Appendix N Traffic Impact Analysis

Appendices

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KUNZMAN ASSOCIATES, INC.

RANCHO SAN GORGONIO SPECIFIC PLAN

TRAFFIC IMPACT ANALYSIS (REVISED)

April 20, 2016

Traffic Engineering | Transportation Planning | Parking | Noise/Vibration | Expert Witness
Air Quality | Global Climate Change | Health Risk Assessment

KUNZMAN ASSOCIATES, INC.

RANCHO SAN GORGONIO SPECIFIC PLAN

TRAFFIC IMPACT ANALYSIS (REVISED)

April 20, 2016

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I. FINDINGS

This section summarizes the existing traffic conditions, project traffic impacts, and the proposed mitigation measures. The City of Banning is the lead agency responsible for preparation of the traffic impact analysis, in accordance with the California Environmental Quality Act authorizing legislation.

A. Site Location and Study Area

The project site is located in the City of Banning with a small portion to be annexed from unincorporated County of Riverside. The majority of intersections are located in the City of Banning, except as noted below.

Based upon a 50 peak hour trip threshold, the study area includes the following intersections:

Beaumont Avenue/SR-79 (NS) at:
- 1st Street (EW) - #1‡
- Potrero Boulevard (EW) - #2‡
- California Avenue (EW) - #3‡

Michigan Avenue (NS) at:
- 1st Street (EW) - #4

Pennsylvania Avenue (NS) at:
- 1st Street (EW) - #5

Highland Springs Avenue (NS) at:
- 14th Street (EW) - #6†
- Oak Valley Parkway (EW) - #7†
- 8th Street/Wilson Street (EW) - #8†
- 6th Street/Ramsey Street (EW) - #9†
- I-10 Freeway WB Ramps (EW) - #10‡
- I-10 Freeway EB Ramps (EW) - #11‡
- 1st Street/Sun Lakes Boulevard (EW) - #12†

Highland Home Road (NS) at:
- 14th Street (EW) - #13
- Wilson Street (EW) - #14
- Ramsey Street (EW) - #15
- Sun Lakes Boulevard (EW) - #16

Lincoln Street (NS) at:

† City of Banning/Beaumont jurisdiction.

‡ California Department of Transportation jurisdiction.

Lincoln Street (NS) at:
- Westward Avenue (EW) - #17

Sunset Avenue (NS) at:
- Wilson Street (EW) - #18
- Ramsey Street (EW) - #19
- I-10 Freeway WB Ramps (EW) - #20‡
- I-10 Freeway EB Ramps (EW) - #21‡
- Lincoln Street (EW) - #22
- Westward Avenue (EW) - #23
- C Street (EW) - #24

A Street (NS) at:
- Westward Avenue (EW) - #25

22nd Street (NS) at:
- Ramsey Street (EW) - #26
- I-10 Freeway WB Ramps (EW) - #27‡
- I-10 Freeway EB Ramps (EW) - #28‡
- Lincoln Street (EW) - #29
- Westward Avenue (EW) - #30

8th Street (NS) at:
- Wilson Street (EW) - #31
- Ramsey Street (EW) - #32
- I-10 Freeway WB Ramps (EW) - #33‡
- I-10 Freeway EB Ramps (EW) - #34‡
- Lincoln Street (EW) - #35‡
- Westward Avenue (EW) - #36

San Gorgonio Avenue (NS) at:
- Wilson Street (EW) - #37
- Ramsey Street (EW) - #38
- Lincoln Street (EW) - #39‡
- Westward Avenue (EW) - #40‡
- Charles Street (EW) - #41‡
- Wesley Street (EW) - #42‡

San Gorgonio Avenue/SR-243 (NS) at:
- Old Idyllwild Road (EW) - #43‡

SR-243 (NS) at:
- C Street (EW) - #44‡

‡ California Department of Transportation jurisdiction.

B. Definition of Deficiency and Significant Impact

As required by the City of Banning, this report analyzes the traffic impacts of the proposed project in accordance with the Riverside County Transportation Department Traffic Impact Analysis Preparation Guide. The following definitions of deficiencies and significant impacts have been developed in accordance with the City of Banning requirements.

Definition of Deficiency

The definition of an intersection deficiency has been obtained from the City of Banning General Plan, which states that peak hour intersection operations of Level of Service D or better are generally acceptable. Therefore, any intersection operating at Level of Service E or F will be considered deficient. The City of Beaumont General Plan also utilizes the same Level of Service standards.

The California Department of Transportation endeavors to maintain a target Level of Service at the transition between Level of Service C and D (maximum 35 seconds of control delay). If an existing facility, or study area intersection for purposes of this analysis, operates at an unacceptable Level of Service, then the existing control delay should be maintained. The lead agency may consult with the California Department of Transportation to determine the appropriate target Level of Service if the maximum 35 seconds of control delay is not feasible.

Definition of Significant Impact

An impact is considered significant if the project-related traffic causes an intersection to move from an acceptable Level of Service to an unacceptable Level of Service. If a significant impact occurs, mitigation is required to bring the intersection back to an acceptable Level of Service, or to no-project conditions if the intersection is projected to operate an unacceptable Level of Service for no-project conditions.

C. Existing Traffic Conditions

1. The project site consists of 830.84 acres of currently undeveloped land and is generally located east of Sunset Avenue, south of Westward Avenue, and west of San Gorgonio Avenue/Old Idyllwild Road in the City of Banning.

2. Existing roadways in the vicinity of the project study area include Beaumont Avenue/SR-79, Michigan Avenue, Pennsylvania Avenue, Highland Springs Avenue, Highland Home Road, Sunset Avenue, 22nd Street, 8th Street, San Gorgonio Avenue, SR-243, Oak Valley Parkway, 8th Street, Wilson Street, 6th Street, Ramsey Street, 1st Street, Sun Lakes Boulevard, Lincoln Street, Westward Avenue, California Avenue, Charles Street, and Wesley Street. Regional access is provided by the I-10 Freeway.

3. Banning High School is situated on the southwest corner of the San Gorgonio Avenue and Westward Avenue intersection. When school lets out, students traverse north on San Bernardino through the Lincoln Street intersection creating traffic jams for an approximately 15 minute period in the afternoon (off-peak period). To reduce this

pedestrian conflict, it is recommended that crossing guards be positioned along San Gorgonio Avenue at the intersections of Lincoln Street and Westward Avenue.

4. The following study area intersections currently operate at unacceptable Levels of Service during the peak hours for existing traffic conditions:

   Beaumont Avenue/SR-79 (NS) at:
   California Avenue (EW) - #3

   8th Street (NS) at:
   I-10 Freeway EB Ramps (EW) - #34

5. Traffic signals appear to be currently warranted at the following study area intersections for existing traffic conditions:

   Beaumont Avenue/SR-79 (NS) at:
   California Avenue (EW) - #3

   Michigan Avenue (NS) at:
   1st Street (EW) - #4

   Pennsylvania Avenue (NS) at:
   1st Street (EW) - #5

   Sunset Avenue (NS) at:
   Wilson Street (EW) - #18

   8th Street (NS) at:
   I-10 Freeway WB Ramps (EW) - #33
   I-10 Freeway EB Ramps (EW) - #34

D. Traffic Impacts

1. The proposed development consists of 45 planning areas, including single-family detached residential, multi-family attached residential, senior adult housing (detached), neighborhood commercial, elementary school, and community park land uses.

2. For Opening Year (2017), the project site is projected to generate a total of approximately 3,307 daily vehicle trips, 538 of which will occur during the morning peak hour and 359 of which will occur during the evening peak hour.

3. For Interim Year (2019), the project site is projected to generate a total of approximately 6,725 daily vehicle trips, 807 of which will occur during the morning peak hour and 718 of which will occur during the evening peak hour.

4. For Interim Year (2022), the project site is projected to generate a total of approximately 10,952 daily vehicle trips, 1,140 of which will occur during the morning peak hour and 1,162 of which will occur during the evening peak hour.

5. For Interim Year (2025), the project site is projected to generate a total of approximately 25,296 daily vehicle trips, 1,747 of which will occur during the morning peak hour and 2,224 of which will occur during the evening peak hour.

6. For Interim Year (2029), the project site is projected to generate a total of approximately 30,832 daily vehicle trips, 2,177 of which will occur during the morning peak hour and 2,770 of which will occur during the evening peak hour.

7. For General Plan Buildout Year (2035) (project buildout), the project site is projected to generate a total of approximately 31,698 daily vehicle trips, 2,245 of which will occur during the morning peak hour and 2,861 of which will occur during the evening peak hour.

8. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Existing Plus Project traffic conditions, except for the following study area intersections:

    Beaumont Avenue/SR-79 (NS) at:
        California Avenue (EW) - #3

    Sunset Avenue (NS) at:
        I-10 Freeway WB Ramps (EW) - #20
        I-10 Freeway EB Ramps (EW) - #21
        Westward Avenue (EW) - #23

    22nd Street (NS) at:
        Westward Avenue (EW) - #30

    8th Street (NS) at:
        I-10 Freeway WB Ramps (EW) - # 33
        I-10 Freeway EB Ramps (EW) - #34
        Lincoln Street (EW) - #35
        Westward Avenue (EW) - #36

9. The proposed project does not create a significant impact at the study area intersections for Existing Plus Project traffic conditions, with improvements.

10. Traffic signals are projected to be warranted at the following additional study area intersections for Existing Plus Project traffic conditions:

    Highland Home Road (NS) at:
        Ramsey Street (EW) - #15

Sunset Avenue (NS) at:
Lincoln Street (EW) - #22
Westward Avenue (EW) - #23

A Street (NS) at:
Westward Avenue (EW) - #25

22nd Street (NS) at:
I-10 Freeway WB Ramps (EW) - #27
I-10 Freeway EB Ramps (EW) - #28
Westward Avenue (EW) - #30

8th Street (NS) at:
Lincoln Street (EW) - #35
Westward Avenue (EW) - #36

11. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2017) Without Project traffic conditions, except for the following study area intersection:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

8th Street (NS) at:
I-10 Freeway EB Ramps (EW) - #34

12. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2017) With Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

8th Street (NS) at:
I-10 Freeway WB Ramps (EW) - # 33
I-10 Freeway EB Ramps (EW) - #34

13. The proposed project does not create a significant impact at the study area intersections for Opening Year (2017) With Project traffic conditions, with improvements.

14. Traffic signals are projected to be warranted at the following additional study area intersections for Opening Year (2017) With Project traffic conditions:

8th Street (NS) at:
Lincoln Street (EW) - #35
Westward Avenue (EW) - #36

15. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2019) Without Project traffic conditions, except for the following study area intersection:

    Beaumont Avenue/SR-79 (NS) at:
        California Avenue (EW) - #3

    8th Street (NS) at:
        I-10 Freeway EB Ramps (EW) - #34

16. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2019) With Project traffic conditions, except for the following study area intersections:

    Beaumont Avenue/SR-79 (NS) at:
        California Avenue (EW) - #3

    8th Street (NS) at:
        I-10 Freeway WB Ramps (EW) - # 33
        I-10 Freeway EB Ramps (EW) - #34
        Lincoln Street (EW) - #35

17. The proposed project does not create a significant impact at the study area intersections for Interim Year (2019) With Project traffic conditions, with improvements.

18. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2022) Without Project traffic conditions, except for the following study area intersections:

    Beaumont Avenue/SR-79 (NS) at:
        California Avenue (EW) - #3

    8th Street (NS) at:
        I-10 Freeway EB Ramps (EW) - #34

19. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2022) With Project traffic conditions, except for the following study area intersections:

    Beaumont Avenue/SR-79 (NS) at:
        California Avenue (EW) - #3

    Highland Home Road (NS) at:
        Ramsey Street (EW) - #15

8th Street (NS) at:
I-10 Freeway WB Ramps (EW) - # 33
I-10 Freeway EB Ramps (EW) - #34
Lincoln Street (EW) - #35
Westward Avenue (EW) - #36

20. The proposed project does not create a significant impact at the study area intersections for Interim Year (2022) With Project traffic conditions, with improvements.

21. Traffic signals are projected to be warranted at the following additional study area intersections for Interim Year (2022) With Project traffic conditions:

22nd Street (NS) at:
I-10 Freeway WB Ramps (EW) - #27
I-10 Freeway EB Ramps (EW) - #28

22. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2025) Without Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

Highland Home Road (NS) at:
Ramsey Street (EW) - #15

8th Street (NS) at:
I-10 Freeway EB Ramps (EW) - #34

23. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2025) With Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

Highland Home Road (NS) at:
Ramsey Street (EW) - #15

Sunset Avenue (NS) at:
Wilson Street (EW) - #18

22nd Street (NS) at:
Westward Avenue (EW) - #30

8th Street (NS) at:
I-10 Freeway WB Ramps (EW) - # 33

I-10 Freeway EB Ramps (EW) - #34
Lincoln Street (EW) - #35
Westward Avenue (EW) - #36

24. The proposed project does not create a significant impact at the study area intersections for Interim Year (2025) With Project traffic conditions, with improvements.

25. Traffic signals are projected to be warranted at the following additional study area intersections for Interim Year (2025) With Project traffic conditions:

Highland Home Road (NS) at:
Wilson Street (EW) - #14

Sunset Avenue (NS) at:
Lincoln Street (EW) - #22

22nd Street (NS) at:
Westward Avenue (EW) - #30

8th Street (NS) at:
Wilson Street (EW) - #31

26. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2029) Without Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

Highland Home Road (NS) at:
Wilson Street (EW) - #14
Ramsey Street (EW) - #15

Sunset Avenue (NS) at:
Wilson Street (EW) - #18

8th Street (NS) at:
I-10 Freeway EB Ramps (EW) - #34

27. Traffic signals are projected to be warranted at the following additional study area intersections for Interim Year (2029) Without Project traffic conditions:

Highland Springs Avenue (NS) at:
14th Street (EW) - #6

28. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2029) With Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

Pennsylvania Avenue (NS) at:
1st Street (EW) - #5

Highland Home Road (NS) at:
Wilson Street (EW) - #14
Ramsey Street (EW) - #15

Sunset Avenue (NS) at:
Wilson Street (EW) - #18
Lincoln Street (EW) - #22
Westward Avenue (EW) - #23

22nd Street (NS) at:
I-10 Freeway EB Ramps (EW) - #28
Westward Avenue (EW) - #30

8th Street (NS) at:
I-10 Freeway WB Ramps (EW) - # 33
I-10 Freeway EB Ramps (EW) - #34
Lincoln Street (EW) - #35
Westward Avenue (EW) - #36

29. The proposed project does not create a significant impact at the study area intersections for Interim Year (2029) With Project traffic conditions, with improvements.

30. Traffic signals are projected to be warranted at the following additional study area intersections for Interim Year (2029) With Project traffic conditions:

Highland Home Road (NS) at:
Ramsey Street (EW) - #15

Sunset Avenue (NS) at:
Westward Avenue (EW) - #23

A Street (NS) at:
Westward Avenue (EW) - #25

22nd Street (NS) at:
Lincoln Street (EW) - #29

31. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for General Plan Buildout Year (2035) Without Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

Highland Home Road (NS) at:
Wilson Street (EW) - #14
Ramsey Street (EW) - #15

Sunset Avenue (NS) at:
Wilson Street (EW) - #18

8th Street (NS) at:
I-10 Freeway EB Ramps (EW) - #34

32. Traffic signals are projected to be warranted at the following additional study area intersections for General Plan Buildout Year (2035) Without Project traffic conditions:

Beaumont Avenue/SR-79 (NS) at:
Potrero Boulevard (EW) - #2

Highland Home Road (NS) at:
Sun Lakes Boulevard (EW) - #16

33. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for General Plan Buildout Year (2035) With Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

Pennsylvania Avenue (NS) at:
1st Street (EW) - #5

Highland Home Road (NS) at:
Wilson Street (EW) - #14
Ramsey Street (EW) - #15

Sunset Avenue (NS) at:
Wilson Street (EW) - #18
Lincoln Street (EW) - #22
Westward Avenue (EW) - #23

22nd Street (NS) at:
Westward Avenue (EW) - #30

8th Street (NS) at:
I-10 Freeway WB Ramps (EW) - # 33
I-10 Freeway EB Ramps (EW) - #34
Lincoln Street (EW) - #35

34. The proposed project does not create a significant impact at the study area intersections for General Plan Buildout Year (2035) With Project traffic conditions, with improvements.

E. Mitigation Measures

The following measures are recommended to mitigate the impact of the project on traffic circulation:

On-Site

1. Site-specific circulation and access recommendations are depicted on Figures 112 to 117.

2. Construct Sunset Avenue from the north project boundary to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (Secondary Highway; see Figure 8).

3. Construct Rancho San Gorgonio Parkway north of A Street at 22nd Street to Westward Avenue at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (116 foot right-of-way; see Figure 111).

4. Construct Rancho San Gorgonio Parkway south of Westward Avenue at 8th Street along the project boundary at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development (146 foot right-of-way; see Figure 111).

5. Construct Westward Avenue along the project boundaries at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (Collector Highway; see Figure 8). Construction of Westward Avenue should be coordinated with other land owners' so that improvements are done simultaneously along Westward Avenue from Sunset Avenue to San Gorgonio Avenue. This will alleviate Westward Avenue from being partially improved sporadically along the project's property boundaries.

6. Construct Victory Avenue from Rancho San Gorgonio Parkway to Lovell Street at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (Local Street).

7. Construct Old Idyllwild Road from C Street to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.

8. Obtain the necessary right-of-way to construct C Street from the east project boundary to SR-243. C Street should intersect SR-243 at a right angle and adequate sight distance should be provided. Engineering design standards and safety features shall be maintained including traffic signalization and high speed signage as identified by the City of Banning Transportation Department staff.

9. Sight distance at project accesses shall comply with standard California Department of Transportation and City of Banning sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits.

10. Separate on-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

Off-Site

1. As is the case for any roadway design, the City of Banning should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

2. Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.

3. Table 33 shows a summary of the required off-site improvements. Recommended improvements to the study area network are consistent with the City of Banning, City of Beaumont, and County of Riverside General Plan Circulation Elements and roadway cross-section widths.

4. The following improvements are identified as City of Banning TUMF improvements within the roadway network:

    - 8th Street from Wilson Street to the I-10 Freeway to 2 lanes
    - Sunset Avenue I-10 Freeway interchange and railroad crossing
    - Sun Lakes Boulevard/Westward Avenue from Highland Home Road to Westward Avenue to 4 lanes
    - Highland Home Road from north of 14th Street to Wilson Avenue to 4 lanes and from Wilson Street to Sun Lakes Boulevard to 6 lanes including the I-10 Freeway interchange
    - Potrero Boulevard west of SR-79 to SR-79 to 4 lanes

5. The following improvements are identified as City of Banning Capital Improvement Project improvements within the roadway network:

    - Sun Lakes Boulevard/Westward Avenue from Highland Home Road to Sunset Street
    - Sunset Avenue Grade Separation
    - Ramsey Street from 8th Street east to Hargrave Street
    - Lincoln Street from San Gorgonio Avenue east to Hargrave Street
    - 8th Street from Lincoln Street to Westward Avenue

II. PROJECT DESCRIPTION

This section discusses the project location and proposed development. Figure 1 shows the project location map and Figure 2 illustrates the project conceptual land use plan. For purposes of this traffic analysis, the conceptual land use plan has been divided into traffic analysis zones 1 through 10.

A. Location

The project site consists of 830.84 acres of currently undeveloped land and is generally located east of Sunset Avenue, south of Westward Avenue, and west of San Gorgonio Avenue/Old Idyllwild Road in the City of Banning. It should be noted that the project is partially within the jurisdiction of the County of Riverside and coordination with the County is required for annexation purposes.

B. Proposed Development

The proposed development consists of 42 planning areas (see Figure 2). The project site is proposed to be developed with the following land uses:

Land Use	Quantity	Units[1]
Single-Family Detached Residential	1,449	DU
Multi-Family Attached Residential (Apartments)	931	DU
Senior Adult Housing (Detached)	754	DU
Neighborhood Commercial[2]	101.604	TSF
Elementary School	800	ST
Community Park	25.0	AC

C. Phasing

For purposes of evaluating the traffic impacts at different stages of development, the project has been divided into six phases. Phase 1 is anticipated to be complete by Year 2017. Phase 2 is anticipated to be complete by Year 2019. Phase 3 is anticipated to be complete by Year 2022. Phase 4 is anticipated to be complete by 2025. Phase 5 is anticipated to be complete by 2029. The project buildout, or phase 6, is anticipated to be complete by Year 2035. The phasing utilized in this traffic impact analysis is consistent with the phasing shown in the Specific Plan.

[1] DU = Dwelling Units; TSF = Thousand Square Feet; ST = Students; AC = Acres

[2] The neighborhood commercial has an overlay option that includes 168 apartment dwelling units. 168 apartment dwelling units generates 1,117 daily vehicle trips with 86 trips in the morning peak hour and 104 in the evening peak hour. The 101,604 square foot neighborhood commercial shopping center generates 6,656 daily vehicle trips with 158 trips in the morning peak hour and 400 in the evening peak hour (including pass-by trip reductions). As such, the neighborhood commercial would generate more vehicle trips. Therefore, the neighborhood commercial option has been analyzed to provide a maximum likely scenario.

Figure 1
Project Location Map

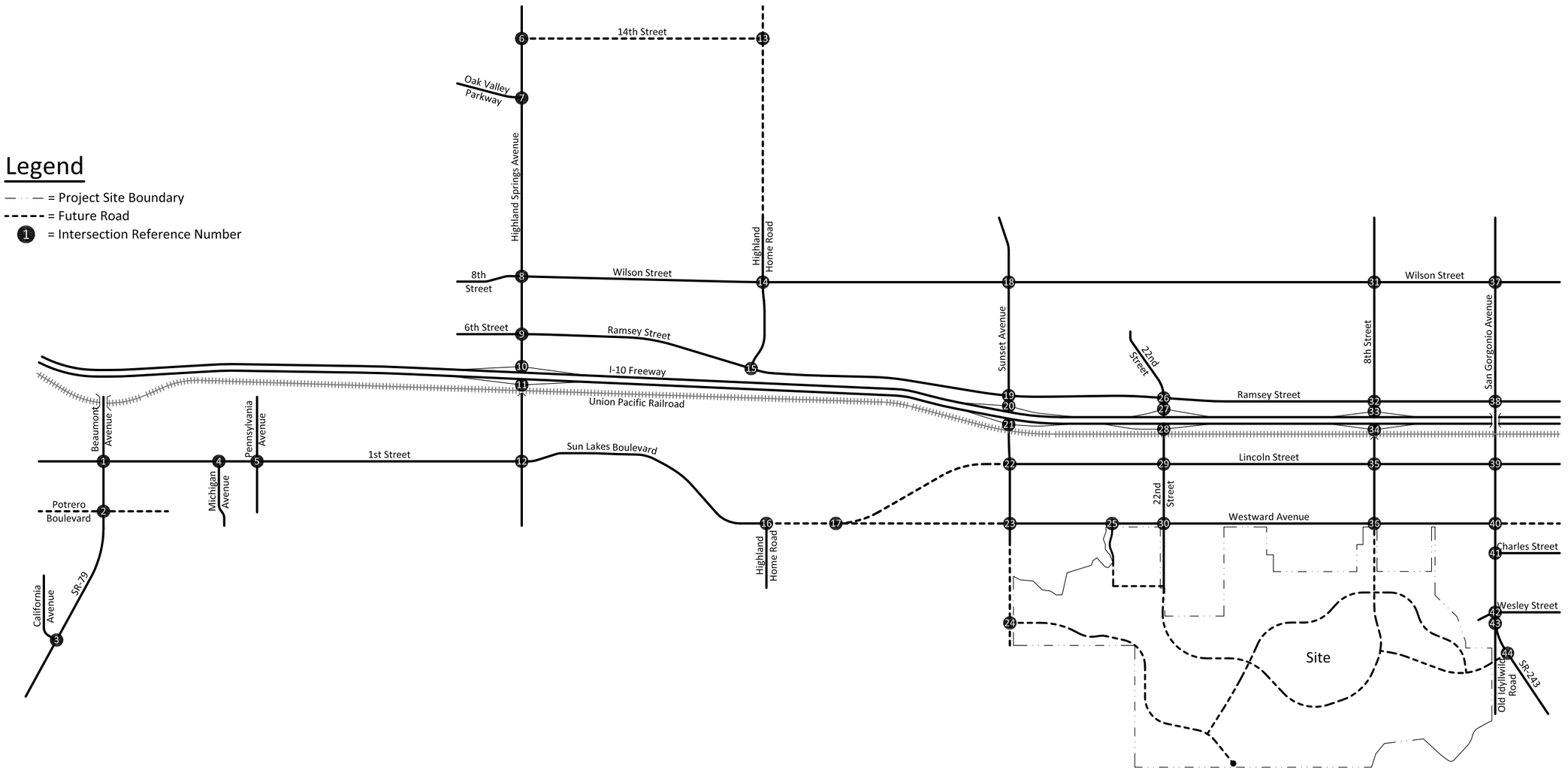
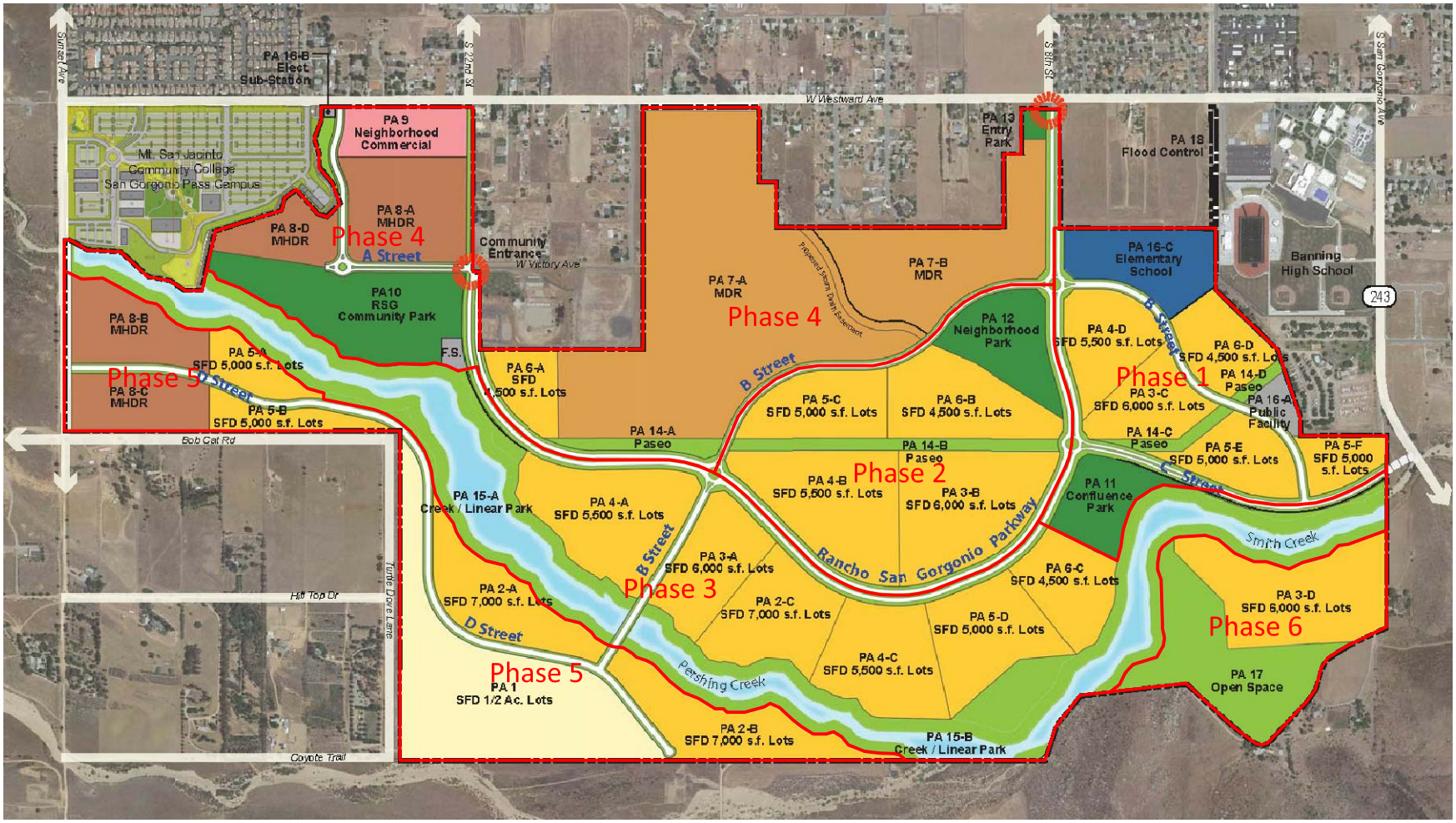


Figure 2
Site Plan



III. EXISTING TRAFFIC CONDITIONS

The traffic conditions as they exist today are discussed below and illustrated on Figures 3 to 12.

A. Surrounding Street System

Existing roadways in the vicinity of the project study area include Beaumont Avenue/SR-79, Michigan Avenue, Pennsylvania Avenue, Highland Springs Avenue, Highland Home Road, Sunset Avenue, 22nd Street, 8th Street, San Gorgonio Avenue, SR-243, Oak Valley Parkway, 8th Street, Wilson Street, 6th Street, Ramsey Street, 1st Street, Sun Lakes Boulevard, Lincoln Street, Westward Avenue, California Avenue, Charles Street, and Wesley Street. Regional access is provided by the I-10 Freeway.

Beaumont Avenue/SR-79: This north-south four lane undivided to divided roadway is classified as an Expressway A (184 or 220 foot right-of-way) on the City of Beaumont General Plan Circulation Element. It currently carries approximately 25,700 to 31,000 vehicles per day in the study area.

Michigan Avenue: This north-south two lane undivided roadway is classified as a Major Highway (100 foot right-of-way) on the City of Beaumont General Plan Circulation Element. It currently carries approximately 3,300 vehicles per day in the study area.

Pennsylvania Avenue: This north-south two lane undivided to divided roadway is classified as a Major Highway (100 foot right-of-way) on the City of Beaumont General Plan Circulation Element. It currently carries approximately 8,400 vehicles per day in the study area.

Highland Springs Avenue: This north-south two lane undivided to six lane divided roadway is classified as a Major/Arterial Highway (100 or 110 foot right-of-way) on the City of Banning General Plan Circulation Element. The roadway is classified as an Arterial (100 foot right-of-way) on the City of Banning General Plan Circulation Element. It currently carries approximately 6,100 to 29,200 vehicles per day in the study area.

Highland Home Road: This north-south two lane undivided to four lane divided roadway is classified as a Major/Arterial Highway (100 to 110 foot right-of-way) on the City of Banning General Plan Circulation Element. It currently carries approximately 200 to 1,700 vehicles per day in the study area.

Sunset Avenue: This north-south two lane undivided to four lane divided roadway is classified as a Collector Highway (66 foot right-of-way) north of Wilson Street, a Major Highway (100 foot right-of-way) between Wilson Street and the I-10 Freeway, and a Secondary Highway (88 foot right-of-way) south of the I-10 Freeway on the City of Banning General Plan Circulation Element. It currently carries approximately 400 to 10,500 vehicles per day in the study area.

22nd Street: This north-south two lane undivided to four lane divided roadway is classified as a Collector Highway (66 foot right-of-way) north of Ramsey Street and as a Secondary

22nd Street: This north-south two lane undivided to four lane divided roadway is classified as a Collector Highway (66 foot right-of-way) north of Ramsey Street and as a Secondary Highway (88 foot right-of-way) south of Ramsey Street on the City of Banning General Plan Circulation Element. It currently carries approximately 100 to 8,900 vehicles per day in the study area.

8th Street: This north-south two lane undivided roadway is classified as a Collector Highway (66 foot right-of-way) north of Wilson Street, as a Secondary Highway (88 foot right-of-way) between Wilson Street and Ramsey Street, and as a Major/Arterial Highway (100 to 110 foot right-of-way) south of Ramsey Street on the City of Banning General Plan Circulation Element. It currently carries approximately 2,100 to 13,100 vehicles per day in the study area.

San Gorgonio Avenue/SR-243: This north-south two to three lane undivided roadway is classified as a Collector Highway (66 foot right-of-way) north of Wilson Street. as a Secondary Highway (88 foot right-of-way) between Wilson Street and Lincoln Street, and as a Major/Arterial Highway (100 to 110 foot right-of-way) south of Lincoln Street on the City of Banning General Plan Circulation Element. It currently carries approximately 1,800 to 3,800 vehicles per day in the study area.

Oak Valley Parkway: This east-west four lane divided roadway is classified as a Major Highway (100 foot right-of-way) on the City of Beaumont General Plan Circulation Element. It currently carries approximately 5,000 vehicles per day in the study area.

8th Street: This east-west four lane divided roadway is classified as a Major Highway (100 foot right-of-way) on the City of Beaumont General Plan Circulation Element. It currently carries approximately 3,300 vehicles per day in the study area.

Wilson Street: This east-west two lane undivided to four lane divided roadway is classified as a Major/Arterial Highway (100 to 110 foot right-of-way) on the City of Banning General Plan Circulation Element. It currently carries approximately 3,400 to 9,200 vehicles per day in the study area.

6th Street: This east-west five lane divided roadway is classified as an Arterial Highway (110 foot right-of-way) on the City of Beaumont General Plan Circulation Element. It currently carries approximately 12,700 vehicles per day in the study area.

Ramsey Street: This east-west two lane undivided to four lane divided roadway is classified as a Major/Arterial Highway (100 to 110 foot right-of-way) on the City of Banning General Plan Circulation Element. It currently carries approximately 5,600 to 13,500 vehicles per day in the study area.

1st Street: This east-west two to four lane divided roadway is classified as a Major Highway (100 foot right-of-way) east of Michigan Avenue and as a Secondary Highway (88 foot right-of-way) west of Michigan Avenue on the City of Beaumont General Plan Circulation Element. It currently carries approximately 5,000 to 11,800 vehicles per day in the study area.

Sun Lakes Boulevard: This east-west four lane divided roadway is classified as a Major/Arterial Highway (100 to 110 foot right-of-way) on the City of Banning General Plan Circulation Element. It currently carries approximately 400 to 6,000 vehicles per day in the study area.

Lincoln Street: This east-west two lane undivided roadway is classified as a Major/Arterial Highway (100 to 110 foot right-of-way) on the City of Banning General Plan Circulation Element. It currently carries approximately 1,800 to 4,700 vehicles per day in the study area.

Westward Avenue: This east-west two lane undivided roadway is classified as a Collector Highway (66 foot right-of-way) on the City of Banning General Plan Circulation Element. It currently carries approximately 700 to 2,000 vehicles per day in the study area.

California Avenue: This east-west two lane undivided roadway is classified as a Secondary Highway (88 foot right-of-way) on the City of Beaumont General Plan Circulation Element. It currently carries approximately 3,700 vehicles per day in the study area.

Charles Street: This east-west two lane undivided roadway is not classified on the City of Banning General Plan Circulation Element. It currently carries approximately 600 vehicles per day in the study area.

Wesley Street: This east-west two lane undivided roadway is classified as a Collector Highway (66 foot right-of-way) on the City of Banning General Plan Circulation Element. It currently carries approximately 100 to 300 vehicles per day in the study area.

B. Existing Travel Lanes and Intersection Controls

Figure 3 identifies the existing roadway conditions for study area roadways. The number of through lanes for existing roadways, existing intersection controls, and the intersection lane geometry is identified on Figure 3.

C. Existing Average Daily Traffic Volumes

Figure 4 depicts the existing average daily traffic volumes. Existing average daily traffic volumes have been obtained from the Traffic Volumes on California State Highways (latest available; 2013) by the California Department of Transportation and factored from peak hour counts (see Appendix B) made for Kunzman Associates, Inc. in December 2012/February 2013/January 2014 using the following formula for each intersection leg:

PM Peak Hour (Approach Volume + Exit Volume) x 12 = Leg Volume

This is a conservative estimate and may over estimate the average daily traffic volumes.

