180 |
| 05:15 PM | 0 | 0 | 0 | 0 | 17 | 74 | 0 | 91 | 2 | 0 | 3 | 5 | 0 | 78 | 6 | 84 | 180 |
| 05:30 PM | 0 | 0 | 0 | 0 | 20 | 53 | 0 | 73 | 2 | 0 | 3 | 5 | 0 | 75 | 6 | 81 | 159 |
| 05:45 PM | 0 | 0 | 0 | 0 | 8 | 43 | 0 | 51 | 1 | 0 | 2 | 3 | 0 | 43 | 0 | 43 | 97 |
| Total | 0 | 0 | 0 | 0 | 75 | 239 | 0 | 314 | 8 | 0 | 12 | 20 | 0 | 265 | 17 | 282 | 616 |
| Grand Total | 0 | 0 | 0 | 0 | 162 | 534 | 0 | 696 | 27 | 0 | 37 | 64 | 0 | 569 | 38 | 607 | 1367 |
| Apprch % | 0 | 0 | 0 | | 23.3 | 76.7 | 0 | | 42.2 | 0 | 57.8 | | 0 | 93.7 | 6.3 | | |
| Total % | 0 | 0 | 0 | 0 | 11.9 | 39.1 | 0 | 50.9 | 2 | 0 | 2.7 | 4.7 | 0 | 41.6 | 2.8 | 44.4 | |

| | Big Bear Blvd Southbound | | | | North Shore Drive Westbound | | | | Big Bear Blvd Northbound | | | | North Shore Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 17 | 86 | 0 | 103 | 3 | 0 | **9** | **12** | 0 | 79 | 5 | 84 | 199 |
| 04:15 PM | 0 | 0 | 0 | 0 | 20 | **91** | 0 | **111** | **7** | 0 | 5 | 12 | 0 | **90** | **7** | **97** | **220** |
| 04:30 PM | 0 | 0 | 0 | 0 | 20 | 65 | 0 | 85 | 5 | 0 | 6 | 11 | 0 | 86 | 7 | 93 | 189 |
| 04:45 PM | 0 | 0 | 0 | 0 | **30** | 53 | 0 | 83 | 4 | 0 | 5 | 9 | 0 | 49 | 2 | 51 | 143 |
| Total Volume | 0 | 0 | 0 | 0 | 87 | 295 | 0 | 382 | 19 | 0 | 25 | 44 | 0 | 304 | 21 | 325 | 751 |
| % App. Total | 0 | 0 | 0 | | 22.8 | 77.2 | 0 | | 43.2 | 0 | 56.8 | | 0 | 93.5 | 6.5 | | |
| PHF | .000 | .000 | .000 | .000 | .725 | .810 | .000 | .860 | .679 | .000 | .694 | .917 | .000 | .844 | .750 | .838 | .853 |

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Dr

File Name : NShoreDr(SR-18) Friday
Site Code : 1
Start Date : 3/2/2007
Page No : 2




Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 17 | 86 | 0 | 103 | 3 | 0 | **9** | **12** | 0 | 79 | 5 | 84 |
| +15 mins. | 0 | 0 | 0 | 0 | 20 | **91** | 0 | **111** | **7** | 0 | 5 | 12 | 0 | **90** | **7** | **97** |
| +30 mins. | 0 | 0 | 0 | 0 | 20 | 65 | 0 | 85 | 5 | 0 | 6 | 11 | 0 | 86 | 7 | 93 |
| +45 mins. | 0 | 0 | 0 | 0 | **30** | 53 | 0 | 83 | 4 | 0 | 5 | 9 | 0 | 49 | 2 | 51 |
| Total Volume | 0 | 0 | 0 | 0 | 87 | 295 | 0 | 382 | 19 | 0 | 25 | 44 | 0 | 304 | 21 | 325 |
| % App. Total | 0 | 0 | 0 | | 22.8 | 77.2 | 0 | | 43.2 | 0 | 56.8 | | 0 | 93.5 | 6.5 | |
| PHF | .000 | .000 | .000 | .000 | .725 | .810 | .000 | .860 | .679 | .000 | .694 | .917 | .000 | .844 | .750 | .838 |

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Dr

# Traffic Data Consultants

File Name : NShoreDr(SR-18) Friday
Site Code : 1
Start Date : 3/2/2007
Page No : 1

Groups Printed- Large 2 Axle

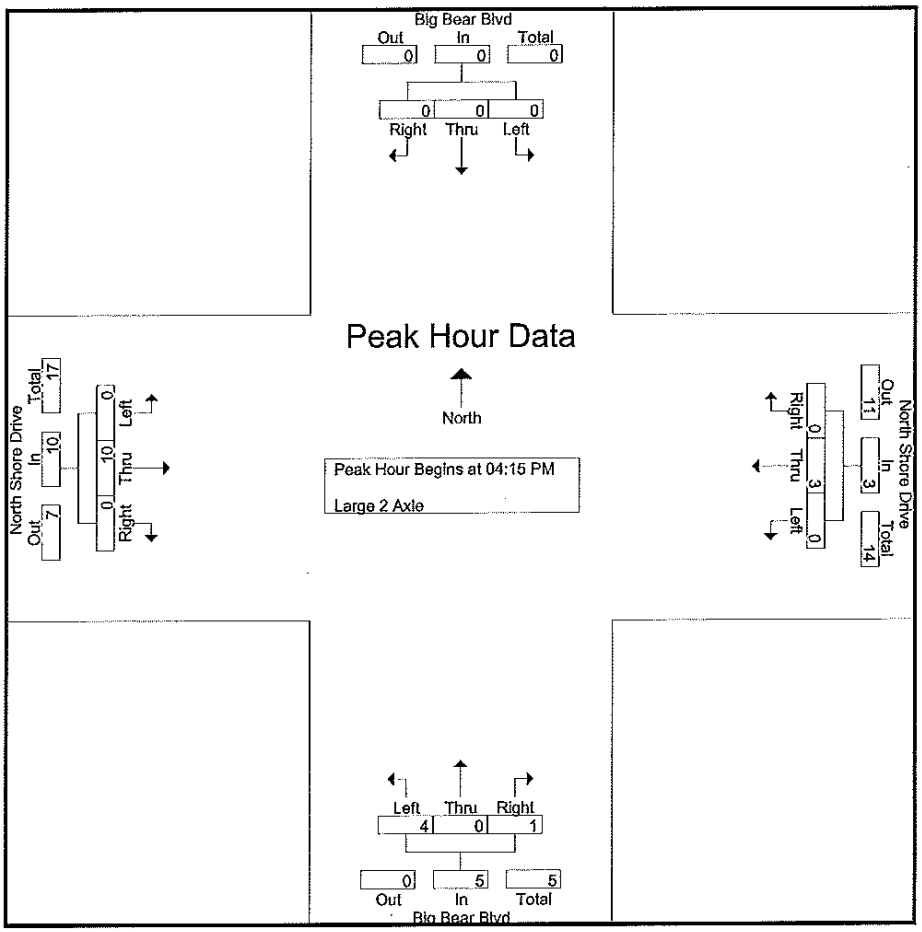
| | Big Bear Blvd Southbound | | | | North Shore Drive Westbound | | | | Big Bear Blvd Northbound | | | | North Shore Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 3 | 0 | 6 | 0 | 6 | 10 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 1 | 3 | 0 | 9 | 0 | 9 | 15 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 5 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 4 | 0 | 7 | 0 | 7 | 12 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 | 0 | 3 | 7 | 0 | 16 | 0 | 16 | 27 |
| Apprch % | 0 | 0 | 0 | | 0 | 100 | 0 | | 57.1 | 0 | 42.9 | | 0 | 100 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 14.8 | 0 | 14.8 | 14.8 | 0 | 11.1 | 25.9 | 0 | 59.3 | 0 | 59.3 | |

| | Big Bear Blvd Southbound | | | | North Shore Drive Westbound | | | | Big Bear Blvd Northbound | | | | North Shore Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | **2** | 0 | **1** | **3** | 0 | **6** | 0 | **6** | **10** |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 5 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 | 0 | 1 | 5 | 0 | 10 | 0 | 10 | 18 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 80 | 0 | 20 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .750 | .000 | .750 | .500 | .000 | .250 | .417 | .000 | .417 | .000 | .417 | .450 |

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Dr

# Traffic Data Consultants

File Name : NShoreDr(SR-18) Friday
Site Code : 1
Start Date : 3/2/2007
Page No : 2




Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 04:15 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 3 | 0 | 6 | 0 | 6 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 | 0 | 1 | 5 | 0 | 10 | 0 | 10 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 80 | 0 | 20 | | 0 | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .750 | .000 | .750 | .500 | .000 | .250 | .417 | .000 | .417 | .000 | .417 |

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Dr

# Traffic Data Consultants

File Name : NShoreDr(SR-18) Friday
Site Code : 1
Start Date : 3/2/2007
Page No : 1

Groups Printed- 3 Axle

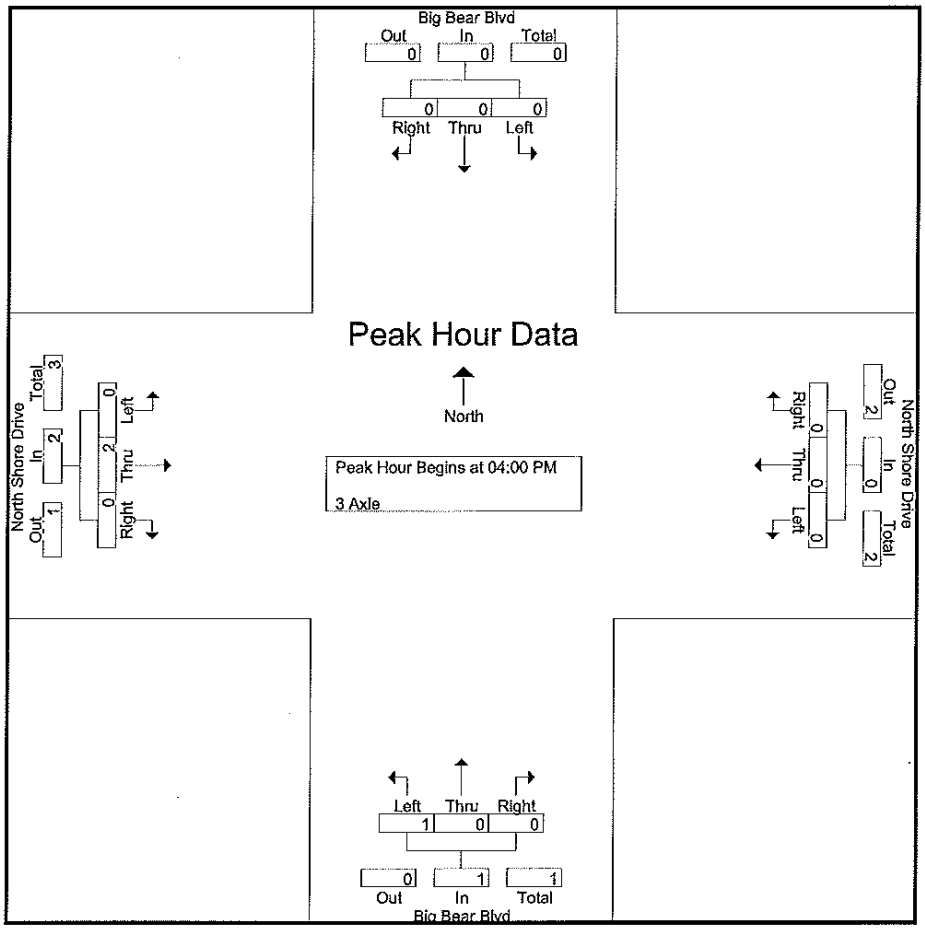
| | Big Bear Blvd Southbound | | | | North Shore Drive Westbound | | | | Big Bear Blvd Northbound | | | | North Shore Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 3 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 3 |
| Apprch % | 0 | 0 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | | 0 | 100 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33.3 | 0 | 0 | 33.3 | 0 | 66.7 | 0 | 66.7 | |

| | Big Bear Blvd Southbound | | | | North Shore Drive Westbound | | | | Big Bear Blvd Northbound | | | | North Shore Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 3 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .000 | .500 | .000 | .500 | .375 |

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Dr

# Traffic Data Consultants

File Name : NShoreDr(SR-18) Friday
Site Code : 1
Start Date : 3/2/2007
Page No : 2




Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | | 0 | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .000 | .500 | .000 | .500 |

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Drive

File Name : NShoreDr&BigBearBlvd Comb Sun
Site Code : 1
Start Date : 3/4/2007
Page No : 1

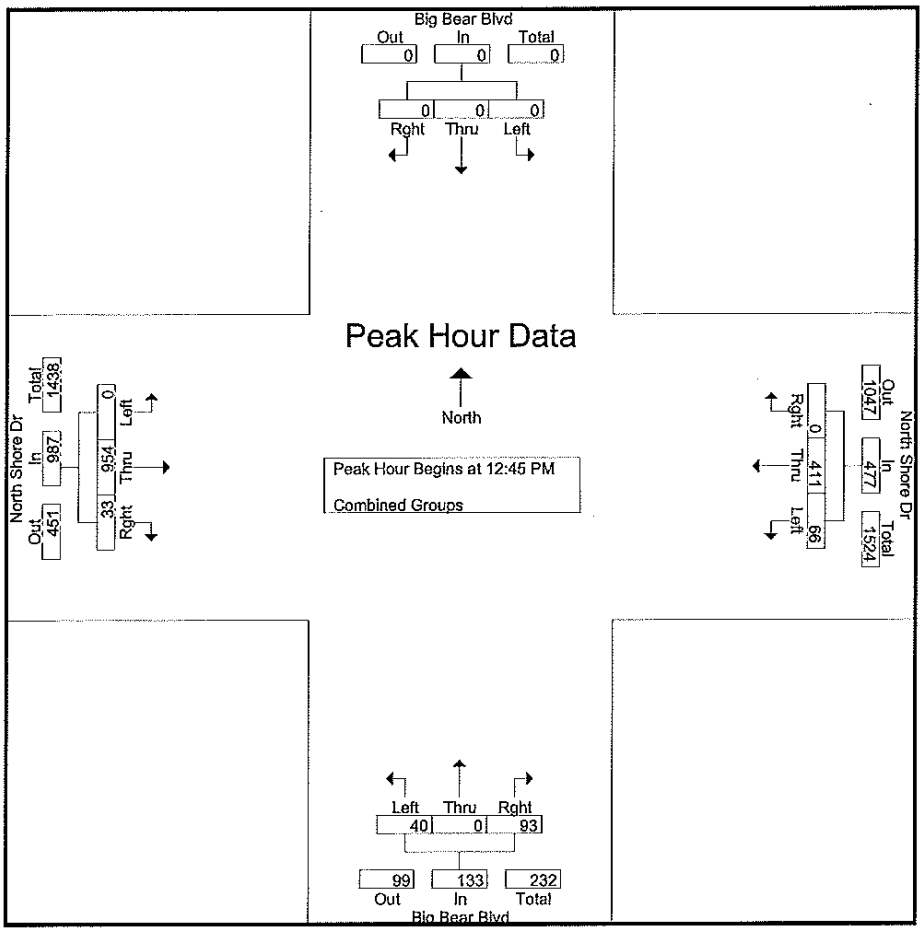
Groups Printed- Combined Groups

| | Big Bear Blvd Southbound | | | | North Shore Dr Westbound | | | | Big Bear Blvd Northbound | | | | North Shore Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| 12:00 PM | 0 | 0 | 0 | 0 | 21 | 115 | 0 | 136 | 11 | 0 | 25 | 36 | 0 | 174 | 11 | 185 | 357 |
| 12:15 PM | 0 | 0 | 0 | 0 | 18 | 101 | 0 | 119 | 8 | 0 | 21 | 29 | 0 | 183 | 6 | 189 | 337 |
| 12:30 PM | 0 | 0 | 0 | 0 | 18 | 104 | 0 | 122 | 4 | 0 | 24 | 28 | 0 | 183 | 12 | 195 | 345 |
| 12:45 PM | 0 | 0 | 0 | 0 | 10 | 103 | 0 | 113 | 7 | 0 | 27 | 34 | 0 | 228 | 8 | 236 | 383 |
| Total | 0 | 0 | 0 | 0 | 67 | 423 | 0 | 490 | 30 | 0 | 97 | 127 | 0 | 768 | 37 | 805 | 1422 |
| 01:00 PM | 0 | 0 | 0 | 0 | 11 | 104 | 0 | 115 | 14 | 0 | 27 | 41 | 0 | 237 | 8 | 245 | 401 |
| 01:15 PM | 0 | 0 | 0 | 0 | 26 | 126 | 0 | 152 | 6 | 0 | 19 | 25 | 0 | 251 | 10 | 261 | 438 |
| 01:30 PM | 0 | 0 | 0 | 0 | 19 | 78 | 0 | 97 | 13 | 0 | 20 | 33 | 0 | 238 | 7 | 245 | 375 |
| 01:45 PM | 0 | 0 | 0 | 0 | 18 | 71 | 0 | 89 | 8 | 0 | 22 | 30 | 0 | 213 | 13 | 226 | 345 |
| Total | 0 | 0 | 0 | 0 | 74 | 379 | 0 | 453 | 41 | 0 | 88 | 129 | 0 | 939 | 38 | 977 | 1559 |
| Grand Total | 0 | 0 | 0 | 0 | 141 | 802 | 0 | 943 | 71 | 0 | 185 | 256 | 0 | 1707 | 75 | 1782 | 2981 |
| Apprch % | 0 | 0 | 0 | | 15 | 85 | 0 | | 27.7 | 0 | 72.3 | | 0 | 95.8 | 4.2 | | |
| Total % | 0 | 0 | 0 | 0 | 4.7 | 26.9 | 0 | 31.6 | 2.4 | 0 | 6.2 | 8.6 | 0 | 57.3 | 2.5 | 59.8 | |

| | Big Bear Blvd Southbound | | | | North Shore Dr Westbound | | | | Big Bear Blvd Northbound | | | | North Shore Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:45 PM | | | | | | | | | | | | | | | | | |
| 12:45 PM | 0 | 0 | 0 | 0 | 10 | 103 | 0 | 113 | 7 | 0 | **27** | 34 | 0 | 228 | 8 | 236 | 383 |
| 01:00 PM | 0 | 0 | 0 | 0 | 11 | 104 | 0 | 115 | **14** | 0 | 27 | **41** | 0 | 237 | 8 | 245 | 401 |
| 01:15 PM | 0 | 0 | 0 | 0 | **26** | **126** | 0 | **152** | 6 | 0 | 19 | 25 | 0 | **251** | **10** | **261** | **438** |
| 01:30 PM | 0 | 0 | 0 | 0 | 19 | 78 | 0 | 97 | 13 | 0 | 20 | 33 | 0 | 238 | 7 | 245 | 375 |
| Total Volume | 0 | 0 | 0 | 0 | 66 | 411 | 0 | 477 | 40 | 0 | 93 | 133 | 0 | 954 | 33 | 987 | 1597 |
| % App. Total | 0 | 0 | 0 | | 13.8 | 86.2 | 0 | | 30.1 | 0 | 69.9 | | 0 | 96.7 | 3.3 | | |
| PHF | .000 | .000 | .000 | .000 | .635 | .815 | .000 | .785 | .714 | .000 | .861 | .811 | .000 | .950 | .825 | .945 | .912 |