With the Sunset Avenue/I-10 Freeway interchange under construction at the time of the analysis, the City of Banning Transportation Department staff requested that the traffic counts utilized in the February 28, 2014 traffic impact analysis be utilized for this report.

D. Existing Intersection Delay

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix E). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The existing delay and Level of Service for intersections in the vicinity of the project are shown in Table 1. Existing delay is based upon manual peak hour intersection turning movement counts obtained by Kunzman Associates, Inc. in December 2012/February 2013/January 2014 (see Figures 5 and 6). Traffic count worksheets are provided in Appendix B.

There are two peak hours in a weekday. The morning peak hour is between 7:00 AM and 9:00 AM, and the evening peak hour is between 4:00 PM and 6:00 PM. The actual peak hour within the two hour interval is the four consecutive 15 minute periods with the highest total volume when all movements are added together. Thus, the evening peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15 minute periods have the highest combined volume.

The study area intersections were selected based on the 50 peak hour project trip contribution test as outlined in the Riverside County Transportation Department Traffic Impact Analysis Preparation Guide.

The following study area intersections currently operate at unacceptable Levels of Service during the peak hours for existing traffic conditions:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

8th Street (NS) at:
I-10 Freeway EB Ramps (EW) - #34

Existing delay worksheets are provided in Appendix E.

E. Existing Traffic Signal Warrant Analysis

Traffic signals appear to be currently warranted at the following study area intersections for existing traffic conditions (see Appendix F):

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

Michigan Avenue (NS) at:
1st Street (EW) - #4

Pennsylvania Avenue (NS) at:
1st Street (EW) - #5

Sunset Avenue (NS) at:
- Wilson Street (EW) - #18
- I-10 Freeway WB Ramps (EW) - #20
- I-10 Freeway EB Ramps (EW) - #21

8th Street (NS) at:
- I-10 Freeway WB Ramps (EW) - #33
- I-10 Freeway EB Ramps (EW) - #34

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual on Uniform Traffic Control Devices (2014 Edition).

F. Relevant Circulation Plans

Figure 7 shows the current City of Banning General Plan Circulation Element. Both existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 7. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the land use element of the General Plan. The City of Banning General Plan roadway cross-sections are illustrated on Figure 8.

It should be noted that although the City of Banning General Plan Circulation Element shows a future Highland Home Road connection from Ramsey Street to Sun Lakes Boulevard with a future interchange (later changed to an overpass/underpass) at the I-10 Freeway, the City of Banning Transportation Department staff has advised that this connection will not occur. As a result, the Riverside Traffic Analysis Model (RivTAM) was refined eliminating this roadway while redistributing traffic projected to utilize this connection in the future to the surrounding roadway network.

The City of Beaumont General Plan Circulation Element and General Plan roadway cross-sections are illustrated on Figures 9 and 10, respectively. The County of Riverside Pass Area Circulation Plan and General Plan roadway cross-sections are illustrated on Figures 11 and 12, respectively.

1. General Plan Amendment

It should be noted that the proposed project requires a City of Banning General Plan Amendment to remove Porter Road extending through the project site including the County of Riverside in this process as part of the project site is located within the County. Porter Road is shown as an east-west Secondary Highway on the City of Banning General Plan Circulation Element (see Figure 7). The analysis presented in this report has assumed that Porter Road would not extend through the project and the intersection improvements recommended for General Plan Buildout Year (2035) With Project traffic conditions ensure that any subsequent impacts are mitigated.

It should be noted that according to Resolution No. 2008-16, the City Council for the City of Banning approved General Plan Amendment No, 07-2503 (January 22, 2008) to

delete Porter Road between Sunset Avenue and 22nd Street from the General Plan system. The Resolution notes that "the development occurring in the area will use an alternative route, Bobcat Road, for east west access between 22nd Street and Sunset Avenue that is equivalent to and serves the same purpose as the portion of roadway that is being deleted."

It should be noted that one of the purposes of the traffic impact analysis is to determine the mitigation necessary for Westward Avenue and other east-west connections with the removal of Bobcat Road.

2. Planned Improvements

The following improvements are identified as TUMF improvements within the roadway network:

- 8th Street from Wilson Street to the I-10 Freeway to 2 lanes
- Sunset Avenue I-10 Freeway interchange and railroad crossing
- Sun Lakes Boulevard/Westward Avenue from Highland Home Road to Westward Avenue to 4 lanes
- Highland Home Road from north of 14th Street to Wilson Avenue to 4 lanes and from Wilson Street to Sun Lakes Boulevard to 6 lanes including the I-10 Freeway interchange
- Potrero Boulevard west of SR-79 to SR-79 to 4 lanes

The following improvements are identified as City of Banning Capital Improvement Project improvements within the roadway network:

- Sun Lakes Boulevard/Westward Avenue from Highland Home Road to Sunset Street
- Sunset Avenue Grade Separation
- Ramsey Street from 8th Street east to Hargrave Street
- Lincoln Street from San Gorgonio Avenue east to Hargrave Street
- 8th Street from Lincoln Street to Westward Avenue

G. Transit Service

The City of Banning Pass Transit Routes 5 and 6 currently serve most of the study area including Highland Springs Avenue, Sunset Avenue, Ramsey Street, Lincoln Street, Westward Avenue, and San Gorgonio Avenue. The Pass Transit Route 1 services trips to and from the Cabazon Outlet Malls with multiple stops within the City of Banning.

Table 1

Existing Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	16.0-B	19.0-B
California Avenue (EW) - #3	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	99.9-F[4]	99.9-F
Michigan Avenue (NS) at:															
1st Street (EW) - #4	AWS	0.5	0	0.5	0	0	0	0	1	d	1	1	0	13.4-B	12.0-B
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	AWS	1	1	d	1	0.5	0.5	1	1	d	1	1	1	12.4-B	13.1-B
Highland Springs Avenue (NS) at:															
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	14.0-B	10.7-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	21.5-C	26.1-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	22.7-C	25.0-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	13.9-B	18.9-B
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	16.6-B	20.8-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	20.4-C	20.1-C
Highland Home Road (NS) at:															
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	16.1-C	15.6-C
Ramsey Street (EW) - #15	CSS	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	13.8-B	21.6-C
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	6.9-A	7.0-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	AWS	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	12.2-B	12.7-B
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	15.3-B	16.4-B
I-10 Freeway WB Ramps (EW) - #20	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.7-B	14.3-B
I-10 Freeway EB Ramps (EW) - #21	CSS	0	1	d	d	1	0	1	0	d	0	0	0	15.8-B	22.7-C
Lincoln Street (EW) - #22	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	8.9-A	9.0-A
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	7.4-A	7.6-A
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.6-B	18.7-B
I-10 Freeway WB Ramps (EW) - #27	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	12.3-B	12.6-B
I-10 Freeway EB Ramps (EW) - #28	CSS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	14.4-B	13.5-B
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	8.0-A	7.8-A
Westward Avenue (EW) - #30	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	7.7-A	7.4-A
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	9.5-A	9.4-A
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	22.3-C	24.5-C
I-10 Freeway WB Ramps (EW) - #33	CSS	0.5	0.5	0	0	1	d	0	0	0	1	0	d	30.1-D	25.6-D
I-10 Freeway EB Ramps (EW) - #34	CSS	0	1	d	0.5	0.5	0	1	0	d	0	0	0	72.7-F	36.5-E
Lincoln Street (EW) - #35	AWS	0	1	0	0.5	0.5	d	0	1	0	0.5	0.5	d	12.9-B	10.9-B
Westward Avenue (EW) - #36	AWS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	1	d	10.4-B	7.5-A
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	9.8-A	8.7-A
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.1-B	16.7-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	11.6-B	8.9-A
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	19.3-C	10.4-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	8.9-A	8.7-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.3-A	9.6-A
San Gorgonio Avenue/SR-243 (NS) at:															
Old Idyllwild Road (EW) - #43	CSS	0.5	0.5	0	0	0.5	0.5	0.5	0	0.5	0	0	0	8.9-A	9.0-A

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

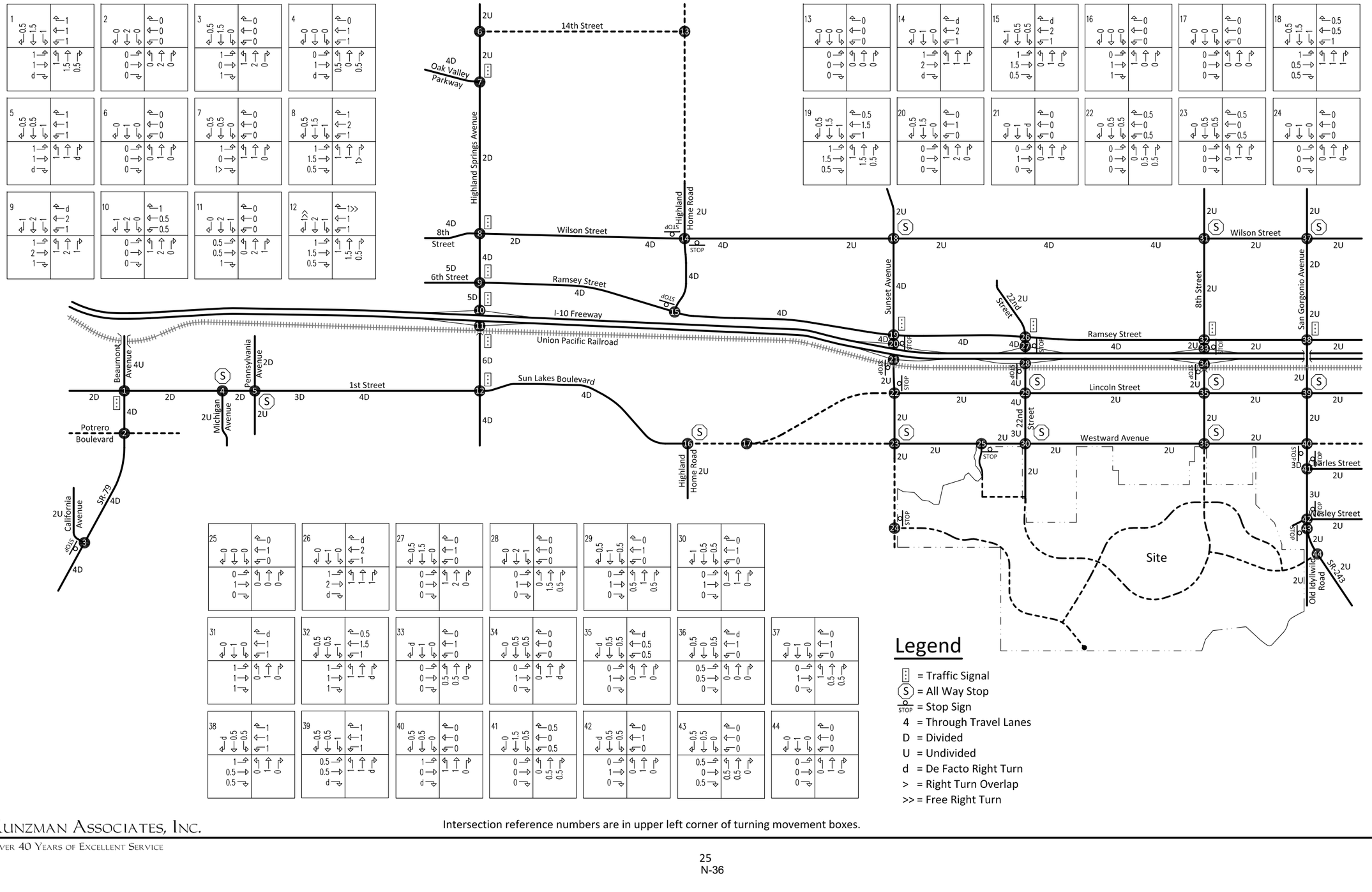
L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Figure 3
Existing Through Travel Lanes and Intersection Controls



Intersection reference numbers are in upper left corner of turning movement boxes.

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Figure 4
Existing Average Daily Traffic Volumes

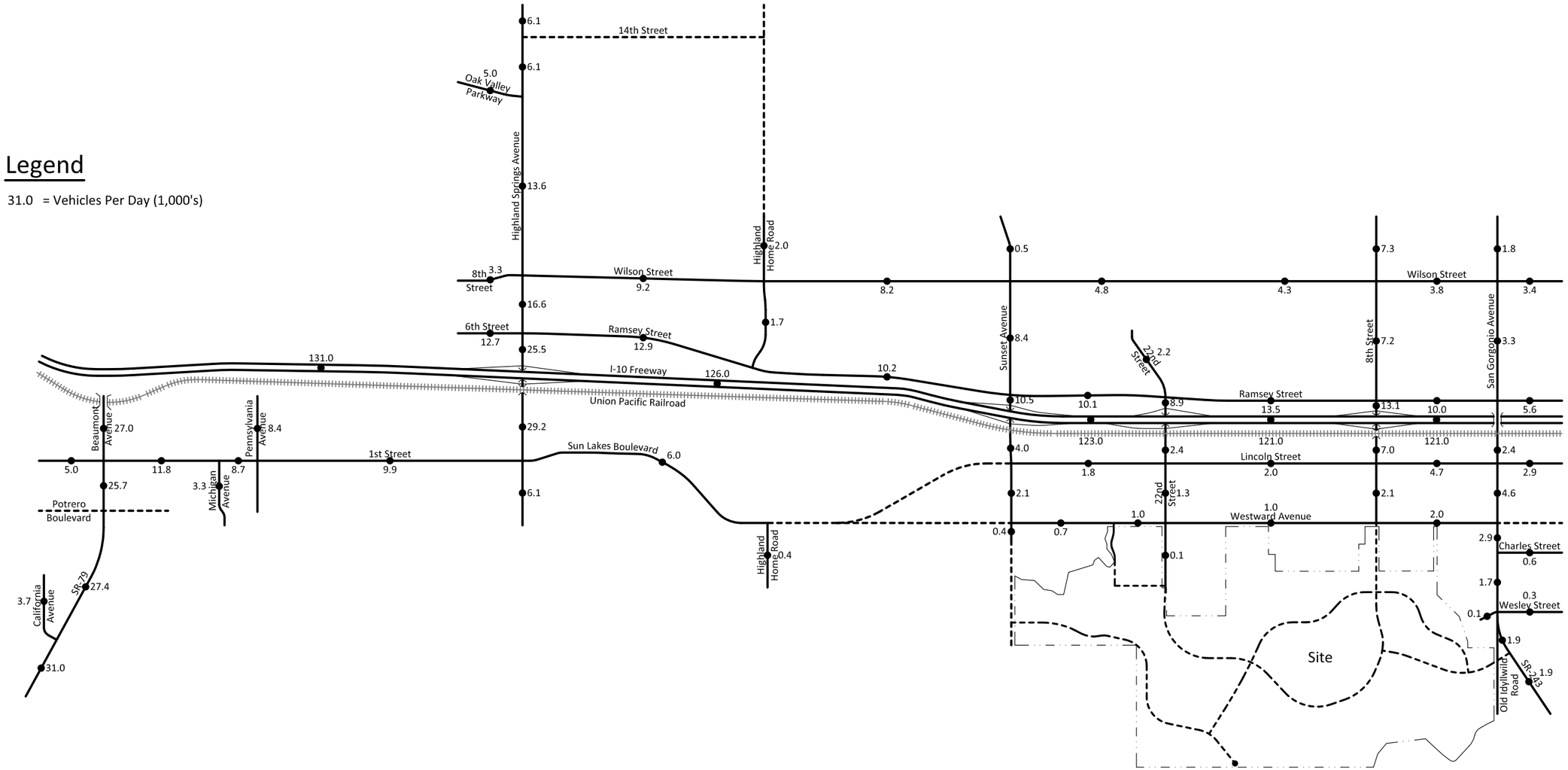
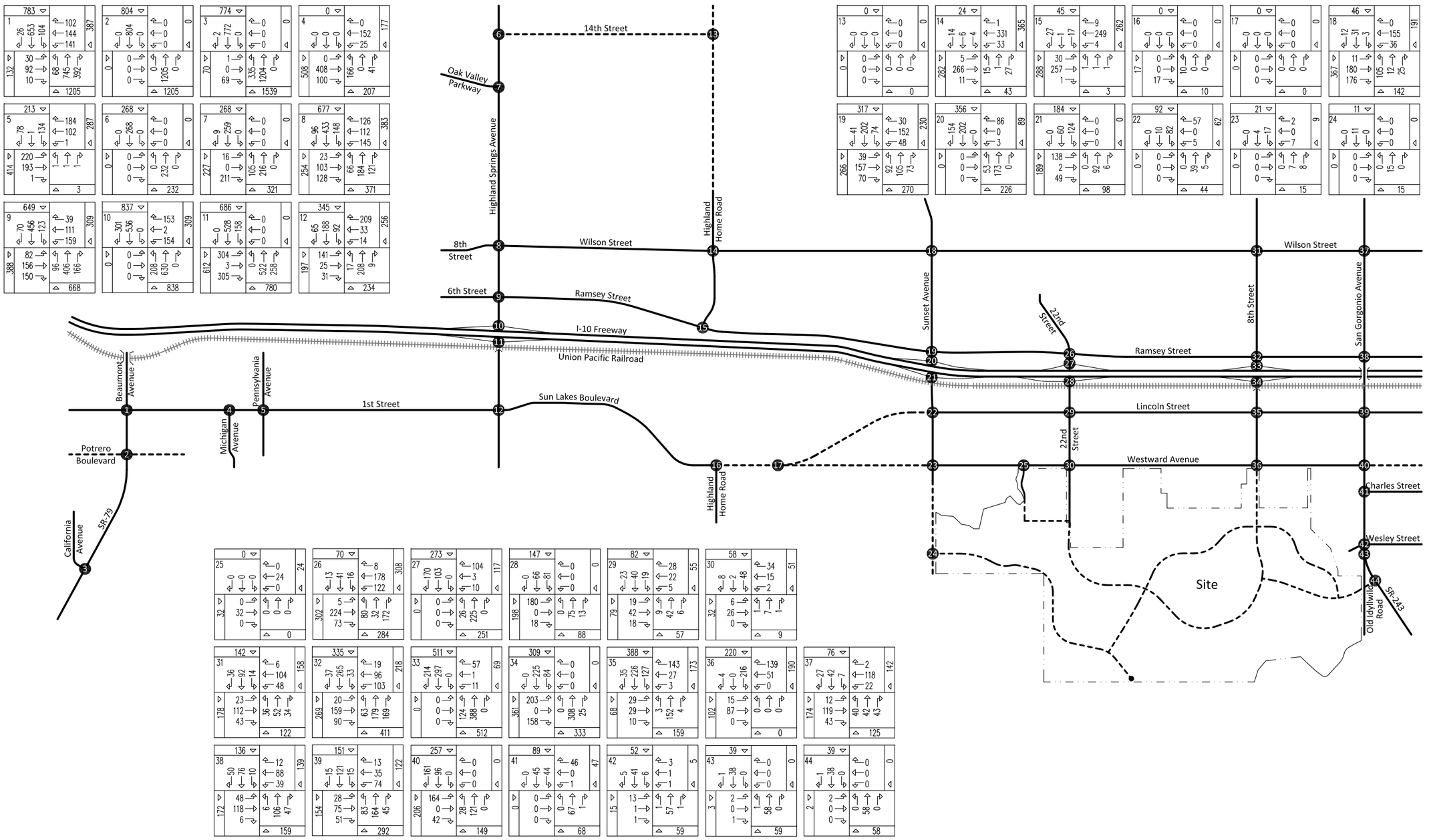


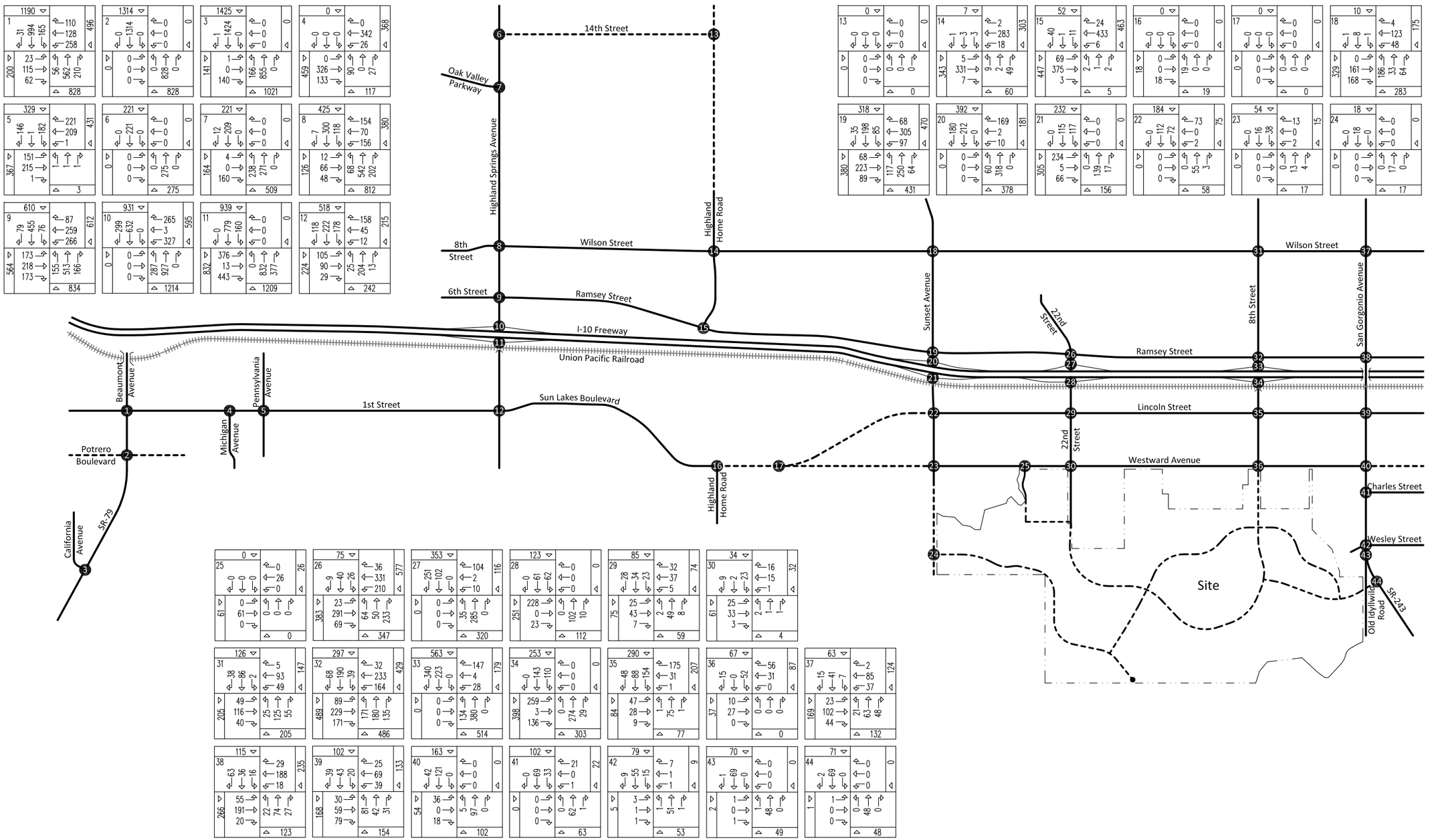
Figure 5
Existing Morning Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

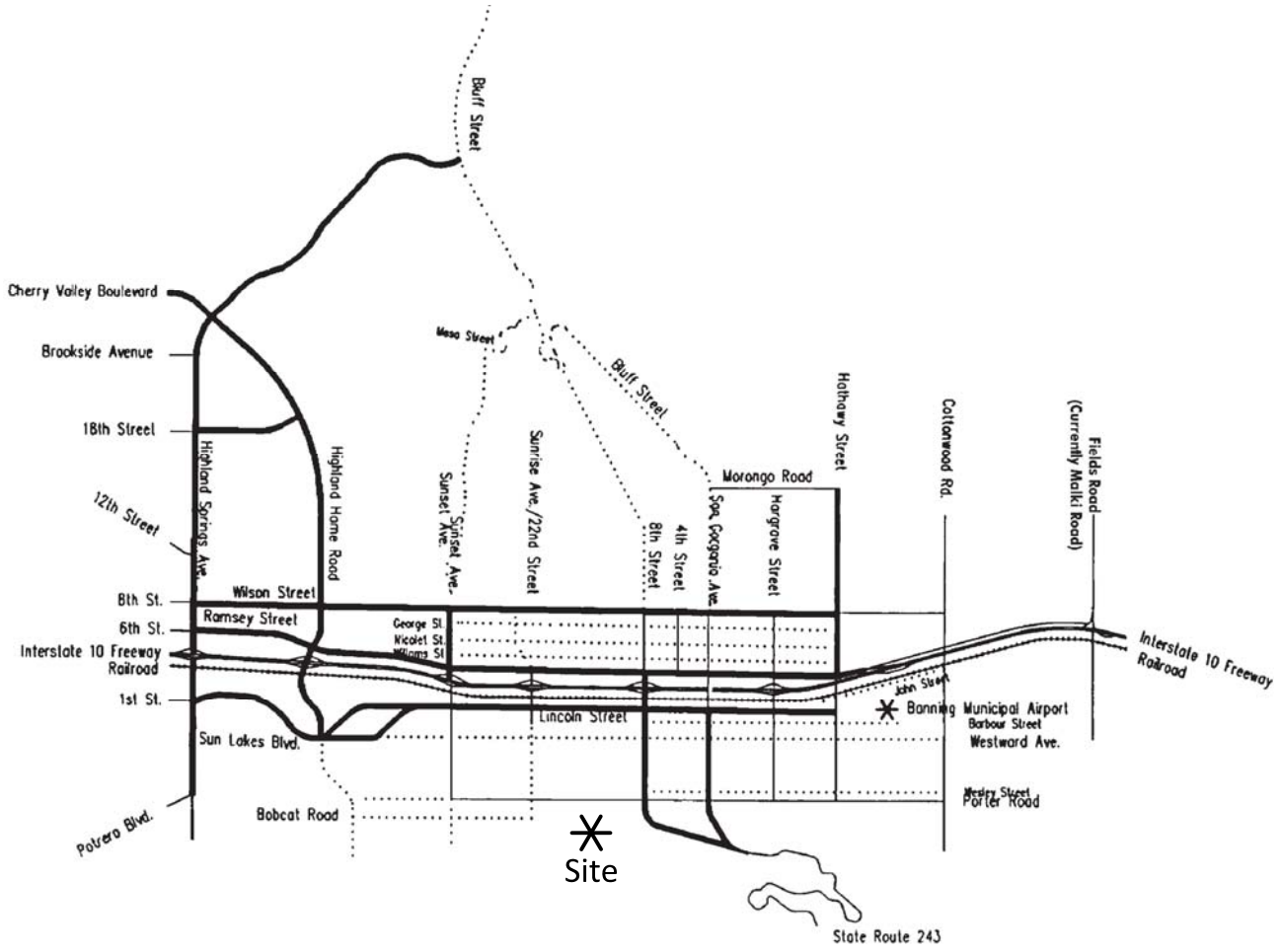
Figure 6
Existing Evening Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

Figure 7
City of Banning General Plan Circulation Element



Legend

Collector Highway (2 lanes without left turn pockets)

Secondary Highway (4 lanes without left turn pockets)

Major Highway (4 or 6 lanes with left turn pockets)

Source: City of Banning

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Figure 8
City of Banning General Plan Roadway Cross-Sections

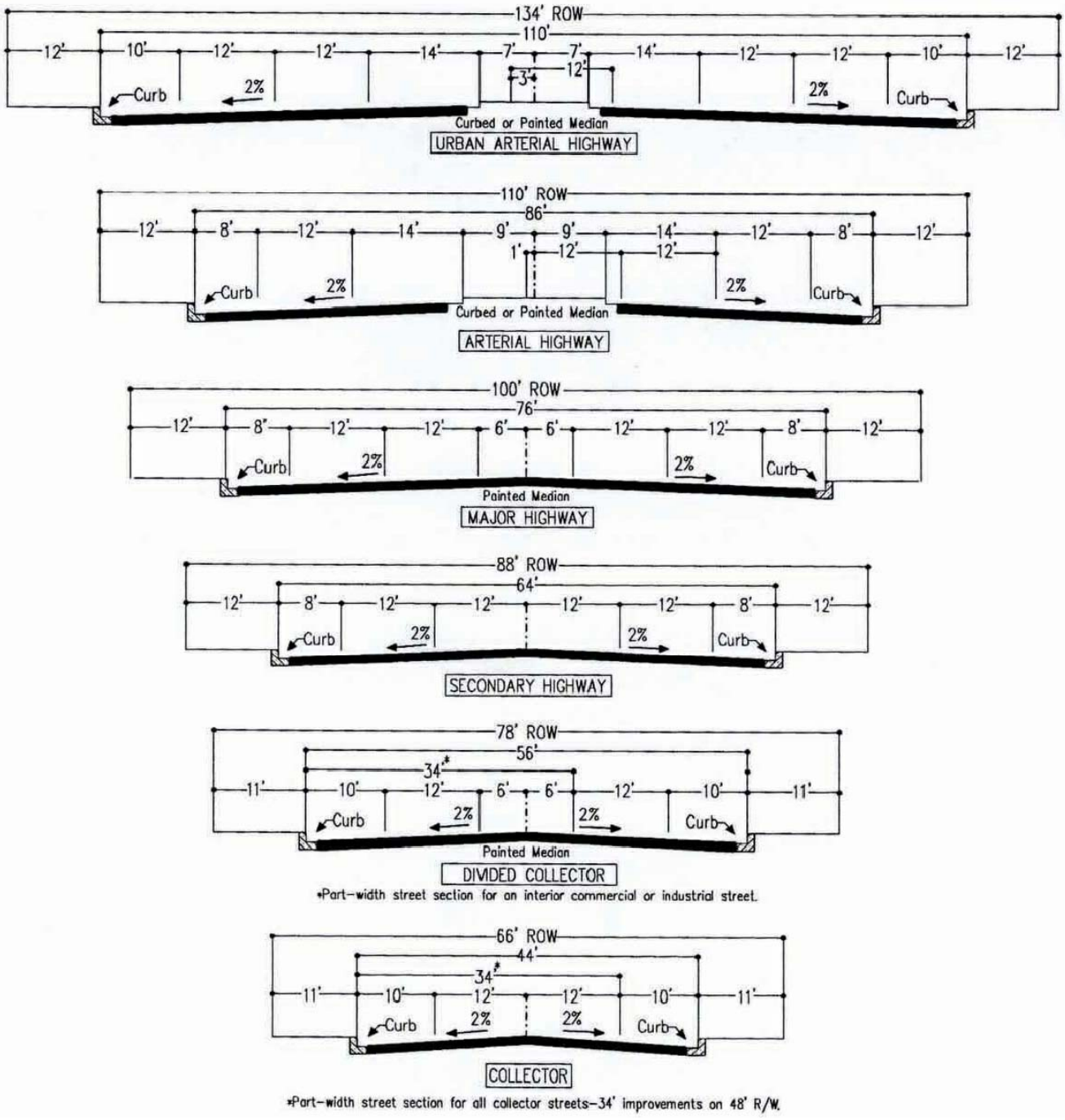
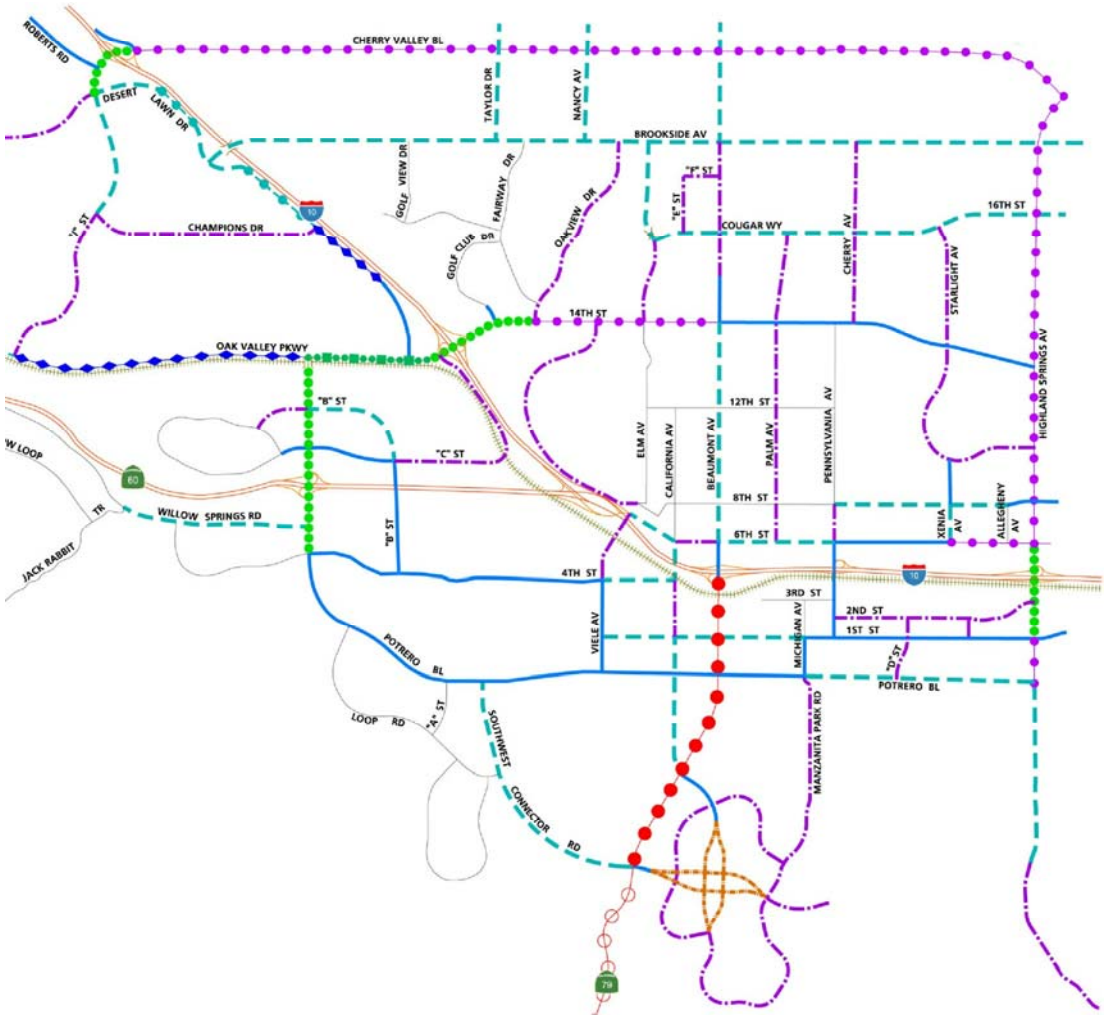


Figure 9
City of Beaumont General Plan Circulation Element



Site ✳

Legend

- = EXPRESSWAY A
- = EXPRESSWAY B
- = URBAN ARTERIAL
- = URBAN ARTERIAL FRONTAGE ROAD
- = ARTERIAL
- = MAJOR
- = MAJOR FRONTAGE ROAD
- = SECONDARY
- = SECONDARY FRONTAGE ROAD
- = DIVIDED COLLECTOR
- = COLLECTOR
- = COUPLET
- = RAILROAD

Source: City of Beaumont

JN XXXX

Figure 10
City of Beaumont General Plan Roadway Cross-Sections

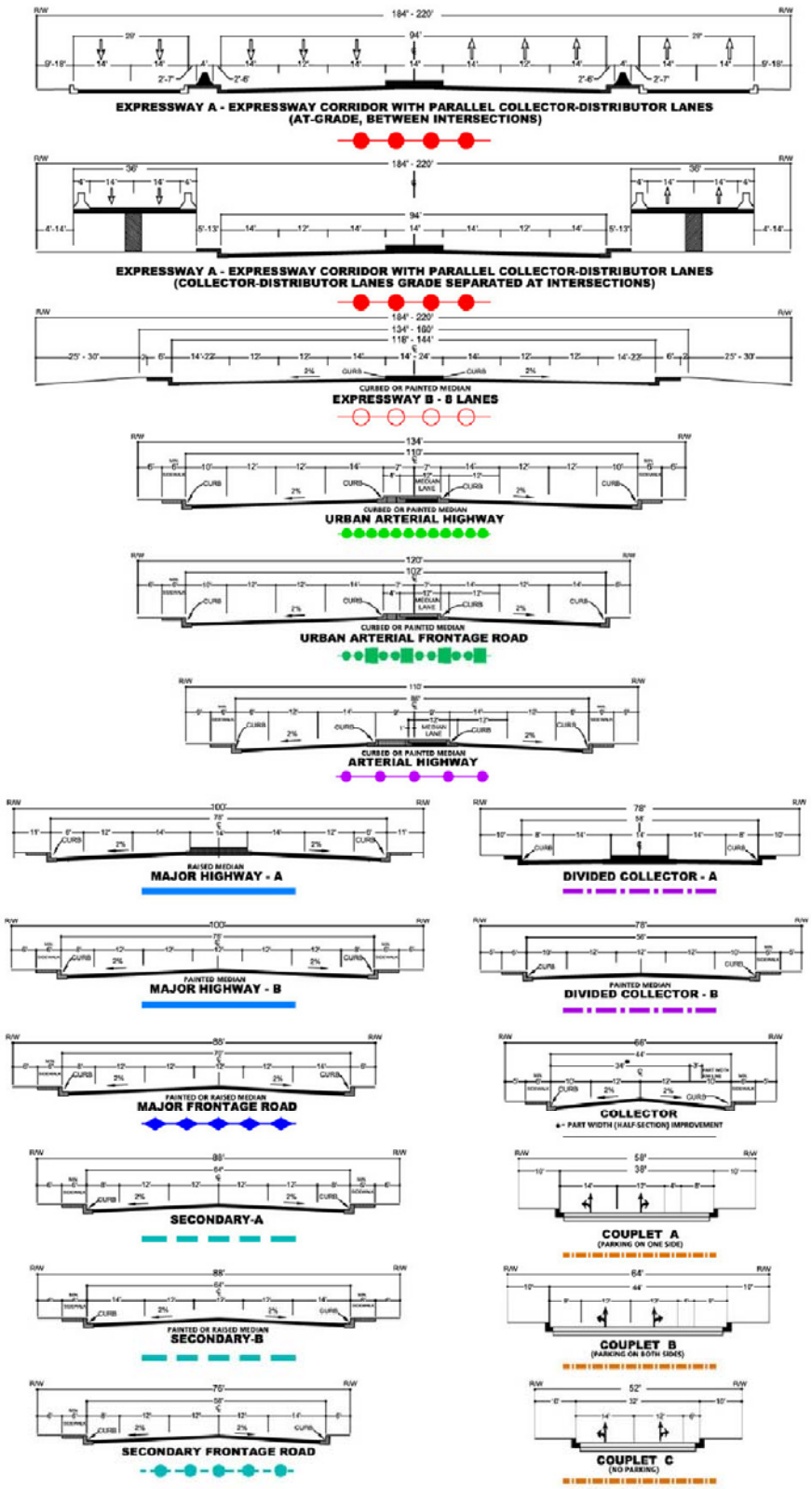
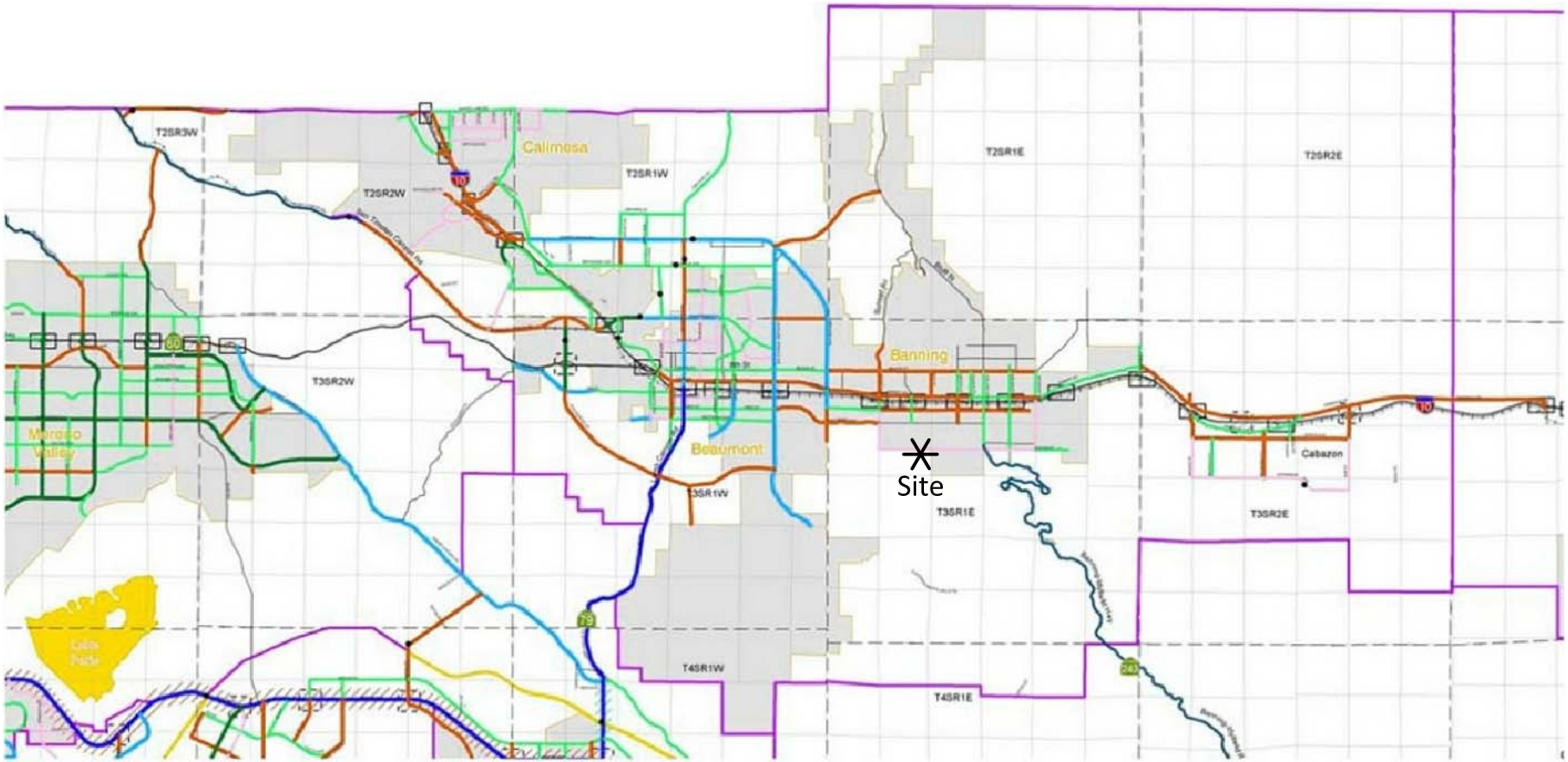


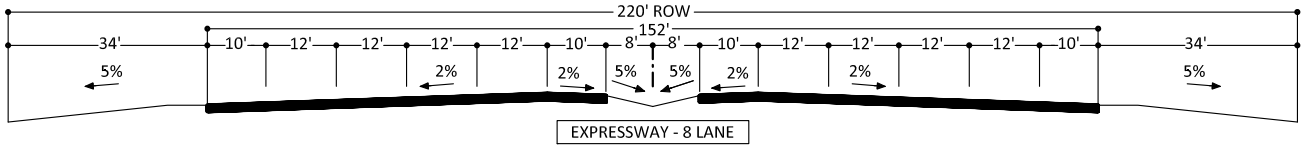
Figure 11
County of Riverside Pass Area Circulation Plan



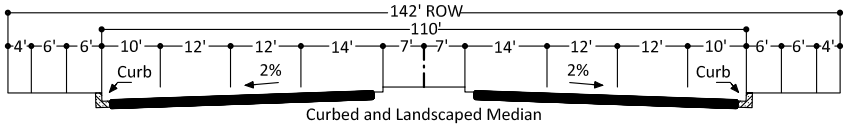
Source: County of Riverside

JN 5217f

Figure 12
County of Riverside General Plan Roadway Cross-Sections

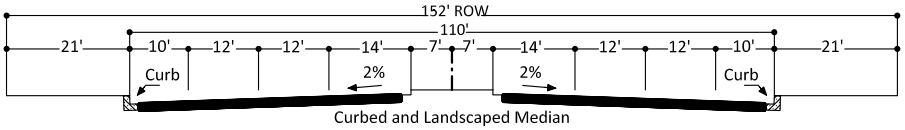


EXPRESSWAY - 8 LANE



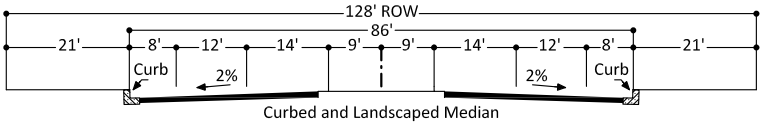
Curbed and Landscaped Median

EXPRESSWAY - 6 LANE



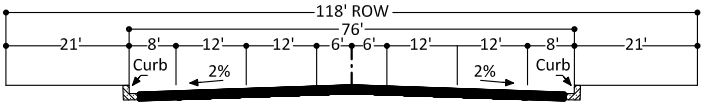
Curbed and Landscaped Median

URBAN ARTERIAL HIGHWAY

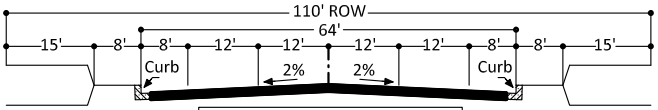


Curbed and Landscaped Median

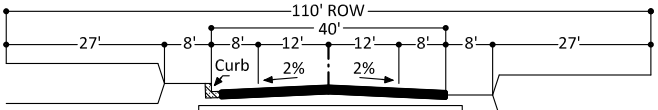
ARTERIAL HIGHWAY



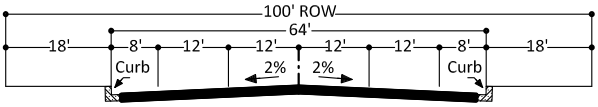
MAJOR HIGHWAY



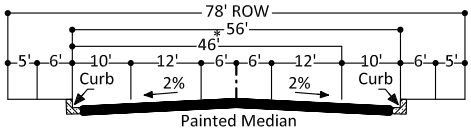
MOUNTAIN ARTERIAL HIGHWAY



MOUNTAIN ARTERIAL HIGHWAY



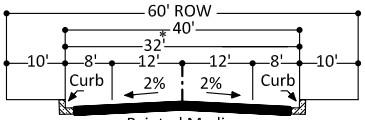
SECONDARY HIGHWAY



Painted Median

INDUSTRIAL COLLECTOR

*Part-width street section for an interior commercial or industrial street.



Painted Median

LOCAL STREET

*Part-width street section for all collector streets-34' improvements on 52' R/W.

KUNZMAN ASSOCIATES, INC.

Source: County of Riverside

JN 5217f

OVER 40 YEARS OF EXCELLENT SERVICE

IV. PROJECT TRAFFIC

The proposed development consists of 45 planning areas, including single-family detached residential, multi-family attached residential, senior adult housing (detached), neighborhood commercial, elementary school, and community park land uses.

A. Trip Generation

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and life styles remain similar to what are known today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the trip generation rates by the land use quantities, the project-generated traffic volumes are determined. Table 2 exhibits the trip generation rates. The trip generation rates are from the Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012 and from San Diego Association of Governments, Traffic Generators, April 2002 (for the community park land use only). Tables 3 to 8 exhibit the project peak hour and daily traffic volumes for Phases 1 to 6, respectively.

For Opening Year (2017), the project site is projected to generate a total of approximately 3,307 daily vehicle trips, 538 of which will occur during the morning peak hour and 359 of which will occur during the evening peak hour.

For Interim Year (2019), the project site is projected to generate a total of approximately 6,725 daily vehicle trips, 807 of which will occur during the morning peak hour and 718 of which will occur during the evening peak hour.

For Interim Year (2022), the project site is projected to generate a total of approximately 10,952 daily vehicle trips, 1,140 of which will occur during the morning peak hour and 1,162 of which will occur during the evening peak hour.

For Interim Year (2025), the project site is projected to generate a total of approximately 25,296 daily vehicle trips, 1,747 of which will occur during the morning peak hour and 2,224 of which will occur during the evening peak hour.

For Interim Year (2029), the project site is projected to generate a total of approximately 30,832 daily vehicle trips, 2,177 of which will occur during the morning peak hour and 2,770 of which will occur during the evening peak hour.

For General Plan Buildout Year (2035) (project buildout), the project site is projected to generate a total of approximately 31,698 daily vehicle trips, 2,245 of which will occur during the morning peak hour and 2,861 of which will occur during the evening peak hour.

Trip Generation Notes

As with most neighborhood shopping centers, a significant percentage of the shopping center trips can reasonably be expected to come from pass-by trips; trips that "pass by" while travelling from an origin to a destination other than the shopping center and would already be on the roadway system. Based on the Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition, 2004, a 34% pass-by trip reduction has been applied to the shopping center land use in Planning Area 9.

As previously noted, the neighborhood commercial (Planning Area 9) has an overlay option of 168 apartment dwelling units. Below is a table which shows a trip generation comparison between the land uses:

Land Use	Quantity	Morning Peak Hour			Evening Peak Hour			Daily
		Inbound	Outbound	Total	Inbound	Outbound	Total	
Apartments	168 DU	17	69	86	67	37	104	1,117
Neighborhood Commercial	101.604 TSF	98	60	158	192	208	400	6,656
Difference		+81	-9	+72	+125	+171	+296	+5,539

Since the neighborhood commercial option generates more daily, morning peak hour, and evening peak hour trips (even though the apartments land use generates 9 more outbound trips during the morning peak hour) it has been analyzed to provide a maximum likely scenario.

The Specific Plan dwelling unit count of 3,385 dwelling units includes the elementary school planning area (Planning Area 16-C) being developed as residential in lieu of the school. The trip generation difference is shown below:

Land Use	Quantity	Morning Peak Hour			Evening Peak Hour			Daily
		Inbound	Outbound	Total	Inbound	Outbound	Total	
Single-Family Detached Residential	83 DU	16	46	62	52	31	83	790
Elementary School	800 ST	200	160	360	56	64	120	1,032
Difference		+184	+114	+298	+4	+33	+37	+242

Since the elementary school option generates more daily, morning peak hour, and evening peak hour trips it has been analyzed to provide a maximum likely scenario.

The neighborhood park and open space land uses would generate nominal trips on weekdays and are anticipated to remain internal to the Specific Plan. The Rancho San Gorgonio Community Park (Planning Area 10) will be programmed by the City of Banning for community events which will generate trips from outside the Specific Plan and has been analyzed as such. The public facility (Planning Area 16) consists of a proposed electrical switching station, or similar use, which would not generate trips on a regular daily basis.

The unspecified future development (Planning Area 18) consists of a flood control channel that is not anticipated to generate any trips.

Phasing

The project is proposed to be completed in six phases. Phase 1 includes Planning Areas 3-C, 4-D, 5-E, 5-F, 6-D, 11, 13, 14-C, 14-D, 16-A, 16-C, 15-B (eastern portion), and 18. Phase 2 includes Planning Areas 3-B, 4-B, 5-C, 6-B, 12, and 14-B. Phase 3 includes Planning Areas 2-C, 3-A, 4-A, 4-C, 5-D, 6-C, 15-A, and 15-B (western portion). Phase 4 includes Planning Areas 6-A, 7-A, 7-B, 8-A, 8-D, 9, 10, 14-A, and 16-B. Phase 5 includes Planning Areas 1, 2-A, 2-B, 5-A, 5-B, 8-B, and 8-C. Phase 6 includes Planning Areas 3-D and 17.

B. Trip Distribution

For purposes of this traffic analysis, the site plan has been divided into traffic analysis zones 1 through 10 (see Figure 13). Figures 14 through 49 contain the directional distributions of the project traffic for the proposed project land uses.

The trip distributions of the project traffic were based on the select zone evening peak period trip distribution from the Riverside Traffic Analysis Model (RivTAM) (see Appendix D). Historically, traffic impact analyses in the County of Riverside have been prepared in this manner with the theory being that the morning peak hour select zone trip distribution percentages would be the same as the evening peak hour select zone, except the inbound and outbound trips being reversed. For instance, a vehicle likely travels the same route from work to home in the evening peak hour as travelled in the morning peak hour. The assignment of inbound versus outbound trips is accounted for in the project trip generation.

The socio-economic data inputs to the Riverside Traffic Analysis Model are representative of the proposed project development intensity and land uses. That is, the Year 2035 Riverside Traffic Analysis Model was run with the proposed project land uses in the project traffic analysis zones. The proposed project development was divided into nine zones for the purposes of modeling the most likely paths vehicles will take traversing within the proposed development to the external roadway network, and vice-versa, based on the planning area locations.

The trip distributions were then refined from Buildout Year (2035) to Existing Plus Project traffic conditions based on what roadway improvements are anticipated to be built for each analysis year. The City of Banning staff provided information pertaining to the anticipated roadway improvements. Trip distribution redistribution from the Buildout Year (2035) trip distribution based on the select zone trip distribution percentages was derived. City of Banning Transportation Department staff reviewed the trip distributions for each analysis year and refined as necessary. The outcome of which are the trip distributions utilized throughout this analysis.

The trip generation and distributions were utilized to determine the study area intersections. Scoping discussions with the City of Banning and County of Riverside in conjunction with their respective traffic impact analysis guidelines determined the intersections to be analyzed. The study area intersections were determined based on both

jurisdictions input. Site plan changes occurred between the first draft of the traffic impact analysis and the current iteration. These changes included losses and increases to the number of dwelling units within some planning areas as well as residential land use changes. The commercial retail portion of the project was reduced in scope. To remain consistent with all previous drafts of the traffic impact analysis, the City of Banning determined that the study area intersections that were initially analyzed shall remain as such.

The trip distributions allocate substantially more than 50 peak hour trips on SR-79 south towards the City of San Jacinto. Since the nearest intersection beyond the study area intersections would be over 5 miles from the project site, the County of Riverside and City of Banning Transportation Department staffs determined that the study area intersections should be within a 5 mile radius of the project site, with no analysis exceeding the 5 mile radius, which is consistent with the County of Riverside traffic impact analysis guidelines.

C. Trip Assignment

Based on the identified trip generation and distributions, project average daily traffic volumes have been calculated for existing plus project, Opening Year (2017), Interim Year (2019), Interim Year (2022), Interim Year (2025) Interim Year (2029) and General Plan Buildout Year (2035) conditions and are shown on Figures 50 through 56, respectively. The project morning and evening peak hour intersection turning movement volumes expected for existing plus project conditions are shown on Figures 57 and 58, respectively. The Opening Year (2017) project morning and evening peak hour intersection turning movement volumes expected are shown on Figures 59 and 60, respectively. The Interim Year (2019) project morning and evening peak hour intersection turning movement volumes expected are shown on Figures 61 and 62, respectively. The Interim Year (2022) project morning and evening peak hour intersection turning movement volumes expected are shown on Figures 63 and 64, respectively. The Interim Year (2025) project morning and evening peak hour intersection turning movement volumes expected are shown on Figures 65 and 66, respectively. The Interim Year (2029) project morning and evening peak hour intersection turning movement volumes expected are shown on Figures 67 and 68, respectively. The General Plan Buildout Year (2035) project morning and evening peak hour intersection turning movement volumes expected are shown on Figures 69 and 70, respectively.

D. Modal Split

The traffic reducing potential of public transit has not been considered in this report. Essentially the traffic projections are conservative in that public transit might be able to reduce the traffic volumes.

Table 2

Project Trip Generation Rates[1]

Land Use	Units[2]	Peak Hour						Daily
		Morning			Evening			
		Inbound	Outbound	Total	Inbound	Outbound	Total	
Single-Family Detached Residential	DU	0.19	0.56	0.75	0.63	0.37	1.00	9.52
Senior Adult Detached Residential	DU	0.08	0.14	0.22	0.16	0.11	0.27	3.68
Apartment	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
Shopping Center	TSF	0.84	0.52	1.36	2.56	2.78	5.34	60.03
Community Park	AC	NOM[3]	NOM	NOM	2.25	2.25	4.50	50.00
Neighborhood Park/Open Space[4]	AC	NOM	NOM	NOM	NOM	NOM	NOM	NOM
Public Facility[5]	AC	NOM	NOM	NOM	NOM	NOM	NOM	NOM
Elementary School	ST	0.25	0.20	0.45	0.07	0.08	0.15	1.29

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 210, 230, 251, 520, and 820.
San Diego Association of Governments, Traffic Generators, April 2002 for community park land use.
Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition, 2004.

[2] DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres

[3] NOM = Nominal

[4] Trips generated would be nominal on weekdays and anticipated to remain internal to the Specific Plan.

[5] Consists of a proposed electrical switching station, or similar use, which would not generate trips on a regular daily basis.

Table 3

Project Opening Year (2017) Trip Generation[1]
- Phase 1

Trips Generated											
					Peak Hour						
					Morning			Evening			
Planning Area	Land Use	Quantity	Units[2]		Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
1	Single-Family Detached Residential	94	DU	0%	0	0	0	0	0	0	0
2-A	Single-Family Detached Residential	53	DU	0%	0	0	0	0	0	0	0
2-B	Single-Family Detached Residential	60	DU	0%	0	0	0	0	0	0	0
2-C	Single-Family Detached Residential	56	DU	0%	0	0	0	0	0	0	0
3-A	Single-Family Detached Residential	53	DU	0%	0	0	0	0	0	0	0
3-B	Single-Family Detached Residential	90	DU	0%	0	0	0	0	0	0	0
3-C	Single-Family Detached Residential	40	DU	100%	8	22	30	25	15	40	381
3-D	Single-Family Detached Residential	91	DU	0%	0	0	0	0	0	0	0
4-A	Single-Family Detached Residential	102	DU	0%	0	0	0	0	0	0	0
4-B	Single-Family Detached Residential	102	DU	0%	0	0	0	0	0	0	0
4-C	Single-Family Detached Residential	78	DU	0%	0	0	0	0	0	0	0
4-D	Single-Family Detached Residential	54	DU	100%	10	30	40	34	20	54	514
5-A	Single-Family Detached Residential	31	DU	0%	0	0	0	0	0	0	0
5-B	Single-Family Detached Residential	34	DU	0%	0	0	0	0	0	0	0
5-C	Single-Family Detached Residential	66	DU	0%	0	0	0	0	0	0	0
5-D	Single-Family Detached Residential	85	DU	0%	0	0	0	0	0	0	0
5-E	Single-Family Detached Residential	54	DU	100%	10	30	40	34	20	54	514
5-F	Single-Family Detached Residential	31	DU	100%	6	17	23	20	11	31	295
6-A	Single-Family Detached Residential	44	DU	0%	0	0	0	0	0	0	0
6-B	Single-Family Detached Residential	101	DU	0%	0	0	0	0	0	0	0
6-C	Single-Family Detached Residential	70	DU	0%	0	0	0	0	0	0	0
6-D	Single-Family Detached Residential	60	DU	100%	11	34	45	38	22	60	571
7-A	Senior Adult Detached Housing	555	DU	0%	0	0	0	0	0	0	0
7-B	Senior Adult Detached Housing	199	DU	0%	0	0	0	0	0	0	0
8-A	Apartment	333	DU	0%	0	0	0	0	0	0	0
8-B	Apartment	232	DU	0%	0	0	0	0	0	0	0
8-C	Apartment	211	DU	0%	0	0	0	0	0	0	0
8-D	Apartment	155	DU	0%	0	0	0	0	0	0	0
9	Shopping Center	101.604	TSF		0	0	0	0	0	0	0
	- Pass-By Trips (34% PM)[3]			0%	0	0	0	0	0	0	0
	- Shopping Center Subtotal				0	0	0	0	0	0	0
10	Community Park	25.0	AC	0%	0	0	0	0	0	0	0
11	Confluence Park	10.2	AC	100%	0	0	0	0	0	0	0
12	Neighborhood Park	12.7	AC	0%	0	0	0	0	0	0	0
13	Entry Park	1.1	AC	100%	0	0	0	0	0	0	0
14-A	Village Paseo	3.3	AC	0%	0	0	0	0	0	0	0
14-B	Village Paseo	6.0	AC	0%	0	0	0	0	0	0	0
14-C	Village Paseo	2.3	AC	100%	0	0	0	0	0	0	0
14-D	Village Paseo	1.0	AC	100%	0	0	0	0	0	0	0
15-A	Creek/Creek Edge Linear Park	54.8	AC	0%	0	0	0	0	0	0	0
15-B	Creek/Creek Edge Linear Park	67.2	AC	0%	0	0	0	0	0	0	0
16-A	Public Facility	2.4	AC	100%	0	0	0	0	0	0	0
16-B	Electrical Sub-station	0.2	AC	0%	0	0	0	0	0	0	0
16-C	Elementary School (K-8)	800	ST	100%	200	160	360	56	64	120	1,032
17	Open Space	25.7	AC	0%	0	0	0	0	0	0	0
18	Storm Drain Easement	1.1	AC	100%	0	0	0	0	0	0	0
Total					245	293	538	207	152	359	3,307

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 210, 230, 251, 520, and 820.
San Diego Association of Governments, Traffic Generators, April 2002 for park land use.
Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition, 2004.

[2] DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres

[3] Source: Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition, 2004.

Table 4

Project Opening Year (2019) Trip Generation[1]
- Phase 2

Trips Generated											
					Peak Hour						
					Morning			Evening			
Planning Area	Land Use	Quantity	Units[2]		Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
1	Single-Family Detached Residential	94	DU	0%	0	0	0	0	0	0	0
2-A	Single-Family Detached Residential	53	DU	0%	0	0	0	0	0	0	0
2-B	Single-Family Detached Residential	60	DU	0%	0	0	0	0	0	0	0
2-C	Single-Family Detached Residential	56	DU	0%	0	0	0	0	0	0	0
3-A	Single-Family Detached Residential	53	DU	0%	0	0	0	0	0	0	0
3-B	Single-Family Detached Residential	90	DU	100%	17	50	67	57	33	90	857
3-C	Single-Family Detached Residential	40	DU	100%	8	22	30	25	15	40	381
3-D	Single-Family Detached Residential	91	DU	0%	0	0	0	0	0	0	0
4-A	Single-Family Detached Residential	102	DU	0%	0	0	0	0	0	0	0
4-B	Single-Family Detached Residential	102	DU	100%	19	57	76	64	38	102	971
4-C	Single-Family Detached Residential	78	DU	0%	0	0	0	0	0	0	0
4-D	Single-Family Detached Residential	54	DU	100%	10	30	40	34	20	54	514
5-A	Single-Family Detached Residential	31	DU	0%	0	0	0	0	0	0	0
5-B	Single-Family Detached Residential	34	DU	0%	0	0	0	0	0	0	0
5-C	Single-Family Detached Residential	66	DU	100%	13	37	50	42	24	66	628
5-D	Single-Family Detached Residential	85	DU	0%	0	0	0	0	0	0	0
5-E	Single-Family Detached Residential	54	DU	100%	10	30	40	34	20	54	514
5-F	Single-Family Detached Residential	31	DU	100%	6	17	23	20	11	31	295
6-A	Single-Family Detached Residential	44	DU	0%	0	0	0	0	0	0	0
6-B	Single-Family Detached Residential	101	DU	100%	19	57	76	64	37	101	962
6-C	Single-Family Detached Residential	70	DU	0%	0	0	0	0	0	0	0
6-D	Single-Family Detached Residential	60	DU	100%	11	34	45	38	22	60	571
7-A	Senior Adult Detached Housing	555	DU	0%	0	0	0	0	0	0	0
7-B	Senior Adult Detached Housing	199	DU	0%	0	0	0	0	0	0	0
8-A	Apartment	333	DU	0%	0	0	0	0	0	0	0
8-B	Apartment	232	DU	0%	0	0	0	0	0	0	0
8-C	Apartment	211	DU	0%	0	0	0	0	0	0	0
8-D	Apartment	155	DU	0%	0	0	0	0	0	0	0
9	Shopping Center	101.604	TSF		0	0	0	0	0	0	0
	- Pass-By Trips (34% PM)[3]			0%	0	0	0	0	0	0	0
	- Shopping Center Subtotal				0	0	0	0	0	0	0
10	Community Park	25.0	AC	0%	0	0	0	0	0	0	0
11	Confluence Park	10.2	AC	100%	0	0	0	0	0	0	0
12	Neighborhood Park	12.7	AC	100%	0	0	0	0	0	0	0
13	Entry Park	1.1	AC	100%	0	0	0	0	0	0	0
14-A	Village Paseo	3.3	AC	0%	0	0	0	0	0	0	0
14-B	Village Paseo	6.0	AC	100%	0	0	0	0	0	0	0
14-C	Village Paseo	2.3	AC	100%	0	0	0	0	0	0	0
14-D	Village Paseo	1.0	AC	100%	0	0	0	0	0	0	0
15-A	Creek/Creek Edge Linear Park	54.8	AC	0%	0	0	0	0	0	0	0
15-B	Creek/Creek Edge Linear Park	67.2	AC	0%	0	0	0	0	0	0	0
16-A	Public Facility	2.4	AC	100%	0	0	0	0	0	0	0
16-B	Electrical Sub-station	0.2	AC	0%	0	0	0	0	0	0	0
16-C	Elementary School (K-8)	800	ST	100%	200	160	360	56	64	120	1,032
17	Open Space	25.7	AC	0%	0	0	0	0	0	0	0
18	Storm Drain Easement	1.1	AC	100%	0	0	0	0	0	0	0
Total					313	494	807	434	284	718	6,725

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 210, 230, 251, 520, and 820.
San Diego Association of Governments, Traffic Generators, April 2002 for park land use.
Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition, 2004.

[2] DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres

[3] Source: Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition, 2004.

Table 5

Project Interim Year (2022) Trip Generation[1]
- Phase 3

Trips Generated											
					Peak Hour						
					Morning			Evening			
Planning Area	Land Use	Quantity	Units[2]		Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
1	Single-Family Detached Residential	94	DU	0%	0	0	0	0	0	0	0
2-A	Single-Family Detached Residential	53	DU	0%	0	0	0	0	0	0	0
2-B	Single-Family Detached Residential	60	DU	0%	0	0	0	0	0	0	0
2-C	Single-Family Detached Residential	56	DU	100%	11	31	42	35	21	56	533
3-A	Single-Family Detached Residential	53	DU	100%	10	30	40	33	20	53	505
3-B	Single-Family Detached Residential	90	DU	100%	17	50	67	57	33	90	857
3-C	Single-Family Detached Residential	40	DU	100%	8	22	30	25	15	40	381
3-D	Single-Family Detached Residential	91	DU	0%	0	0	0	0	0	0	0
4-A	Single-Family Detached Residential	102	DU	100%	19	57	76	64	38	102	971
4-B	Single-Family Detached Residential	102	DU	100%	19	57	76	64	38	102	971
4-C	Single-Family Detached Residential	78	DU	100%	15	44	59	49	29	78	743
4-D	Single-Family Detached Residential	54	DU	100%	10	30	40	34	20	54	514
5-A	Single-Family Detached Residential	31	DU	0%	0	0	0	0	0	0	0
5-B	Single-Family Detached Residential	34	DU	0%	0	0	0	0	0	0	0
5-C	Single-Family Detached Residential	66	DU	100%	13	37	50	42	24	66	628
5-D	Single-Family Detached Residential	85	DU	100%	16	48	64	54	31	85	809
5-E	Single-Family Detached Residential	54	DU	100%	10	30	40	34	20	54	514
5-F	Single-Family Detached Residential	31	DU	100%	6	17	23	20	11	31	295
6-A	Single-Family Detached Residential	44	DU	0%	0	0	0	0	0	0	0
6-B	Single-Family Detached Residential	101	DU	100%	19	57	76	64	37	101	962
6-C	Single-Family Detached Residential	70	DU	100%	13	39	52	44	26	70	666
6-D	Single-Family Detached Residential	60	DU	100%	11	34	45	38	22	60	571
7-A	Senior Adult Detached Housing	555	DU	0%	0	0	0	0	0	0	0
7-B	Senior Adult Detached Housing	199	DU	0%	0	0	0	0	0	0	0
8-A	Apartment	333	DU	0%	0	0	0	0	0	0	0
8-B	Apartment	232	DU	0%	0	0	0	0	0	0	0
8-C	Apartment	211	DU	0%	0	0	0	0	0	0	0
8-D	Apartment	155	DU	0%	0	0	0	0	0	0	0
9	Shopping Center	101.604	TSF		0	0	0	0	0	0	0
	- Pass-By Trips (34% PM)[3]			0%	0	0	0	0	0	0	0
	- Shopping Center Subtotal				0	0	0	0	0	0	0
10	Community Park	25.0	AC	0%	0	0	0	0	0	0	0
11	Confluence Park	10.2	AC	100%	0	0	0	0	0	0	0
12	Neighborhood Park	12.7	AC	100%	0	0	0	0	0	0	0
13	Entry Park	1.1	AC	100%	0	0	0	0	0	0	0
14-A	Village Paseo	3.3	AC	0%	0	0	0	0	0	0	0
14-B	Village Paseo	6.0	AC	100%	0	0	0	0	0	0	0
14-C	Village Paseo	2.3	AC	100%	0	0	0	0	0	0	0
14-D	Village Paseo	1.0	AC	100%	0	0	0	0	0	0	0
15-A	Creek/Creek Edge Linear Park	54.8	AC	100%	0	0	0	0	0	0	0
15-B	Creek/Creek Edge Linear Park	67.2	AC	100%	0	0	0	0	0	0	0
16-A	Public Facility	2.4	AC	100%	0	0	0	0	0	0	0
16-B	Electrical Sub-station	0.2	AC	0%	0	0	0	0	0	0	0
16-C	Elementary School (K-8)	800	ST	100%	200	160	360	56	64	120	1,032
17	Open Space	25.7	AC	0%	0	0	0	0	0	0	0
18	Storm Drain Easement	1.1	AC	100%	0	0	0	0	0	0	0
Total					397	743	1,140	713	449	1,162	10,952

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 210, 230, 251, 520, and 820.
San Diego Association of Governments, Traffic Generators, April 2002 for park land use.
Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition, 2004.

[2] DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres

[3] Source: Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition, 2004.