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Drive

File Name : NShoreDr&BigBearBlvd Comb Sun
Site Code : 1
Start Date : 3/4/2007
Page No : 2




Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 12:00 PM | | | | 12:30 PM | | | | 12:45 PM | | | | 12:45 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 18 | 104 | 0 | 122 | 7 | 0 | **27** | 34 | 0 | 228 | 8 | 236 |
| +15 mins. | 0 | 0 | 0 | 0 | 10 | 103 | 0 | 113 | **14** | 0 | 27 | **41** | 0 | 237 | 8 | 245 |
| +30 mins. | 0 | 0 | 0 | 0 | 11 | 104 | 0 | 115 | 6 | 0 | 19 | 25 | 0 | **251** | **10** | **261** |
| +45 mins. | 0 | 0 | 0 | 0 | **26** | **126** | 0 | **152** | 13 | 0 | 20 | 33 | 0 | 238 | 7 | 245 |
| Total Volume | 0 | 0 | 0 | 0 | 65 | 437 | 0 | 502 | 40 | 0 | 93 | 133 | 0 | 954 | 33 | 987 |
| % App. Total | 0 | 0 | 0 | | 12.9 | 87.1 | 0 | | 30.1 | 0 | 69.9 | | 0 | 96.7 | 3.3 | |
| PHF | .000 | .000 | .000 | .000 | .625 | .867 | .000 | .826 | .714 | .000 | .861 | .811 | .000 | .950 | .825 | .945 |

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Drive

File Name : NShoreDr(SR-18) Sunday
Site Code : 1
Start Date : 3/4/2007
Page No : 1

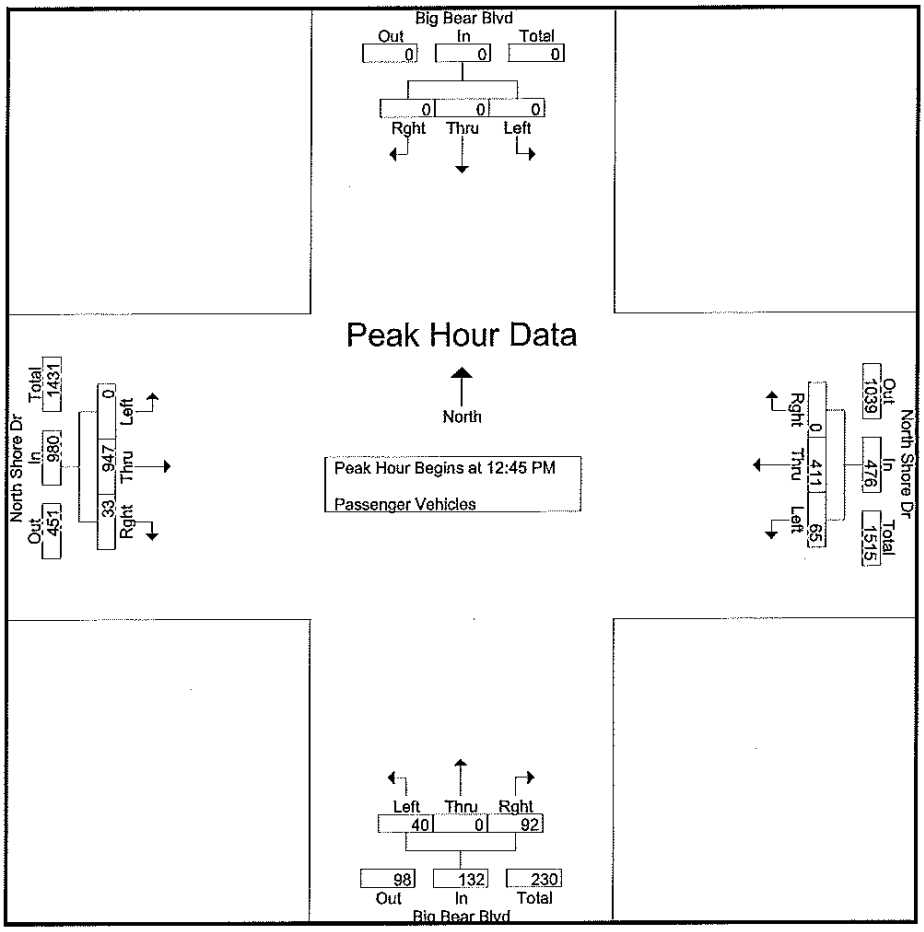
Groups Printed- Passenger Vehicles

| | Big Bear Blvd Southbound | | | | North Shore Dr Westbound | | | | Big Bear Blvd Northbound | | | | North Shore Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| 12:00 PM | 0 | 0 | 0 | 0 | 21 | 115 | 0 | 136 | 11 | 0 | 25 | 36 | 0 | 172 | 11 | 183 | 355 |
| 12:15 PM | 0 | 0 | 0 | 0 | 18 | 97 | 0 | 115 | 8 | 0 | 21 | 29 | 0 | 183 | 5 | 188 | 332 |
| 12:30 PM | 0 | 0 | 0 | 0 | 18 | 104 | 0 | 122 | 4 | 0 | 24 | 28 | 0 | 183 | 12 | 195 | 345 |
| 12:45 PM | 0 | 0 | 0 | 0 | 10 | 103 | 0 | 113 | 7 | 0 | 27 | 34 | 0 | 226 | 8 | 234 | 381 |
| Total | 0 | 0 | 0 | 0 | 67 | 419 | 0 | 486 | 30 | 0 | 97 | 127 | 0 | 764 | 36 | 800 | 1413 |
| 01:00 PM | 0 | 0 | 0 | 0 | 11 | 104 | 0 | 115 | 14 | 0 | 26 | 40 | 0 | 236 | 8 | 244 | 399 |
| 01:15 PM | 0 | 0 | 0 | 0 | 26 | 126 | 0 | 152 | 6 | 0 | 19 | 25 | 0 | 248 | 10 | 258 | 435 |
| 01:30 PM | 0 | 0 | 0 | 0 | 18 | 78 | 0 | 96 | 13 | 0 | 20 | 33 | 0 | 237 | 7 | 244 | 373 |
| 01:45 PM | 0 | 0 | 0 | 0 | 17 | 70 | 0 | 87 | 7 | 0 | 21 | 28 | 0 | 211 | 13 | 224 | 339 |
| Total | 0 | 0 | 0 | 0 | 72 | 378 | 0 | 450 | 40 | 0 | 86 | 126 | 0 | 932 | 38 | 970 | 1546 |
| Grand Total | 0 | 0 | 0 | 0 | 139 | 797 | 0 | 936 | 70 | 0 | 183 | 253 | 0 | 1696 | 74 | 1770 | 2959 |
| Apprch % | 0 | 0 | 0 | | 14.9 | 85.1 | 0 | | 27.7 | 0 | 72.3 | | 0 | 95.8 | 4.2 | | |
| Total % | 0 | 0 | 0 | 0 | 4.7 | 26.9 | 0 | 31.6 | 2.4 | 0 | 6.2 | 8.6 | 0 | 57.3 | 2.5 | 59.8 | |

| | Big Bear Blvd Southbound | | | | North Shore Dr Westbound | | | | Big Bear Blvd Northbound | | | | North Shore Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:45 PM | | | | | | | | | | | | | | | | | |
| 12:45 PM | 0 | 0 | 0 | 0 | 10 | 103 | 0 | 113 | 7 | 0 | **27** | 34 | 0 | 226 | 8 | 234 | 381 |
| 01:00 PM | 0 | 0 | 0 | 0 | **11** | 104 | 0 | 115 | **14** | 0 | 26 | **40** | 0 | 236 | 8 | 244 | 399 |
| 01:15 PM | 0 | 0 | 0 | 0 | **26** | **126** | 0 | **152** | 6 | 0 | 19 | 25 | 0 | **248** | **10** | **258** | **435** |
| 01:30 PM | 0 | 0 | 0 | 0 | 18 | 78 | 0 | 96 | 13 | 0 | 20 | 33 | 0 | 237 | 7 | 244 | 373 |
| Total Volume | 0 | 0 | 0 | 0 | 65 | 411 | 0 | 476 | 40 | 0 | 92 | 132 | 0 | 947 | 33 | 980 | 1588 |
| % App. Total | 0 | 0 | 0 | | 13.7 | 86.3 | 0 | | 30.3 | 0 | 69.7 | | 0 | 96.6 | 3.4 | | |
| PHF | .000 | .000 | .000 | .000 | .625 | .815 | .000 | .783 | .714 | .000 | .852 | .825 | .000 | .955 | .825 | .950 | .913 |

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Drive

File Name : NShoreDr(SR-18) Sunday
Site Code : 1
Start Date : 3/4/2007
Page No : 2




Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 12:00 PM | | | | 12:30 PM | | | | 12:45 PM | | | | 12:45 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 18 | 104 | 0 | 122 | 7 | 0 | **27** | 34 | 0 | 226 | 8 | 234 |
| +15 mins. | 0 | 0 | 0 | 0 | 10 | 103 | 0 | 113 | **14** | 0 | 26 | **40** | 0 | 236 | 8 | 244 |
| +30 mins. | 0 | 0 | 0 | 0 | 11 | 104 | 0 | 115 | 6 | 0 | 19 | 25 | 0 | **248** | **10** | **258** |
| +45 mins. | 0 | 0 | 0 | 0 | **26** | **126** | 0 | **152** | 13 | 0 | 20 | 33 | 0 | 237 | 7 | 244 |
| Total Volume | 0 | 0 | 0 | 0 | 65 | 437 | 0 | 502 | 40 | 0 | 92 | 132 | 0 | 947 | 33 | 980 |
| % App. Total | 0 | 0 | 0 | | 12.9 | 87.1 | 0 | | 30.3 | 0 | 69.7 | | 0 | 96.6 | 3.4 | |
| PHF | .000 | .000 | .000 | .000 | .625 | .867 | .000 | .826 | .714 | .000 | .852 | .825 | .000 | .955 | .825 | .950 |

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Drive

File Name : NShoreDr(SR-18) Sunday
Site Code : 1
Start Date : 3/4/2007
Page No : 1

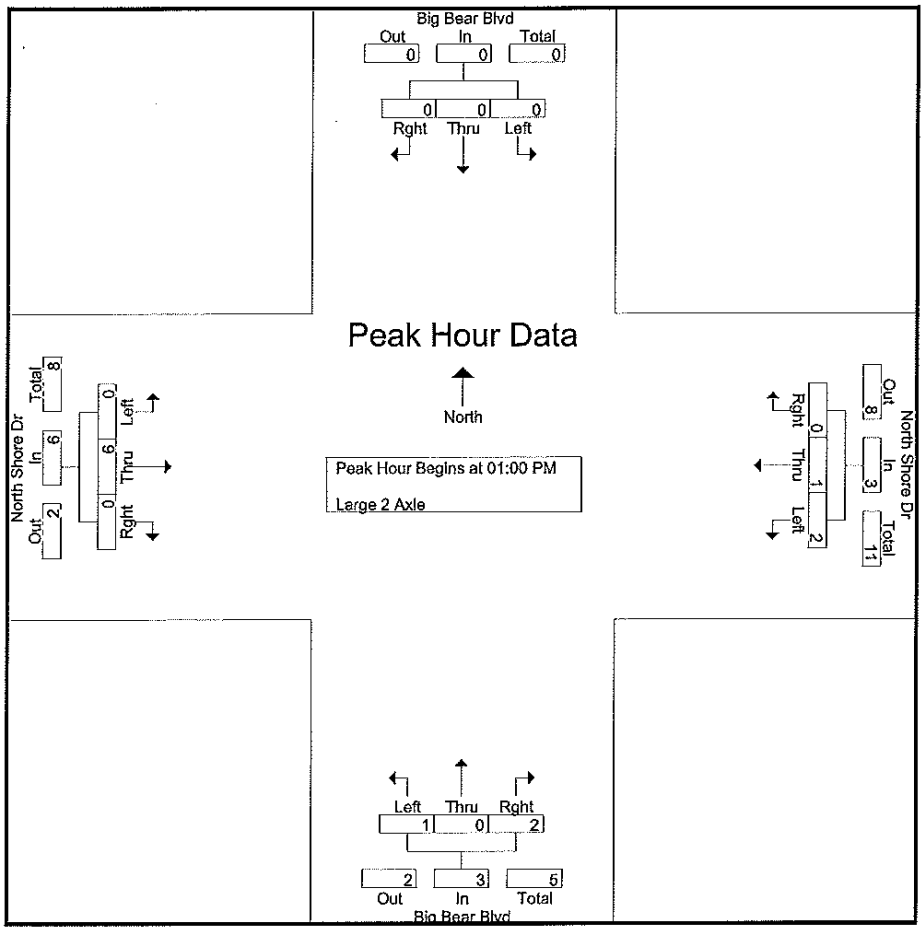
Groups Printed- Large 2 Axle

| | Big Bear Blvd Southbound | | | | North Shore Dr Westbound | | | | Big Bear Blvd Northbound | | | | North Shore Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 8 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 3 |
| 01:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 01:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 2 | 6 |
| Total | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 2 | 3 | 0 | 6 | 0 | 6 | 12 |
| Grand Total | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 6 | 1 | 0 | 2 | 3 | 0 | 10 | 1 | 11 | 20 |
| Apprch % | 0 | 0 | 0 | | 33.3 | 66.7 | 0 | | 33.3 | 0 | 66.7 | | 0 | 90.9 | 9.1 | | |
| Total % | 0 | 0 | 0 | 0 | 10 | 20 | 0 | 30 | 5 | 0 | 10 | 15 | 0 | 50 | 5 | 55 | |

| | Big Bear Blvd Southbound | | | | North Shore Dr Westbound | | | | Big Bear Blvd Northbound | | | | North Shore Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 01:00 PM | | | | | | | | | | | | | | | | | |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 | **1** |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** | 3 |
| 01:30 PM | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 01:45 PM | 0 | 0 | 0 | 0 | 1 | **1** | 0 | **2** | **1** | 0 | 1 | **2** | 0 | 2 | 0 | 2 | **6** |
| Total Volume | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 2 | 3 | 0 | 6 | 0 | 6 | 12 |
| % App. Total | 0 | 0 | 0 | | 66.7 | 33.3 | 0 | | 33.3 | 0 | 66.7 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .500 | .250 | .000 | .375 | .250 | .000 | .500 | .375 | .000 | .500 | .000 | .500 | .500 |

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Drive

File Name : NShoreDr(SR-18) Sunday
Site Code : 1
Start Date : 3/4/2007
Page No : 2




Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 12:00 PM | | | | 12:00 PM | | | | 01:00 PM | | | | 12:45 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 2 | 0 | 2 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 | **2** | 0 | 1 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 2 | 3 | 0 | 6 | 0 | 6 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 33.3 | 0 | 66.7 | | 0 | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .250 | .000 | .500 | .375 | .000 | .500 | .000 | .500 |

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Drive

File Name : NShoreDr(SR-18) Sunday
Site Code : 1
Start Date : 3/4/2007
Page No : 1

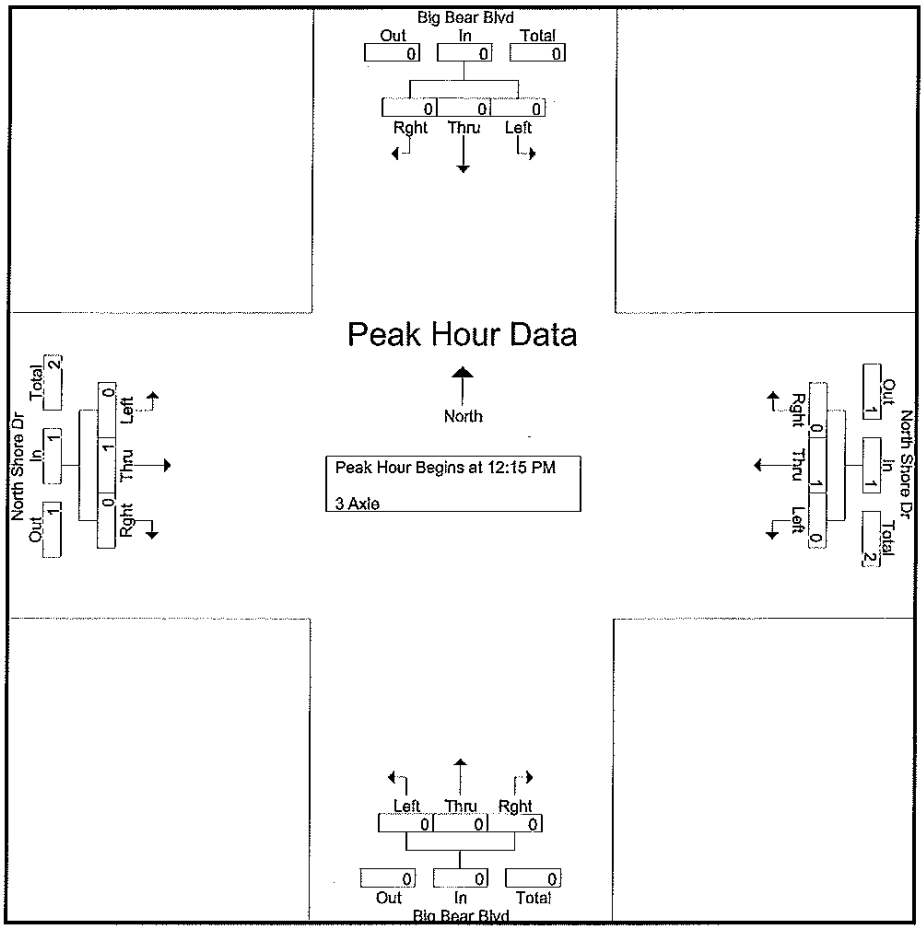
Groups Printed- 3 Axle

| | Big Bear Blvd Southbound | | | | North Shore Dr Westbound | | | | Big Bear Blvd Northbound | | | | North Shore Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Apprch % | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | |

| | Big Bear Blvd Southbound | | | | North Shore Dr Westbound | | | | Big Bear Blvd Northbound | | | | North Shore Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:15 PM | | | | | | | | | | | | | | | | | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .500 |

City of: Big Bear
N/S: Big Bear Blvd
E/W: North Shore Drive

File Name : NShoreDr(SR-18) Sunday
Site Code : 1
Start Date : 3/4/2007
Page No : 2

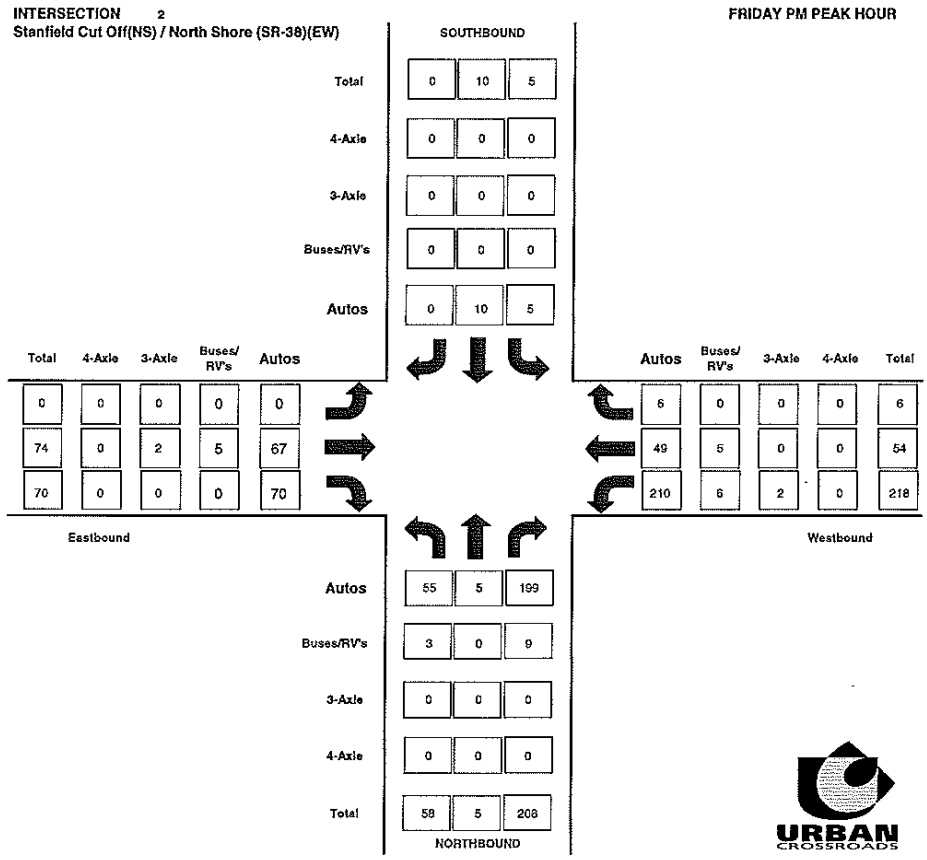


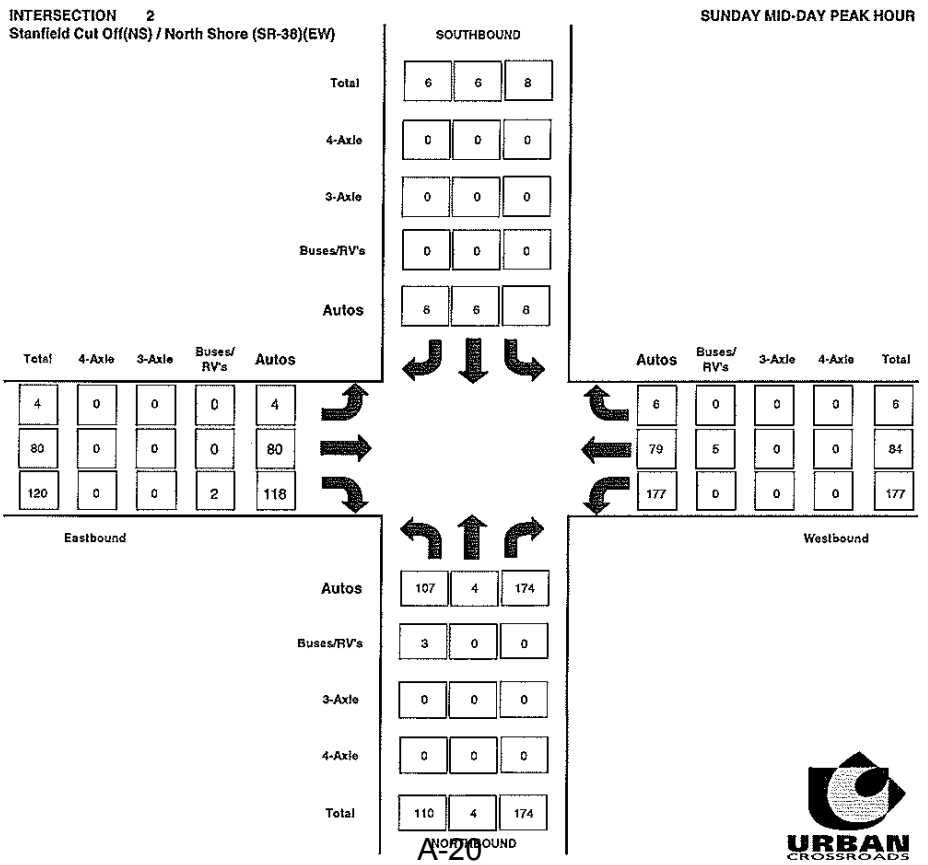

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 12:00 PM | | | | 12:00 PM | | | | 12:00 PM | | | | 12:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 |

## PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY



City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Dr

# Traffic Data Consultants

File Name : Stanfield&NShoreDr Combined Fri
Site Code : 2
Start Date : 3/2/2007
Page No : 1

Groups Printed- Combined Groups

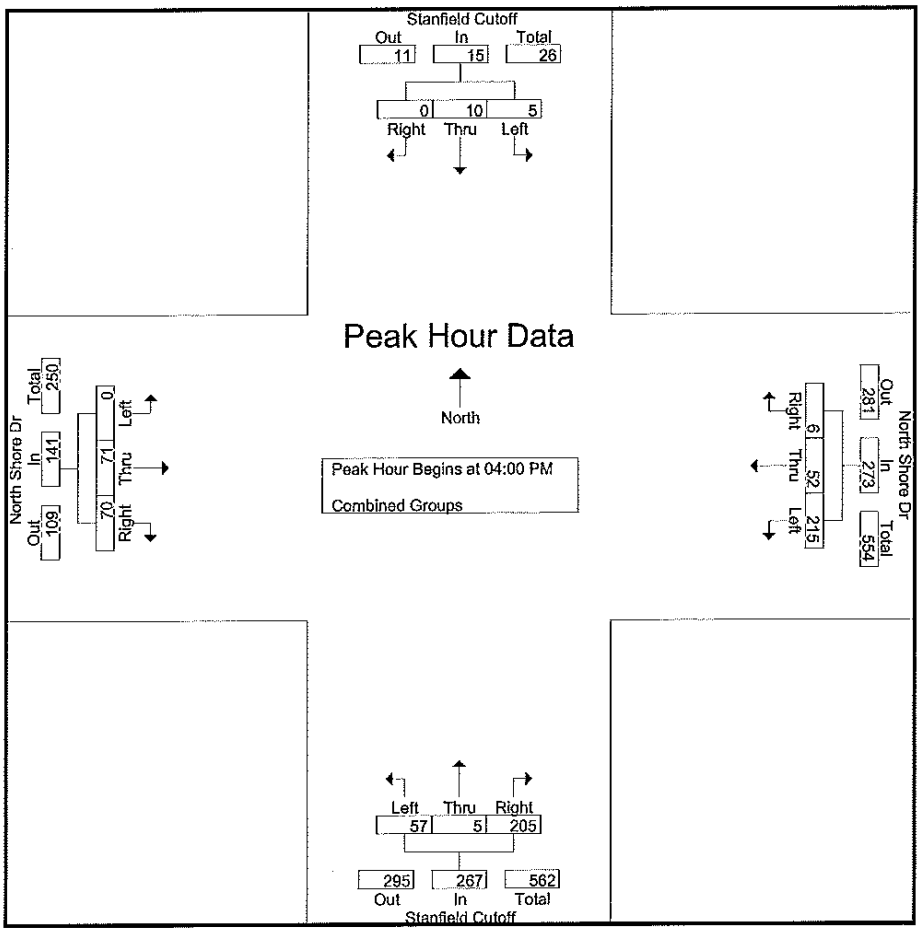
| | Stanfield Cutoff Southbound | | | | North Shore Dr Westbound | | | | Stanfield Cutoff Northbound | | | | North Shore Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 4 | 0 | 5 | 64 | 15 | 2 | 81 | 18 | 1 | 48 | 67 | 0 | 19 | 22 | 41 | 194 |
| 04:15 PM | 0 | 6 | 0 | 6 | 46 | 10 | 0 | 56 | 11 | 2 | 53 | 66 | 0 | 21 | 20 | 41 | 169 |
| 04:30 PM | 1 | 0 | 0 | 1 | 57 | 15 | 2 | 74 | 12 | 1 | 54 | 67 | 0 | 11 | 17 | 28 | 170 |
| 04:45 PM | 3 | 0 | 0 | 3 | 48 | 12 | 2 | 62 | 16 | 1 | 50 | 67 | 0 | 20 | 11 | 31 | 163 |
| Total | 5 | 10 | 0 | 15 | 215 | 52 | 6 | 273 | 57 | 5 | 205 | 267 | 0 | 71 | 70 | 141 | 696 |
| 05:00 PM | 1 | 3 | 0 | 4 | 44 | 9 | 2 | 55 | 15 | 4 | 62 | 81 | 0 | 12 | 12 | 24 | 164 |
| 05:15 PM | 2 | 2 | 0 | 4 | 41 | 8 | 1 | 50 | 14 | 2 | 38 | 54 | 0 | 20 | 15 | 35 | 143 |
| 05:30 PM | 0 | 2 | 1 | 3 | 40 | 10 | 0 | 50 | 12 | 2 | 48 | 62 | 0 | 11 | 10 | 21 | 136 |
| 05:45 PM | 3 | 1 | 0 | 4 | 32 | 6 | 1 | 39 | 13 | 0 | 42 | 55 | 0 | 25 | 21 | 46 | 144 |
| Total | 6 | 8 | 1 | 15 | 157 | 33 | 4 | 194 | 54 | 8 | 190 | 252 | 0 | 68 | 58 | 126 | 587 |
| Grand Total | 11 | 18 | 1 | 30 | 372 | 85 | 10 | 467 | 111 | 13 | 395 | 519 | 0 | 139 | 128 | 267 | 1283 |
| Apprch % | 36.7 | 60 | 3.3 | | 79.7 | 18.2 | 2.1 | | 21.4 | 2.5 | 76.1 | | 0 | 52.1 | 47.9 | | |
| Total % | 0.9 | 1.4 | 0.1 | 2.3 | 29 | 6.6 | 0.8 | 36.4 | 8.7 | 1 | 30.8 | 40.5 | 0 | 10.8 | 10 | 20.8 | |

| | Stanfield Cutoff Southbound | | | | North Shore Dr Westbound | | | | Stanfield Cutoff Northbound | | | | North Shore Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 4 | 0 | 5 | **64** | **15** | **2** | **81** | **18** | 1 | 48 | **67** | 0 | 19 | **22** | **41** | **194** |
| 04:15 PM | 0 | **6** | 0 | **6** | 46 | 10 | 0 | 56 | 11 | **2** | 53 | 66 | 0 | **21** | 20 | 41 | 169 |
| 04:30 PM | 1 | 0 | 0 | 1 | 57 | 15 | 2 | 74 | 12 | 1 | **54** | 67 | 0 | 11 | 17 | 28 | 170 |
| 04:45 PM | **3** | 0 | 0 | 3 | 48 | 12 | 2 | 62 | 16 | 1 | 50 | 67 | 0 | 20 | 11 | 31 | 163 |
| Total Volume | 5 | 10 | 0 | 15 | 215 | 52 | 6 | 273 | 57 | 5 | 205 | 267 | 0 | 71 | 70 | 141 | 696 |
| % App. Total | 33.3 | 66.7 | 0 | | 78.8 | 19 | 2.2 | | 21.3 | 1.9 | 76.8 | | 0 | 50.4 | 49.6 | | |
| PHF | .417 | .417 | .000 | .625 | .840 | .867 | .750 | .843 | .792 | .625 | .949 | .996 | .000 | .845 | .795 | .860 | .897 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Dr

## Traffic Data Consultants

File Name : Stanfield&NShoreDr Combined Fri
Site Code : 2
Start Date : 3/2/2007
Page No : 2




Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 04:15 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 1 | 4 | 0 | 5 | **64** | **15** | **2** | **81** | 11 | 2 | 53 | 66 | 0 | 19 | **22** | **41** |
| +15 mins. | 0 | **6** | 0 | **6** | 46 | 10 | 0 | 56 | 12 | 1 | 54 | 67 | 0 | **21** | 20 | 41 |
| +30 mins. | 1 | 0 | 0 | 1 | 57 | 15 | 2 | 74 | **16** | 1 | 50 | 67 | 0 | 11 | 17 | 28 |
| +45 mins. | **3** | 0 | 0 | 3 | 48 | 12 | 2 | 62 | 15 | **4** | **62** | **81** | 0 | 20 | 11 | 31 |
| Total Volume | 5 | 10 | 0 | 15 | 215 | 52 | 6 | 273 | 54 | 8 | 219 | 281 | 0 | 71 | 70 | 141 |
| % App. Total | 33.3 | 66.7 | 0 | | 78.8 | 19 | 2.2 | | 19.2 | 2.8 | 77.9 | | 0 | 50.4 | 49.6 | |
| PHF | .417 | .417 | .000 | .625 | .840 | .867 | .750 | .843 | .844 | .500 | .883 | .867 | .000 | .845 | .795 | .860 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Dr

# Traffic Data Consultants

File Name : Stanfield@NSHoreDr
Site Code : 2
Start Date : 3/2/2007
Page No : 1

Groups Printed- Passenger Vehicles

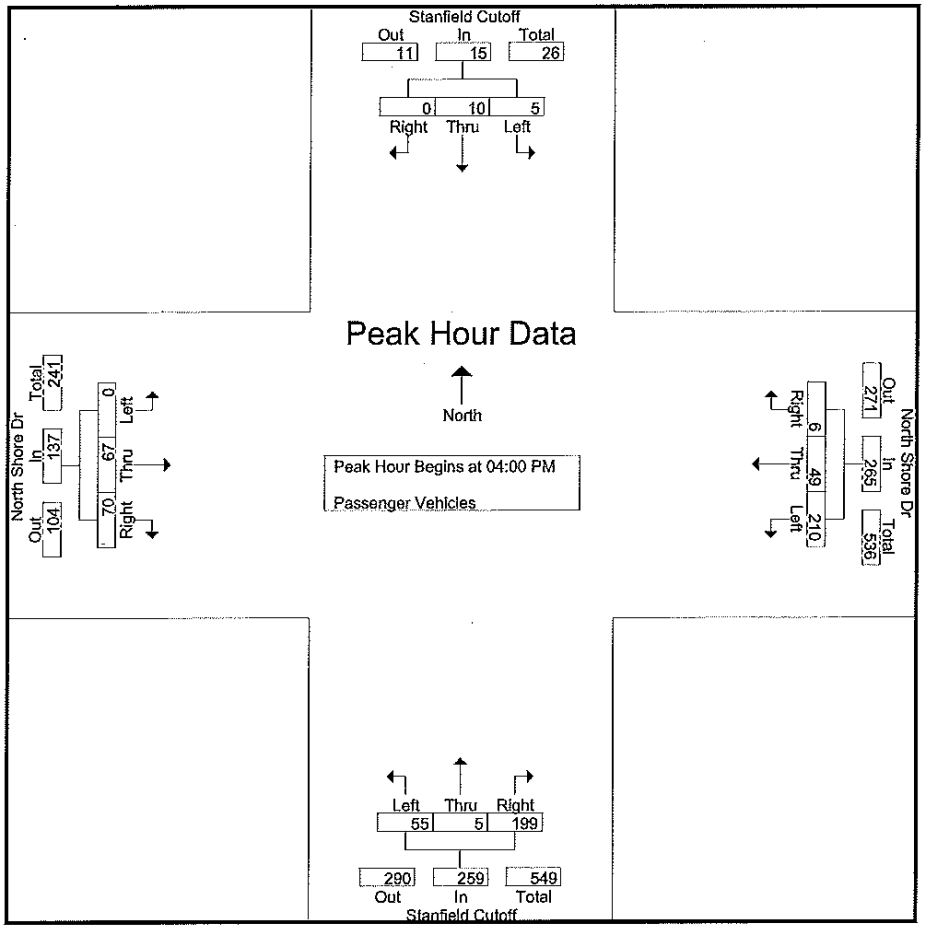
| | Stanfield Cutoff Southbound | | | | North Shore Dr Westbound | | | | Stanfield Cutoff Northbound | | | | North Shore Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 4 | 0 | 5 | 61 | 14 | 2 | 77 | 16 | 1 | 48 | 65 | 0 | 18 | 22 | 40 | 187 |
| 04:15 PM | 0 | 6 | 0 | 6 | 46 | 10 | 0 | 56 | 11 | 2 | 52 | 65 | 0 | 21 | 20 | 41 | 168 |
| 04:30 PM | 1 | 0 | 0 | 1 | 56 | 14 | 2 | 72 | 12 | 1 | 52 | 65 | 0 | 9 | 17 | 26 | 164 |
| 04:45 PM | 3 | 0 | 0 | 3 | 47 | 11 | 2 | 60 | 16 | 1 | 47 | 64 | 0 | 19 | 11 | 30 | 157 |
| Total | 5 | 10 | 0 | 15 | 210 | 49 | 6 | 265 | 55 | 5 | 199 | 259 | 0 | 67 | 70 | 137 | 676 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 3 | 0 | 4 | 44 | 8 | 2 | 54 | 13 | 4 | 61 | 78 | 0 | 11 | 12 | 23 | 159 |
| 05:15 PM | 2 | 2 | 0 | 4 | 39 | 8 | 1 | 48 | 14 | 2 | 38 | 54 | 0 | 17 | 14 | 31 | 137 |
| 05:30 PM | 0 | 2 | 1 | 3 | 38 | 10 | 0 | 48 | 12 | 2 | 48 | 62 | 0 | 11 | 10 | 21 | 134 |
| 05:45 PM | 2 | 1 | 0 | 3 | 30 | 6 | 1 | 37 | 13 | 0 | 42 | 55 | 0 | 24 | 20 | 44 | 139 |
| Total | 5 | 8 | 1 | 14 | 151 | 32 | 4 | 187 | 52 | 8 | 189 | 249 | 0 | 63 | 56 | 119 | 569 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 10 | 18 | 1 | 29 | 361 | 81 | 10 | 452 | 107 | 13 | 388 | 508 | 0 | 130 | 126 | 256 | 1245 |
| Apprch % | 34.5 | 62.1 | 3.4 | | 79.9 | 17.9 | 2.2 | | 21.1 | 2.6 | 76.4 | | 0 | 50.8 | 49.2 | | |
| Total % | 0.8 | 1.4 | 0.1 | 2.3 | 29 | 6.5 | 0.8 | 36.3 | 8.6 | 1 | 31.2 | 40.8 | 0 | 10.4 | 10.1 | 20.6 | |

| | Stanfield Cutoff Southbound | | | | North Shore Dr Westbound | | | | Stanfield Cutoff Northbound | | | | North Shore Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 4 | 0 | 5 | **61** | **14** | **2** | **77** | **16** | 1 | 48 | **65** | 0 | 18 | **22** | 40 | **187** |
| 04:15 PM | 0 | **6** | 0 | **6** | 46 | 10 | 0 | 56 | 11 | **2** | **52** | 65 | 0 | **21** | 20 | **41** | 168 |
| 04:30 PM | 1 | 0 | 0 | 1 | 56 | 14 | 2 | 72 | 12 | 1 | 52 | 65 | 0 | 9 | 17 | 26 | 164 |
| 04:45 PM | **3** | 0 | 0 | 3 | 47 | 11 | 2 | 60 | 16 | 1 | 47 | 64 | 0 | 19 | 11 | 30 | 157 |
| Total Volume | 5 | 10 | 0 | 15 | 210 | 49 | 6 | 265 | 55 | 5 | 199 | 259 | 0 | 67 | 70 | 137 | 676 |
| % App. Total | 33.3 | 66.7 | 0 | | 79.2 | 18.5 | 2.3 | | 21.2 | 1.9 | 76.8 | | 0 | 48.9 | 51.1 | | |
| PHF | .417 | .417 | .000 | .625 | .861 | .875 | .750 | .860 | .859 | .625 | .957 | .996 | .000 | .798 | .795 | .835 | .904 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Dr