Table 6

Project Interim Year (2025) Trip Generation[1]
- Phase 4

Trips Generated											
					Peak Hour						
					Morning			Evening			
Planning Area	Land Use	Quantity	Units[2]		Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
1	Single-Family Detached Residential	94	DU	0%	0	0	0	0	0	0	0
2-A	Single-Family Detached Residential	53	DU	0%	0	0	0	0	0	0	0
2-B	Single-Family Detached Residential	60	DU	0%	0	0	0	0	0	0	0
2-C	Single-Family Detached Residential	56	DU	100%	11	31	42	35	21	56	533
3-A	Single-Family Detached Residential	53	DU	100%	10	30	40	33	20	53	505
3-B	Single-Family Detached Residential	90	DU	100%	17	50	67	57	33	90	857
3-C	Single-Family Detached Residential	40	DU	100%	8	22	30	25	15	40	381
3-D	Single-Family Detached Residential	91	DU	0%	0	0	0	0	0	0	0
4-A	Single-Family Detached Residential	102	DU	100%	19	57	76	64	38	102	971
4-B	Single-Family Detached Residential	102	DU	100%	19	57	76	64	38	102	971
4-C	Single-Family Detached Residential	78	DU	100%	15	44	59	49	29	78	743
4-D	Single-Family Detached Residential	54	DU	100%	10	30	40	34	20	54	514
5-A	Single-Family Detached Residential	31	DU	0%	0	0	0	0	0	0	0
5-B	Single-Family Detached Residential	34	DU	0%	0	0	0	0	0	0	0
5-C	Single-Family Detached Residential	66	DU	100%	13	37	50	42	24	66	628
5-D	Single-Family Detached Residential	85	DU	100%	16	48	64	54	31	85	809
5-E	Single-Family Detached Residential	54	DU	100%	10	30	40	34	20	54	514
5-F	Single-Family Detached Residential	31	DU	100%	6	17	23	20	11	31	295
6-A	Single-Family Detached Residential	44	DU	100%	8	25	33	28	16	44	419
6-B	Single-Family Detached Residential	101	DU	100%	19	57	76	64	37	101	962
6-C	Single-Family Detached Residential	70	DU	100%	13	39	52	44	26	70	666
6-D	Single-Family Detached Residential	60	DU	100%	11	34	45	38	22	60	571
7-A	Senior Adult Detached Housing	555	DU	100%	44	78	122	89	61	150	2,042
7-B	Senior Adult Detached Housing	199	DU	100%	16	28	44	32	22	54	732
8-A	Apartment	333	DU	100%	33	137	170	133	73	206	2,214
8-B	Apartment	232	DU	0%	0	0	0	0	0	0	0
8-C	Apartment	211	DU	0%	0	0	0	0	0	0	0
8-D	Apartment	155	DU	100%	16	64	80	62	34	96	1,031
9	Shopping Center	101.604	TSF		98	60	158	291	315	606	6,862
	- Pass-By Trips (34% PM)[3]			100%	0	0	0	-99	-107	-206	-206
	- Shopping Center Subtotal				98	60	158	192	208	400	6,656
10	Community Park	25.0	AC	100%	0	0	0	56	56	112	1,250
11	Confluence Park	10.2	AC	100%	0	0	0	0	0	0	0
12	Neighborhood Park	12.7	AC	100%	0	0	0	0	0	0	0
13	Entry Park	1.1	AC	100%	0	0	0	0	0	0	0
14-A	Village Paseo	3.3	AC	100%	0	0	0	0	0	0	0
14-B	Village Paseo	6.0	AC	100%	0	0	0	0	0	0	0
14-C	Village Paseo	2.3	AC	100%	0	0	0	0	0	0	0
14-D	Village Paseo	1.0	AC	100%	0	0	0	0	0	0	0
15-A	Creek/Creek Edge Linear Park	54.8	AC	100%	0	0	0	0	0	0	0
15-B	Creek/Creek Edge Linear Park	67.2	AC	100%	0	0	0	0	0	0	0
16-A	Public Facility	2.4	AC	100%	0	0	0	0	0	0	0
16-B	Electrical Sub-station	0.2	AC	100%	0	0	0	0	0	0	0
16-C	Elementary School (K-8)	800	ST	100%	200	160	360	56	64	120	1,032
17	Open Space	25.7	AC	0%	0	0	0	0	0	0	0
18	Storm Drain Easement	1.1	AC	100%	0	0	0	0	0	0	0
Total					612	1,135	1,747	1,305	919	2,224	25,296

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 210, 230, 251, 520, and 820.
San Diego Association of Governments, Traffic Generators, April 2002 for park land use.
Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition, 2004.

[2] DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres

[3] Source: Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition, 2004.

Table 7

Project Interim Year (2029) Trip Generation[1]
- Phase 5

Trips Generated											
					Peak Hour						
					Morning			Evening			
Planning Area	Land Use	Quantity	Units[2]		Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
1	Single-Family Detached Residential	94	DU	100%	18	53	71	59	35	94	895
2-A	Single-Family Detached Residential	53	DU	100%	10	30	40	33	20	53	505
2-B	Single-Family Detached Residential	60	DU	100%	11	34	45	38	22	60	571
2-C	Single-Family Detached Residential	56	DU	100%	11	31	42	35	21	56	533
3-A	Single-Family Detached Residential	53	DU	100%	10	30	40	33	20	53	505
3-B	Single-Family Detached Residential	90	DU	100%	17	50	67	57	33	90	857
3-C	Single-Family Detached Residential	40	DU	100%	8	22	30	25	15	40	381
3-D	Single-Family Detached Residential	91	DU	0%	0	0	0	0	0	0	0
4-A	Single-Family Detached Residential	102	DU	100%	19	57	76	64	38	102	971
4-B	Single-Family Detached Residential	102	DU	100%	19	57	76	64	38	102	971
4-C	Single-Family Detached Residential	78	DU	100%	15	44	59	49	29	78	743
4-D	Single-Family Detached Residential	54	DU	100%	10	30	40	34	20	54	514
5-A	Single-Family Detached Residential	31	DU	100%	6	17	23	20	11	31	295
5-B	Single-Family Detached Residential	34	DU	100%	6	19	25	21	13	34	324
5-C	Single-Family Detached Residential	66	DU	100%	13	37	50	42	24	66	628
5-D	Single-Family Detached Residential	85	DU	100%	16	48	64	54	31	85	809
5-E	Single-Family Detached Residential	54	DU	100%	10	30	40	34	20	54	514
5-F	Single-Family Detached Residential	31	DU	100%	6	17	23	20	11	31	295
6-A	Single-Family Detached Residential	44	DU	100%	8	25	33	28	16	44	419
6-B	Single-Family Detached Residential	101	DU	100%	19	57	76	64	37	101	962
6-C	Single-Family Detached Residential	70	DU	100%	13	39	52	44	26	70	666
6-D	Single-Family Detached Residential	60	DU	100%	11	34	45	38	22	60	571
7-A	Senior Adult Detached Housing	555	DU	100%	44	78	122	89	61	150	2,042
7-B	Senior Adult Detached Housing	199	DU	100%	16	28	44	32	22	54	732
8-A	Apartment	333	DU	100%	33	137	170	133	73	206	2,214
8-B	Apartment	232	DU	100%	23	95	118	93	51	144	1,543
8-C	Apartment	211	DU	100%	21	87	108	84	46	130	1,403
8-D	Apartment	155	DU	100%	16	64	80	62	34	96	1,031
9	Shopping Center	101.604	TSF	100%	98	60	158	291	315	606	6,862
	- Pass-By Trips (34% PM)[3]				0	0	0	-99	-107	-206	-206
	- Shopping Center Subtotal				98	60	158	192	208	400	6,656
10	Community Park	25.0	AC	100%	0	0	0	56	56	112	1,250
11	Confluence Park	10.2	AC	100%	0	0	0	0	0	0	0
12	Neighborhood Park	12.7	AC	100%	0	0	0	0	0	0	0
13	Entry Park	1.1	AC	100%	0	0	0	0	0	0	0
14-A	Village Paseo	3.3	AC	100%	0	0	0	0	0	0	0
14-B	Village Paseo	6.0	AC	100%	0	0	0	0	0	0	0
14-C	Village Paseo	2.3	AC	100%	0	0	0	0	0	0	0
14-D	Village Paseo	1.0	AC	100%	0	0	0	0	0	0	0
15-A	Creek/Creek Edge Linear Park	54.8	AC	100%	0	0	0	0	0	0	0
15-B	Creek/Creek Edge Linear Park	67.2	AC	100%	0	0	0	0	0	0	0
16-A	Public Facility	2.4	AC	100%	0	0	0	0	0	0	0
16-B	Electrical Sub-station	0.2	AC	100%	0	0	0	0	0	0	0
16-C	Elementary School (K-8)	800	ST	100%	200	160	360	56	64	120	1,032
17	Open Space	25.7	AC	0%	0	0	0	0	0	0	0
18	Storm Drain Easement	1.1	AC	100%	0	0	0	0	0	0	0
Total					707	1,470	2,177	1,653	1,117	2,770	30,832

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 210, 230, 251, 520, and 820.
San Diego Association of Governments, Traffic Generators, April 2002 for park land use.
Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition, 2004.

[2] DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres

[3] Source: Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition, 2004.

Table 8

Project Buildout Year (2035) Trip Generation [1]
- Phase 6

Trips Generated										
				Peak Hour						
				Morning			Evening			
Planning Area	Land Use	Quantity	Units[2]	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
1	Single-Family Detached Residential	94	DU	18	53	71	59	35	94	895
2-A	Single-Family Detached Residential	53	DU	10	30	40	33	20	53	505
2-B	Single-Family Detached Residential	60	DU	11	34	45	38	22	60	571
2-C	Single-Family Detached Residential	56	DU	11	31	42	35	21	56	533
3-A	Single-Family Detached Residential	53	DU	10	30	40	33	20	53	505
3-B	Single-Family Detached Residential	90	DU	17	50	67	57	33	90	857
3-C	Single-Family Detached Residential	40	DU	8	22	30	25	15	40	381
3-D	Single-Family Detached Residential	91	DU	17	51	68	57	34	91	866
4-A	Single-Family Detached Residential	102	DU	19	57	76	64	38	102	971
4-B	Single-Family Detached Residential	102	DU	19	57	76	64	38	102	971
4-C	Single-Family Detached Residential	78	DU	15	44	59	49	29	78	743
4-D	Single-Family Detached Residential	54	DU	10	30	40	34	20	54	514
5-A	Single-Family Detached Residential	31	DU	6	17	23	20	11	31	295
5-B	Single-Family Detached Residential	34	DU	6	19	25	21	13	34	324
5-C	Single-Family Detached Residential	66	DU	13	37	50	42	24	66	628
5-D	Single-Family Detached Residential	85	DU	16	48	64	54	31	85	809
5-E	Single-Family Detached Residential	54	DU	10	30	40	34	20	54	514
5-F	Single-Family Detached Residential	31	DU	6	17	23	20	11	31	295
6-A	Single-Family Detached Residential	44	DU	8	25	33	28	16	44	419
6-B	Single-Family Detached Residential	101	DU	19	57	76	64	37	101	962
6-C	Single-Family Detached Residential	70	DU	13	39	52	44	26	70	666
6-D	Single-Family Detached Residential	60	DU	11	34	45	38	22	60	571
7-A	Senior Adult Detached Housing	555	DU	44	78	122	89	61	150	2,042
7-B	Senior Adult Detached Housing	199	DU	16	28	44	32	22	54	732
8-A	Apartment	333	DU	33	137	170	133	73	206	2,214
8-B	Apartment	232	DU	23	95	118	93	51	144	1,543
8-C	Apartment	211	DU	21	87	108	84	46	130	1,403
8-D	Apartment	155	DU	16	64	80	62	34	96	1,031
9	Shopping Center	101.604	TSF	98	60	158	291	315	606	6,862
	- Pass-By Trips (34% PM) [3]			0	0	0	-99	-107	-206	-206
	- Shopping Center Subtotal			98	60	158	192	208	400	6,656
10	Community Park	25.0	AC	0	0	0	56	56	112	1,250
11	Confluence Park	10.2	AC	0	0	0	0	0	0	0
12	Neighborhood Park	12.7	AC	0	0	0	0	0	0	0
13	Entry Park	1.1	AC	0	0	0	0	0	0	0
14-A	Village Paseo	3.3	AC	0	0	0	0	0	0	0
14-B	Village Paseo	6.0	AC	0	0	0	0	0	0	0
14-C	Village Paseo	2.3	AC	0	0	0	0	0	0	0
14-D	Village Paseo	1.0	AC	0	0	0	0	0	0	0
15-A	Creek/Creek Edge Linear Park	54.8	AC	0	0	0	0	0	0	0
15-B	Creek/Creek Edge Linear Park	67.2	AC	0	0	0	0	0	0	0
16-A	Public Facility	2.4	AC	0	0	0	0	0	0	0
16-B	Electrical Sub-station	0.2	AC	0	0	0	0	0	0	0
16-C	Elementary School (K-8)	800	ST	200	160	360	56	64	120	1,032
17	Open Space	25.7	AC	0	0	0	0	0	0	0
18	Unspecified Future Development	79.3	AC	0	0	0	0	0	0	0
Total				724	1,521	2,245	1,710	1,151	2,861	31,698

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 210, 230, 251, 520, and 820.
San Diego Association of Governments, Traffic Generators, April 2002 for park land use.
Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition, 2004.

[2] DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres

[3] Source: Institute of Transportation Engineers, Trip Generation Handbook, 2nd Edition, 2004.

Figure 13
Project Traffic Analysis Zone Map

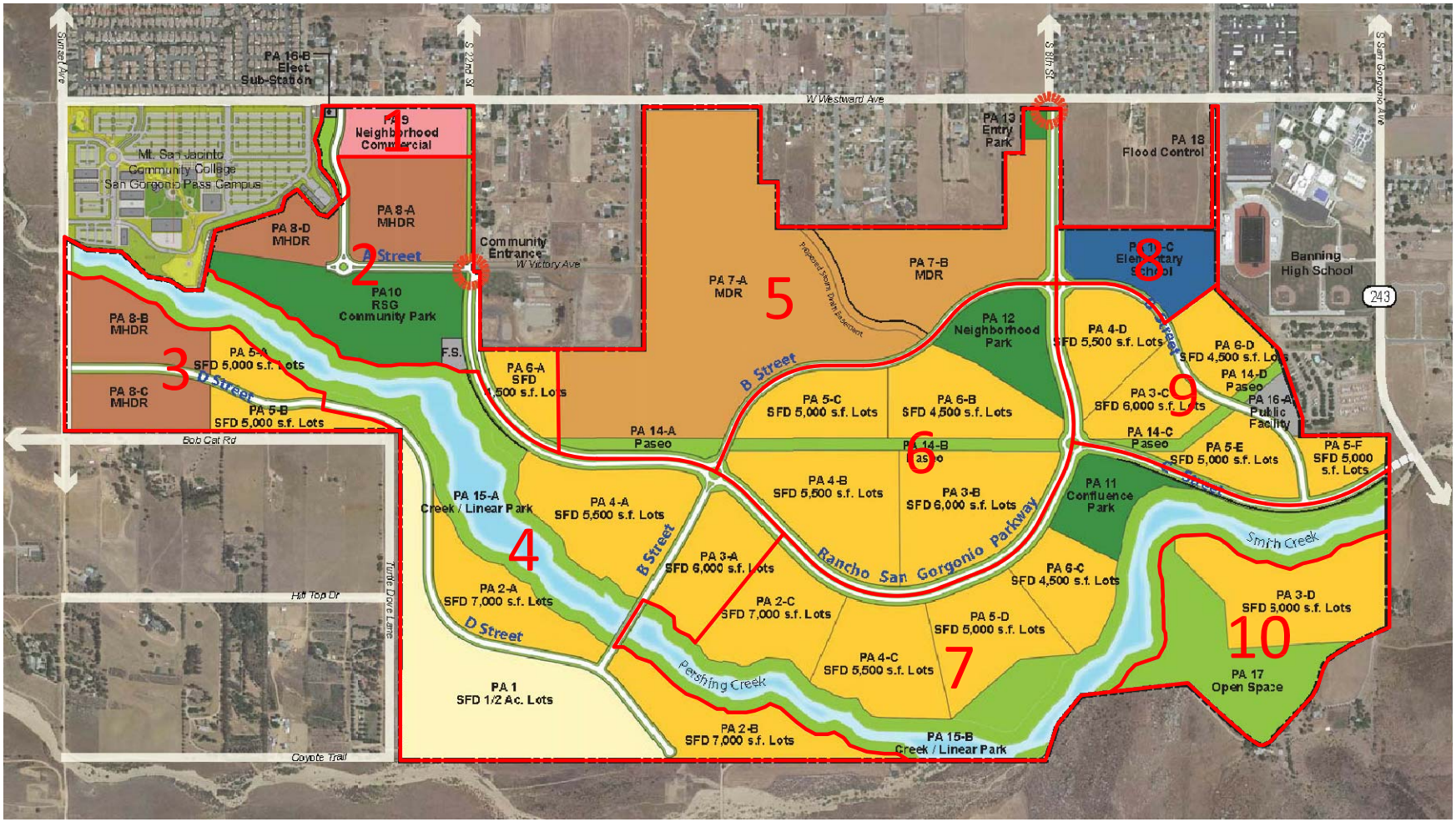


Figure 14
Project Trip Distribution - Traffic Analysis Zone 1 (Interim Year 2029)

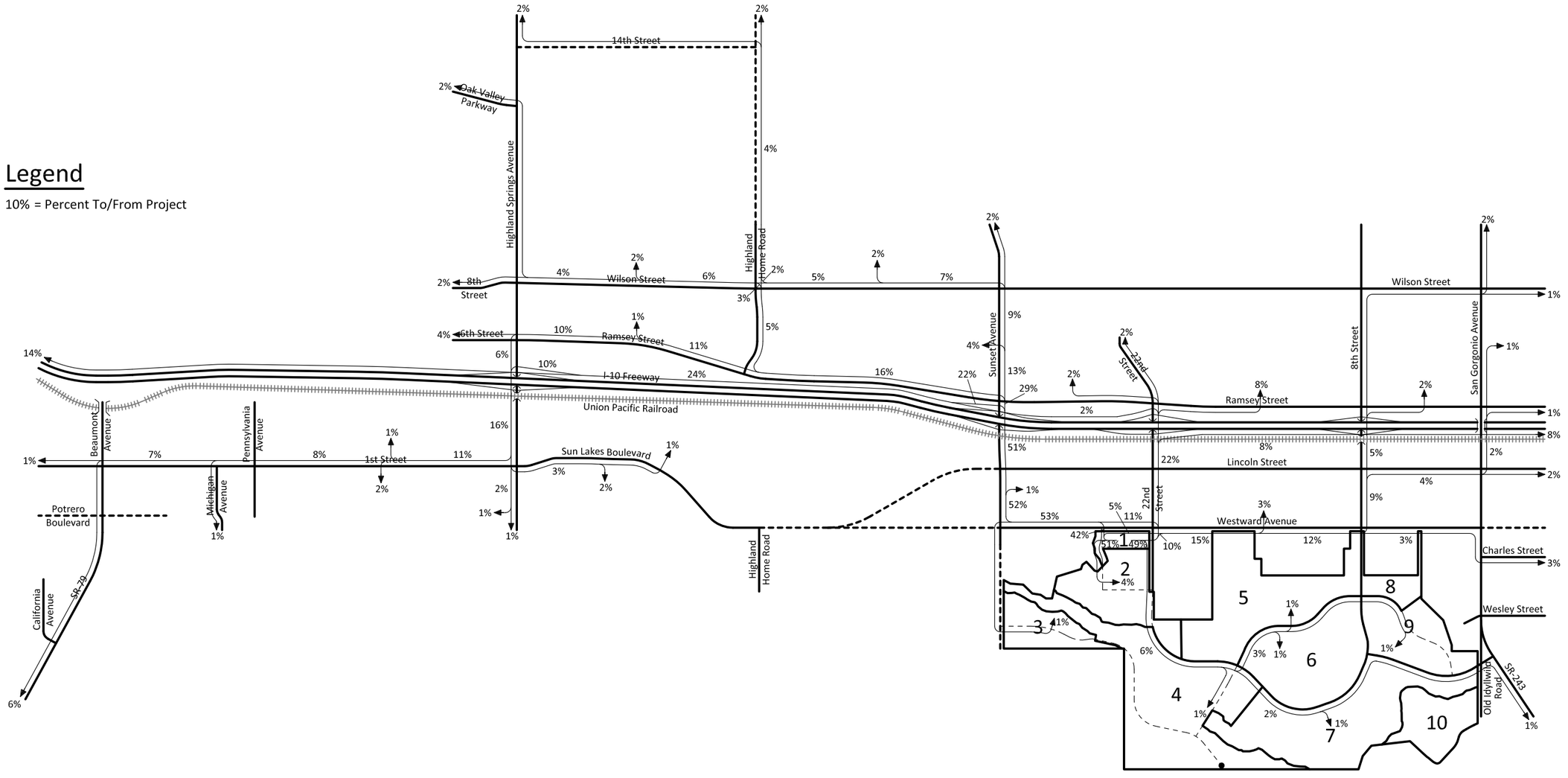


Figure 15
Project Trip Distribution - Traffic Analysis Zone 1 (General Plan Buildout)

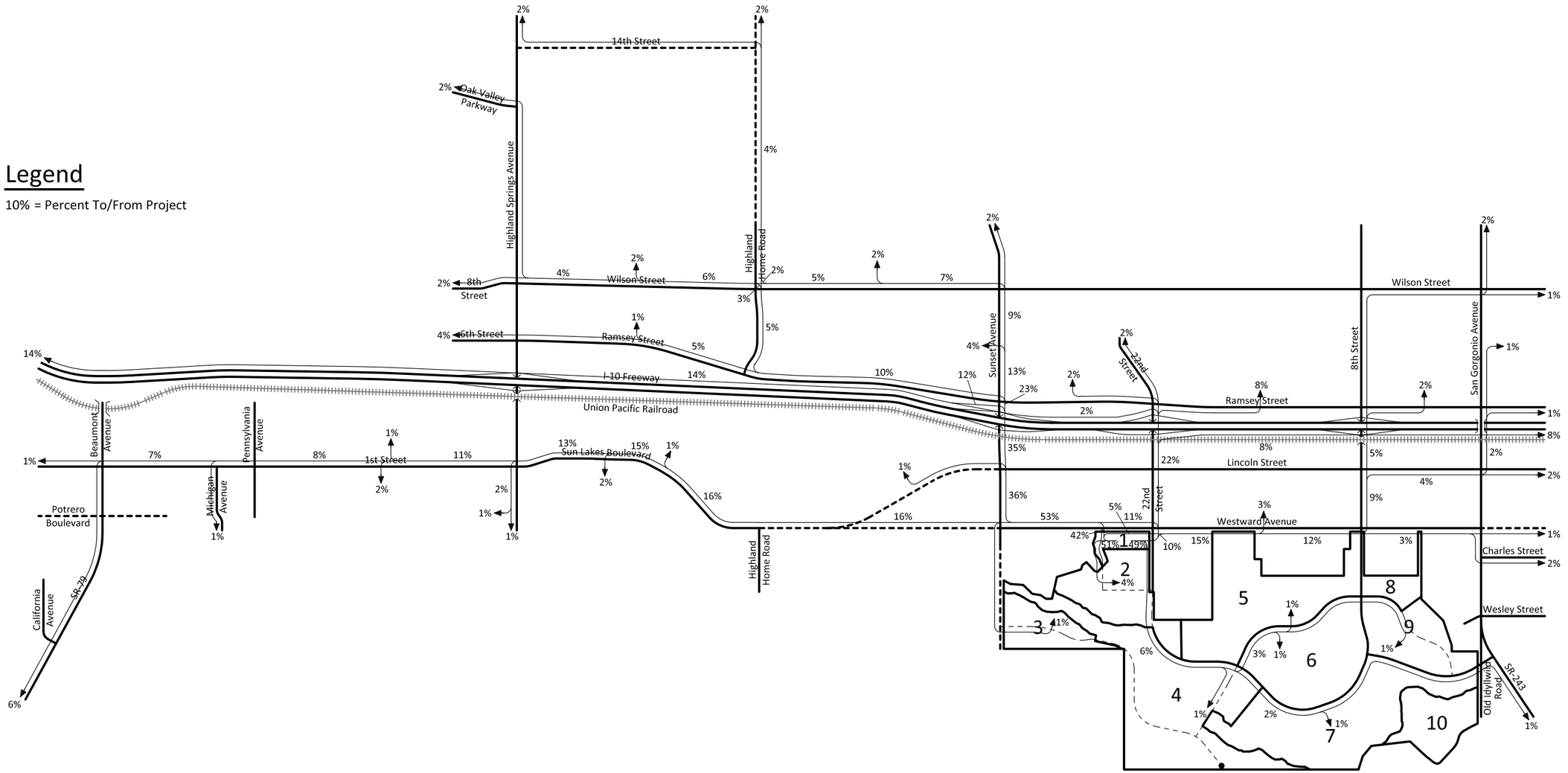


Figure 16
Project Trip Distribution - Traffic Analysis Zone 2 (Interim Year 2025)

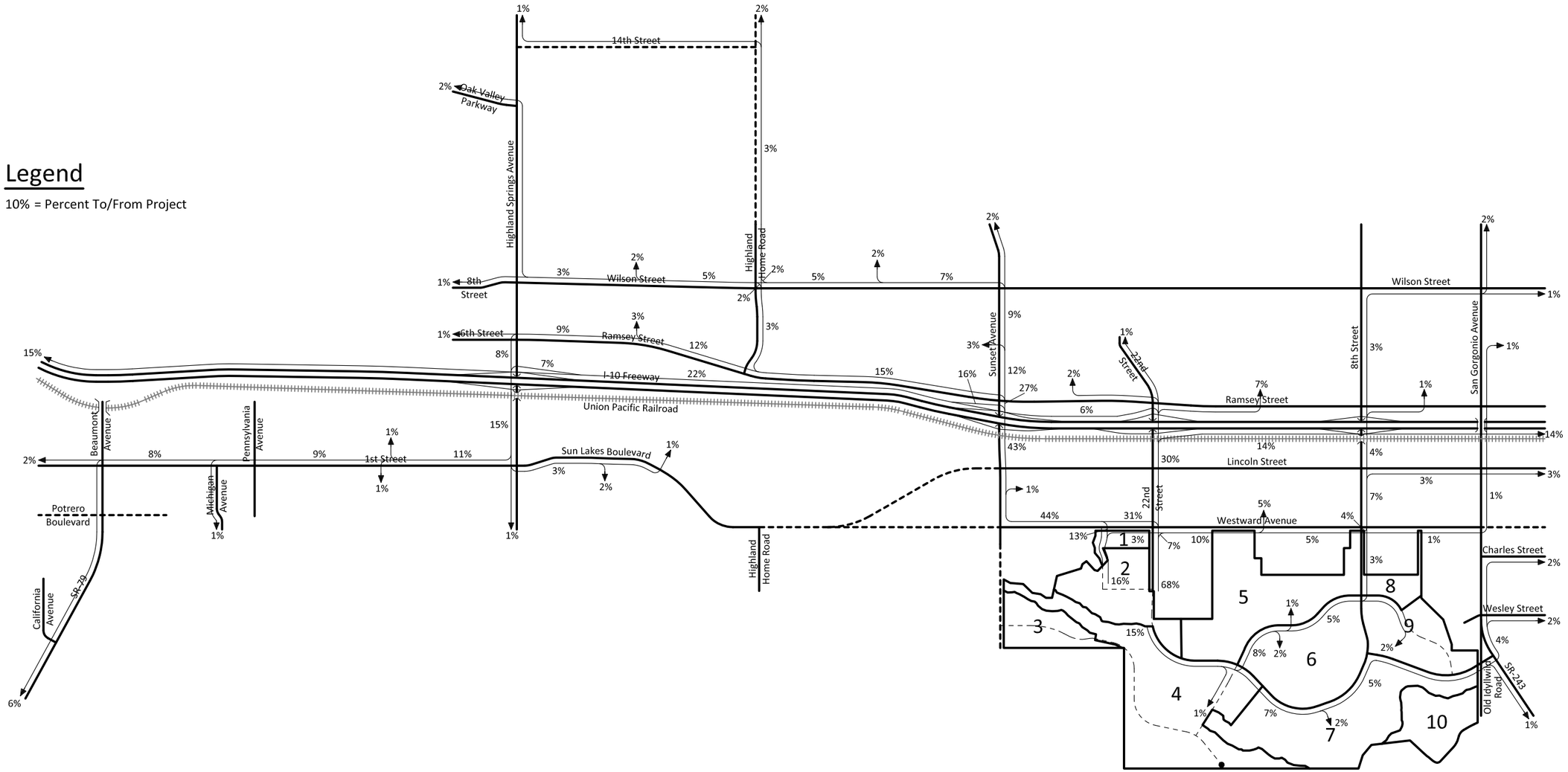


Figure 17
Project Trip Distribution - Traffic Analysis Zone 2 (Interim Year 2029)

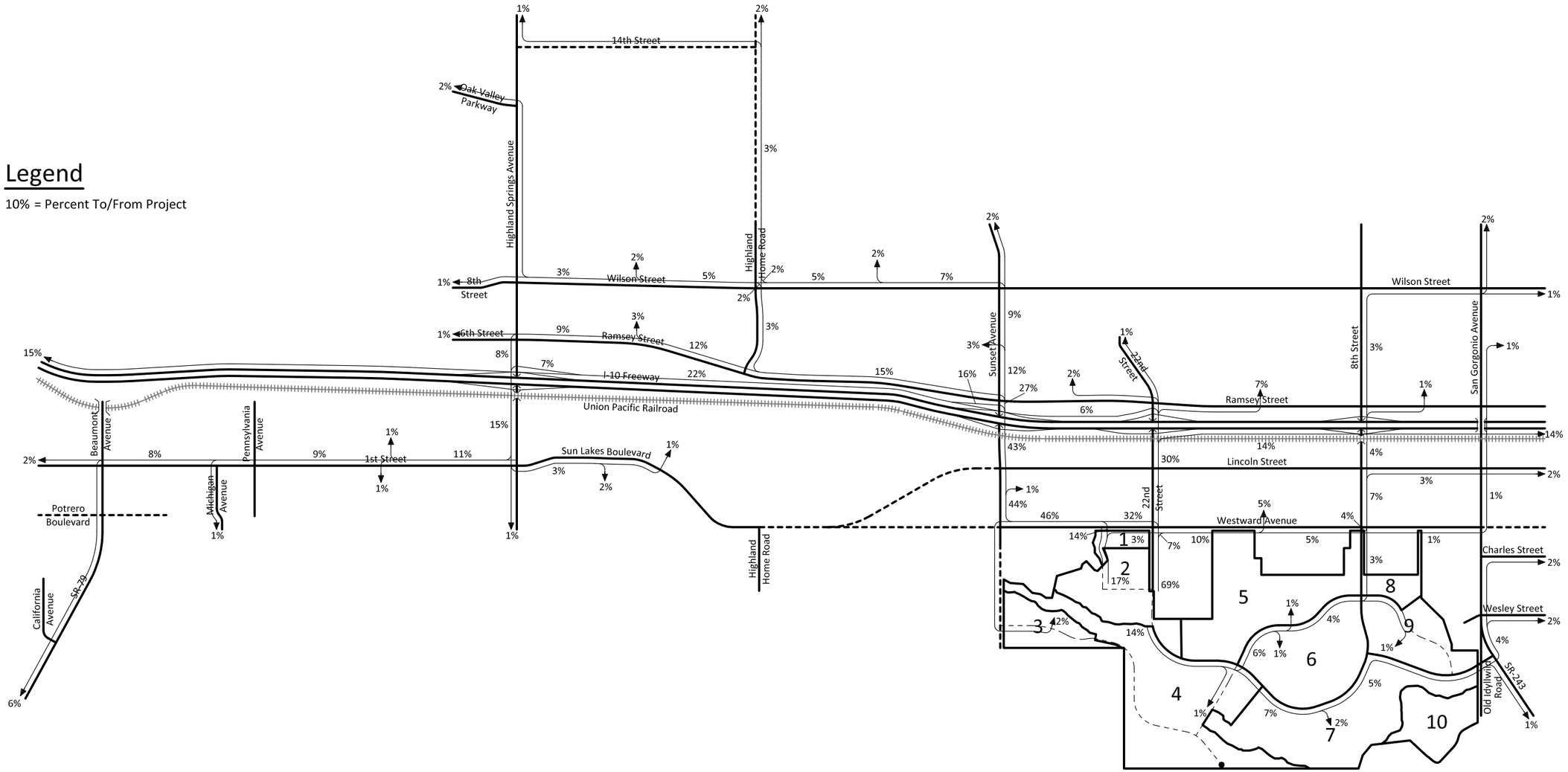


Figure 18
Project Trip Distribution - Traffic Analysis Zone 2 (General Plan Buildout)

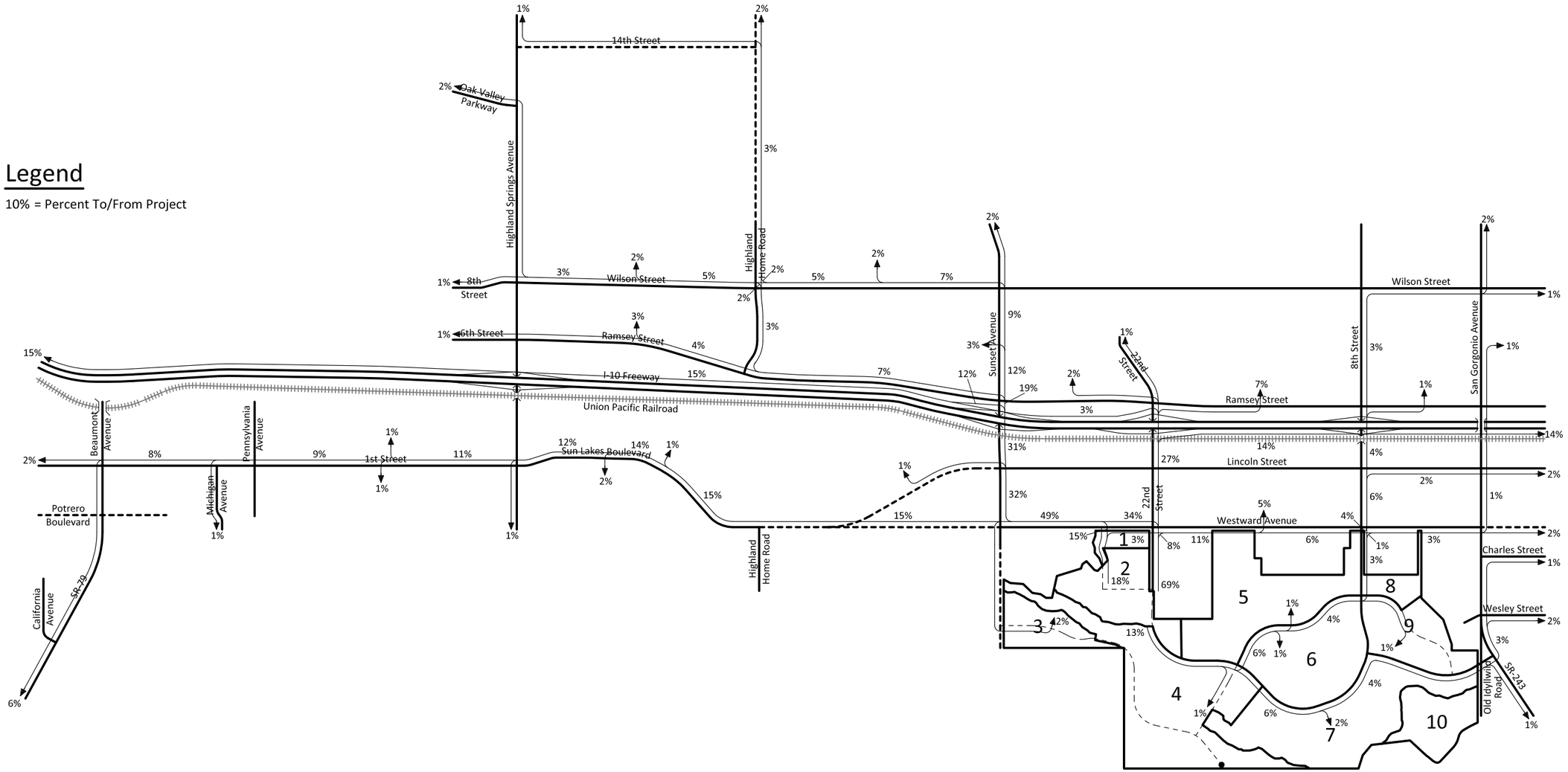


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Figure 19
Project Trip Distribution - Traffic Analysis Zone 3 (Interim Year 2029)