# Traffic Data Consultants

File Name : Stanfield@NSHoreDr
Site Code : 2
Start Date : 3/2/2007
Page No : 2




Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 04:15 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 1 | 4 | 0 | 5 | **61** | **14** | **2** | **77** | 11 | 2 | 52 | 65 | 0 | 18 | **22** | 40 |
| +15 mins. | 0 | **6** | 0 | **6** | 46 | 10 | 0 | 56 | 12 | 1 | 52 | 65 | 0 | **21** | 20 | **41** |
| +30 mins. | 1 | 0 | 0 | 1 | 56 | 14 | 2 | 72 | **16** | 1 | 47 | 64 | 0 | 9 | 17 | 26 |
| +45 mins. | **3** | 0 | 0 | 3 | 47 | 11 | 2 | 60 | 13 | **4** | **61** | **78** | 0 | 19 | 11 | 30 |
| Total Volume | 5 | 10 | 0 | 15 | 210 | 49 | 6 | 265 | 52 | 8 | 212 | 272 | 0 | 67 | 70 | 137 |
| % App. Total | 33.3 | 66.7 | 0 | | 79.2 | 18.5 | 2.3 | | 19.1 | 2.9 | 77.9 | | 0 | 48.9 | 51.1 | |
| PHF | .417 | .417 | .000 | .625 | .861 | .875 | .750 | .860 | .813 | .500 | .869 | .872 | .000 | .798 | .795 | .835 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Dr

# Traffic Data Consultants

File Name : Stanfield@NSHoreDr
Site Code : 2
Start Date : 3/2/2007
Page No : 1

Groups Printed- Large 2 Axle

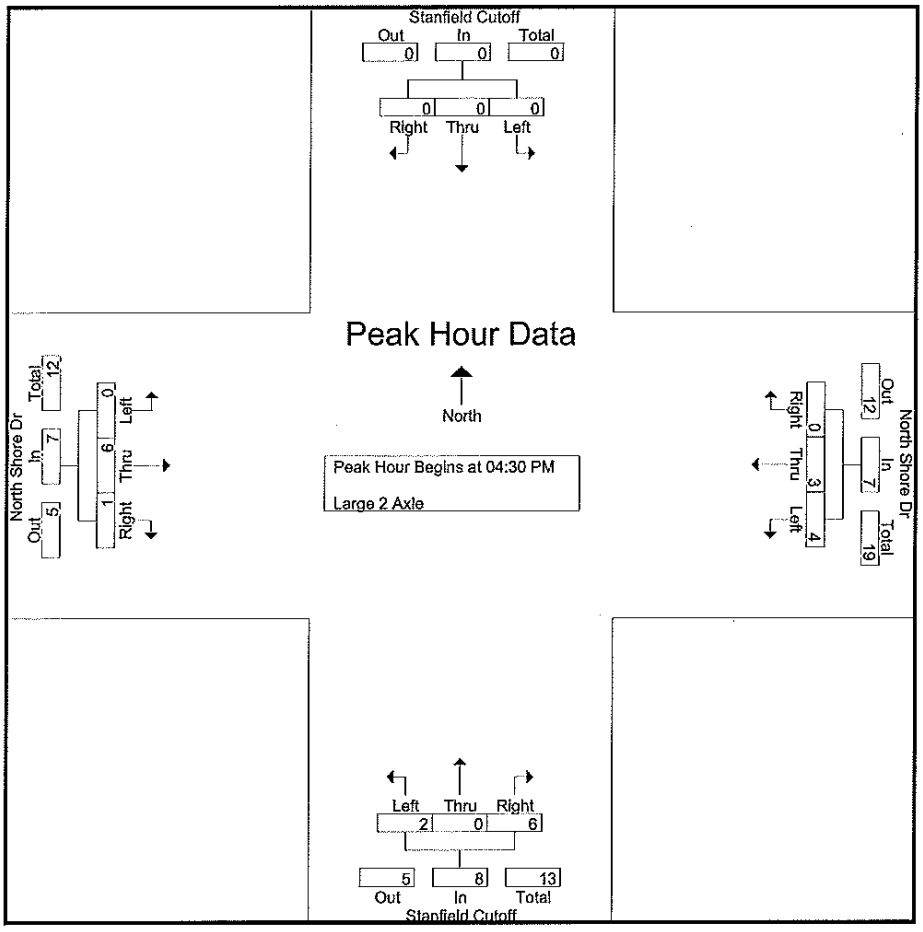
| | Stanfield Cutoff Southbound | | | | North Shore Dr Westbound | | | | Stanfield Cutoff Northbound | | | | North Shore Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 6 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 1 | 6 |
| Total | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 7 | 2 | 0 | 6 | 8 | 0 | 3 | 0 | 3 | 18 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 5 |
| 05:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 6 |
| 05:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:45 PM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 5 |
| Total | 1 | 0 | 0 | 1 | 6 | 1 | 0 | 7 | 2 | 0 | 1 | 3 | 0 | 5 | 2 | 7 | 18 |
| Grand Total | 1 | 0 | 0 | 1 | 10 | 4 | 0 | 14 | 4 | 0 | 7 | 11 | 0 | 8 | 2 | 10 | 36 |
| Apprch % | 100 | 0 | 0 | | 71.4 | 28.6 | 0 | | 36.4 | 0 | 63.6 | | 0 | 80 | 20 | | |
| Total % | 2.8 | 0 | 0 | 2.8 | 27.8 | 11.1 | 0 | 38.9 | 11.1 | 0 | 19.4 | 30.6 | 0 | 22.2 | 5.6 | 27.8 | |

| | Stanfield Cutoff Southbound | | | | North Shore Dr Westbound | | | | Stanfield Cutoff Northbound | | | | North Shore Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 1 | 6 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 5 |
| 05:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 6 |
| Total Volume | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 7 | 2 | 0 | 6 | 8 | 0 | 6 | 1 | 7 | 22 |
| % App. Total | 0 | 0 | 0 | | 57.1 | 42.9 | 0 | | 25 | 0 | 75 | | 0 | 85.7 | 14.3 | | |
| PHF | .000 | .000 | .000 | .000 | .500 | .750 | .000 | .875 | .250 | .000 | .500 | .667 | .000 | .500 | .250 | .438 | .917 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Dr

# Traffic Data Consultants

File Name : Stanfield@NSHoreDr
Site Code : 2
Start Date : 3/2/2007
Page No : 2




Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 05:00 PM | | | | 04:00 PM | | | | 04:15 PM | | | | 04:30 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 1 |
| +45 mins. | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 3 | 1 | 4 |
| Total Volume | 1 | 0 | 0 | 1 | 4 | 3 | 0 | 7 | 2 | 0 | 7 | 9 | 0 | 6 | 1 | 7 |
| % App. Total | 100 | 0 | 0 | | 57.1 | 42.9 | 0 | | 22.2 | 0 | 77.8 | | 0 | 85.7 | 14.3 | |
| PHF | .250 | .000 | .000 | .250 | .500 | .750 | .000 | .583 | .250 | .000 | .583 | .750 | .000 | .500 | .250 | .438 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Dr

# Traffic Data Consultants

File Name : Stanfield@NSHoreDr
Site Code : 2
Start Date : 3/2/2007
Page No : 1

Groups Printed- 3 Axle

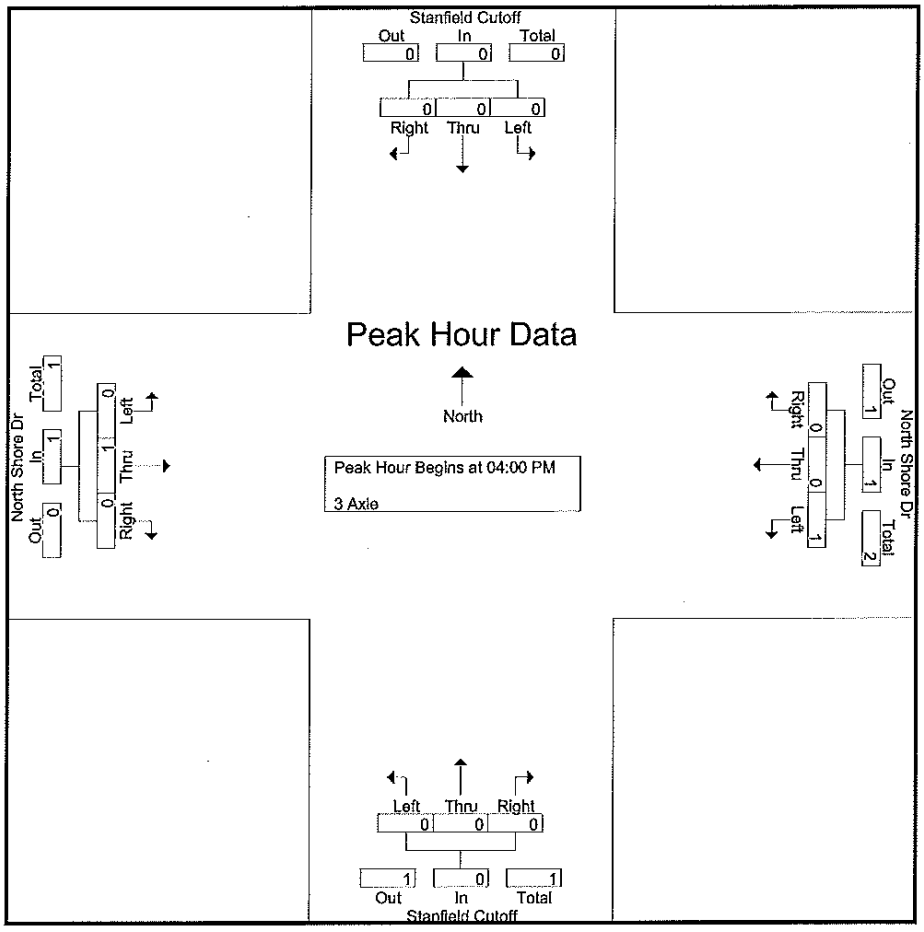
| | Stanfield Cutoff Southbound | | | | North Shore Dr Westbound | | | | Stanfield Cutoff Northbound | | | | North Shore Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Apprch % | 0 | 0 | 0 | | 100 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | |

| | Stanfield Cutoff Southbound | | | | North Shore Dr Westbound | | | | Stanfield Cutoff Northbound | | | | North Shore Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| % App. Total | 0 | 0 | 0 | | 100 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .500 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Dr

# Traffic Data Consultants

File Name : Stanfield@NSHoreDr
Site Code : 2
Start Date : 3/2/2007
Page No : 2




Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| % App. Total | 0 | 0 | 0 | | 100 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Drive

File Name : Stanfield&NShoreDr Combined Sun
Site Code : 2
Start Date : 3/4/2007
Page No : 1

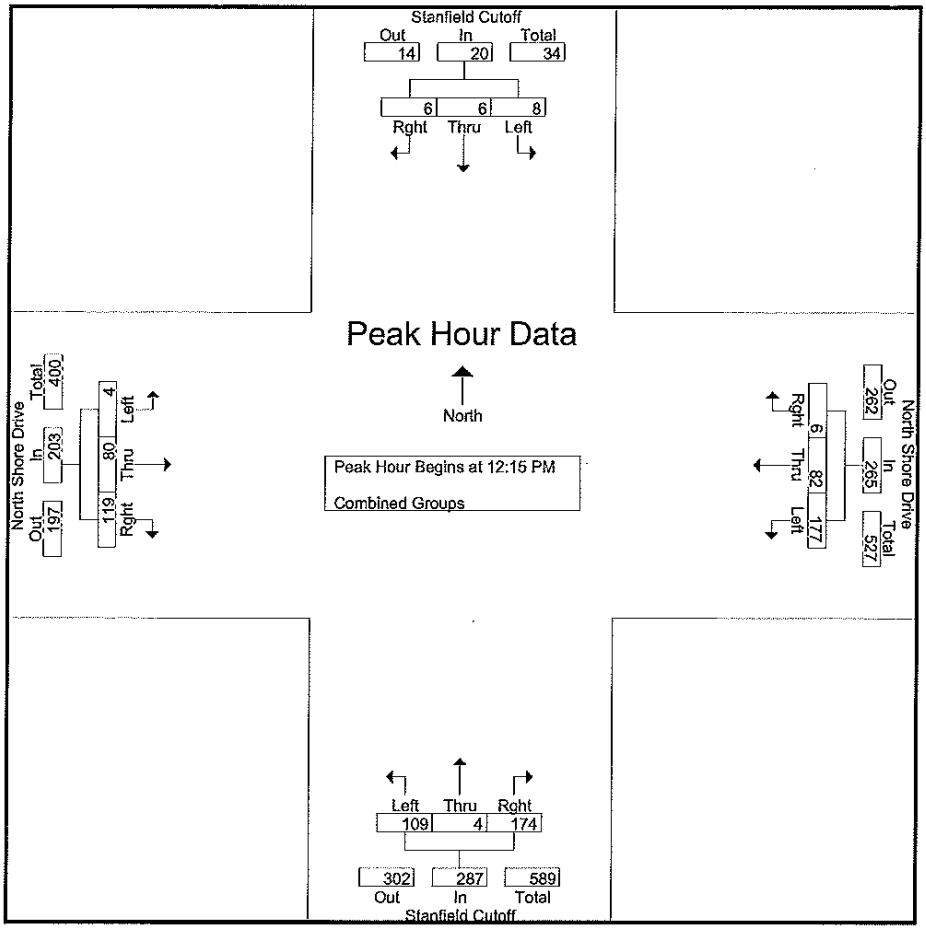
Groups Printed- Combined Groups

| | Stanfield Cutoff Southbound | | | | North Shore Drive Westbound | | | | Stanfield Cutoff Northbound | | | | North Shore Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| 12:00 PM | 2 | 1 | 1 | 4 | 39 | 15 | 4 | 58 | 32 | 1 | 39 | 72 | 0 | 16 | 24 | 40 | 174 |
| 12:15 PM | 2 | 3 | 3 | 8 | 50 | 25 | 1 | 76 | 23 | 0 | 36 | 59 | 1 | 17 | 25 | 43 | 186 |
| 12:30 PM | 2 | 1 | 2 | 5 | 47 | 21 | 2 | 70 | 36 | 0 | 41 | 77 | 2 | 21 | 35 | 58 | 210 |
| 12:45 PM | 2 | 1 | 1 | 4 | 33 | 25 | 2 | 60 | 23 | 2 | 56 | 81 | 0 | 16 | 25 | 41 | 186 |
| Total | 8 | 6 | 7 | 21 | 169 | 86 | 9 | 264 | 114 | 3 | 172 | 289 | 3 | 70 | 109 | 182 | 756 |
| 01:00 PM | 2 | 1 | 0 | 3 | 47 | 11 | 1 | 59 | 27 | 2 | 41 | 70 | 1 | 26 | 34 | 61 | 193 |
| 01:15 PM | 4 | 0 | 1 | 5 | 48 | 14 | 3 | 65 | 22 | 0 | 54 | 76 | 0 | 21 | 19 | 40 | 186 |
| 01:30 PM | 1 | 3 | 0 | 4 | 34 | 20 | 2 | 56 | 30 | 1 | 62 | 93 | 0 | 14 | 27 | 41 | 194 |
| 01:45 PM | 0 | 1 | 0 | 1 | 26 | 16 | 3 | 45 | 25 | 1 | 31 | 57 | 0 | 28 | 25 | 53 | 156 |
| Total | 7 | 5 | 1 | 13 | 155 | 61 | 9 | 225 | 104 | 4 | 188 | 296 | 1 | 89 | 105 | 195 | 729 |
| Grand Total | 15 | 11 | 8 | 34 | 324 | 147 | 18 | 489 | 218 | 7 | 360 | 585 | 4 | 159 | 214 | 377 | 1485 |
| Apprch % | 44.1 | 32.4 | 23.5 | | 66.3 | 30.1 | 3.7 | | 37.3 | 1.2 | 61.5 | | 1.1 | 42.2 | 56.8 | | |
| Total % | 1 | 0.7 | 0.5 | 2.3 | 21.8 | 9.9 | 1.2 | 32.9 | 14.7 | 0.5 | 24.2 | 39.4 | 0.3 | 10.7 | 14.4 | 25.4 | |

| | Stanfield Cutoff Southbound | | | | North Shore Drive Westbound | | | | Stanfield Cutoff Northbound | | | | North Shore Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:15 PM | | | | | | | | | | | | | | | | | |
| 12:15 PM | **2** | **3** | **3** | **8** | **50** | **25** | 1 | **76** | 23 | 0 | 36 | 59 | 1 | 17 | 25 | 43 | 186 |
| 12:30 PM | 2 | 1 | 2 | 5 | 47 | 21 | **2** | 70 | **36** | 0 | 41 | 77 | **2** | 21 | **35** | 58 | **210** |
| 12:45 PM | 2 | 1 | 1 | 4 | 33 | 25 | 2 | 60 | 23 | **2** | **56** | **81** | 0 | 16 | 25 | 41 | 186 |
| 01:00 PM | 2 | 1 | 0 | 3 | 47 | 11 | 1 | 59 | 27 | 2 | 41 | 70 | 1 | **26** | 34 | **61** | 193 |
| Total Volume | 8 | 6 | 6 | 20 | 177 | 82 | 6 | 265 | 109 | 4 | 174 | 287 | 4 | 80 | 119 | 203 | 775 |
| % App. Total | 40 | 30 | 30 | | 66.8 | 30.9 | 2.3 | | 38 | 1.4 | 60.6 | | 2 | 39.4 | 58.6 | | |
| PHF | 1.000 | .500 | .500 | .625 | .885 | .820 | .750 | .872 | .757 | .500 | .777 | .886 | .500 | .769 | .850 | .832 | .923 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Drive

File Name : Stanfield&NShoreDr Combined Sun
Site Code : 2
Start Date : 3/4/2007
Page No : 2




Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 12:00 PM | | | | 12:15 PM | | | | 12:45 PM | | | | 12:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **2** | 1 | **1** | 4 | **50** | **25** | 1 | **76** | 23 | **2** | 56 | 81 | 1 | 17 | 25 | 43 |
| +15 mins. | 2 | **3** | **3** | **8** | 47 | 21 | **2** | 70 | 27 | 2 | 41 | 70 | **2** | 21 | **35** | 58 |
| +30 mins. | 2 | 1 | 2 | 5 | 33 | 25 | 2 | 60 | 22 | 0 | 54 | 76 | 0 | 16 | 25 | 41 |
| +45 mins. | 2 | **1** | 1 | 4 | 47 | 11 | 1 | 59 | **30** | 1 | **62** | **93** | 1 | **26** | 34 | **61** |
| Total Volume | 8 | 6 | 7 | 21 | 177 | 82 | 6 | 265 | 102 | 5 | 213 | 320 | 4 | 80 | 119 | 203 |
| % App. Total | 38.1 | 28.6 | 33.3 | | 66.8 | 30.9 | 2.3 | | 31.9 | 1.6 | 66.6 | | 2 | 39.4 | 58.6 | |
| PHF | 1.000 | .500 | .583 | .656 | .885 | .820 | .750 | .872 | .850 | .625 | .859 | .860 | .500 | .769 | .850 | .832 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Drive