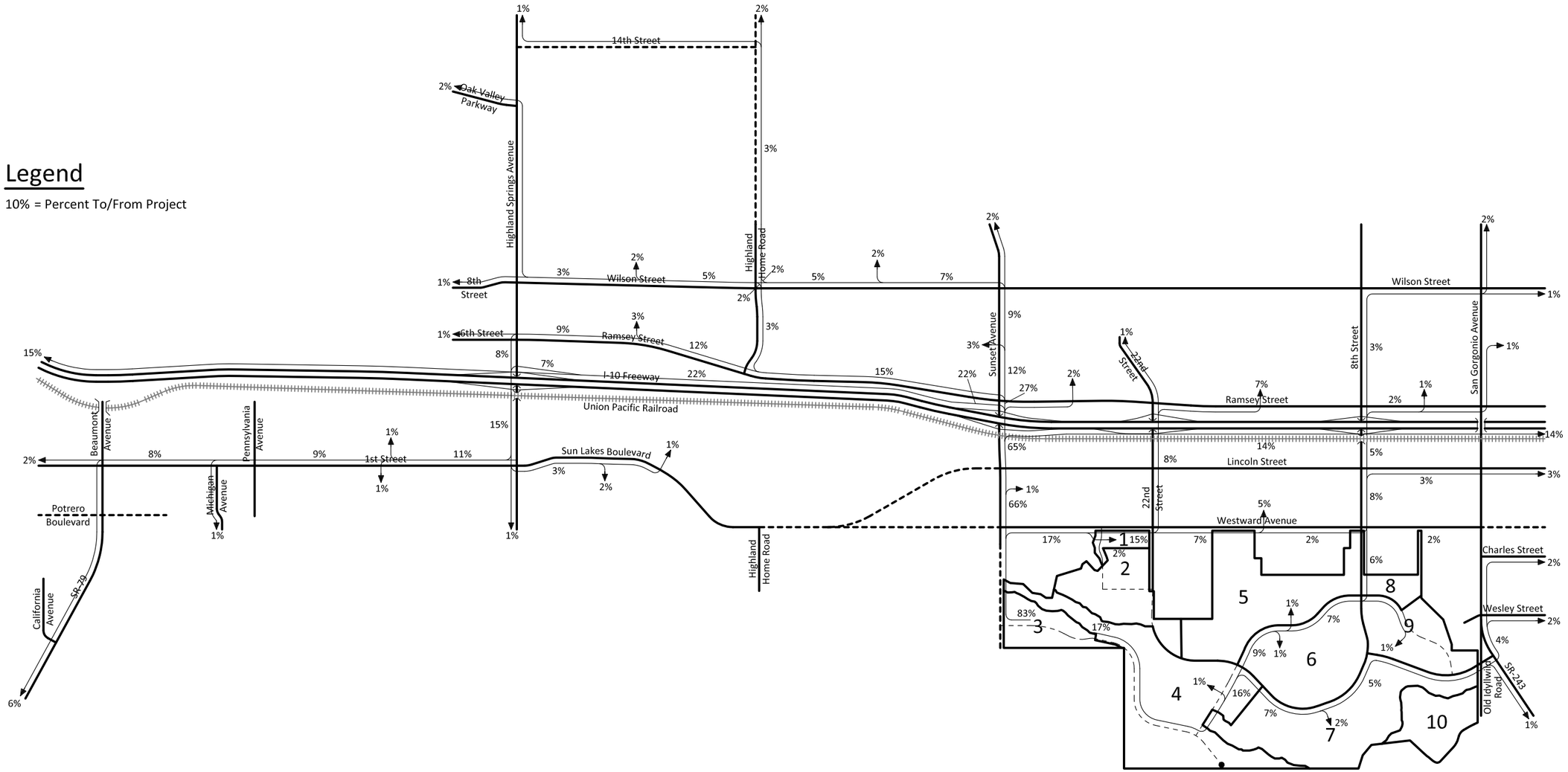

Figure 20
Project Trip Distribution - Traffic Analysis Zone 3 (General Plan Buildout)

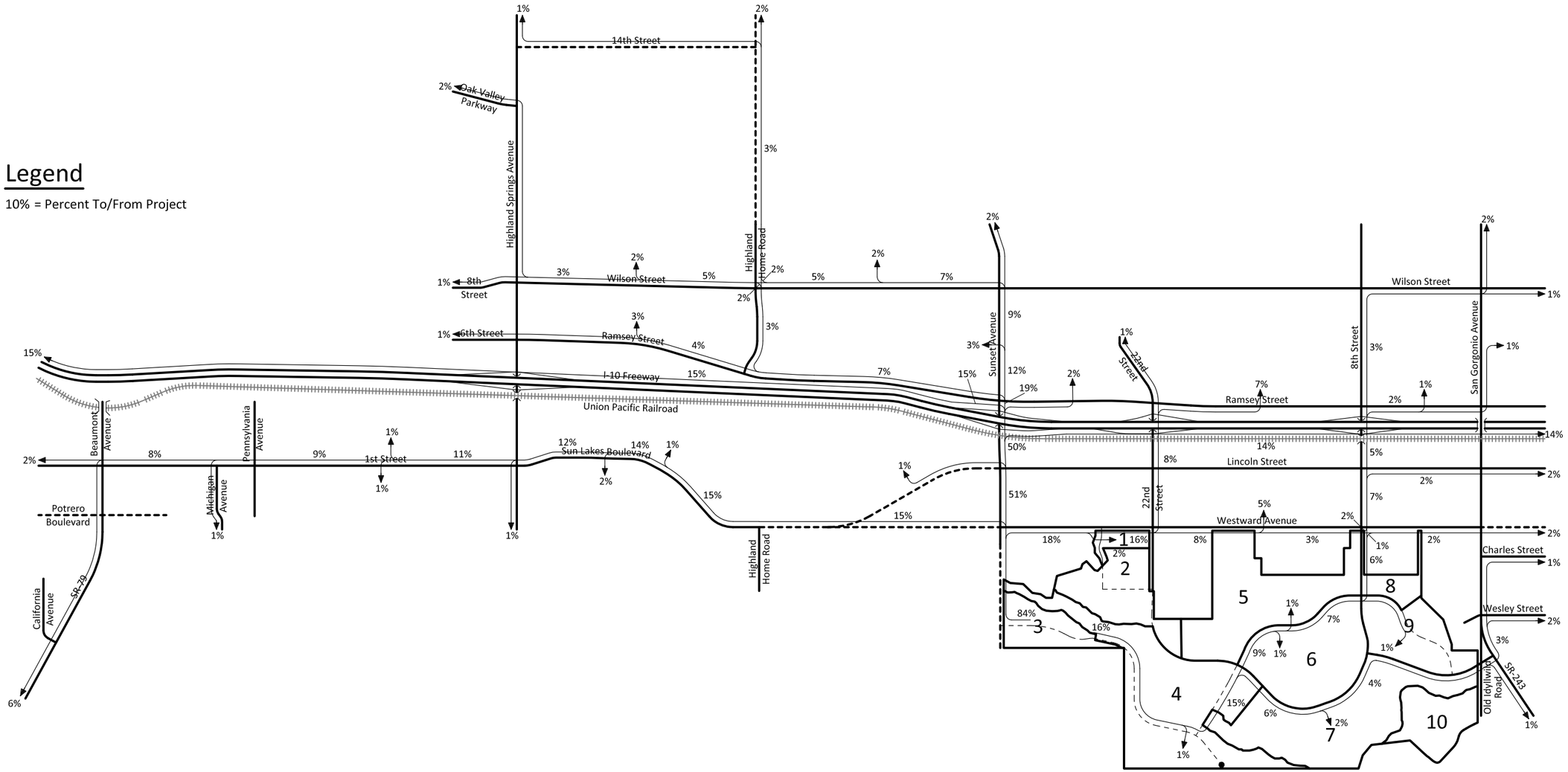

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Figure 21
Project Trip Distribution - Traffic Analysis Zone 4 (Interim Year 2022)

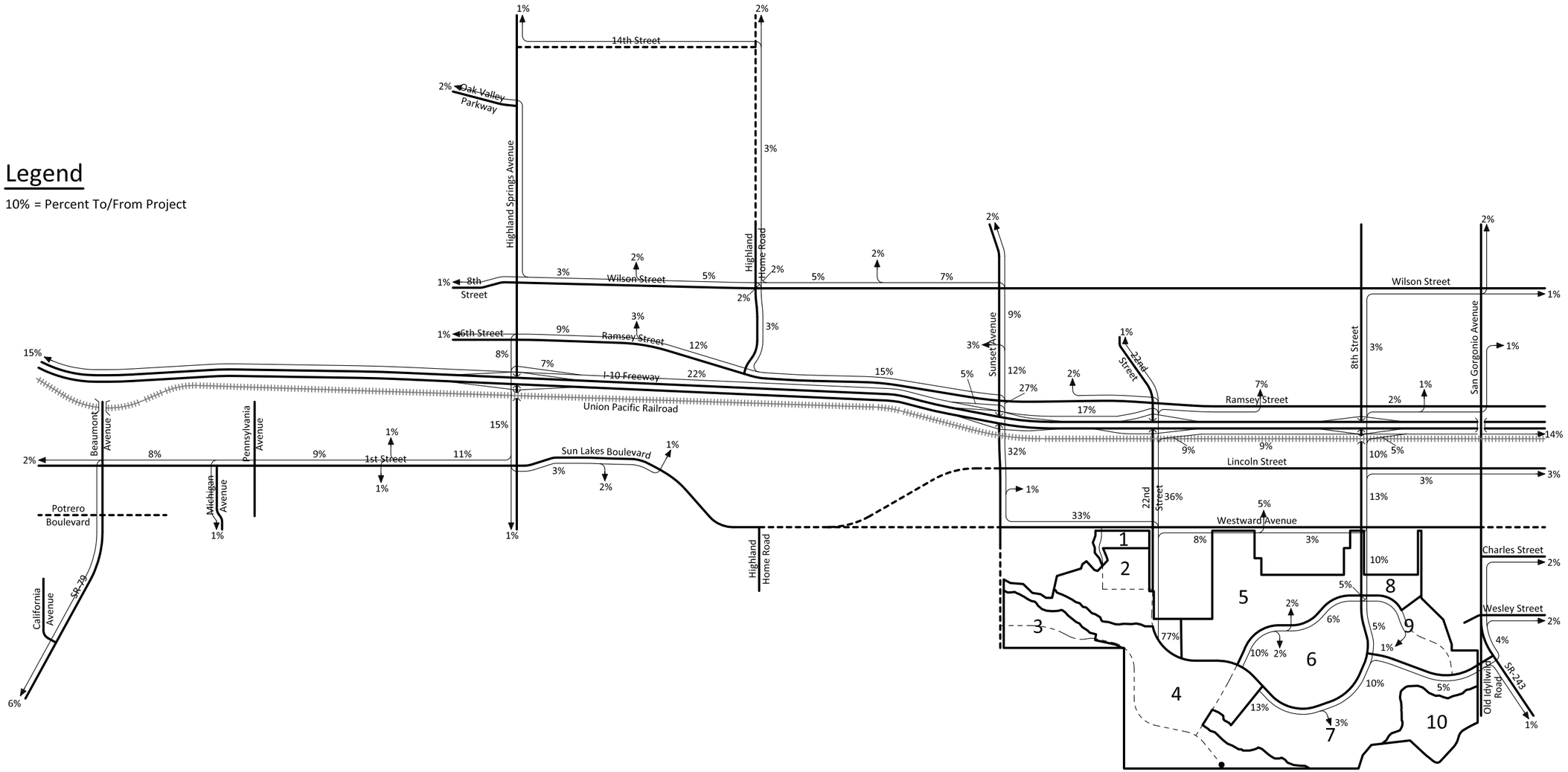

Figure 22
Project Trip Distribution - Traffic Analysis Zone 4 (Interim Year 2025)

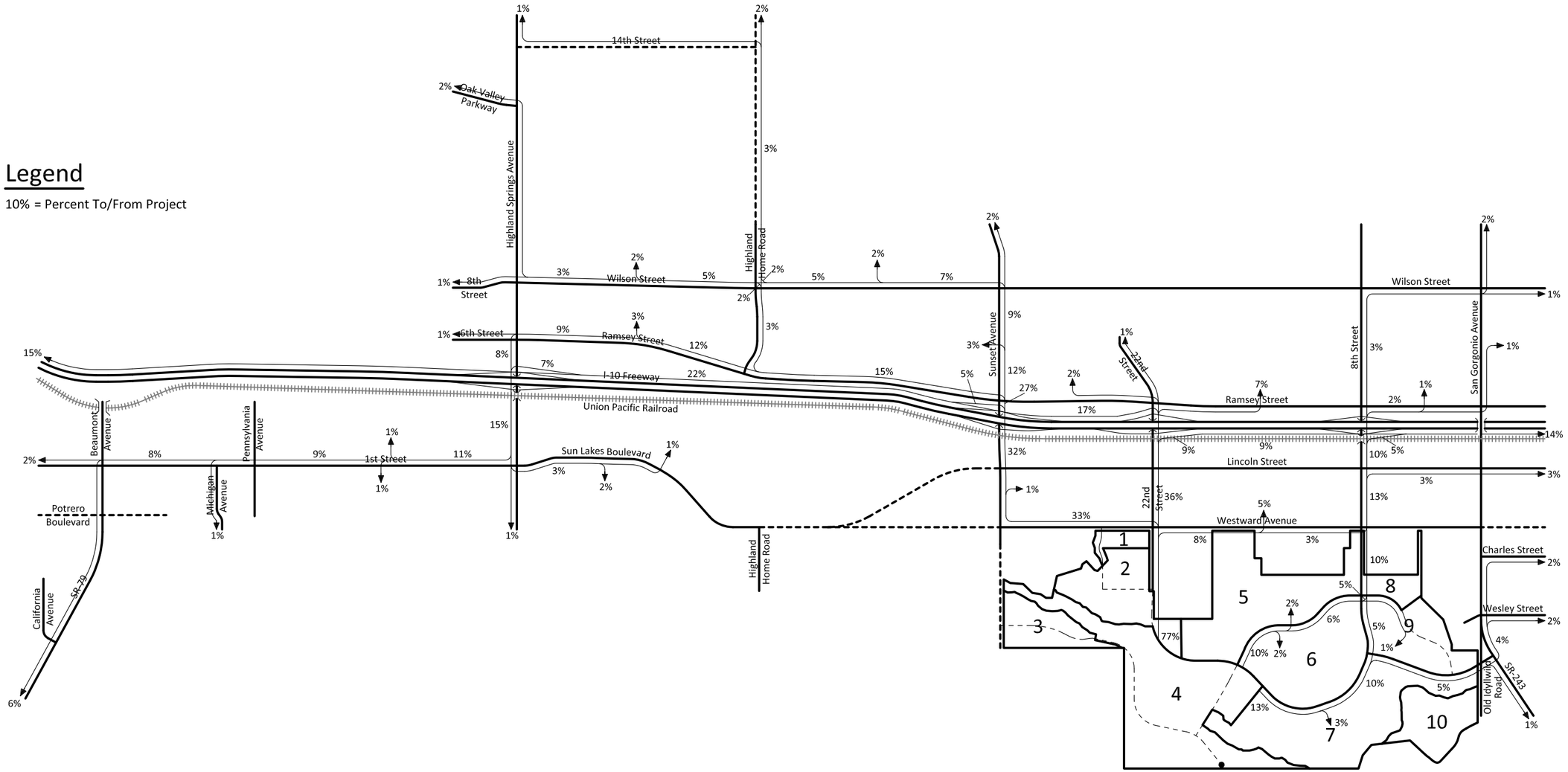

Figure 23
Project Trip Distribution - Traffic Analysis Zone 4 (Interim Year 2029)

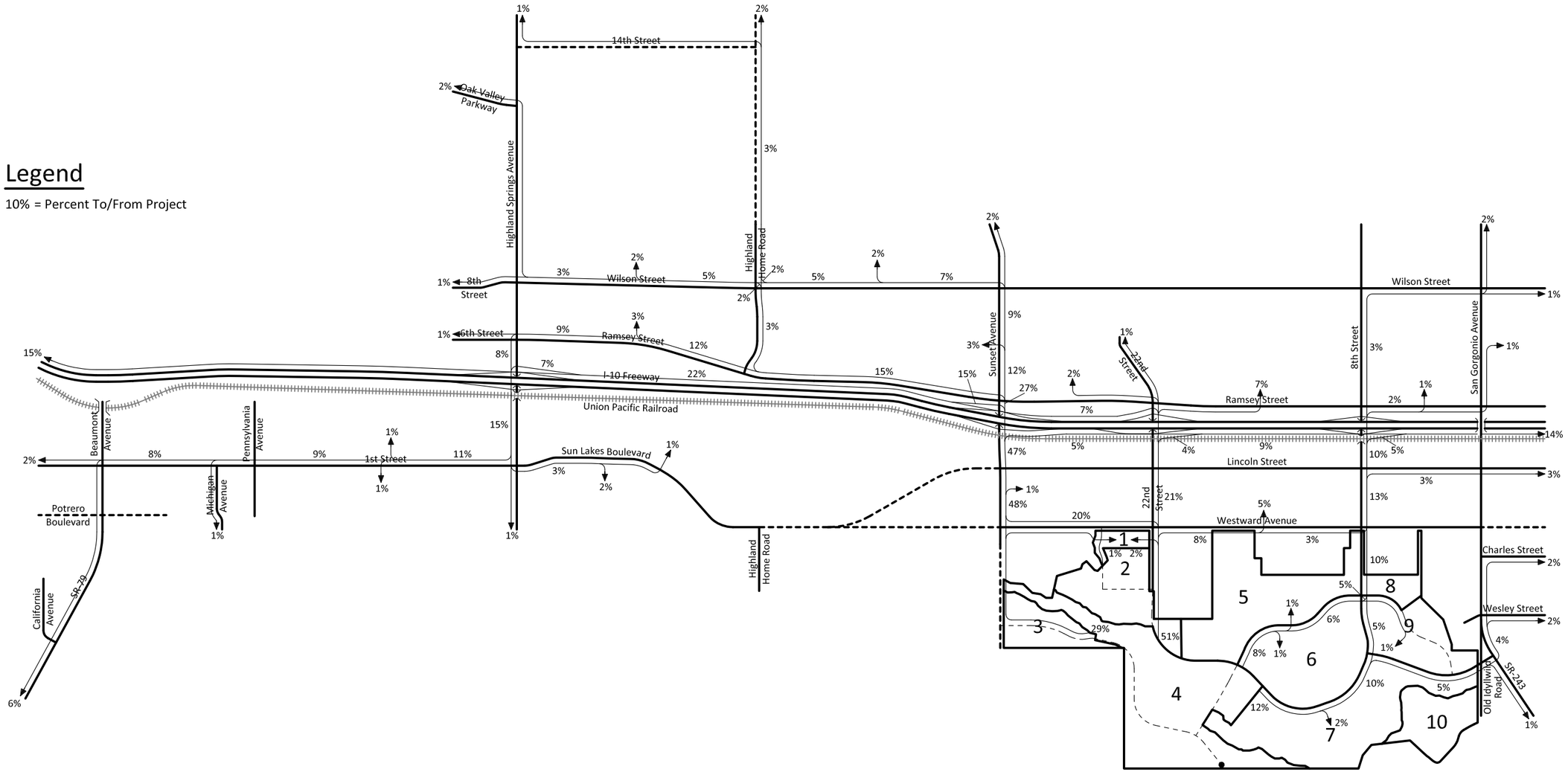

Figure 24
Project Trip Distribution - Traffic Analysis Zone 4 (General Plan Buildout)

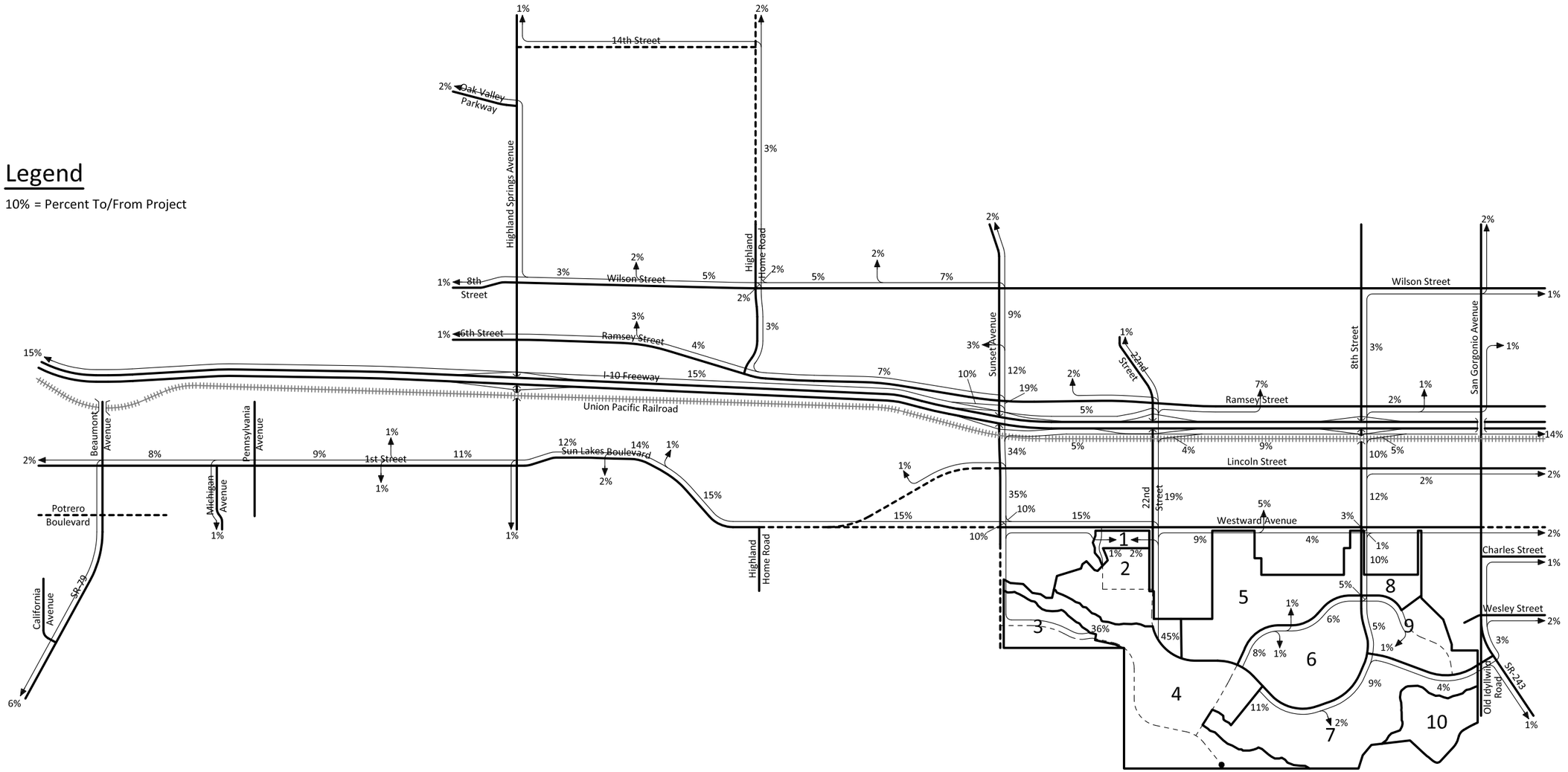

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Figure 25
Project Trip Distribution - Traffic Analysis Zone 5 (Interim Year 2025)

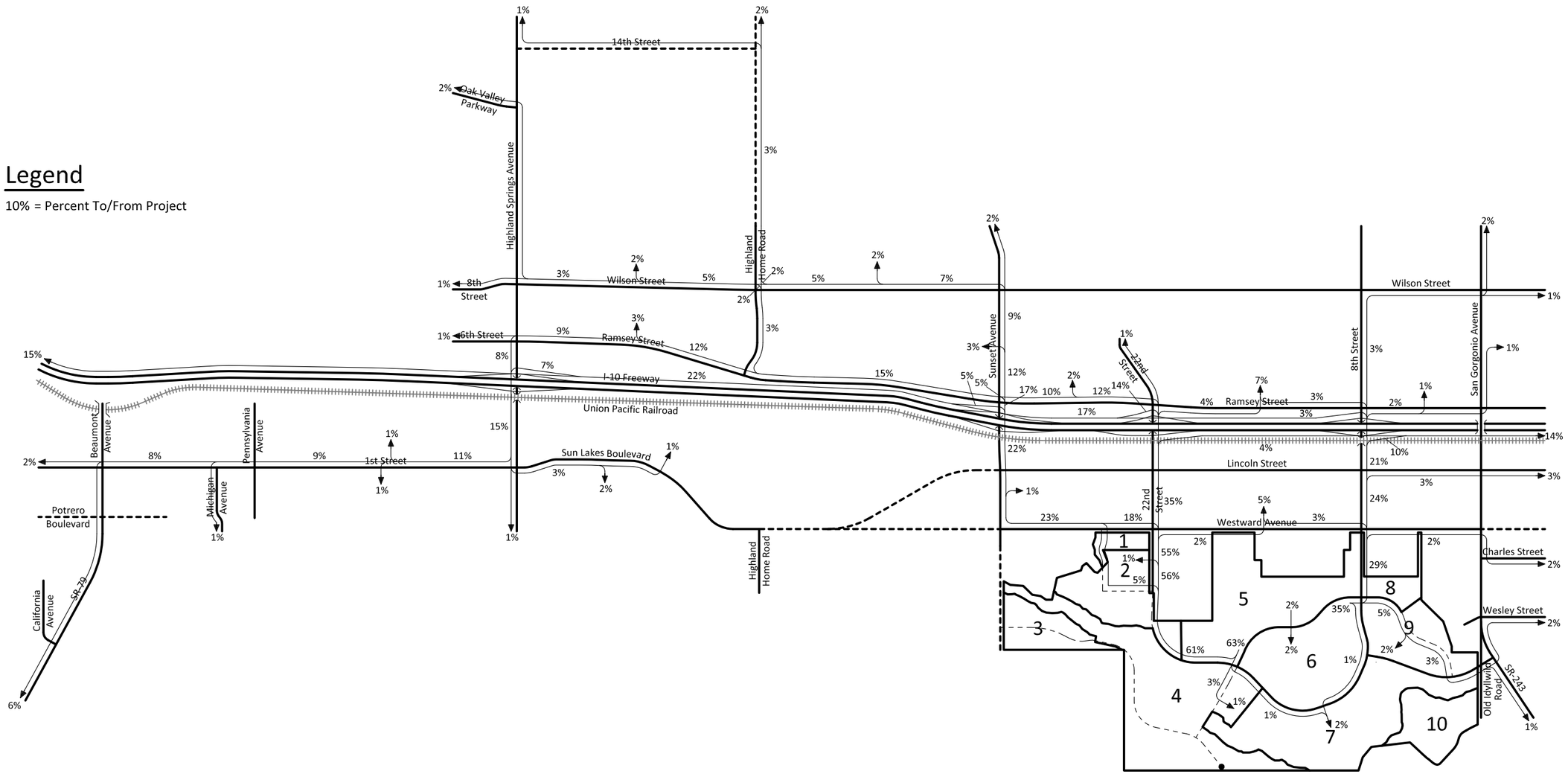

Figure 26
Project Trip Distribution - Traffic Analysis Zone 5 (Interim Year 2029)

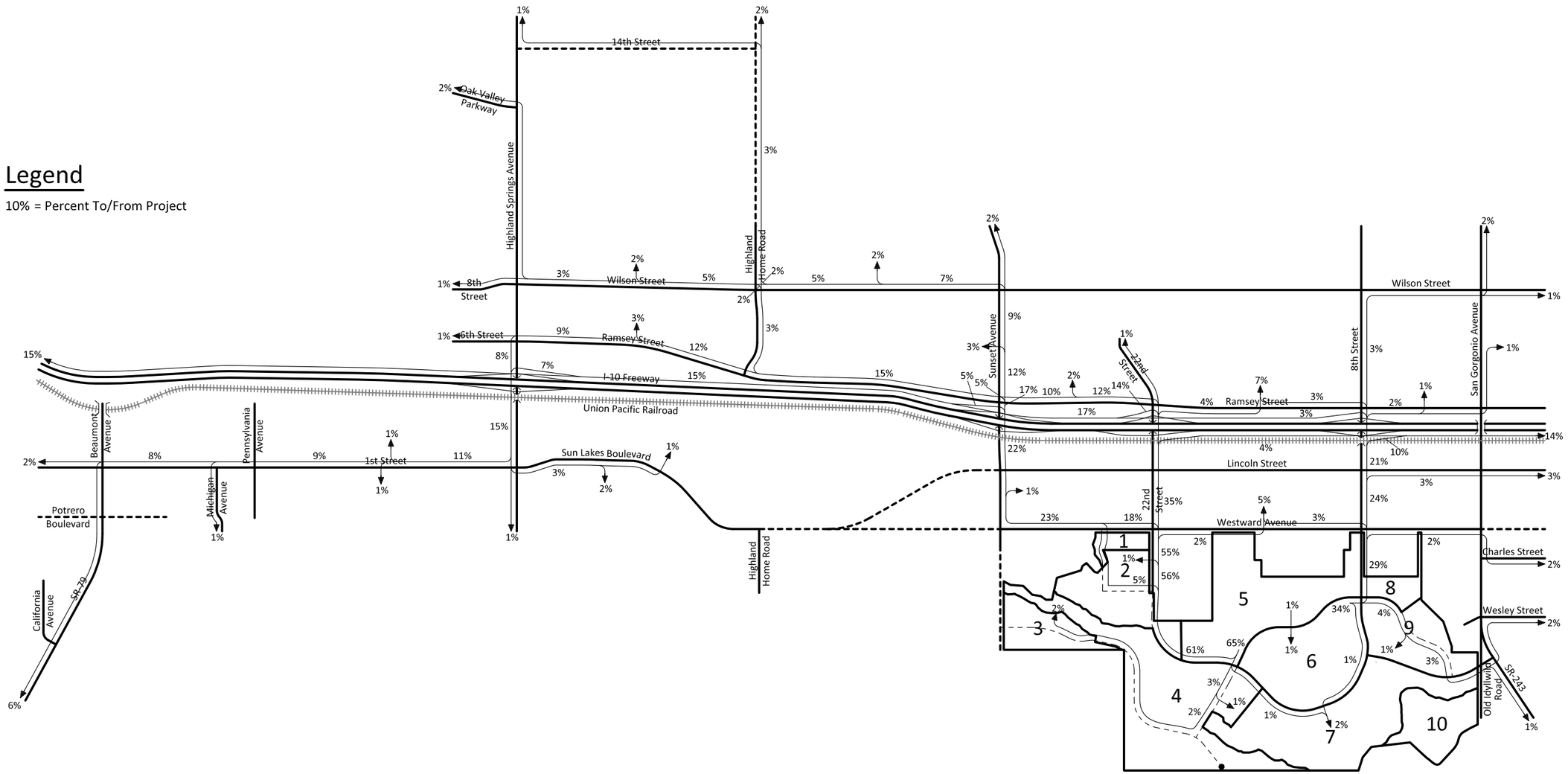

Figure 27
Project Trip Distribution - Traffic Analysis Zone 5 (General Plan Buildout)

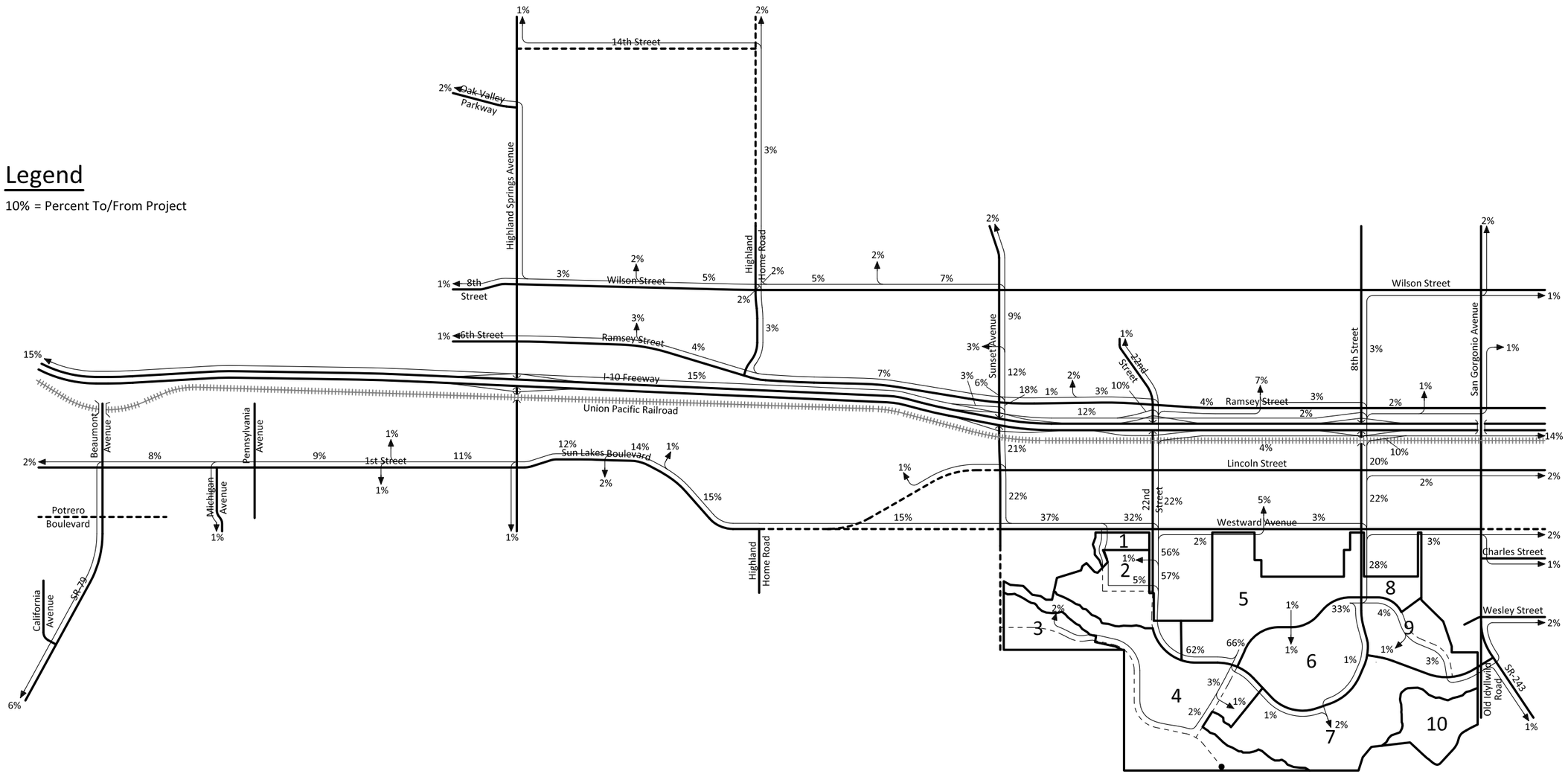

Figure 28
Project Trip Distribution - Traffic Analysis Zone 6 (Interim Year 2019)

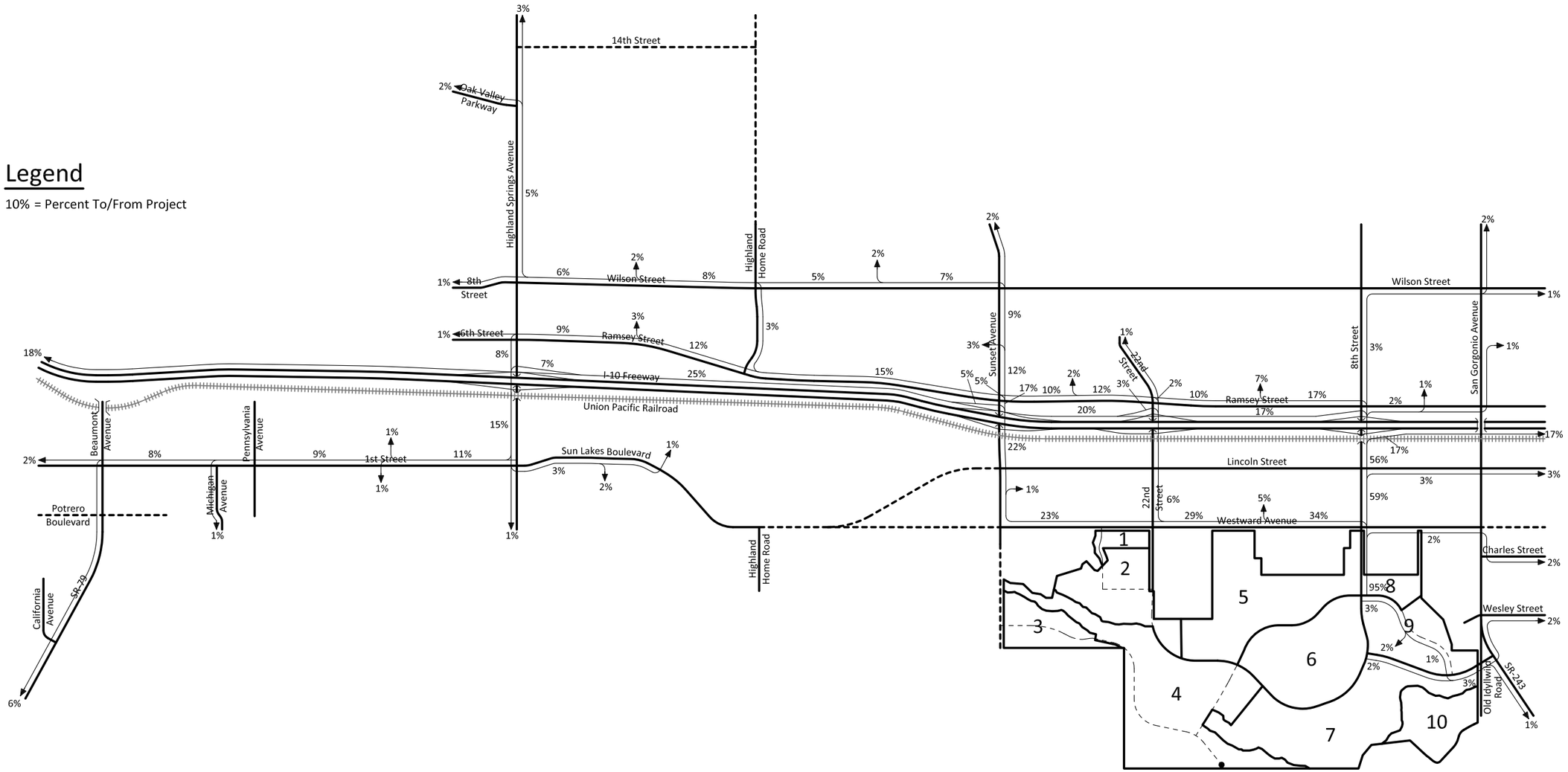

Figure 29
Project Trip Distribution - Traffic Analysis Zone 6 (Interim Year 2022)

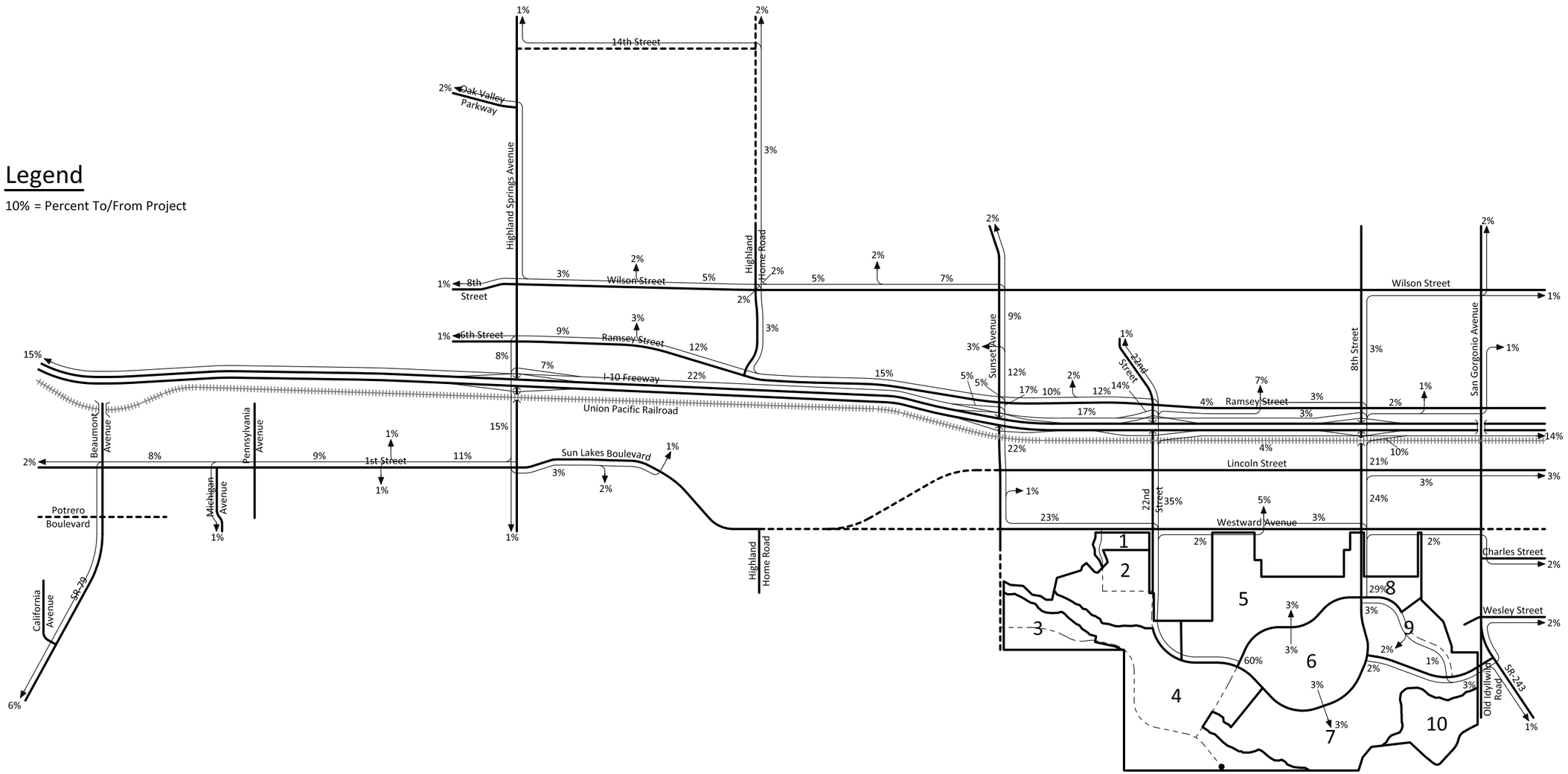

Figure 30
Project Trip Distribution - Traffic Analysis Zone 6 (Interim Year 2025)

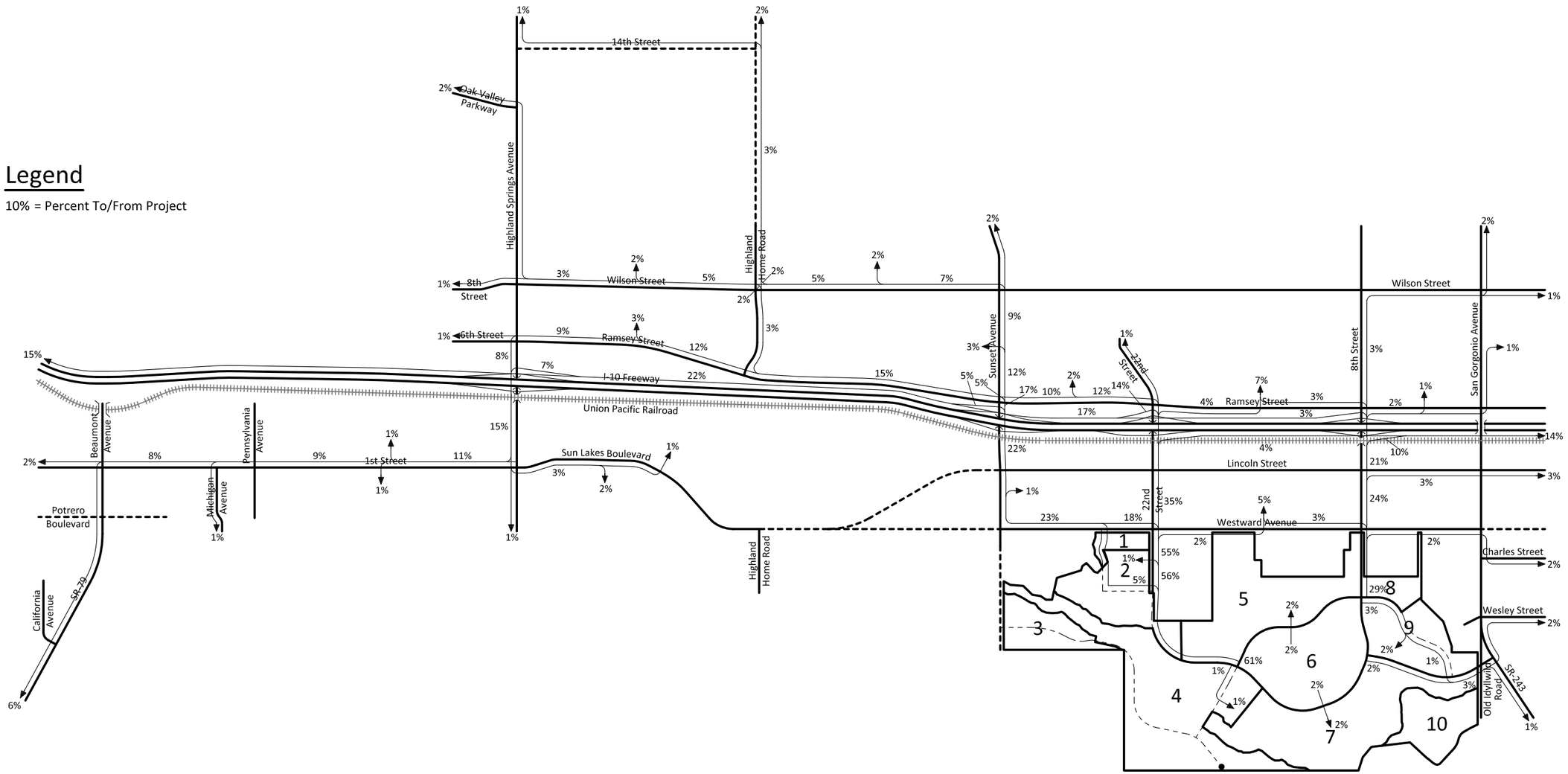

Figure 31
Project Trip Distribution - Traffic Analysis Zone 6 (Interim Year 2029)

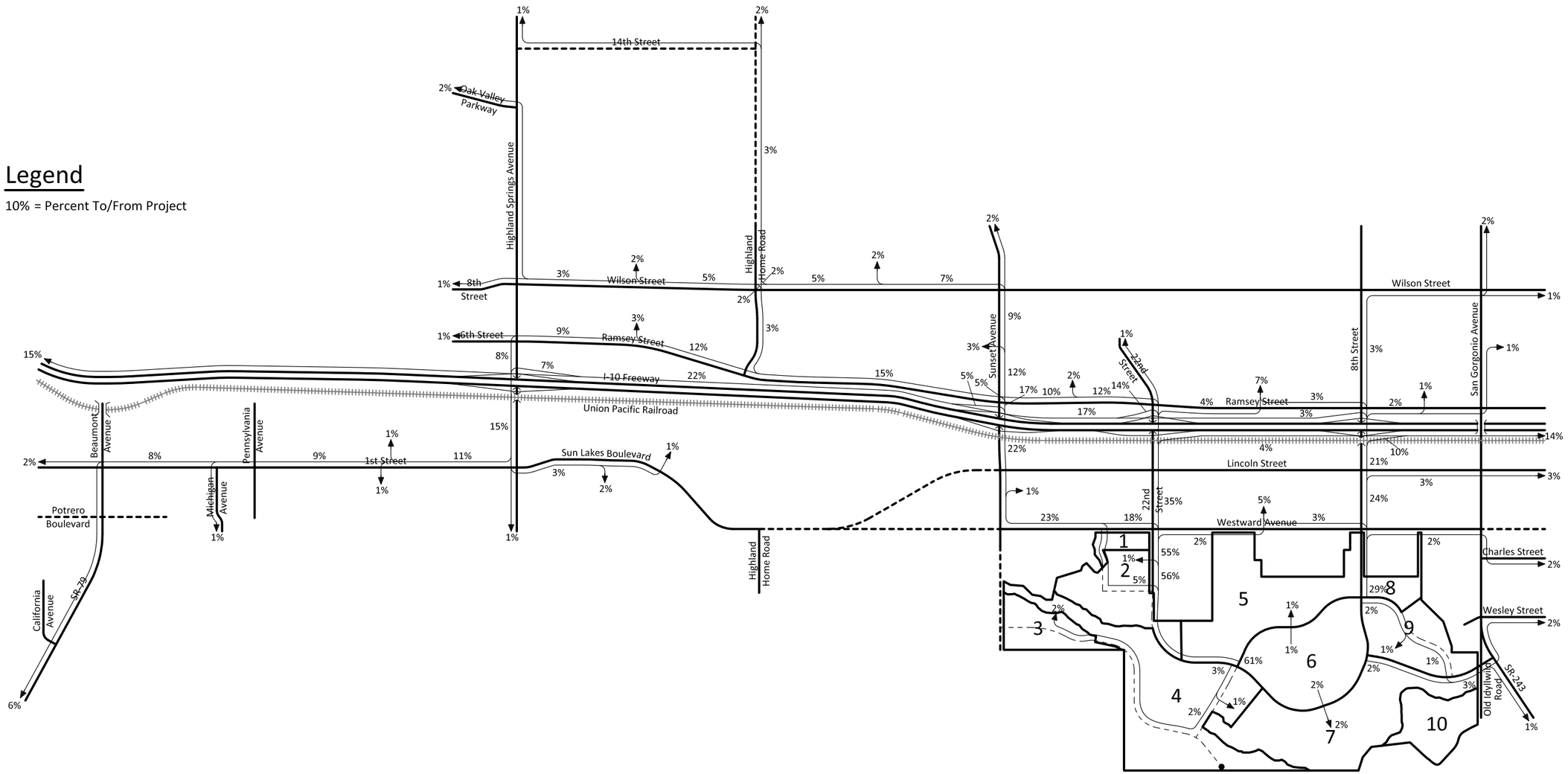

Figure 32
Project Trip Distribution - Traffic Analysis Zone 6 (General Plan Buildout)

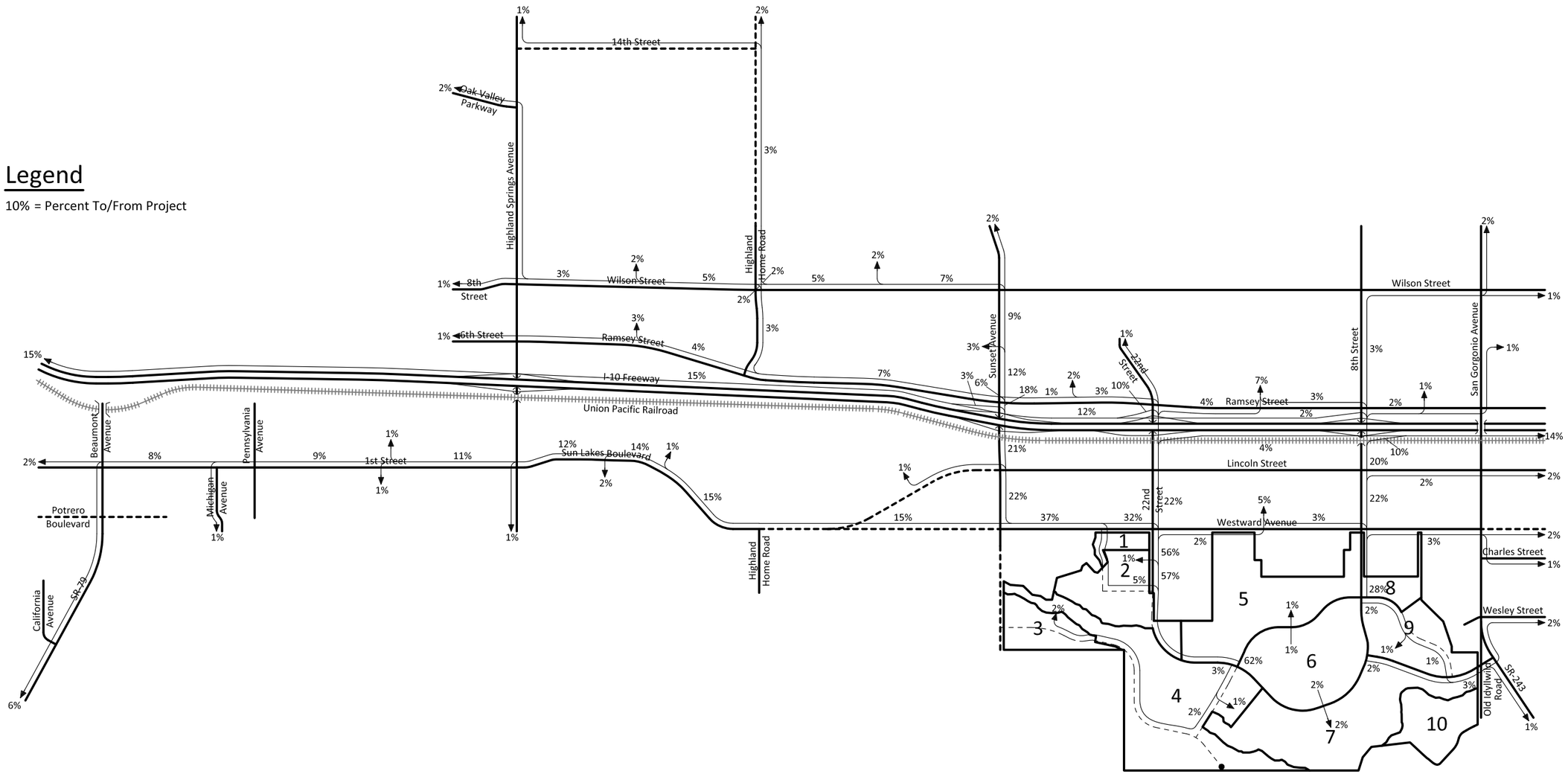

Figure 33
Project Trip Distribution - Traffic Analysis Zone 7 (Interim Year 2022)

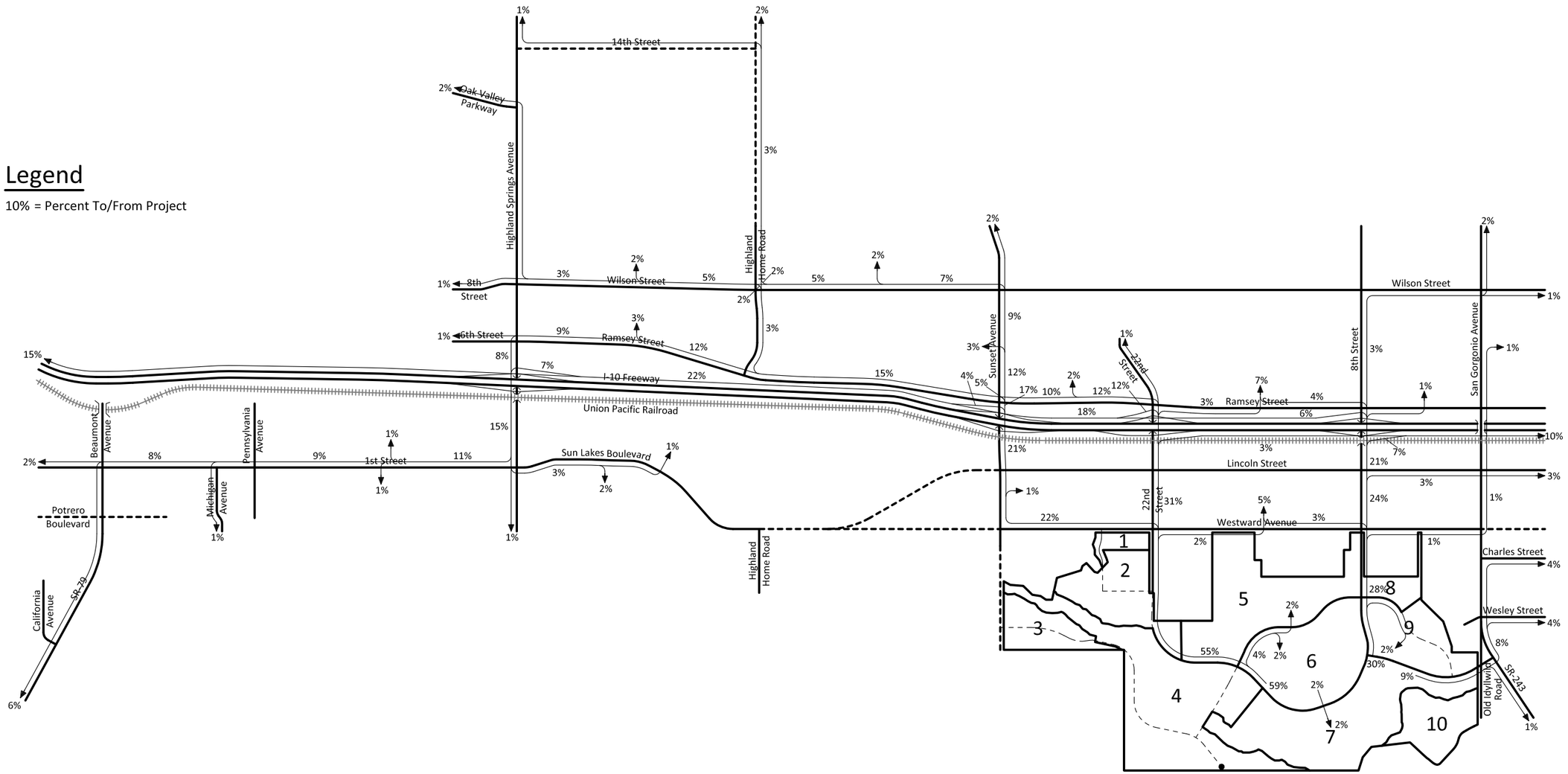

Figure 34
Project Trip Distribution - Traffic Analysis Zone 7 (Interim Year 2025)

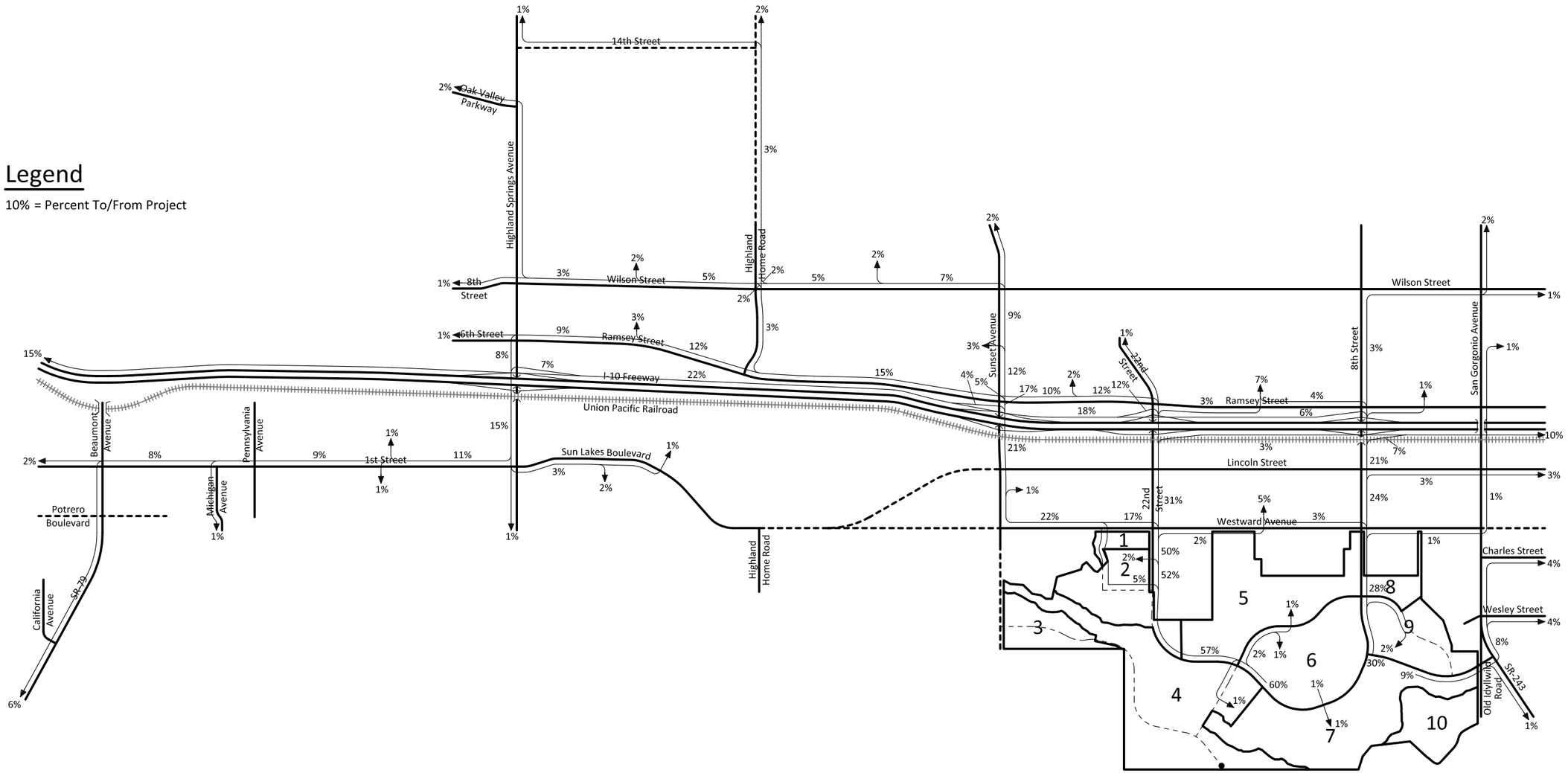

Figure 35
Project Trip Distribution - Traffic Analysis Zone 7 (Interim Year 2029)

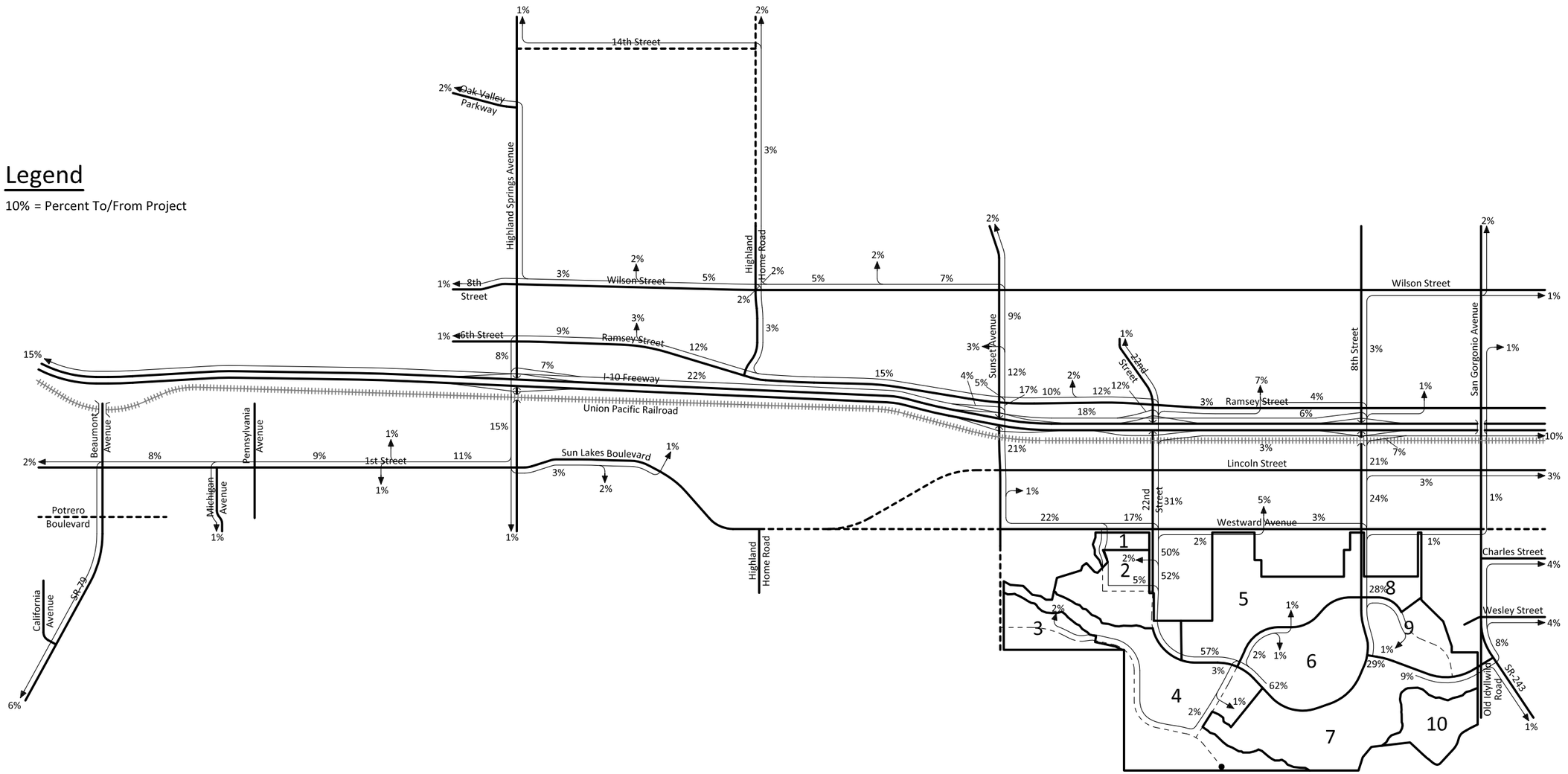

Figure 36
Project Trip Distribution - Traffic Analysis Zone 7 (General Plan Buildout)

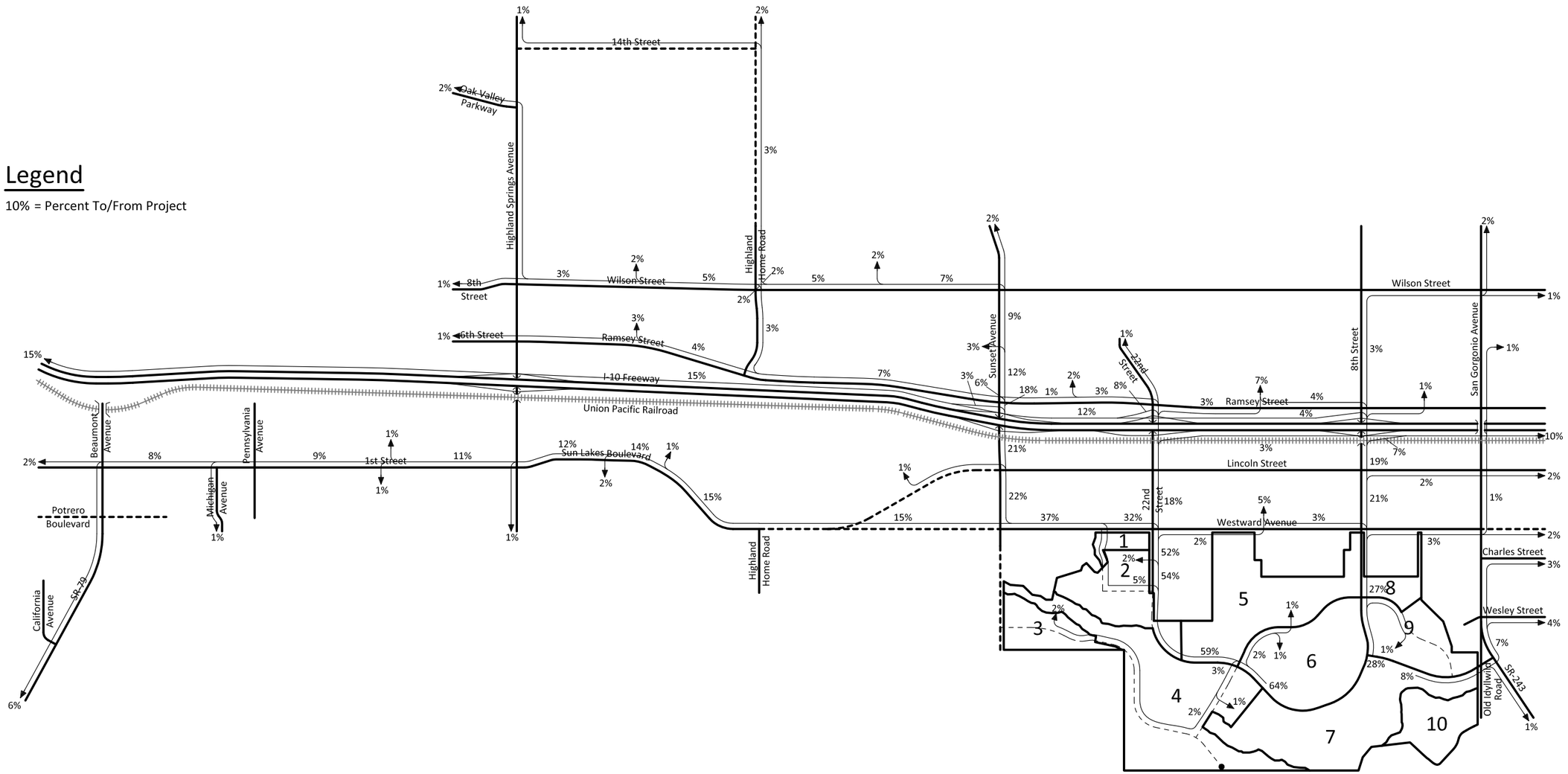

Figure 37
Project Trip Distribution - Traffic Analysis Zone 8 (Opening Year 2017)

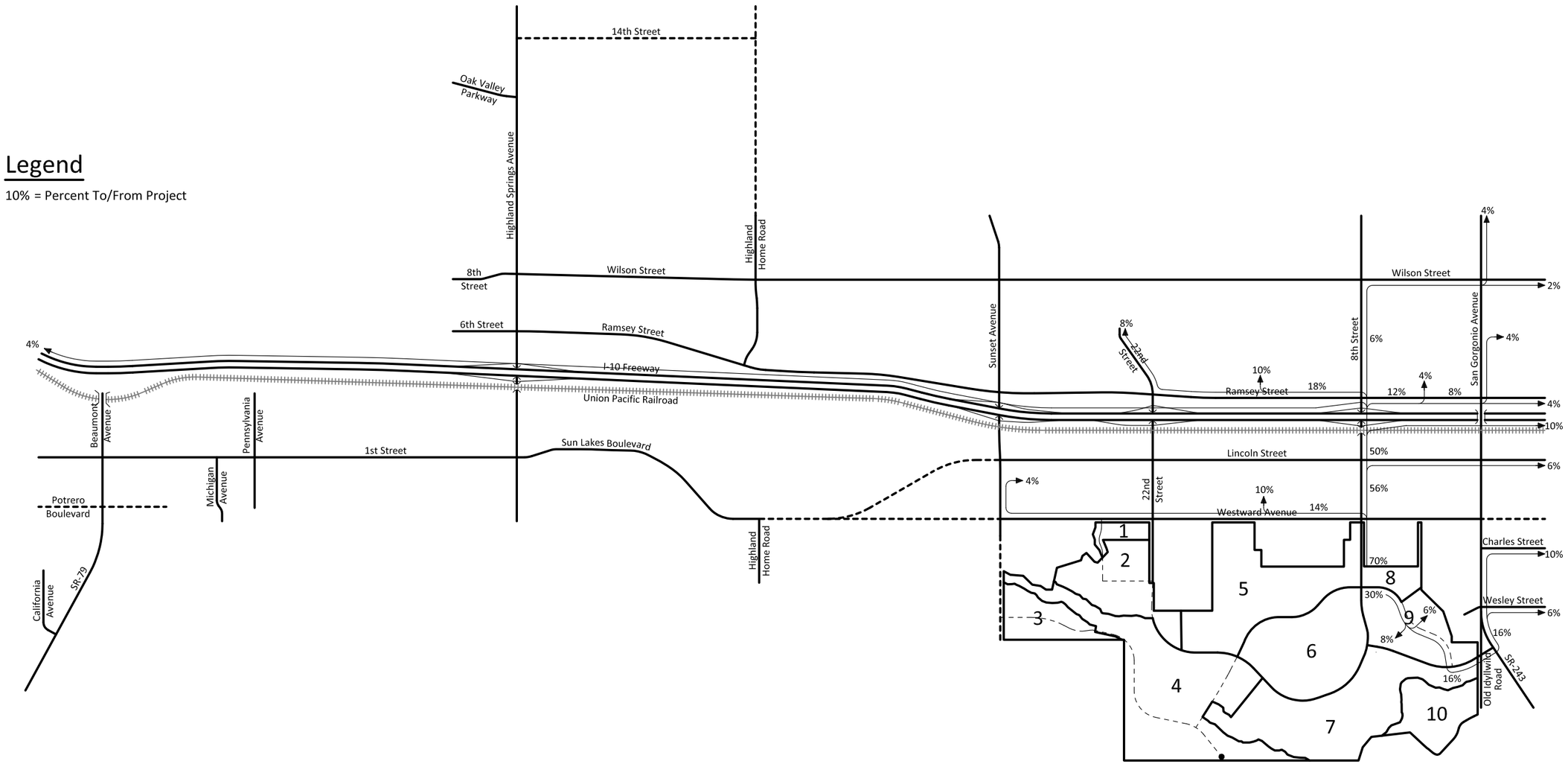

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Figure 38
Project Trip Distribution - Traffic Analysis Zone 8 (Interim Year 2019)