File Name : Stanfield@NShoreDr Sunday
Site Code : 2
Start Date : 3/4/2007
Page No : 1

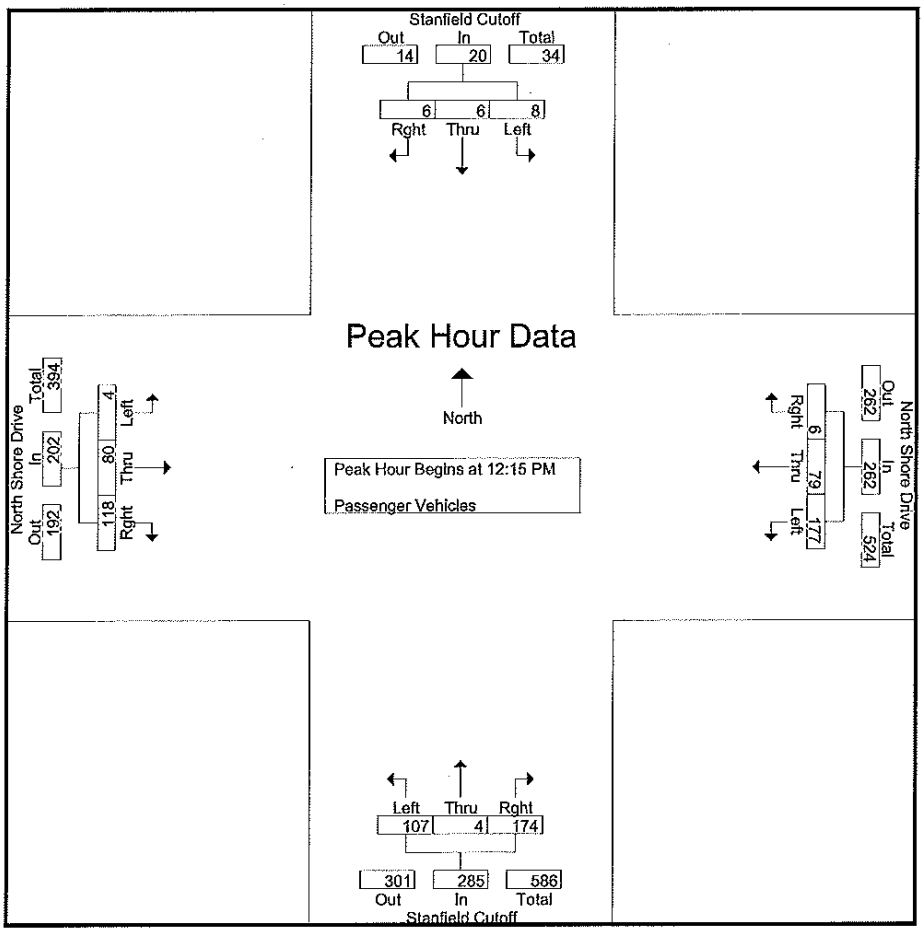
Groups Printed- Passenger Vehicles

| | Stanfield Cutoff Southbound | | | | North Shore Drive Westbound | | | | Stanfield Cutoff Northbound | | | | North Shore Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| 12:00 PM | 2 | 1 | 1 | 4 | 39 | 15 | 4 | 58 | 32 | 1 | 39 | 72 | 0 | 16 | 24 | 40 | 174 |
| 12:15 PM | 2 | 3 | 3 | 8 | 50 | 23 | 1 | 74 | 23 | 0 | 36 | 59 | 1 | 17 | 25 | 43 | 184 |
| 12:30 PM | 2 | 1 | 2 | 5 | 47 | 21 | 2 | 70 | 36 | 0 | 41 | 77 | 2 | 21 | 35 | 58 | 210 |
| 12:45 PM | 2 | 1 | 1 | 4 | 33 | 25 | 2 | 60 | 22 | 2 | 56 | 80 | 0 | 16 | 25 | 41 | 185 |
| Total | 8 | 6 | 7 | 21 | 169 | 84 | 9 | 262 | 113 | 3 | 172 | 288 | 3 | 70 | 109 | 182 | 753 |
| 01:00 PM | 2 | 1 | 0 | 3 | 47 | 10 | 1 | 58 | 26 | 2 | 41 | 69 | 1 | 26 | 33 | 60 | 190 |
| 01:15 PM | 4 | 0 | 1 | 5 | 48 | 14 | 3 | 65 | 22 | 0 | 53 | 75 | 0 | 19 | 19 | 38 | 183 |
| 01:30 PM | 1 | 3 | 0 | 4 | 34 | 20 | 2 | 56 | 29 | 1 | 62 | 92 | 0 | 14 | 27 | 41 | 193 |
| 01:45 PM | 0 | 1 | 0 | 1 | 25 | 16 | 3 | 44 | 25 | 1 | 30 | 56 | 0 | 27 | 23 | 50 | 151 |
| Total | 7 | 5 | 1 | 13 | 154 | 60 | 9 | 223 | 102 | 4 | 186 | 292 | 1 | 86 | 102 | 189 | 717 |
| Grand Total | 15 | 11 | 8 | 34 | 323 | 144 | 18 | 485 | 215 | 7 | 358 | 580 | 4 | 156 | 211 | 371 | 1470 |
| Apprch % | 44.1 | 32.4 | 23.5 | | 66.6 | 29.7 | 3.7 | | 37.1 | 1.2 | 61.7 | | 1.1 | 42 | 56.9 | | |
| Total % | 1 | 0.7 | 0.5 | 2.3 | 22 | 9.8 | 1.2 | 33 | 14.6 | 0.5 | 24.4 | 39.5 | 0.3 | 10.6 | 14.4 | 25.2 | |

| | Stanfield Cutoff Southbound | | | | North Shore Drive Westbound | | | | Stanfield Cutoff Northbound | | | | North Shore Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:15 PM | | | | | | | | | | | | | | | | | |
| 12:15 PM | **2** | **3** | **3** | **8** | **50** | 23 | **1** | **74** | 23 | 0 | 36 | 59 | 1 | 17 | 25 | 43 | 184 |
| 12:30 PM | 2 | 1 | 2 | 5 | 47 | 21 | **2** | 70 | **36** | 0 | **41** | 77 | **2** | 21 | **35** | 58 | **210** |
| 12:45 PM | 2 | 1 | 1 | 4 | 33 | **25** | 2 | 60 | 22 | **2** | **56** | **80** | 0 | 16 | 25 | 41 | 185 |
| 01:00 PM | 2 | 1 | 0 | 3 | 47 | 10 | 1 | 58 | 26 | 2 | 41 | 69 | 1 | **26** | 33 | **60** | 190 |
| Total Volume | 8 | 6 | 6 | 20 | 177 | 79 | 6 | 262 | 107 | 4 | 174 | 285 | 4 | 80 | 118 | 202 | 769 |
| % App. Total | 40 | 30 | 30 | | 67.6 | 30.2 | 2.3 | | 37.5 | 1.4 | 61.1 | | 2 | 39.6 | 58.4 | | |
| PHF | 1.000 | .500 | .500 | .625 | .885 | .790 | .750 | .885 | .743 | .500 | .777 | .891 | .500 | .769 | .843 | .842 | .915 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Drive

File Name : Stanfield@NShoreDr Sunday
Site Code : 2
Start Date : 3/4/2007
Page No : 2




Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 12:00 PM | | | | 12:00 PM | | | | 12:45 PM | | | | 12:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **2** | 1 | 1 | 4 | 39 | 15 | **4** | 58 | 22 | **2** | 56 | 80 | 1 | 17 | 25 | 43 |
| +15 mins. | 2 | **3** | **3** | **8** | **50** | 23 | 1 | **74** | 26 | 2 | 41 | 69 | **2** | 21 | **35** | 58 |
| +30 mins. | 2 | 1 | 2 | 5 | 47 | 21 | 2 | 70 | 22 | 0 | 53 | 75 | 0 | 16 | 25 | 41 |
| +45 mins. | 2 | 1 | 1 | 4 | 33 | **25** | 2 | 60 | **29** | 1 | **62** | **92** | 1 | **26** | 33 | **60** |
| Total Volume | 8 | 6 | 7 | 21 | 169 | 84 | 9 | 262 | 99 | 5 | 212 | 316 | 4 | 80 | 118 | 202 |
| % App. Total | 38.1 | 28.6 | 33.3 | | 64.5 | 32.1 | 3.4 | | 31.3 | 1.6 | 67.1 | | 2 | 39.6 | 58.4 | |
| PHF | 1.000 | .500 | .583 | .656 | .845 | .840 | .563 | .885 | .853 | .625 | .855 | .859 | .500 | .769 | .843 | .842 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Drive

# Traffic Data Consultants

File Name : Stanfield@NShoreDr Sunday
Site Code : 2
Start Date : 3/4/2007
Page No : 1

Groups Printed- Large 2 Axle

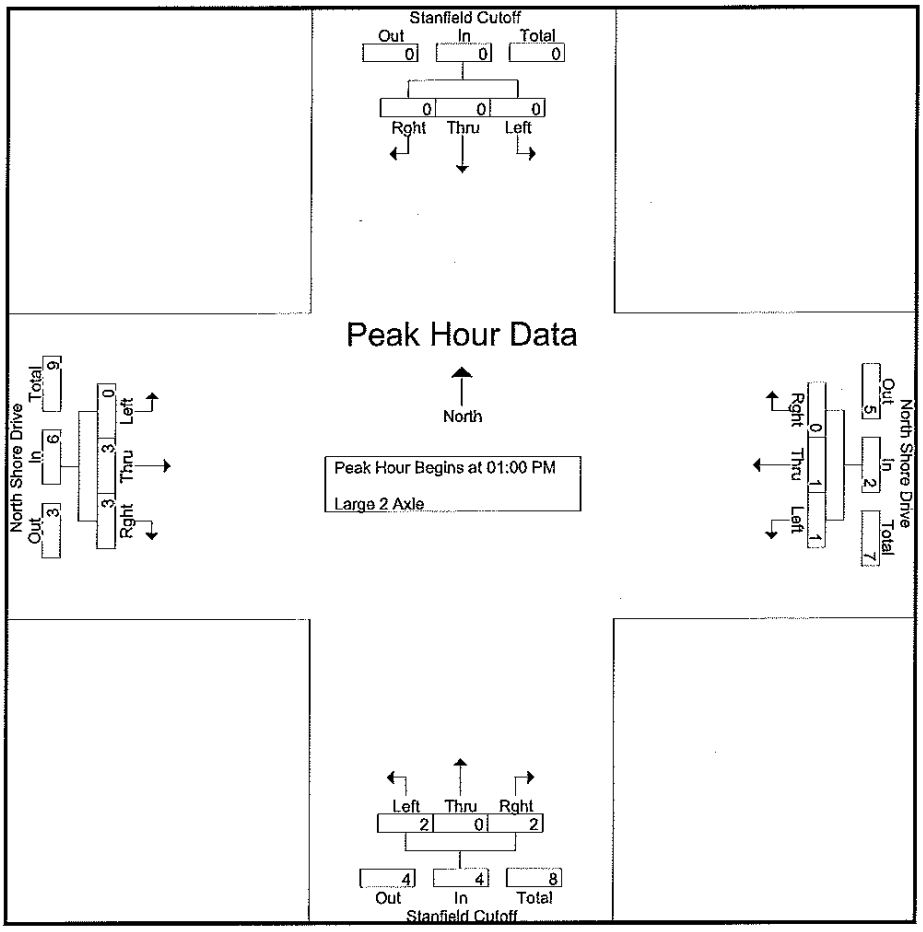
| | Stanfield Cutoff Southbound | | | | North Shore Drive Westbound | | | | Stanfield Cutoff Northbound | | | | North Shore Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 3 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 01:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 3 | 5 |
| Total | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 2 | 4 | 0 | 3 | 3 | 6 | 12 |
| Grand Total | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 3 | 0 | 2 | 5 | 0 | 3 | 3 | 6 | 15 |
| Apprch % | 0 | 0 | 0 | | 25 | 75 | 0 | | 60 | 0 | 40 | | 0 | 50 | 50 | | |
| Total % | 0 | 0 | 0 | 0 | 6.7 | 20 | 0 | 26.7 | 20 | 0 | 13.3 | 33.3 | 0 | 20 | 20 | 40 | |

| | Stanfield Cutoff Southbound | | | | North Shore Drive Westbound | | | | Stanfield Cutoff Northbound | | | | North Shore Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 01:00 PM | | | | | | | | | | | | | | | | | |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | **1** | 0 | 0 | **1** | 0 | 0 | 1 | 1 | 3 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 0 | **2** | 0 | 2 | 3 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 01:45 PM | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | **2** | **3** | **5** |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 2 | 4 | 0 | 3 | 3 | 6 | 12 |
| % App. Total | 0 | 0 | 0 | | 50 | 50 | 0 | | 50 | 0 | 50 | | 0 | 50 | 50 | | |
| PHF | .000 | .000 | .000 | .000 | .250 | .250 | .000 | .500 | .500 | .000 | .500 | 1.000 | .000 | .375 | .375 | .500 | .600 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Drive

# Traffic Data Consultants

File Name : Stanfield@NShoreDr Sunday
Site Code : 2
Start Date : 3/4/2007
Page No : 2




Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 12:00 PM | | | | 12:15 PM | | | | 12:45 PM | | | | 01:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | **2** | 0 | **2** | **1** | 0 | 0 | **1** | 0 | 0 | 1 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | **2** | 0 | 2 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | **2** | **3** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 3 | 0 | 1 | 4 | 0 | 3 | 3 | 6 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 75 | 0 | 25 | | 0 | 50 | 50 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .375 | .000 | .375 | .750 | .000 | .250 | 1.000 | .000 | .375 | .375 | .500 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Drive

# Traffic Data Consultants

File Name : Stanfield@NShoreDr Sunday
Site Code : 2
Start Date : 3/4/2007
Page No : 1

Groups Printed- 3 Axle

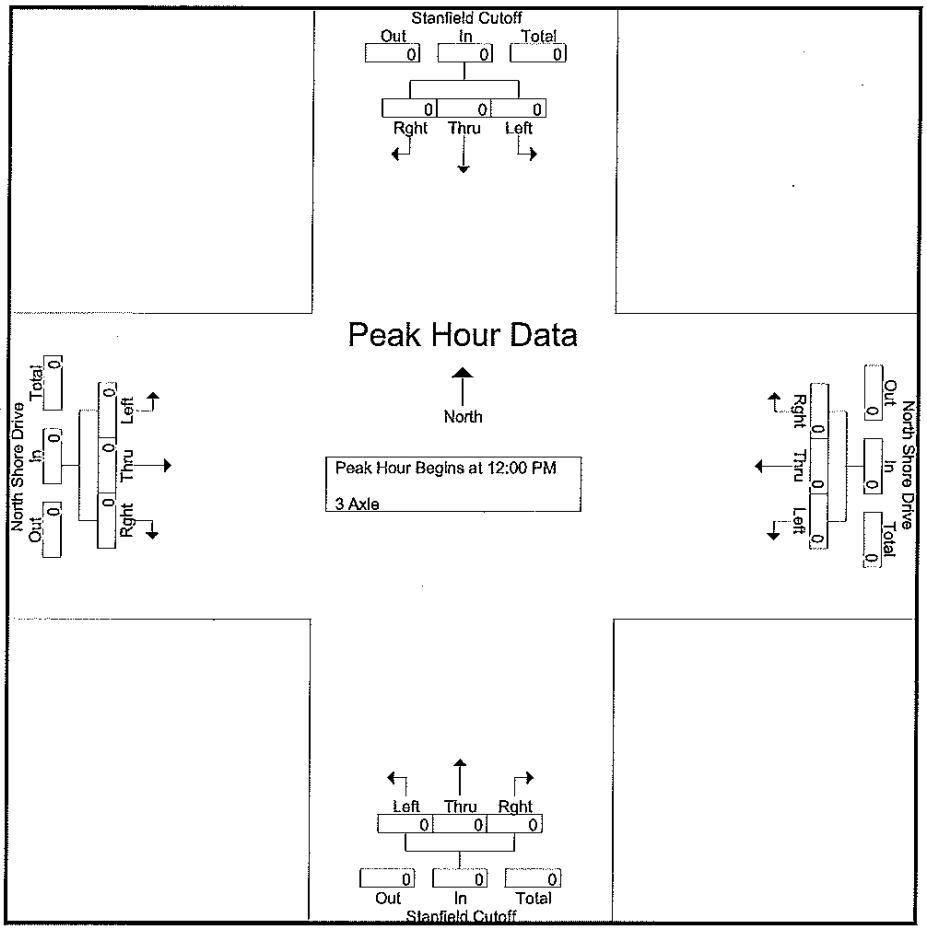
| | Stanfield Cutoff Southbound | | | | North Shore Drive Westbound | | | | Stanfield Cutoff Northbound | | | | North Shore Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| Total % | | | | | | | | | | | | | | | | | |

| | Stanfield Cutoff Southbound | | | | North Shore Drive Westbound | | | | Stanfield Cutoff Northbound | | | | North Shore Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:00 PM | | | | | | | | | | | | | | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: North Shore Drive

# Traffic Data Consultants

File Name : Stanfield@NShoreDr Sunday
Site Code : 2
Start Date : 3/4/2007
Page No : 2