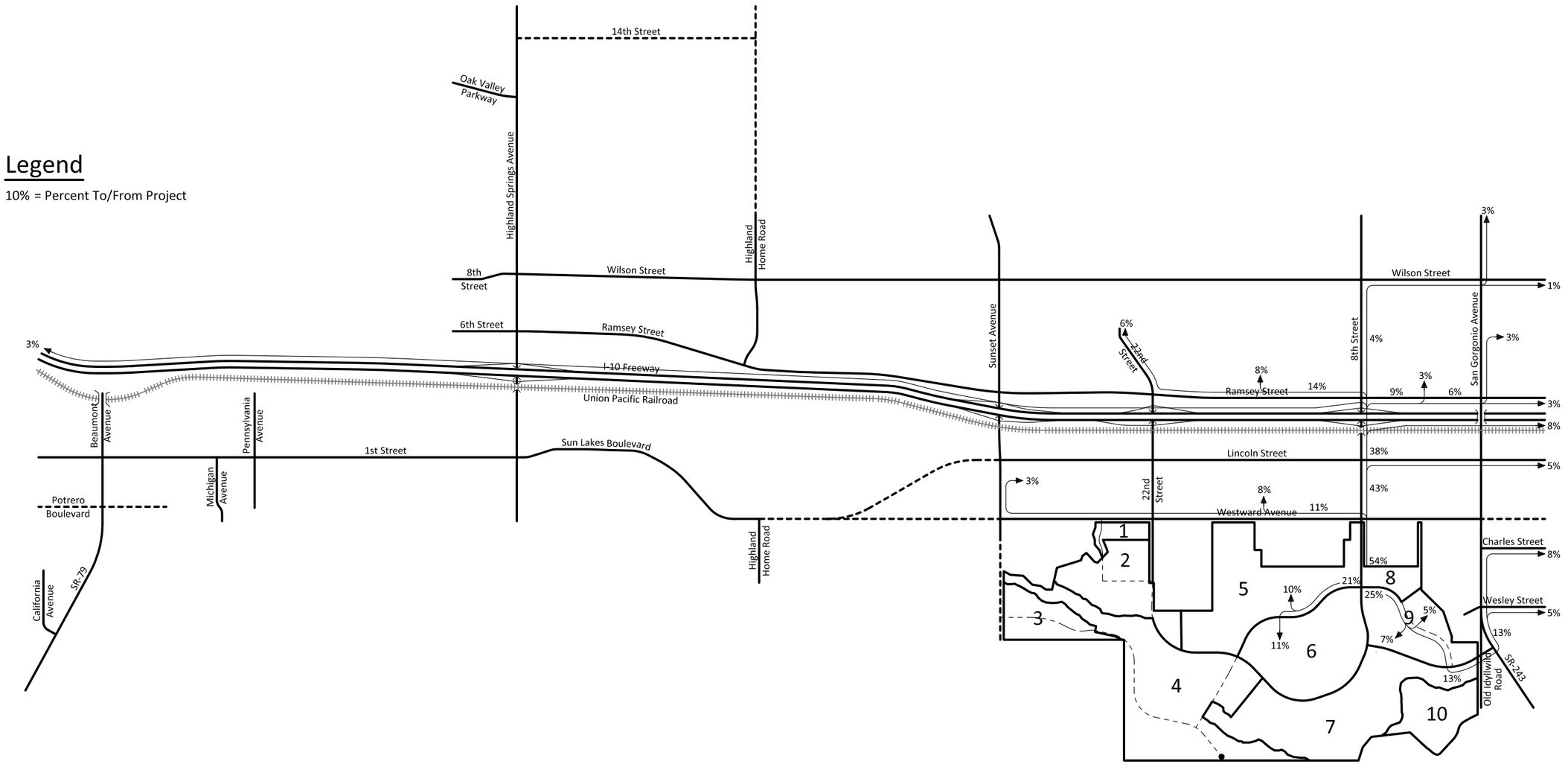

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Figure 39
Project Trip Distribution - Traffic Analysis Zone 8 (Interim Year 2022)

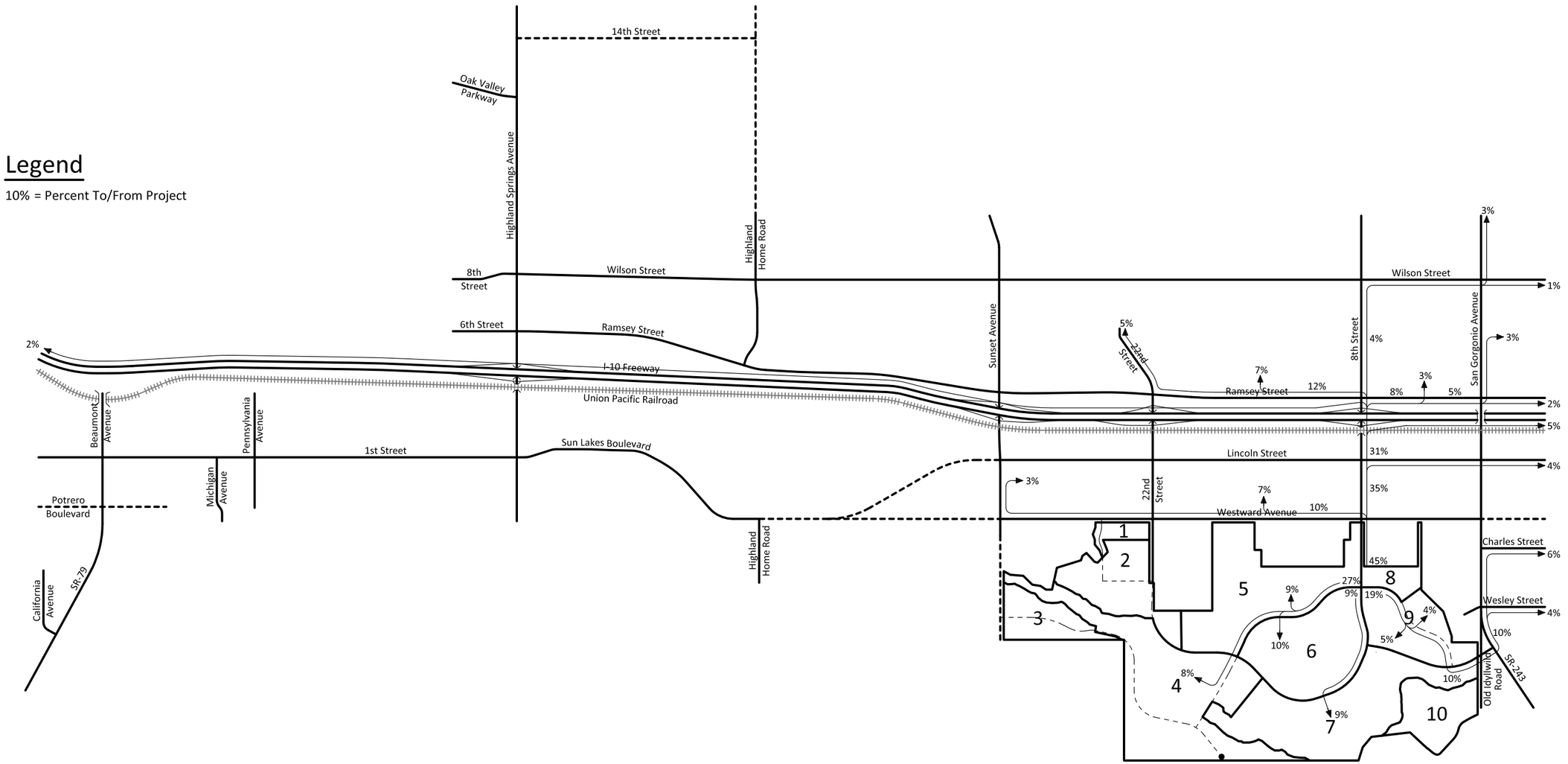

Figure 40
Project Trip Distribution - Traffic Analysis Zone 8 (Interim Year 2025)

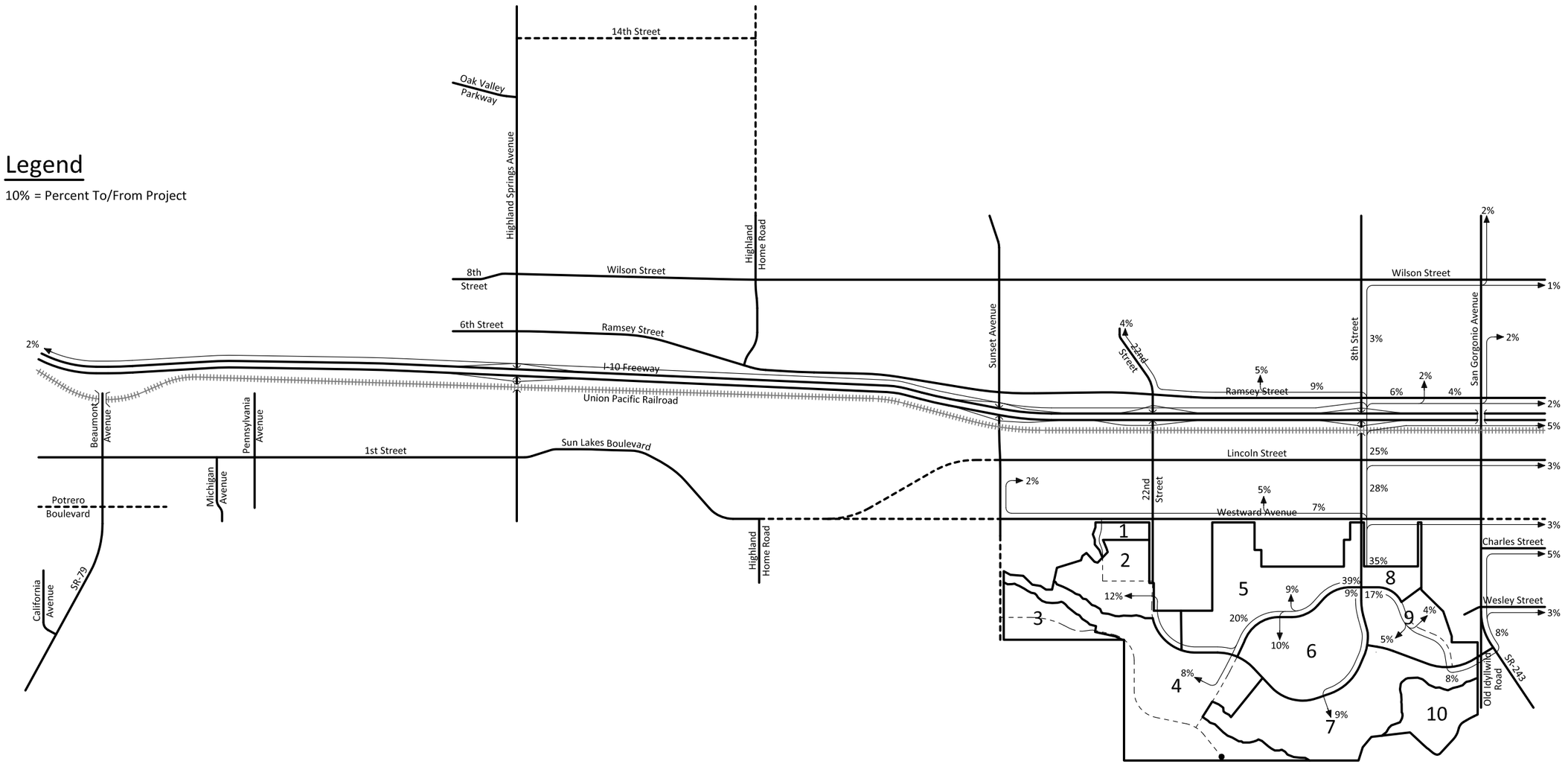

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Figure 41
Project Trip Distribution - Traffic Analysis Zone 8 (Interim Year 2029)

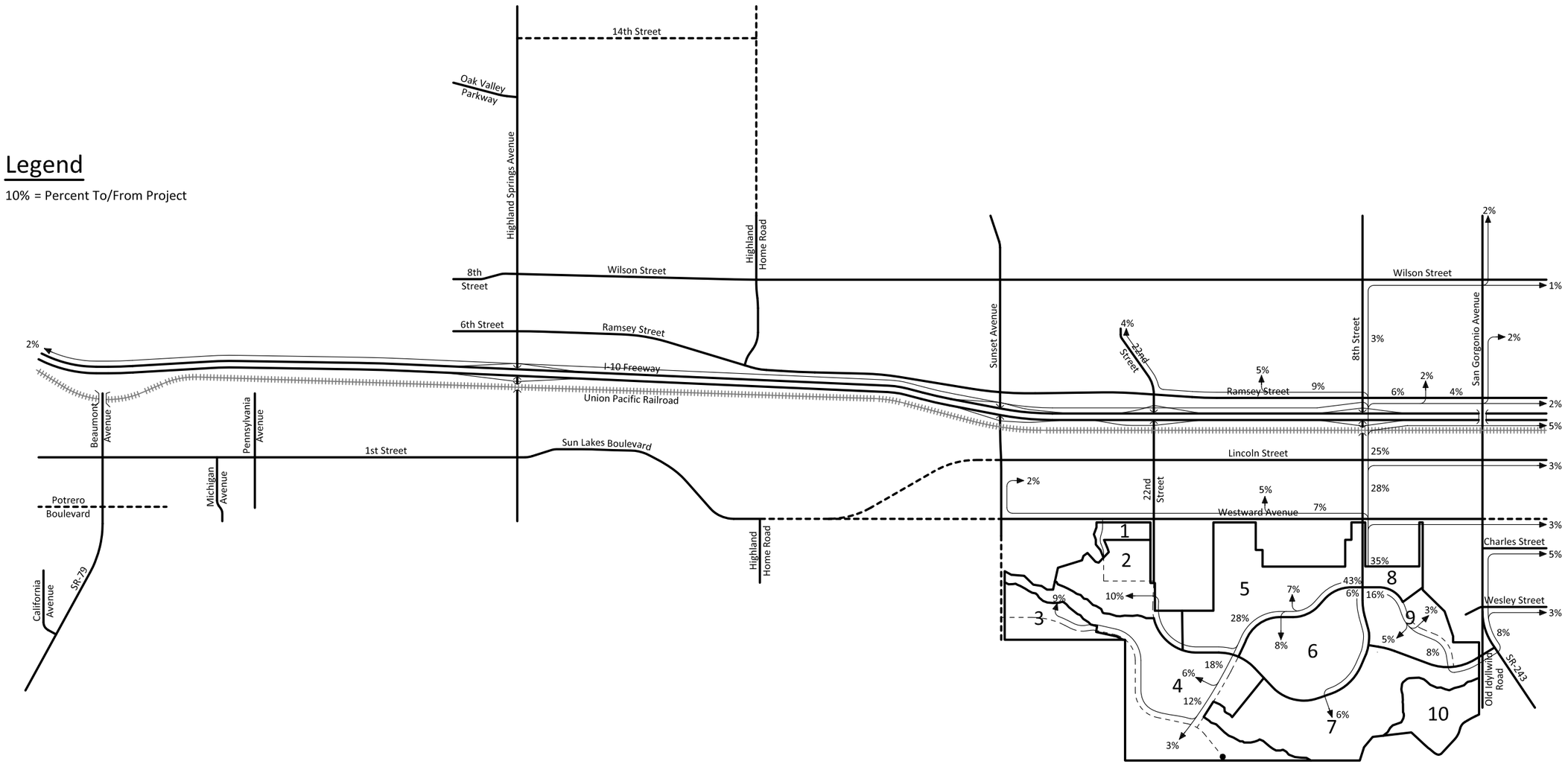

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Figure 42
Project Trip Distribution - Traffic Analysis Zone 8 (General Plan Buildout)

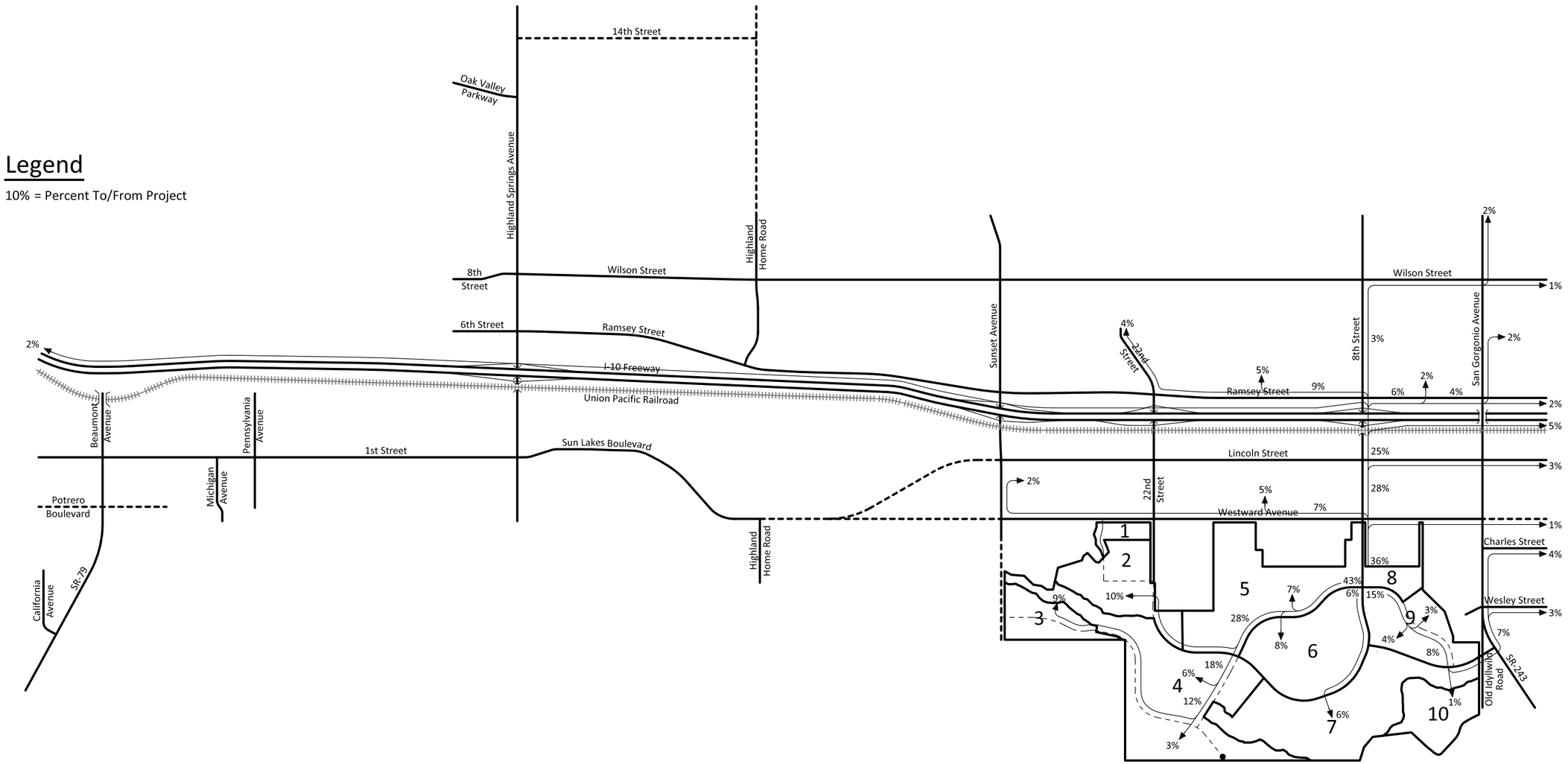

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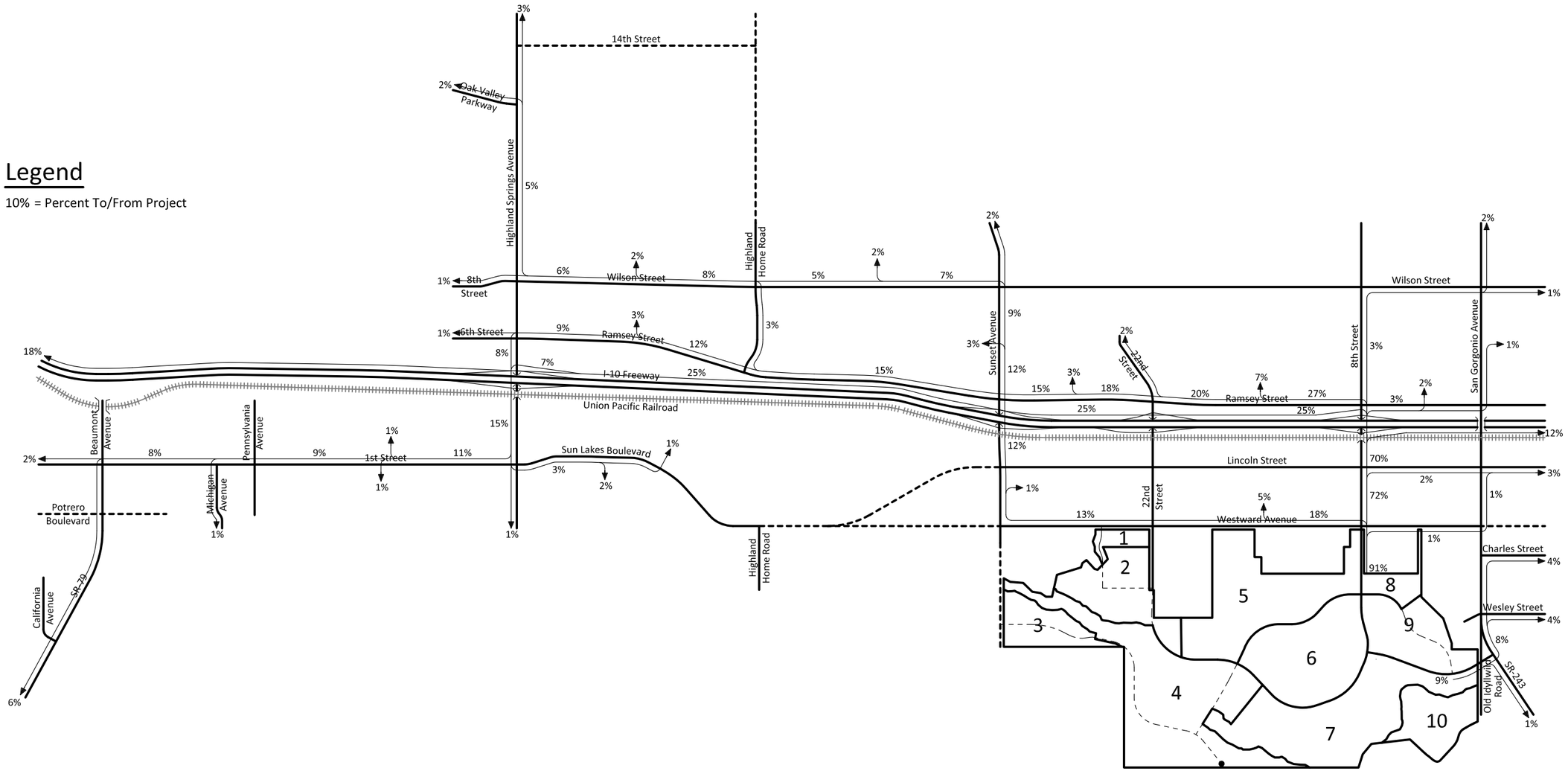
Figure 43
Project Trip Distribution - Traffic Analysis Zone 9 (Opening Year 2017)



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JN 5217f

Figure 44
Project Trip Distribution - Traffic Analysis Zone 9 (Opening Year 2019)

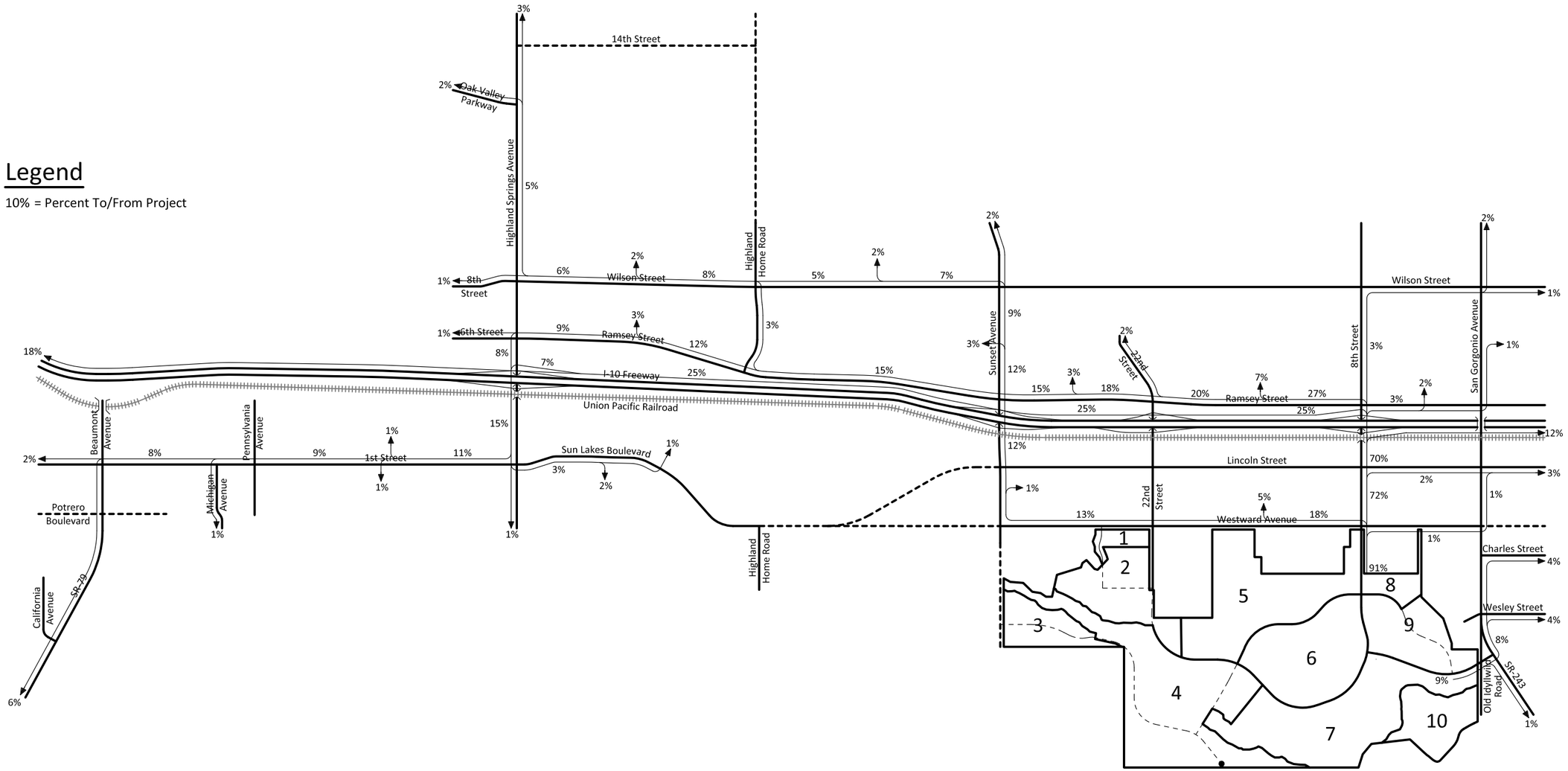

Figure 45
Project Trip Distribution - Traffic Analysis Zone 9 (Interim Year 2022)

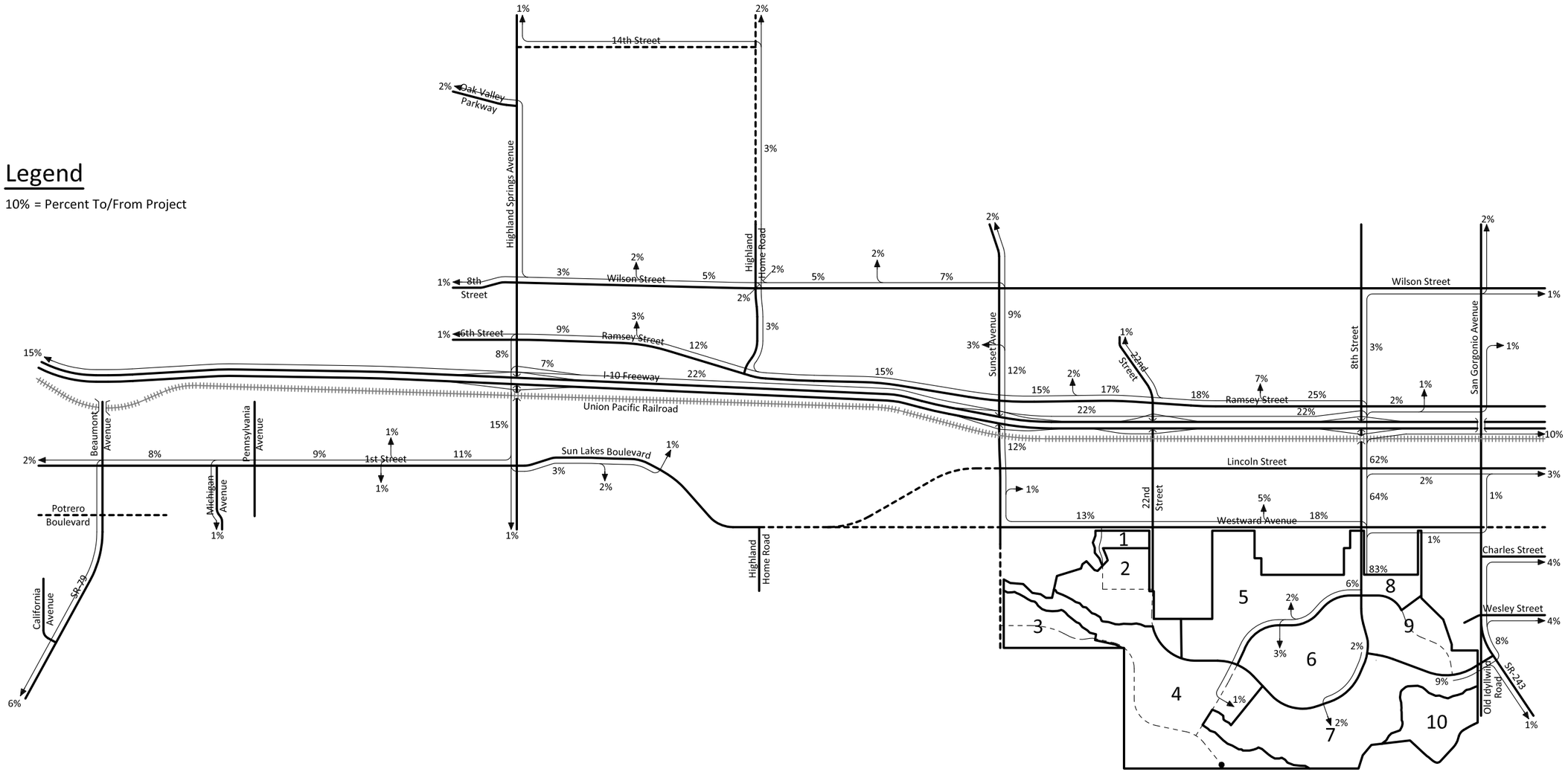

Figure 46
Project Trip Distribution - Traffic Analysis Zone 9 (Interim Year 2025)

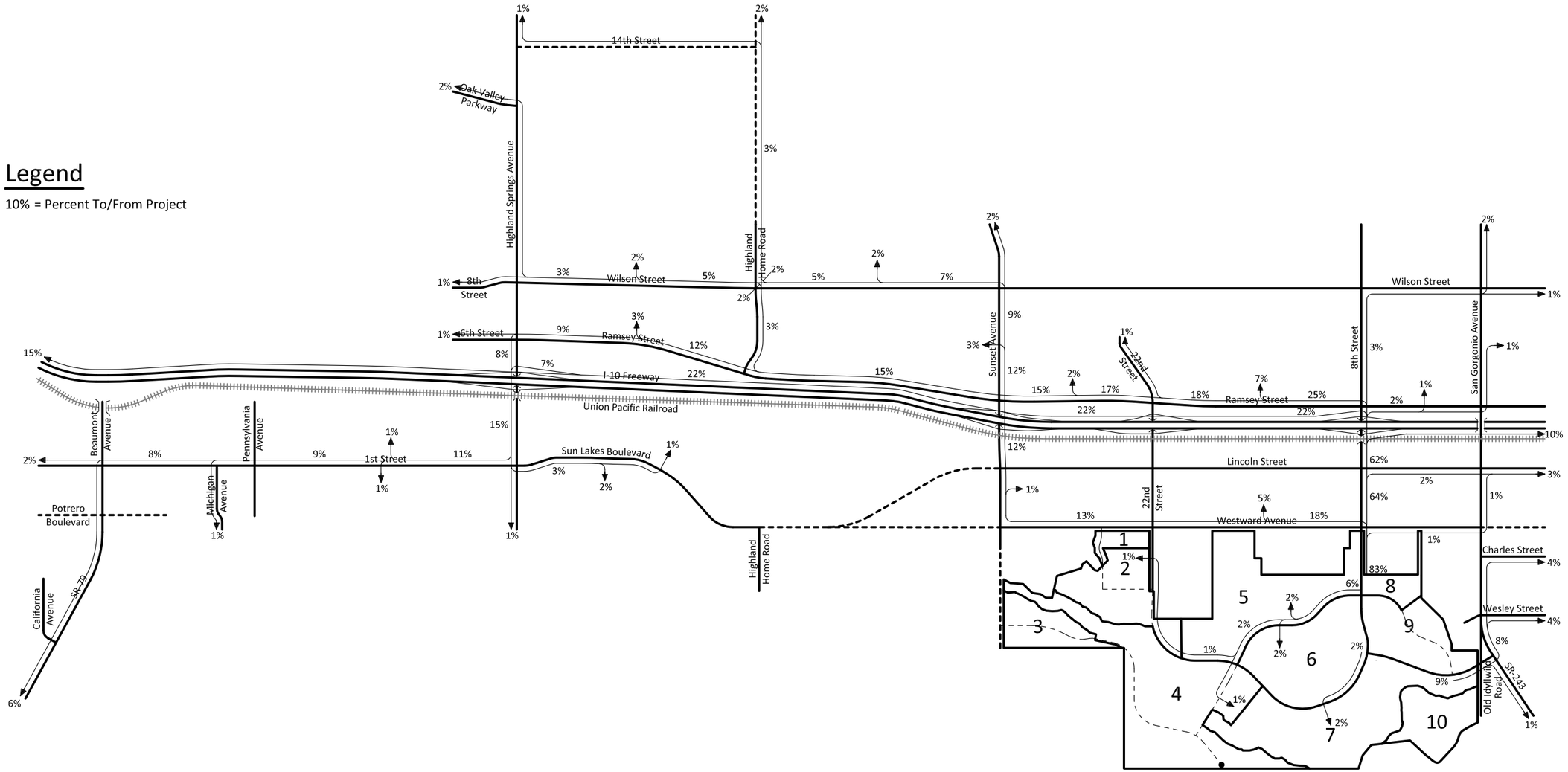

Figure 47
Project Trip Distribution - Traffic Analysis Zone 9 (Interim Year 2029)