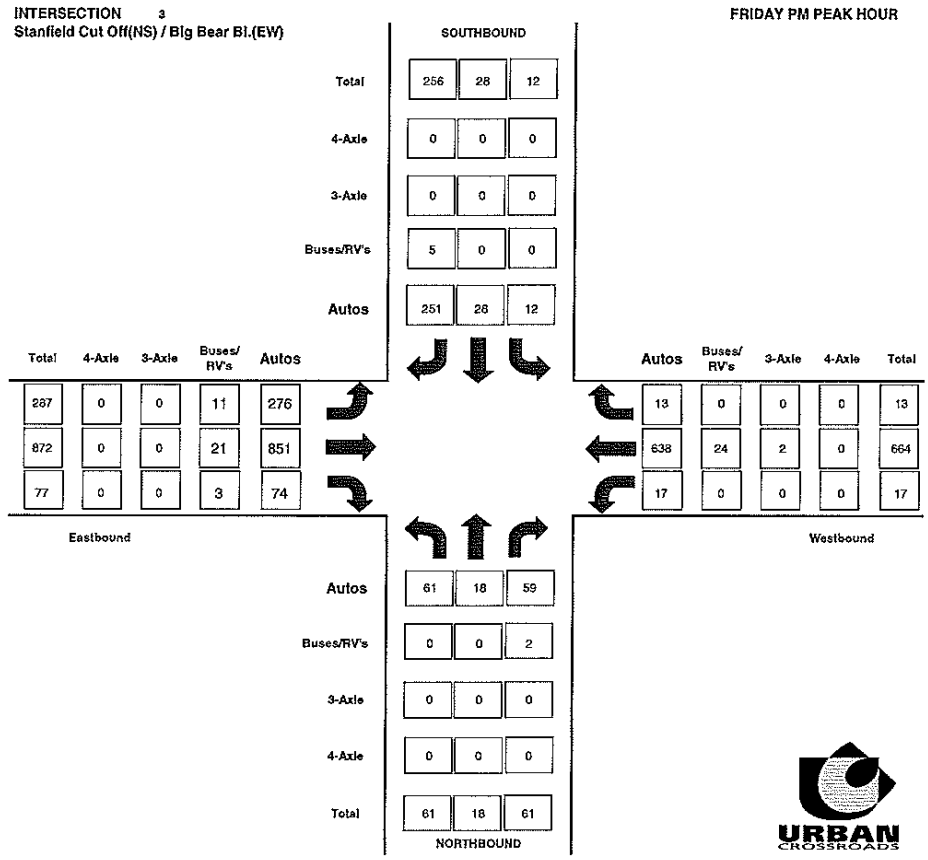


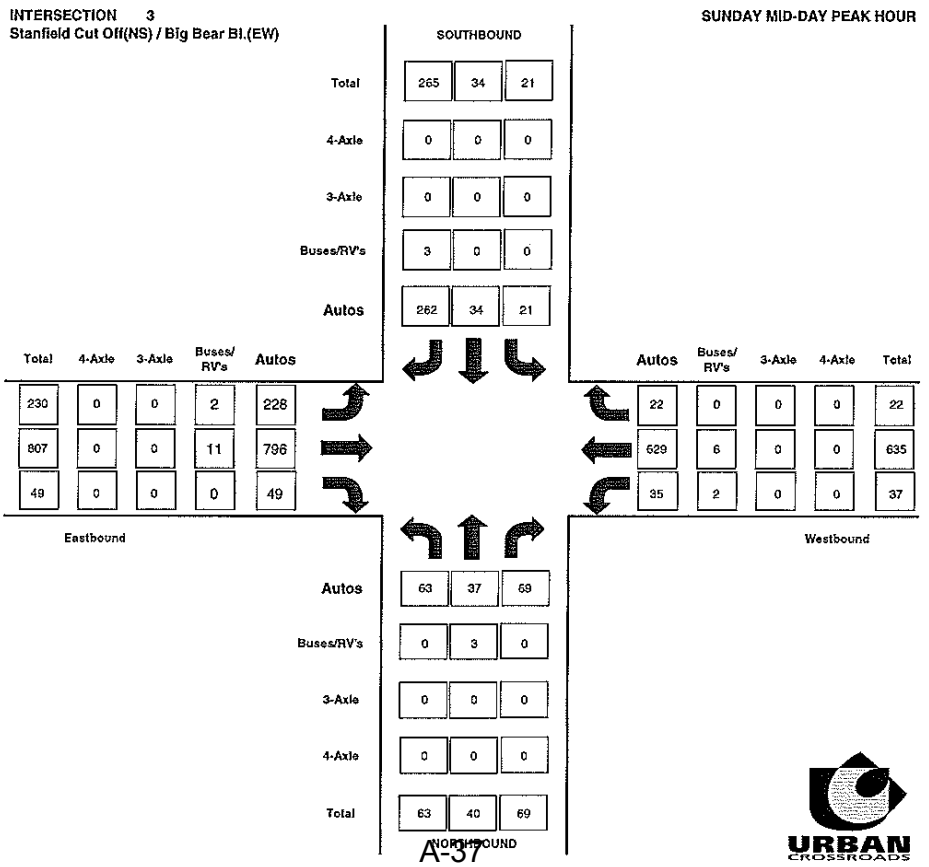

Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 12:00 PM | | | | 12:00 PM | | | | 12:00 PM | | | | 12:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

## PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY



City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

# Traffic Data Consultants

File Name : Stanfield&BigBear Combined Fri
Site Code : 3
Start Date : 3/2/2007
Page No : 1

Groups Printed- Combined Groups

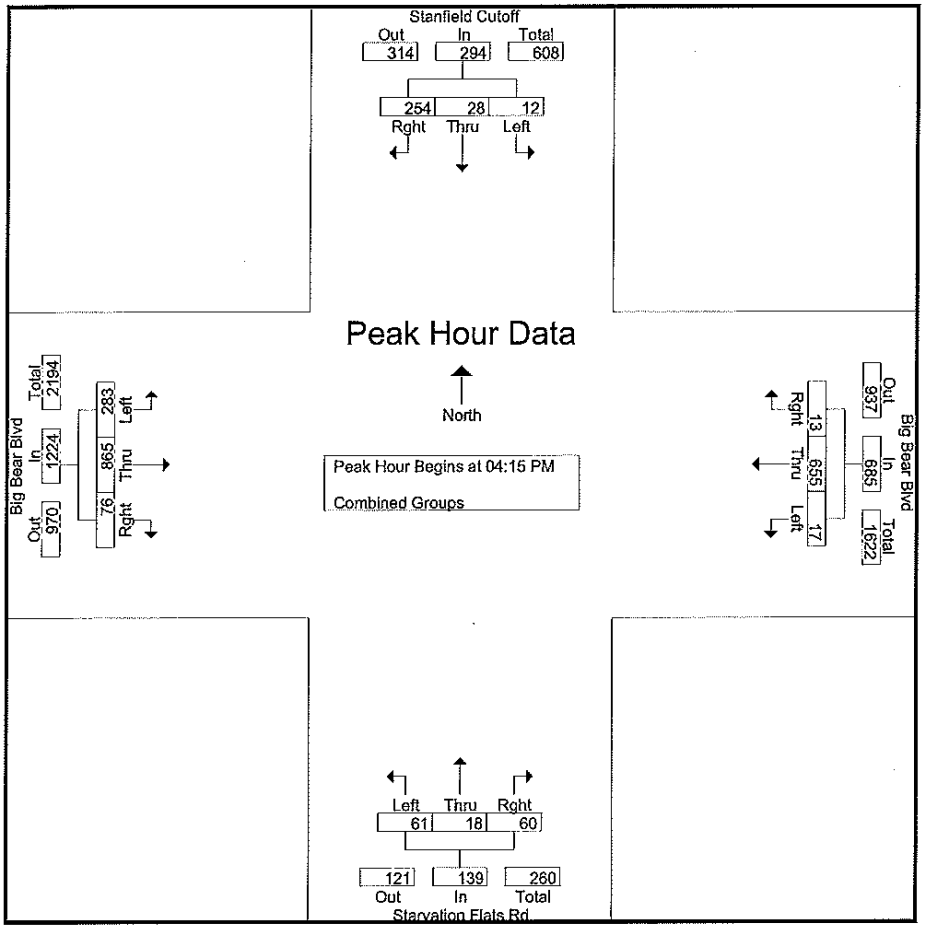
| | Stanfield Cutoff Southbound | | | | Big Bear Blvd Westbound | | | | Starvation Flats Rd Northbound | | | | Big Bear Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| 04:00 PM | 3 | 3 | 62 | 68 | 5 | 165 | 6 | 176 | 15 | 3 | 14 | 32 | 67 | 194 | 12 | 273 | 549 |
| 04:15 PM | 2 | 11 | 65 | 78 | 6 | 154 | 5 | 165 | 12 | 4 | 19 | 35 | 75 | 203 | 16 | 294 | 572 |
| 04:30 PM | 6 | 7 | 77 | 90 | 4 | 170 | 2 | 176 | 19 | 5 | 18 | 42 | 66 | 211 | 20 | 297 | 605 |
| 04:45 PM | 1 | 4 | 58 | 63 | 2 | 164 | 1 | 167 | 14 | 5 | 12 | 31 | 73 | 223 | 17 | 313 | 574 |
| Total | 12 | 25 | 262 | 299 | 17 | 653 | 14 | 684 | 60 | 17 | 63 | 140 | 281 | 831 | 65 | 1177 | 2300 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 3 | 6 | 54 | 63 | 5 | 167 | 5 | 177 | 16 | 4 | 11 | 31 | 69 | 228 | 23 | 320 | 591 |
| 05:15 PM | 1 | 4 | 58 | 63 | 8 | 156 | 1 | 165 | 16 | 6 | 13 | 35 | 44 | 240 | 7 | 291 | 554 |
| 05:30 PM | 3 | 5 | 46 | 54 | 7 | 143 | 1 | 151 | 10 | 5 | 8 | 23 | 49 | 237 | 12 | 298 | 526 |
| 05:45 PM | 3 | 10 | 55 | 68 | 23 | 127 | 1 | 151 | 13 | 3 | 10 | 26 | 45 | 196 | 9 | 250 | 495 |
| Total | 10 | 25 | 213 | 248 | 43 | 593 | 8 | 644 | 55 | 18 | 42 | 115 | 207 | 901 | 51 | 1159 | 2166 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 22 | 50 | 475 | 547 | 60 | 1246 | 22 | 1328 | 115 | 35 | 105 | 255 | 488 | 1732 | 116 | 2336 | 4466 |
| Apprch % | 4 | 9.1 | 86.8 | | 4.5 | 93.8 | 1.7 | | 45.1 | 13.7 | 41.2 | | 20.9 | 74.1 | 5 | | |
| Total % | 0.5 | 1.1 | 10.6 | 12.2 | 1.3 | 27.9 | 0.5 | 29.7 | 2.6 | 0.8 | 2.4 | 5.7 | 10.9 | 38.8 | 2.6 | 52.3 | |

| | Stanfield Cutoff Southbound | | | | Big Bear Blvd Westbound | | | | Starvation Flats Rd Northbound | | | | Big Bear Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | 2 | **11** | 65 | 78 | **6** | 154 | **5** | 165 | 12 | 4 | **19** | 35 | **75** | 203 | 16 | 294 | 572 |
| 04:30 PM | **6** | 7 | **77** | **90** | 4 | **170** | 2 | 176 | **19** | **5** | 18 | **42** | 66 | 211 | 20 | 297 | **605** |
| 04:45 PM | 1 | 4 | 58 | 63 | 2 | 164 | 1 | 167 | 14 | 5 | 12 | 31 | 73 | 223 | 17 | 313 | 574 |
| 05:00 PM | 3 | 6 | 54 | 63 | 5 | 167 | 5 | **177** | 16 | 4 | 11 | 31 | 69 | **228** | **23** | **320** | 591 |
| Total Volume | 12 | 28 | 254 | 294 | 17 | 655 | 13 | 685 | 61 | 18 | 60 | 139 | 283 | 865 | 76 | 1224 | 2342 |
| % App. Total | 4.1 | 9.5 | 86.4 | | 2.5 | 95.6 | 1.9 | | 43.9 | 12.9 | 43.2 | | 23.1 | 70.7 | 6.2 | | |
| PHF | .500 | .636 | .825 | .817 | .708 | .963 | .650 | .968 | .803 | .900 | .789 | .827 | .943 | .948 | .826 | .956 | .968 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

# Traffic Data Consultants

File Name : Stanfield&BigBear Combined Fri
Site Code : 3
Start Date : 3/2/2007
Page No : 2




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

| | 04:00 PM | | | | 04:15 PM | | | | 04:00 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 3 | 3 | 62 | 68 | **6** | 154 | **5** | 165 | 15 | 3 | 14 | 32 | **75** | 203 | 16 | 294 |
| +15 mins. | 2 | **11** | 65 | 78 | 4 | **170** | 2 | 176 | 12 | 4 | **19** | 35 | 66 | 211 | 20 | 297 |
| +30 mins. | **6** | 7 | **77** | **90** | 2 | 164 | 1 | 167 | **19** | **5** | 18 | **42** | 73 | 223 | 17 | 313 |
| +45 mins. | 1 | 4 | 58 | 63 | 5 | 167 | 5 | **177** | 14 | 5 | 12 | 31 | 69 | **228** | **23** | **320** |
| Total Volume | 12 | 25 | 262 | 299 | 17 | 655 | 13 | 685 | 60 | 17 | 63 | 140 | 283 | 865 | 76 | 1224 |
| % App. Total | 4 | 8.4 | 87.6 | | 2.5 | 95.6 | 1.9 | | 42.9 | 12.1 | 45 | | 23.1 | 70.7 | 6.2 | |
| PHF | .500 | .568 | .851 | .831 | .708 | .963 | .650 | .968 | .789 | .850 | .829 | .833 | .943 | .948 | .826 | .956 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

# Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Friday
Site Code : 3
Start Date : 3/2/2007
Page No : 1

Groups Printed- Passenger Vehicles

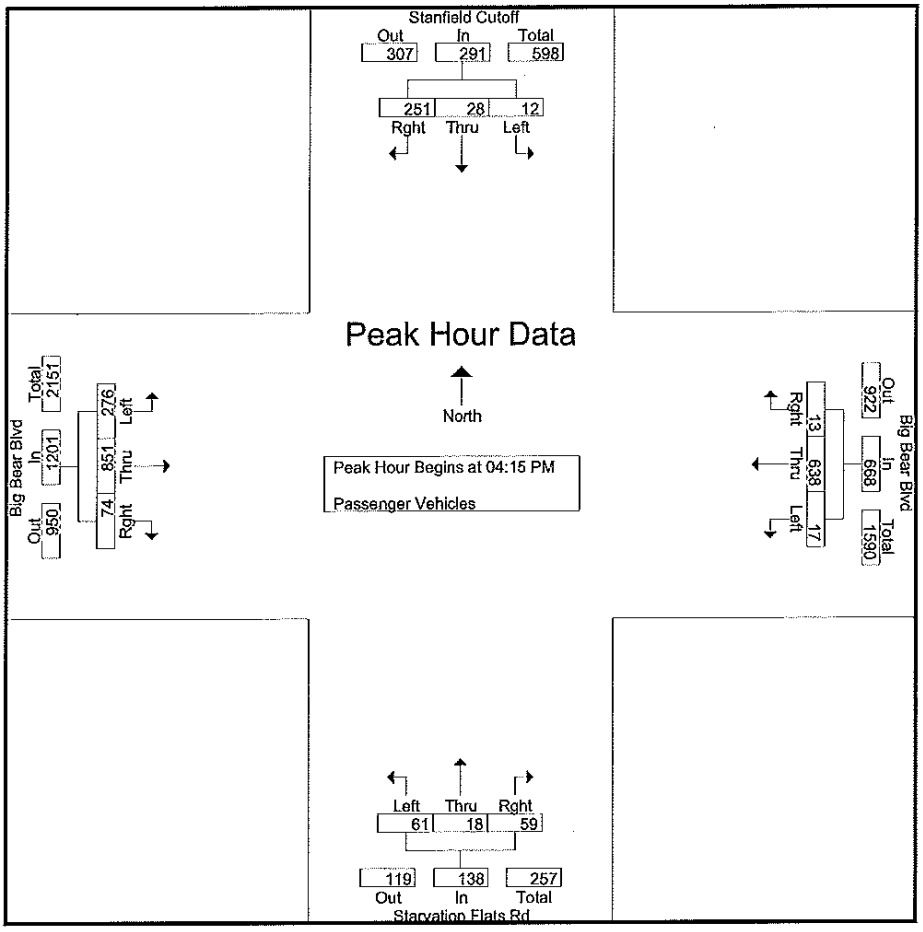
| | Stanfield Cutoff Southbound | | | | Big Bear Blvd Westbound | | | | Starvation Flats Rd Northbound | | | | Big Bear Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| 04:00 PM | 3 | 3 | 59 | 65 | 5 | 159 | 6 | 170 | 15 | 3 | 14 | 32 | 67 | 194 | 12 | 273 | 540 |
| 04:15 PM | 2 | 11 | 64 | 77 | 6 | 149 | 5 | 160 | 12 | 4 | 19 | 35 | 74 | 200 | 16 | 290 | 562 |
| 04:30 PM | 6 | 7 | 76 | 89 | 4 | 166 | 2 | 172 | 19 | 5 | 18 | 42 | 64 | 208 | 19 | 291 | 594 |
| 04:45 PM | 1 | 4 | 57 | 62 | 2 | 160 | 1 | 163 | 14 | 5 | 12 | 31 | 71 | 218 | 17 | 306 | 562 |
| Total | 12 | 25 | 256 | 293 | 17 | 634 | 14 | 665 | 60 | 17 | 63 | 140 | 276 | 820 | 64 | 1160 | 2258 |
| 05:00 PM | 3 | 6 | 54 | 63 | 5 | 163 | 5 | 173 | 16 | 4 | 10 | 30 | 67 | 225 | 22 | 314 | 580 |
| 05:15 PM | 1 | 4 | 55 | 60 | 8 | 150 | 1 | 159 | 16 | 6 | 12 | 34 | 43 | 236 | 7 | 286 | 539 |
| 05:30 PM | 3 | 4 | 45 | 52 | 7 | 141 | 1 | 149 | 10 | 5 | 7 | 22 | 49 | 234 | 12 | 295 | 518 |
| 05:45 PM | 3 | 10 | 52 | 65 | 23 | 125 | 1 | 149 | 13 | 3 | 9 | 25 | 45 | 188 | 9 | 242 | 481 |
| Total | 10 | 24 | 206 | 240 | 43 | 579 | 8 | 630 | 55 | 18 | 38 | 111 | 204 | 883 | 50 | 1137 | 2118 |
| Grand Total | 22 | 49 | 462 | 533 | 60 | 1213 | 22 | 1295 | 115 | 35 | 101 | 251 | 480 | 1703 | 114 | 2297 | 4376 |
| Apprch % | 4.1 | 9.2 | 86.7 | | 4.6 | 93.7 | 1.7 | | 45.8 | 13.9 | 40.2 | | 20.9 | 74.1 | 5 | | |
| Total % | 0.5 | 1.1 | 10.6 | 12.2 | 1.4 | 27.7 | 0.5 | 29.6 | 2.6 | 0.8 | 2.3 | 5.7 | 11 | 38.9 | 2.6 | 52.5 | |

| | Stanfield Cutoff Southbound | | | | Big Bear Blvd Westbound | | | | Starvation Flats Rd Northbound | | | | Big Bear Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | 2 | **11** | 64 | 77 | **6** | 149 | **5** | 160 | 12 | 4 | **19** | 35 | **74** | 200 | 16 | 290 | 562 |
| 04:30 PM | **6** | 7 | **76** | **89** | 4 | **166** | 2 | 172 | **19** | **5** | 18 | **42** | 64 | 208 | 19 | 291 | **594** |
| 04:45 PM | 1 | 4 | 57 | 62 | 2 | 160 | 1 | 163 | 14 | 5 | 12 | 31 | 71 | 218 | 17 | 306 | 562 |
| 05:00 PM | 3 | 6 | 54 | 63 | 5 | 163 | 5 | **173** | 16 | 4 | 10 | 30 | 67 | **225** | **22** | **314** | 580 |
| Total Volume | 12 | 28 | 251 | 291 | 17 | 638 | 13 | 668 | 61 | 18 | 59 | 138 | 276 | 851 | 74 | 1201 | 2298 |
| % App. Total | 4.1 | 9.6 | 86.3 | | 2.5 | 95.5 | 1.9 | | 44.2 | 13 | 42.8 | | 23 | 70.9 | 6.2 | | |
| PHF | .500 | .636 | .826 | .817 | .708 | .961 | .650 | .965 | .803 | .900 | .776 | .821 | .932 | .946 | .841 | .956 | .967 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

# Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Friday
Site Code : 3
Start Date : 3/2/2007
Page No : 2




Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:15 PM | | | | 04:00 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 3 | 3 | 59 | 65 | **6** | 149 | **5** | 160 | 15 | 3 | 14 | 32 | **74** | 200 | 16 | 290 |
| +15 mins. | 2 | **11** | 64 | 77 | 4 | **166** | 2 | 172 | 12 | 4 | **19** | 35 | 64 | 208 | 19 | 291 |
| +30 mins. | **6** | 7 | **76** | **89** | 2 | 160 | 1 | 163 | **19** | **5** | 18 | **42** | 71 | 218 | 17 | 306 |
| +45 mins. | 1 | 4 | 57 | 62 | 5 | 163 | 5 | **173** | 14 | 5 | 12 | 31 | 67 | **225** | **22** | **314** |
| Total Volume | 12 | 25 | 256 | 293 | 17 | 638 | 13 | 668 | 60 | 17 | 63 | 140 | 276 | 851 | 74 | 1201 |
| % App. Total | 4.1 | 8.5 | 87.4 | | 2.5 | 95.5 | 1.9 | | 42.9 | 12.1 | 45 | | 23 | 70.9 | 6.2 | |
| PHF | .500 | .568 | .842 | .823 | .708 | .961 | .650 | .965 | .789 | .850 | .829 | .833 | .932 | .946 | .841 | .956 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

# Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Friday
Site Code : 3
Start Date : 3/2/2007
Page No : 1

Groups Printed- Large 2 Axle

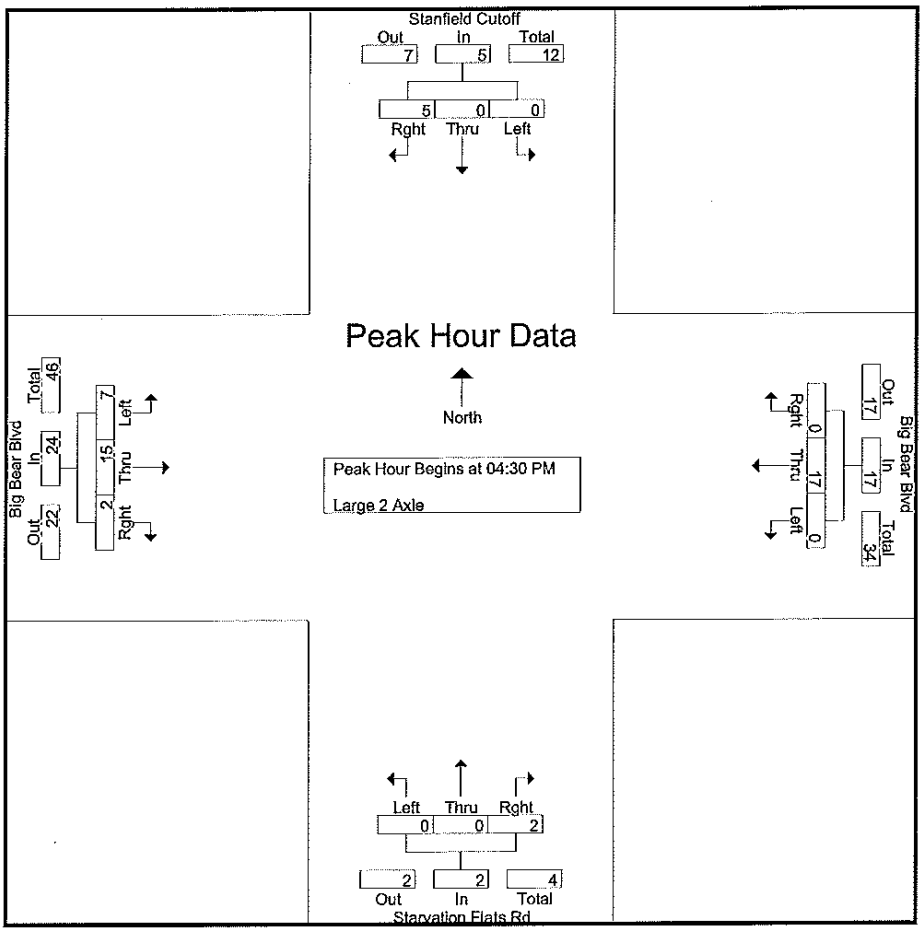
| | Stanfield Cutoff Southbound | | | | Big Bear Blvd Westbound | | | | Starvation Flats Rd Northbound | | | | Big Bear Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 2 | 2 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:15 PM | 0 | 0 | 1 | 1 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 10 |
| 04:30 PM | 0 | 0 | 1 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 6 | 11 |
| 04:45 PM | 0 | 0 | 1 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 7 | 12 |
| Total | 0 | 0 | 5 | 5 | 0 | 18 | 0 | 18 | 0 | 0 | 0 | 0 | 5 | 11 | 1 | 17 | 40 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 1 | 2 | 3 | 1 | 6 | 10 |
| 05:15 PM | 0 | 0 | 3 | 3 | 0 | 6 | 0 | 6 | 0 | 0 | 1 | 1 | 1 | 4 | 0 | 5 | 15 |
| 05:30 PM | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 8 |
| 05:45 PM | 0 | 0 | 3 | 3 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 13 |
| Total | 0 | 1 | 7 | 8 | 0 | 13 | 0 | 13 | 0 | 0 | 3 | 3 | 3 | 18 | 1 | 22 | 46 |
| Grand Total | 0 | 1 | 12 | 13 | 0 | 31 | 0 | 31 | 0 | 0 | 3 | 3 | 8 | 29 | 2 | 39 | 86 |
| Apprch % | 0 | 7.7 | 92.3 | | 0 | 100 | 0 | | 0 | 0 | 100 | | 20.5 | 74.4 | 5.1 | | |
| Total % | 0 | 1.2 | 14 | 15.1 | 0 | 36 | 0 | 36 | 0 | 0 | 3.5 | 3.5 | 9.3 | 33.7 | 2.3 | 45.3 | |

| | Stanfield Cutoff Southbound | | | | Big Bear Blvd Westbound | | | | Starvation Flats Rd Northbound | | | | Big Bear Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 1 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 6 | 11 |
| 04:45 PM | 0 | 0 | 1 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 7 | 12 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 1 | 2 | 3 | 1 | 6 | 10 |
| 05:15 PM | 0 | 0 | 3 | 3 | 0 | 6 | 0 | 6 | 0 | 0 | 1 | 1 | 1 | 4 | 0 | 5 | 15 |
| Total Volume | 0 | 0 | 5 | 5 | 0 | 17 | 0 | 17 | 0 | 0 | 2 | 2 | 7 | 15 | 2 | 24 | 48 |
| % App. Total | 0 | 0 | 100 | | 0 | 100 | 0 | | 0 | 0 | 100 | | 29.2 | 62.5 | 8.3 | | |
| PHF | .000 | .000 | .417 | .417 | .000 | .708 | .000 | .708 | .000 | .000 | .500 | .500 | .875 | .750 | .500 | .857 | .800 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

# Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Friday
Site Code : 3
Start Date : 3/2/2007
Page No : 2




Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 05:00 PM | | | | 04:00 PM | | | | 04:45 PM | | | | 04:30 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | **5** | 0 | **5** | 0 | 0 | 0 | 0 | **2** | 3 | **1** | 6 |
| +15 mins. | 0 | 0 | **3** | **3** | 0 | 5 | 0 | 5 | 0 | 0 | **1** | **1** | 2 | **5** | 0 | **7** |
| +30 mins. | 0 | **1** | 1 | 2 | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 1 | 2 | 3 | 1 | 6 |
| +45 mins. | 0 | 0 | 3 | 3 | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 1 | 1 | 4 | 0 | 5 |
| Total Volume | 0 | 1 | 7 | 8 | 0 | 18 | 0 | 18 | 0 | 0 | 3 | 3 | 7 | 15 | 2 | 24 |
| % App. Total | 0 | 12.5 | 87.5 | | 0 | 100 | 0 | | 0 | 0 | 100 | | 29.2 | 62.5 | 8.3 | |
| PHF | .000 | .250 | .583 | .667 | .000 | .900 | .000 | .900 | .000 | .000 | .750 | .750 | .875 | .750 | .500 | .857 |

Traffic Data Consultants

**City of: Big Bear**
**N/S: Stanfield Cutoff**
**E/W: Big Bear Blvd**

**File Name : Stanfield@BigBearBlvd Friday**
**Site Code : 3**
**Start Date : 3/2/2007**
**Page No : 1**

Groups Printed- 3 Axle

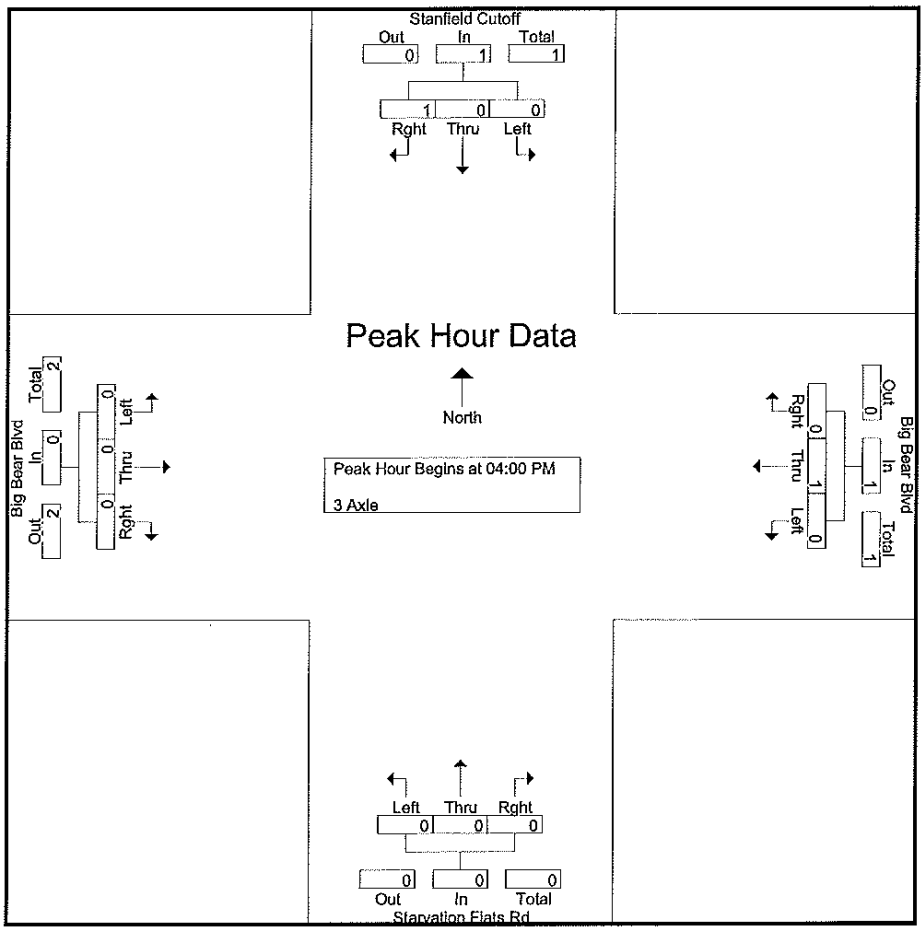
| | Stanfield Cutoff Southbound | | | | Big Bear Blvd Westbound | | | | Starvation Flats Rd Northbound | | | | Big Bear Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| Grand Total | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| Apprch % | 0 | 0 | 100 | | 0 | 100 | 0 | | 0 | 0 | 100 | | 0 | 0 | 0 | | |
| Total % | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 50 | 0 | 0 | 25 | 25 | 0 | 0 | 0 | 0 | |

| | Stanfield Cutoff Southbound | | | | Big Bear Blvd Westbound | | | | Starvation Flats Rd Northbound | | | | Big Bear Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % App. Total | 0 | 0 | 100 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .250 | .250 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

# Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Friday
Site Code : 3
Start Date : 3/2/2007
Page No : 2




Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:00 PM | | | | 05:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | **1** | **1** | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 100 | | 0 | 100 | 0 | | 0 | 0 | 100 | | 0 | 0 | 0 | |
| PHF | .000 | .000 | .250 | .250 | .000 | .250 | .000 | .250 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

# Traffic Data Consultants

File Name : Stanfield&BigBearBlvd Comb Sun
Site Code : 3
Start Date : 3/4/2007
Page No : 1

Groups Printed- Combined Groups

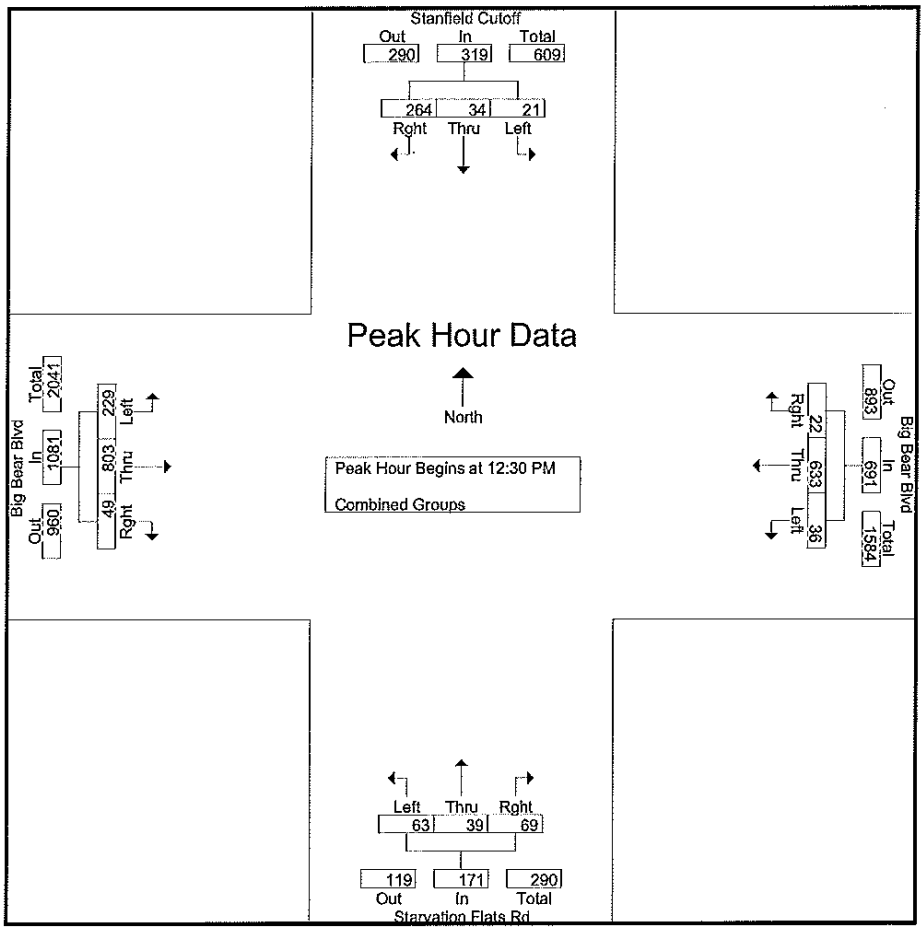
| | Stanfield Cutoff Southbound | | | | Big Bear Blvd Westbound | | | | Starvation Flats Rd Northbound | | | | Big Bear Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| 12:00 PM | 1 | 4 | 53 | 58 | 17 | 156 | 7 | 180 | 17 | 9 | 7 | 33 | 51 | 184 | 12 | 247 | 518 |
| 12:15 PM | 3 | 15 | 99 | 117 | 2 | 149 | 6 | 157 | 9 | 4 | 9 | 22 | 22 | 104 | 8 | 134 | 430 |
| 12:30 PM | 7 | 10 | 81 | 98 | 11 | 166 | 4 | 181 | 11 | 8 | 18 | 37 | 59 | 178 | 11 | 248 | 564 |
| 12:45 PM | 4 | 11 | 58 | 73 | 7 | 173 | 6 | 186 | 23 | 16 | 21 | 60 | 59 | 198 | 12 | 269 | 588 |
| Total | 15 | 40 | 291 | 346 | 37 | 644 | 23 | 704 | 60 | 37 | 55 | 152 | 191 | 664 | 43 | 898 | 2100 |
| | | | | | | | | | | | | | | | | | |
| 01:00 PM | 6 | 10 | 67 | 83 | 6 | 144 | 9 | 159 | 17 | 6 | 14 | 37 | 52 | 194 | 15 | 261 | 540 |
| 01:15 PM | 4 | 3 | 58 | 65 | 12 | 150 | 3 | 165 | 12 | 9 | 16 | 37 | 59 | 233 | 11 | 303 | 570 |
| 01:30 PM | 5 | 8 | 47 | 60 | 13 | 133 | 10 | 156 | 15 | 3 | 12 | 30 | 81 | 183 | 4 | 268 | 514 |
| 01:45 PM | 5 | 11 | 43 | 59 | 12 | 140 | 6 | 158 | 18 | 9 | 16 | 43 | 67 | 197 | 6 | 270 | 530 |
| Total | 20 | 32 | 215 | 267 | 43 | 567 | 28 | 638 | 62 | 27 | 58 | 147 | 259 | 807 | 36 | 1102 | 2154 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 35 | 72 | 506 | 613 | 80 | 1211 | 51 | 1342 | 122 | 64 | 113 | 299 | 450 | 1471 | 79 | 2000 | 4254 |
| Apprch % | 5.7 | 11.7 | 82.5 | | 6 | 90.2 | 3.8 | | 40.8 | 21.4 | 37.8 | | 22.5 | 73.6 | 4 | | |
| Total % | 0.8 | 1.7 | 11.9 | 14.4 | 1.9 | 28.5 | 1.2 | 31.5 | 2.9 | 1.5 | 2.7 | 7 | 10.6 | 34.6 | 1.9 | 47 | |

| | Stanfield Cutoff Southbound | | | | Big Bear Blvd Westbound | | | | Starvation Flats Rd Northbound | | | | Big Bear Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:30 PM | | | | | | | | | | | | | | | | | |
| 12:30 PM | **7** | 10 | **81** | **98** | 11 | 166 | 4 | 181 | **11** | 8 | 18 | 37 | **59** | 178 | 11 | 248 | 564 |
| 12:45 PM | 4 | **11** | 58 | 73 | 7 | **173** | 6 | **186** | **23** | **16** | **21** | **60** | 59 | 198 | 12 | 269 | **588** |
| 01:00 PM | 6 | 10 | 67 | 83 | 6 | 144 | **9** | 159 | 17 | 6 | 14 | 37 | 52 | 194 | **15** | 261 | 540 |
| 01:15 PM | 4 | 3 | 58 | 65 | **12** | 150 | 3 | 165 | 12 | 9 | 16 | 37 | 59 | **233** | 11 | **303** | 570 |
| Total Volume | 21 | 34 | 264 | 319 | 36 | 633 | 22 | 691 | 63 | 39 | 69 | 171 | 229 | 803 | 49 | 1081 | 2262 |
| % App. Total | 6.6 | 10.7 | 82.8 | | 5.2 | 91.6 | 3.2 | | 36.8 | 22.8 | 40.4 | | 21.2 | 74.3 | 4.5 | | |
| PHF | .750 | .773 | .815 | .814 | .750 | .915 | .611 | .929 | .685 | .609 | .821 | .713 | .970 | .862 | .817 | .892 | .962 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

# Traffic Data Consultants

File Name : Stanfield&BigBearBlvd Comb Sun
Site Code : 3
Start Date : 3/4/2007
Page No : 2




Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 12:15 PM | | | | 12:00 PM | | | | 12:30 PM | | | | 01:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 3 | **15** | **99** | **117** | **17** | 156 | **7** | 180 | 11 | 8 | 18 | 37 | 52 | 194 | **15** | 261 |
| +15 mins. | **7** | 10 | 81 | 98 | 2 | 149 | 6 | 157 | **23** | **16** | **21** | **60** | 59 | **233** | 11 | **303** |
| +30 mins. | 4 | 11 | 58 | 73 | 11 | 166 | 4 | 181 | 17 | 6 | 14 | 37 | **81** | 183 | 4 | 268 |
| +45 mins. | 6 | 10 | 67 | 83 | 7 | **173** | 6 | **186** | 12 | 9 | 16 | 37 | 67 | 197 | 6 | 270 |
| Total Volume | 20 | 46 | 305 | 371 | 37 | 644 | 23 | 704 | 63 | 39 | 69 | 171 | 259 | 807 | 36 | 1102 |
| % App. Total | 5.4 | 12.4 | 82.2 | | 5.3 | 91.5 | 3.3 | | 36.8 | 22.8 | 40.4 | | 23.5 | 73.2 | 3.3 | |
| PHF | .714 | .767 | .770 | .793 | .544 | .931 | .821 | .946 | .685 | .609 | .821 | .713 | .799 | .866 | .600 | .909 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

# Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Sunday
Site Code : 3
Start Date : 3/4/2007
Page No : 1

Groups Printed- Passenger Vehicles

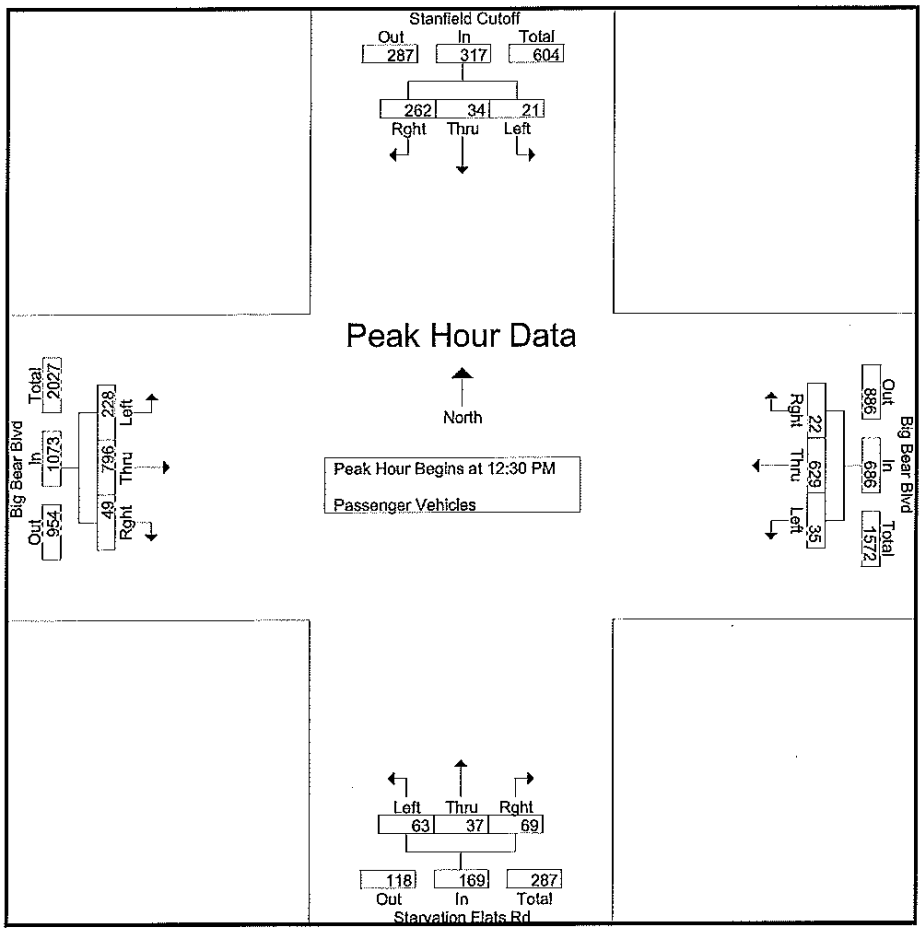
| | Stanfield Cutoff Southbound | | | | Big Bear Blvd Westbound | | | | Starvation Flats Rd Northbound | | | | Big Bear Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| 12:00 PM | 1 | 4 | 53 | 58 | 17 | 156 | 7 | 180 | 17 | 9 | 7 | 33 | 51 | 182 | 12 | 245 | 516 |
| 12:15 PM | 3 | 15 | 99 | 117 | 2 | 149 | 6 | 157 | 9 | 4 | 9 | 22 | 22 | 102 | 8 | 132 | 428 |
| 12:30 PM | 7 | 10 | 81 | 98 | 11 | 166 | 4 | 181 | 11 | 8 | 18 | 37 | 59 | 175 | 11 | 245 | 561 |
| 12:45 PM | 4 | 11 | 57 | 72 | 6 | 171 | 6 | 183 | 23 | 16 | 21 | 60 | 58 | 198 | 12 | 268 | 583 |
| Total | 15 | 40 | 290 | 345 | 36 | 642 | 23 | 701 | 60 | 37 | 55 | 152 | 190 | 657 | 43 | 890 | 2088 |
| | | | | | | | | | | | | | | | | | |
| 01:00 PM | 6 | 10 | 66 | 82 | 6 | 144 | 9 | 159 | 17 | 5 | 14 | 36 | 52 | 191 | 15 | 258 | 535 |
| 01:15 PM | 4 | 3 | 58 | 65 | 12 | 148 | 3 | 163 | 12 | 8 | 16 | 36 | 59 | 232 | 11 | 302 | 566 |
| 01:30 PM | 5 | 8 | 47 | 60 | 13 | 132 | 10 | 155 | 15 | 3 | 12 | 30 | 80 | 183 | 4 | 267 | 512 |
| 01:45 PM | 5 | 10 | 42 | 57 | 12 | 139 | 6 | 157 | 18 | 9 | 16 | 43 | 67 | 197 | 6 | 270 | 527 |
| Total | 20 | 31 | 213 | 264 | 43 | 563 | 28 | 634 | 62 | 25 | 58 | 145 | 258 | 803 | 36 | 1097 | 2140 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 35 | 71 | 503 | 609 | 79 | 1205 | 51 | 1335 | 122 | 62 | 113 | 297 | 448 | 1460 | 79 | 1987 | 4228 |
| Apprch % | 5.7 | 11.7 | 82.6 | | 5.9 | 90.3 | 3.8 | | 41.1 | 20.9 | 38 | | 22.5 | 73.5 | 4 | | |
| Total % | 0.8 | 1.7 | 11.9 | 14.4 | 1.9 | 28.5 | 1.2 | 31.6 | 2.9 | 1.5 | 2.7 | 7 | 10.6 | 34.5 | 1.9 | 47 | |

| | Stanfield Cutoff Southbound | | | | Big Bear Blvd Westbound | | | | Starvation Flats Rd Northbound | | | | Big Bear Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:30 PM | | | | | | | | | | | | | | | | | |
| 12:30 PM | **7** | 10 | **81** | **98** | 11 | 166 | 4 | 181 | 11 | 8 | 18 | 37 | **59** | 175 | 11 | 245 | 561 |
| 12:45 PM | 4 | **11** | 57 | 72 | 6 | **171** | 6 | **183** | **23** | **16** | **21** | **60** | 58 | 198 | 12 | 268 | **583** |
| 01:00 PM | 6 | 10 | 66 | 82 | 6 | 144 | **9** | 159 | 17 | 5 | 14 | 36 | 52 | 191 | **15** | 258 | 535 |
| 01:15 PM | 4 | 3 | 58 | 65 | **12** | 148 | 3 | 163 | 12 | 8 | 16 | 36 | 59 | **232** | 11 | **302** | 566 |
| Total Volume | 21 | 34 | 262 | 317 | 35 | 629 | 22 | 686 | 63 | 37 | 69 | 169 | 228 | 796 | 49 | 1073 | 2245 |
| % App. Total | 6.6 | 10.7 | 82.6 | | 5.1 | 91.7 | 3.2 | | 37.3 | 21.9 | 40.8 | | 21.2 | 74.2 | 4.6 | | |
| PHF | .750 | .773 | .809 | .809 | .729 | .920 | .611 | .937 | .685 | .578 | .821 | .704 | .966 | .858 | .817 | .888 | .963 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

# Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Sunday
Site Code : 3
Start Date : 3/4/2007
Page No : 2




Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 12:15 PM | | | | 12:00 PM | | | | 12:30 PM | | | | 01:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 3 | **15** | **99** | **117** | **17** | 156 | **7** | 180 | 11 | 8 | 18 | 37 | 52 | 191 | **15** | 258 |
| +15 mins. | **7** | 10 | 81 | 98 | 2 | 149 | 6 | 157 | **23** | **16** | **21** | **60** | 59 | **232** | 11 | **302** |
| +30 mins. | 4 | 11 | 57 | 72 | 11 | 166 | 4 | 181 | 17 | 5 | 14 | 36 | **80** | 183 | 4 | 267 |
| +45 mins. | 6 | 10 | 66 | 82 | 6 | **171** | 6 | **183** | 12 | 8 | 16 | 36 | 67 | 197 | 6 | 270 |
| Total Volume | 20 | 46 | 303 | 369 | 36 | 642 | 23 | 701 | 63 | 37 | 69 | 169 | 258 | 803 | 36 | 1097 |
| % App. Total | 5.4 | 12.5 | 82.1 | | 5.1 | 91.6 | 3.3 | | 37.3 | 21.9 | 40.8 | | 23.5 | 73.2 | 3.3 | |
| PHF | .714 | .767 | .765 | .788 | .529 | .939 | .821 | .958 | .685 | .578 | .821 | .704 | .806 | .865 | .600 | .908 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

# Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Sunday
Site Code : 3
Start Date : 3/4/2007
Page No : 1

Groups Printed- Large 2 Axle

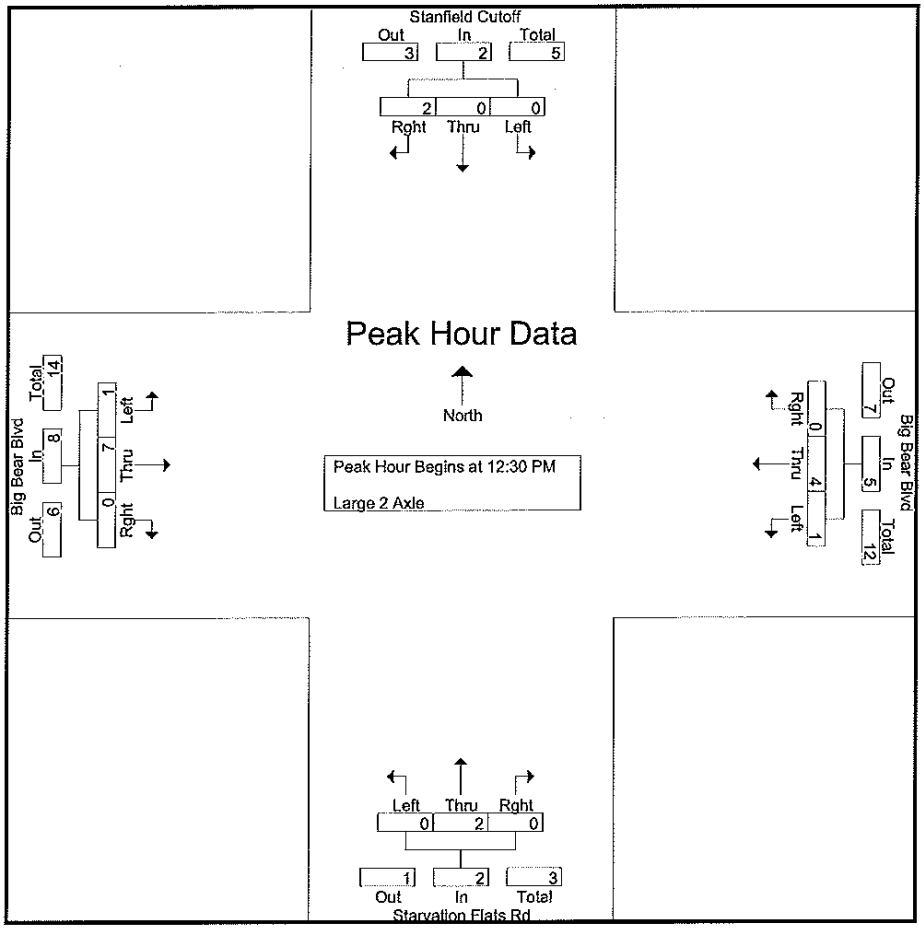
| | Stanfield Cutoff Southbound | | | | Big Bear Blvd Westbound | | | | Starvation Flats Rd Northbound | | | | Big Bear Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 3 |
| 12:45 PM | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| Total | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 12 |
| 01:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 5 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 4 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 01:45 PM | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 1 | 2 | 3 | 0 | 4 | 0 | 4 | 0 | 2 | 0 | 2 | 1 | 4 | 0 | 5 | 14 |
| Grand Total | 0 | 1 | 3 | 4 | 1 | 6 | 0 | 7 | 0 | 2 | 0 | 2 | 2 | 11 | 0 | 13 | 26 |
| Apprch % | 0 | 25 | 75 | | 14.3 | 85.7 | 0 | | 0 | 100 | 0 | | 15.4 | 84.6 | 0 | | |
| Total % | 0 | 3.8 | 11.5 | 15.4 | 3.8 | 23.1 | 0 | 26.9 | 0 | 7.7 | 0 | 7.7 | 7.7 | 42.3 | 0 | 50 | |

| | Stanfield Cutoff Southbound | | | | Big Bear Blvd Westbound | | | | Starvation Flats Rd Northbound | | | | Big Bear Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:30 PM | | | | | | | | | | | | | | | | | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** | 3 |
| 12:45 PM | 0 | 0 | **1** | **1** | **1** | **2** | 0 | **3** | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | **5** |
| 01:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | 0 | 3 | 0 | 3 | 5 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 4 |
| Total Volume | 0 | 0 | 2 | 2 | 1 | 4 | 0 | 5 | 0 | 2 | 0 | 2 | 1 | 7 | 0 | 8 | 17 |
| % App. Total | 0 | 0 | 100 | | 20 | 80 | 0 | | 0 | 100 | 0 | | 12.5 | 87.5 | 0 | | |
| PHF | .000 | .000 | .500 | .500 | .250 | .500 | .000 | .417 | .000 | .500 | .000 | .500 | .250 | .583 | .000 | .667 | .850 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

# Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Sunday
Site Code : 3
Start Date : 3/4/2007
Page No : 2




Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 01:00 PM | | | | 12:45 PM | | | | 12:30 PM | | | | 12:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | **1** | 1 | **1** | **2** | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | **1** | 0 | **1** | **1** | 0 | 0 | 1 |
| +45 mins. | 0 | **1** | 1 | **2** | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 |
| Total Volume | 0 | 1 | 2 | 3 | 1 | 5 | 0 | 6 | 0 | 2 | 0 | 2 | 1 | 8 | 0 | 9 |
| % App. Total | 0 | 33.3 | 66.7 | | 16.7 | 83.3 | 0 | | 0 | 100 | 0 | | 11.1 | 88.9 | 0 | |
| PHF | .000 | .250 | .500 | .375 | .250 | .625 | .000 | .500 | .000 | .500 | .000 | .500 | .250 | .667 | .000 | .750 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

# Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Sunday
Site Code : 3
Start Date : 3/4/2007
Page No : 1

Groups Printed- 3 Axle

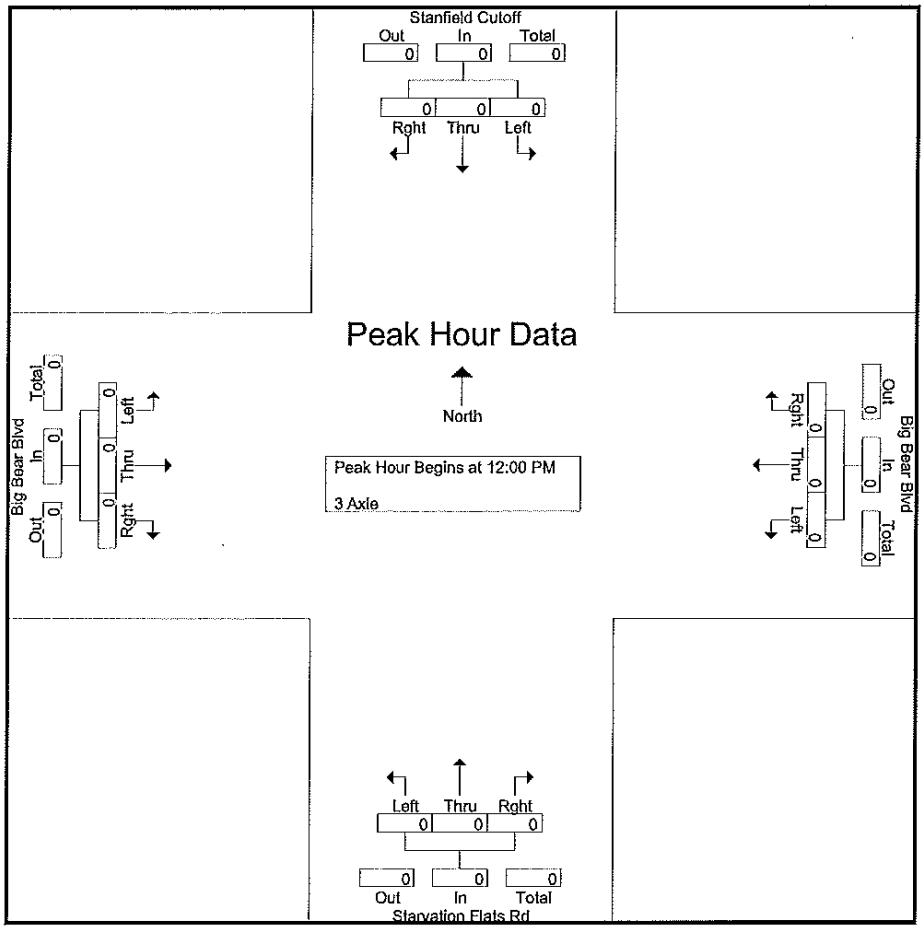
| | Stanfield Cutoff Southbound | | | | Big Bear Blvd Westbound | | | | Starvation Flats Rd Northbound | | | | Big Bear Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| Total % | | | | | | | | | | | | | | | | | |

| | Stanfield Cutoff Southbound | | | | Big Bear Blvd Westbound | | | | Starvation Flats Rd Northbound | | | | Big Bear Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Left | Thru | Rght | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:00 PM | | | | | | | | | | | | | | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

City of: Big Bear
N/S: Stanfield Cutoff
E/W: Big Bear Blvd

# Traffic Data Consultants

File Name : Stanfield@BigBearBlvd Sunday
Site Code : 3
Start Date : 3/4/2007
Page No : 2




Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 12:00 PM | | | | 12:00 PM | | | | 12:00 PM | | | | 12:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

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