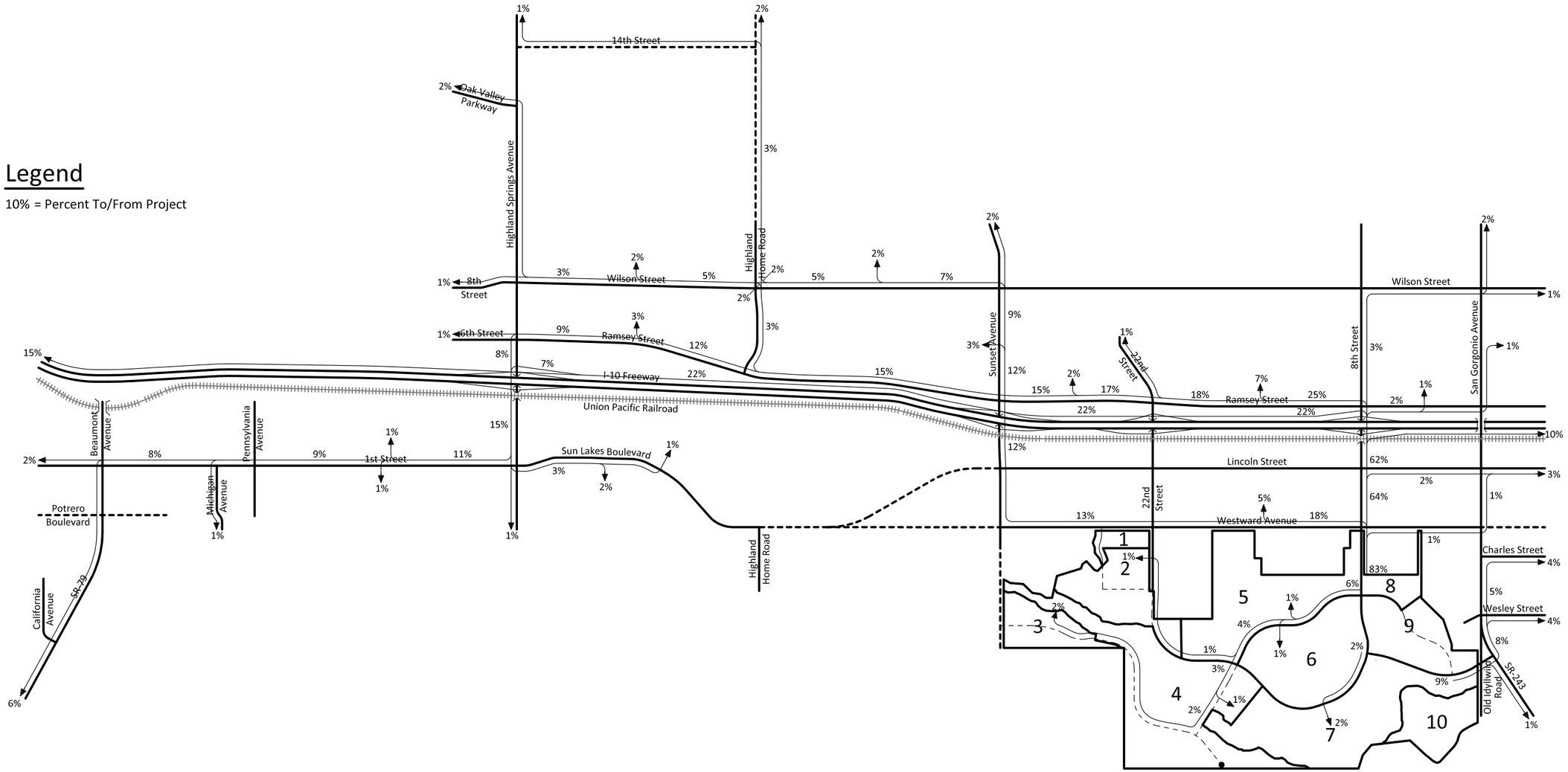

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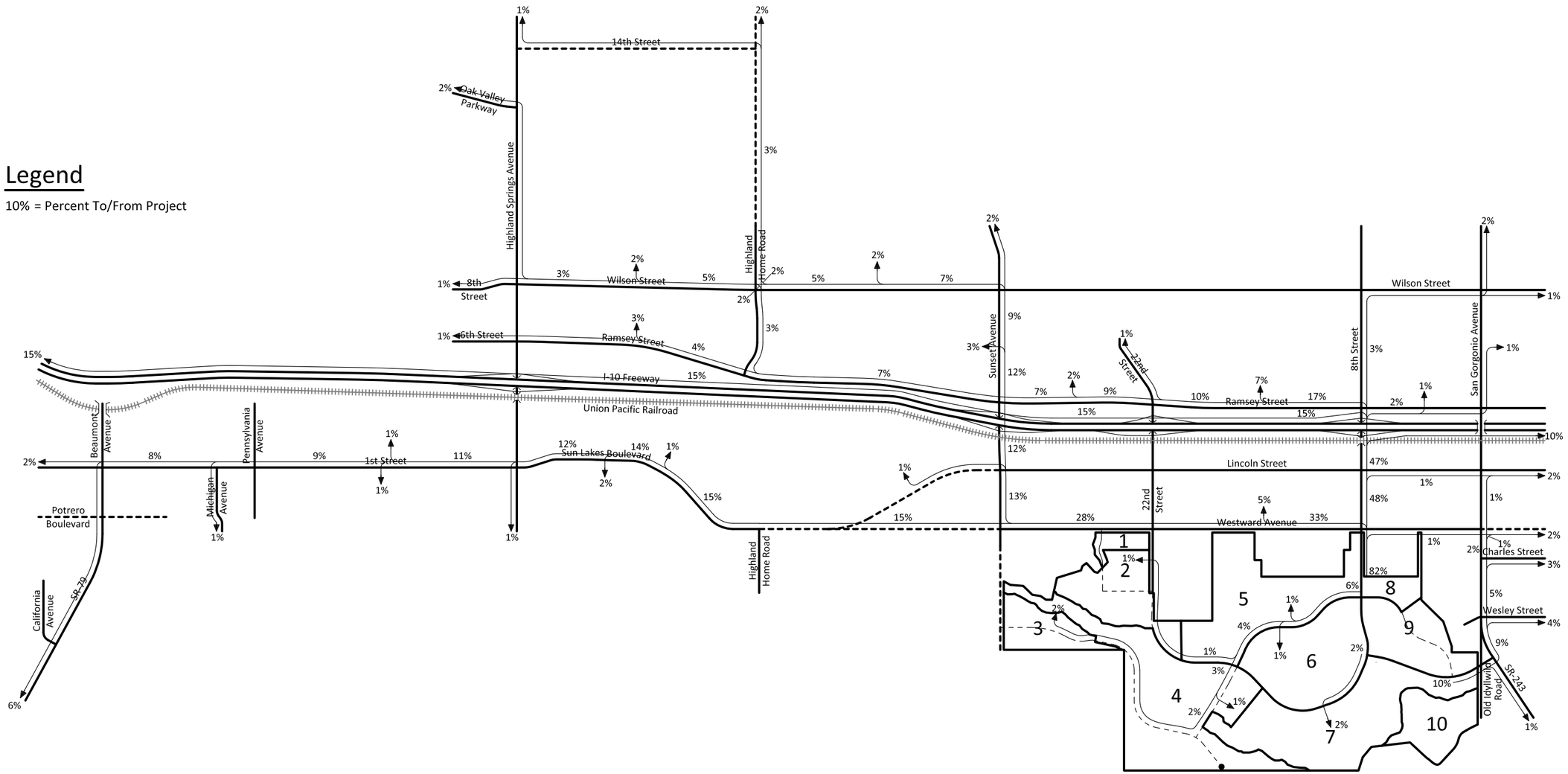
Figure 48
Project Trip Distribution - Traffic Analysis Zone 9 (General Plan Buildout)



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JN 5217f

Figure 49
Project Trip Distribution - Traffic Analysis Zone 10 (General Plan Buildout)

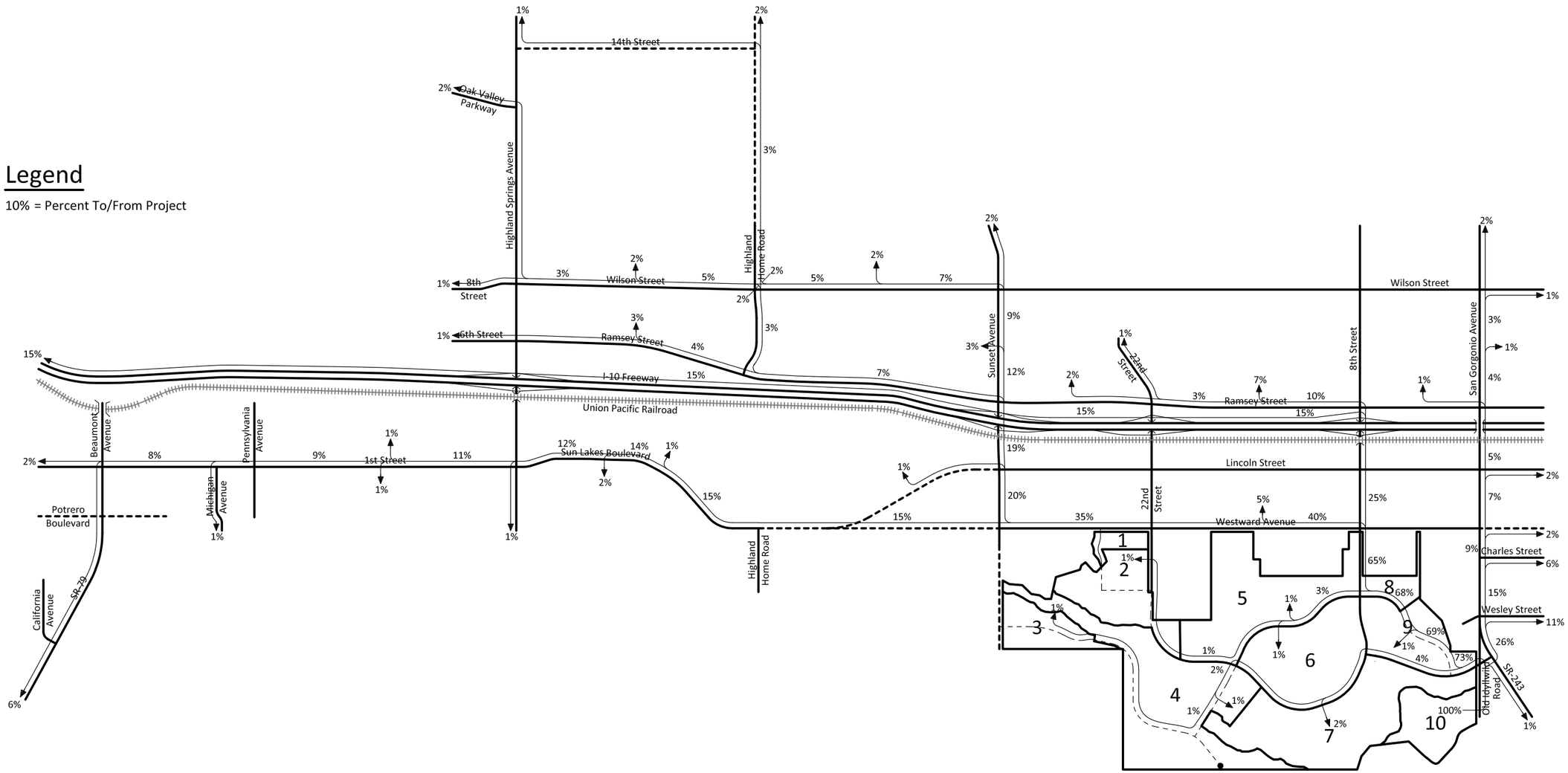


Figure 50
Project Average Daily Traffic Volumes - Existing Plus Project Conditions

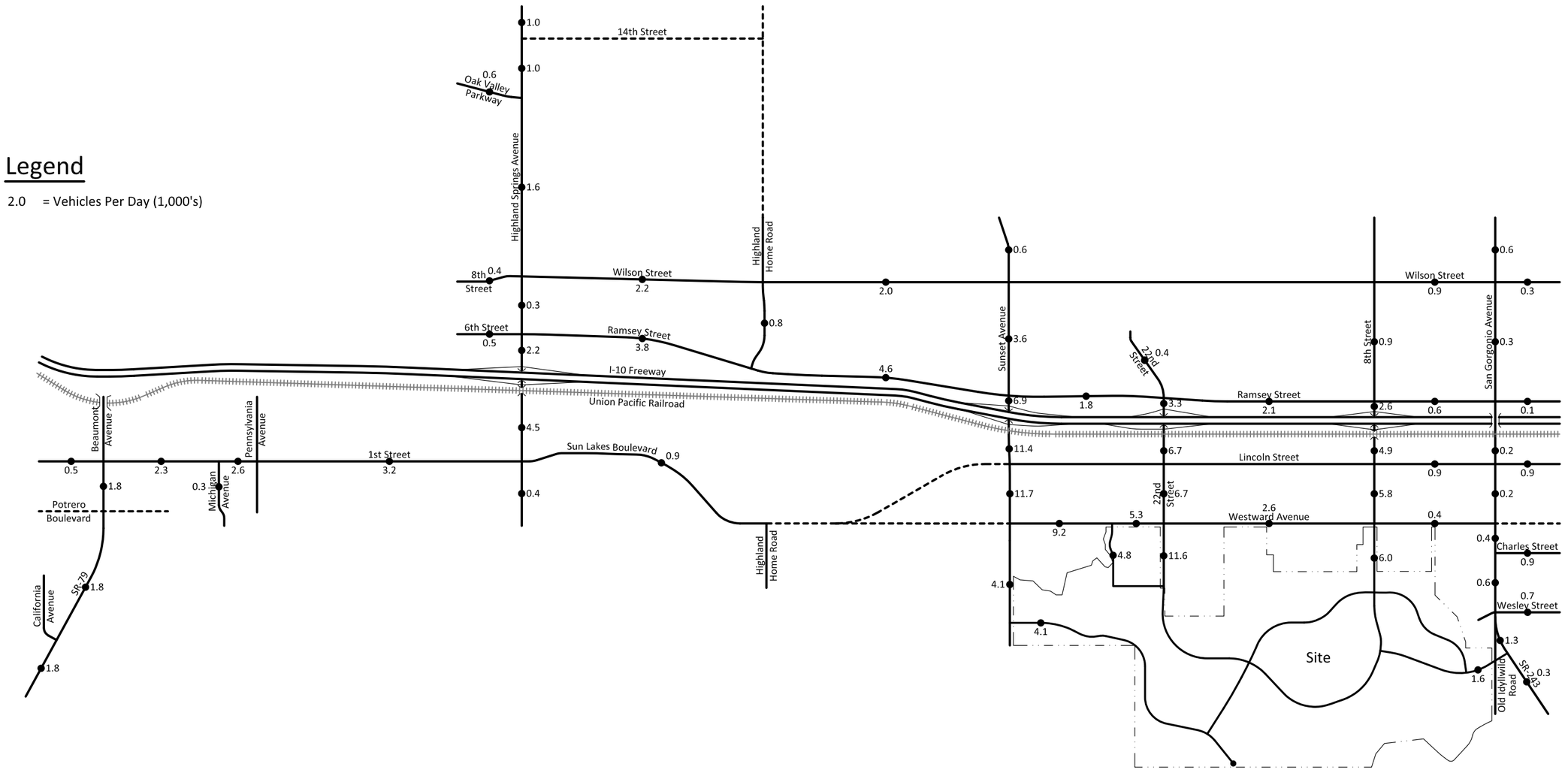


Figure 51
Project Average Daily Traffic Volumes - Opening Year (2017) Conditions

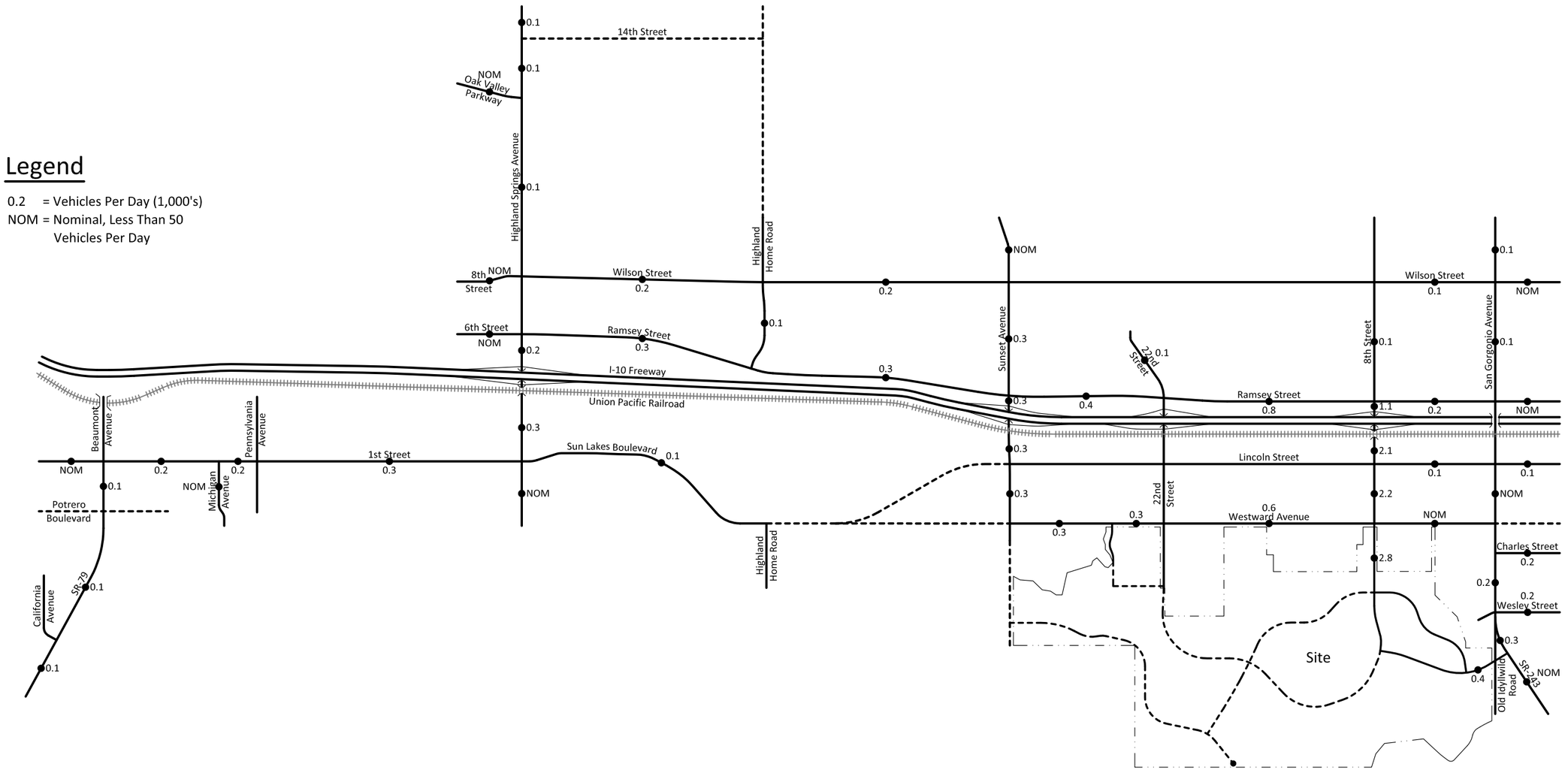


Figure 52
Project Average Daily Traffic Volumes - Interim Year (2019) Conditions

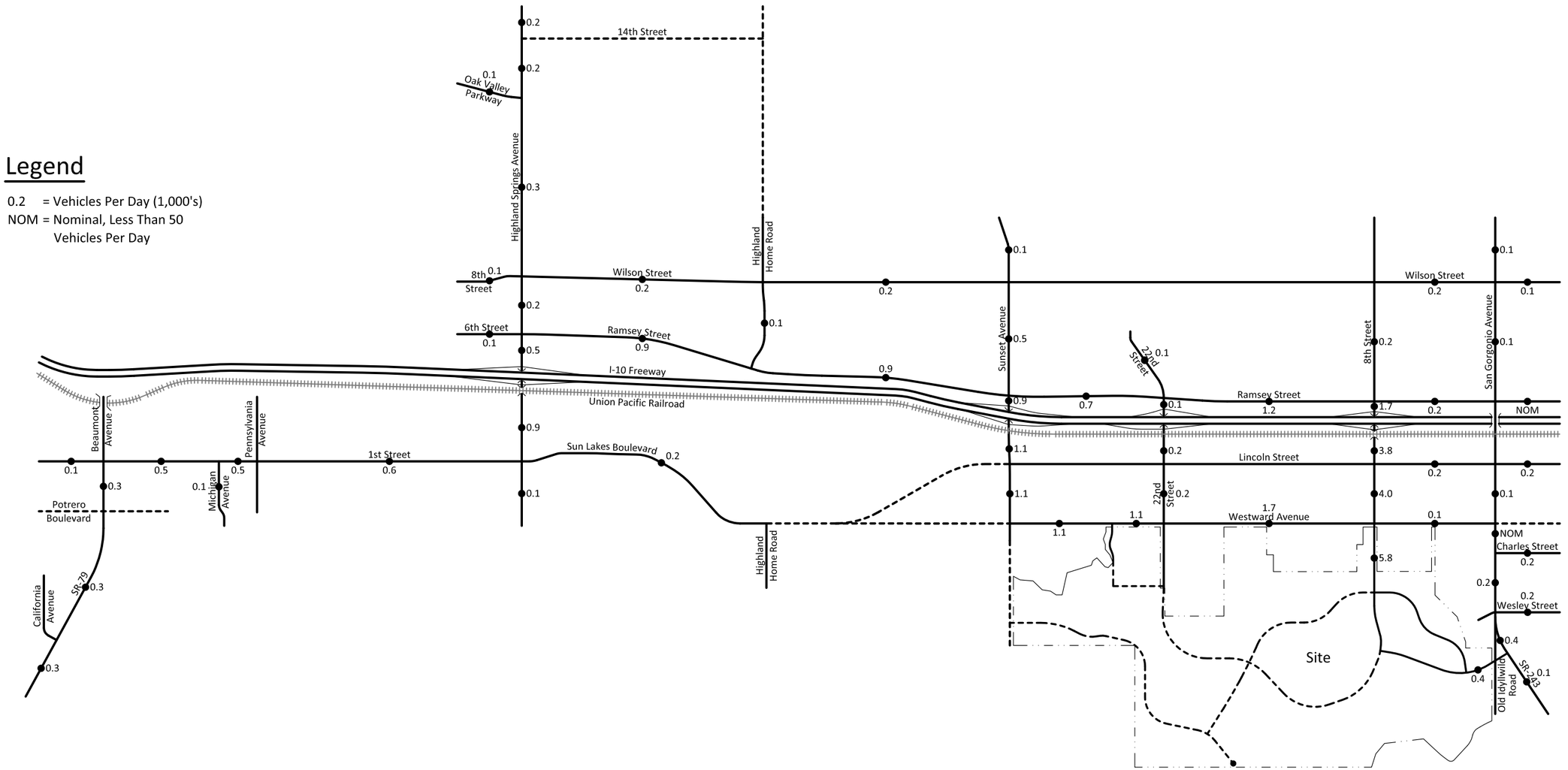


Figure 53
Project Average Daily Traffic Volumes - Interim Year (2022) Conditions

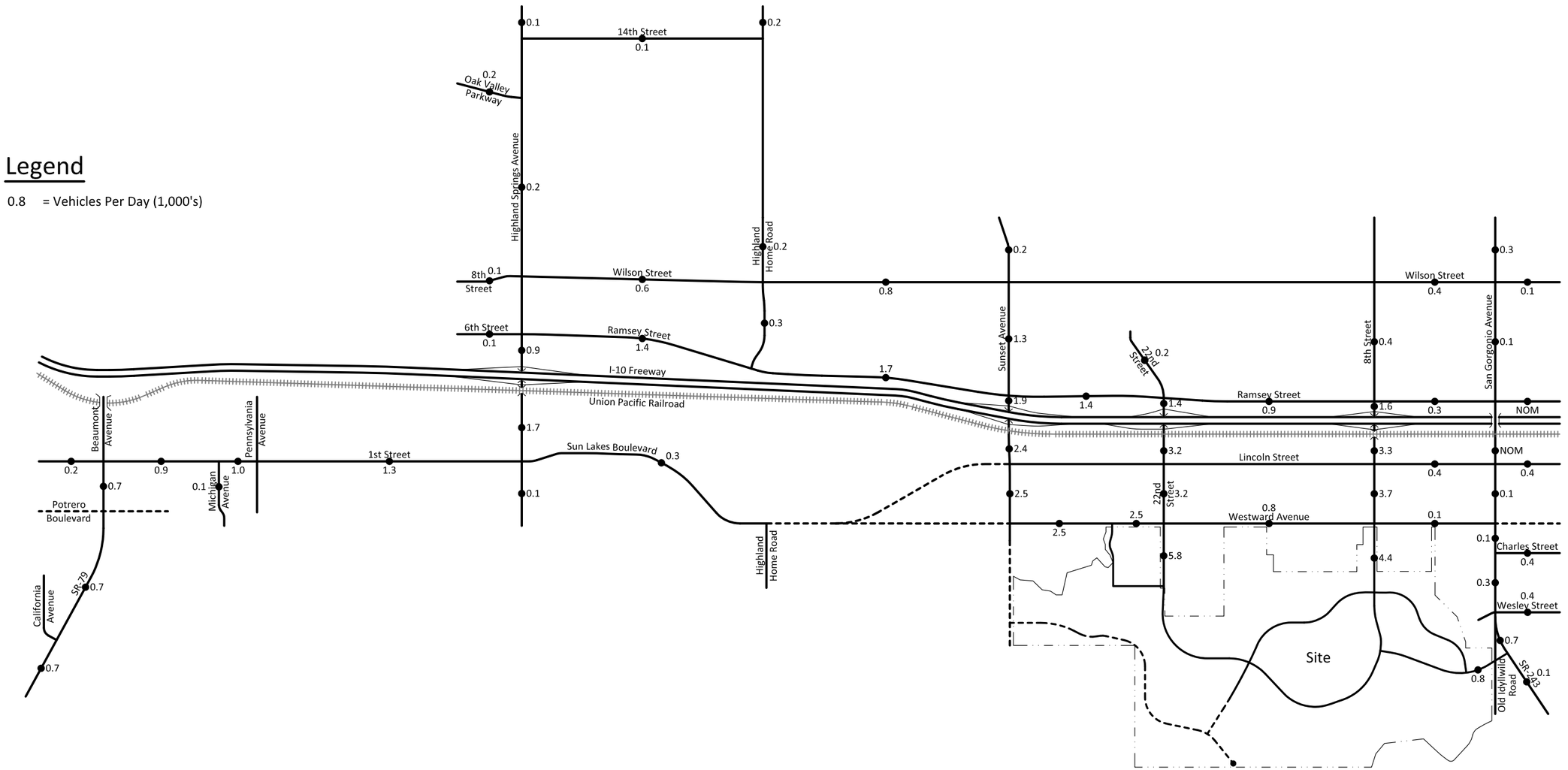


Figure 54
Project Average Daily Traffic Volumes - Interim Year (2025) Conditions

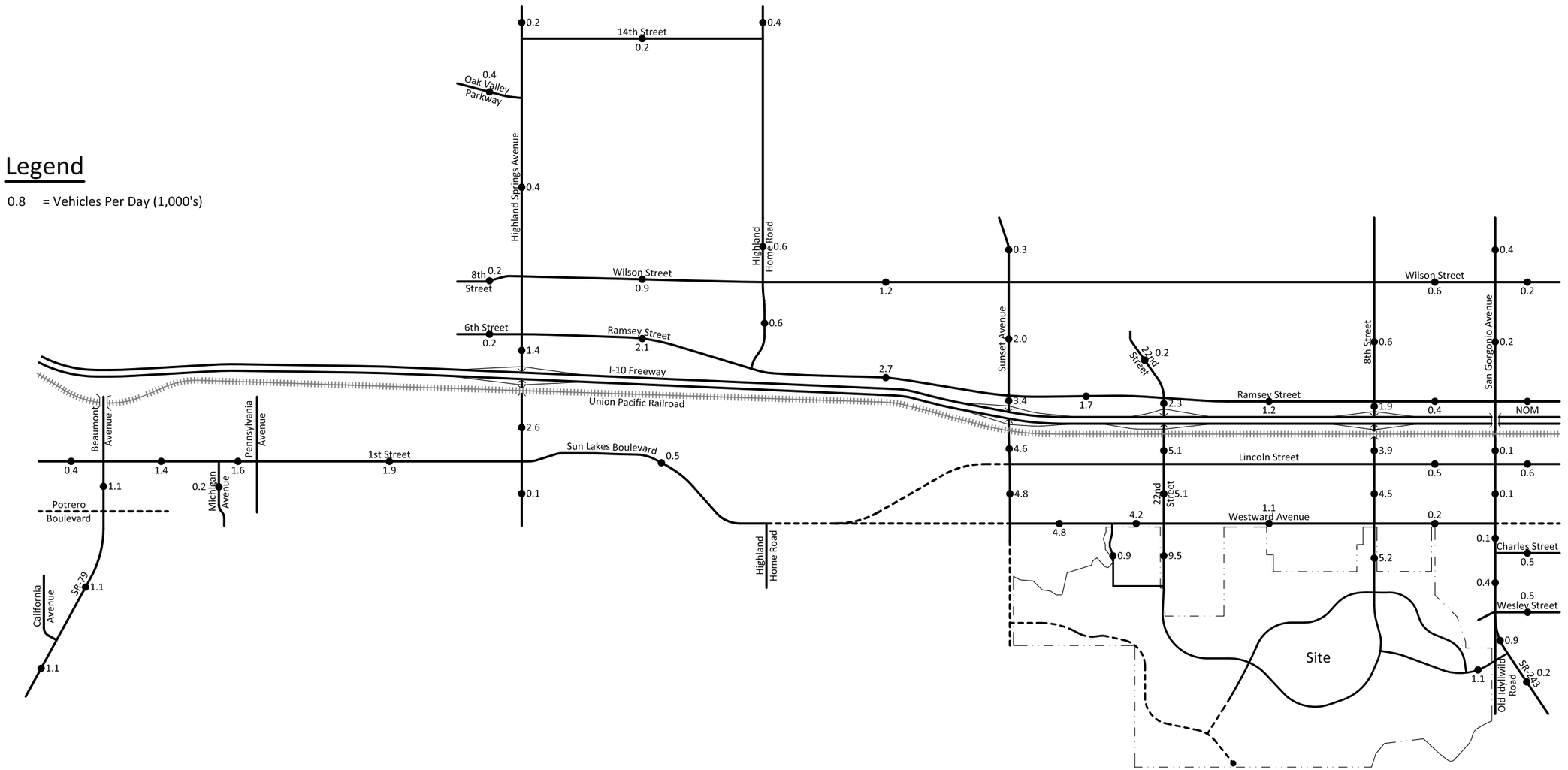


Figure 55
Project Average Daily Traffic Volumes - Interim Year (2029) Conditions

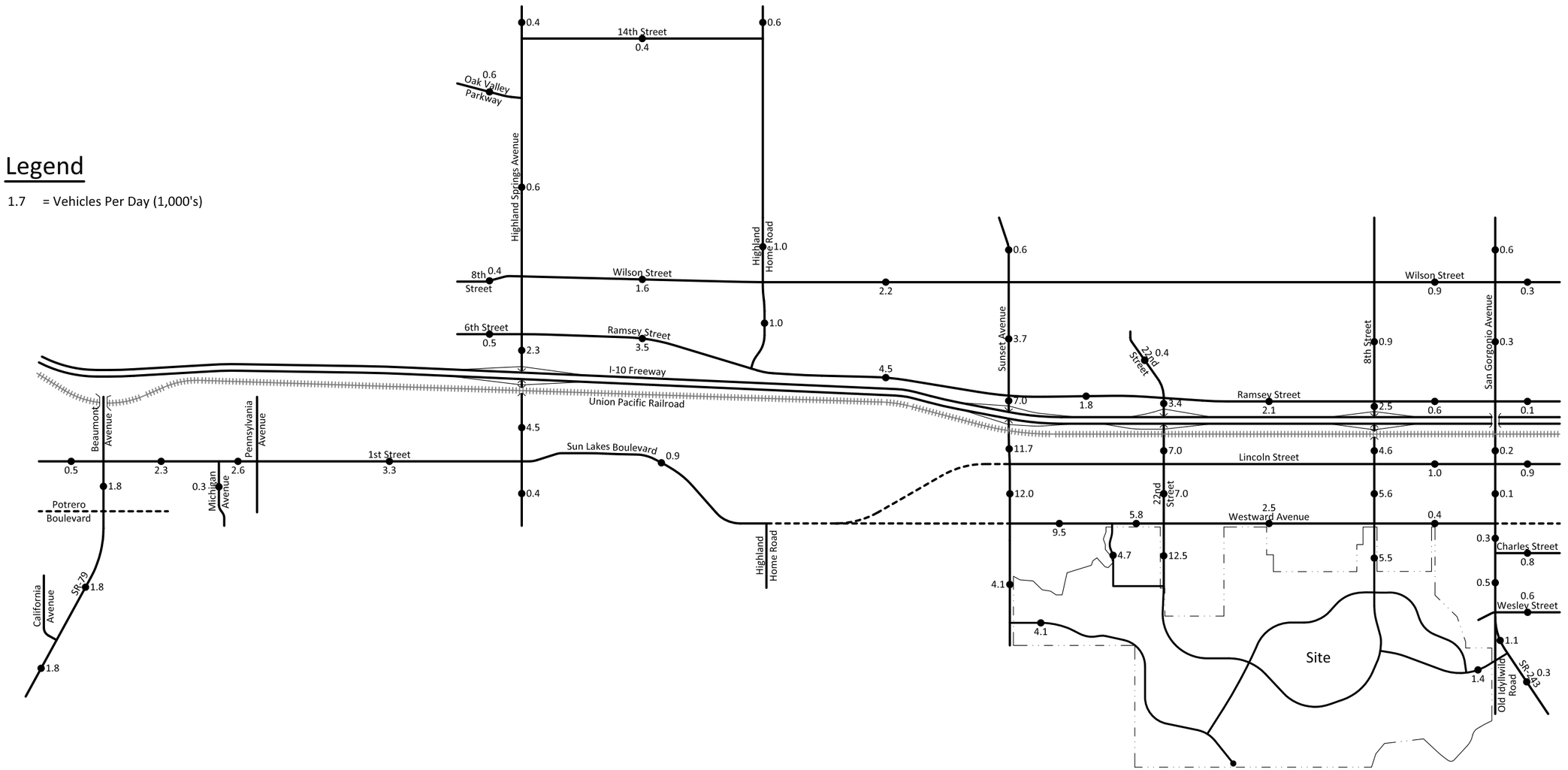


Figure 56
Project Average Daily Traffic Volumes - General Plan Buildout Year (2035) Conditions

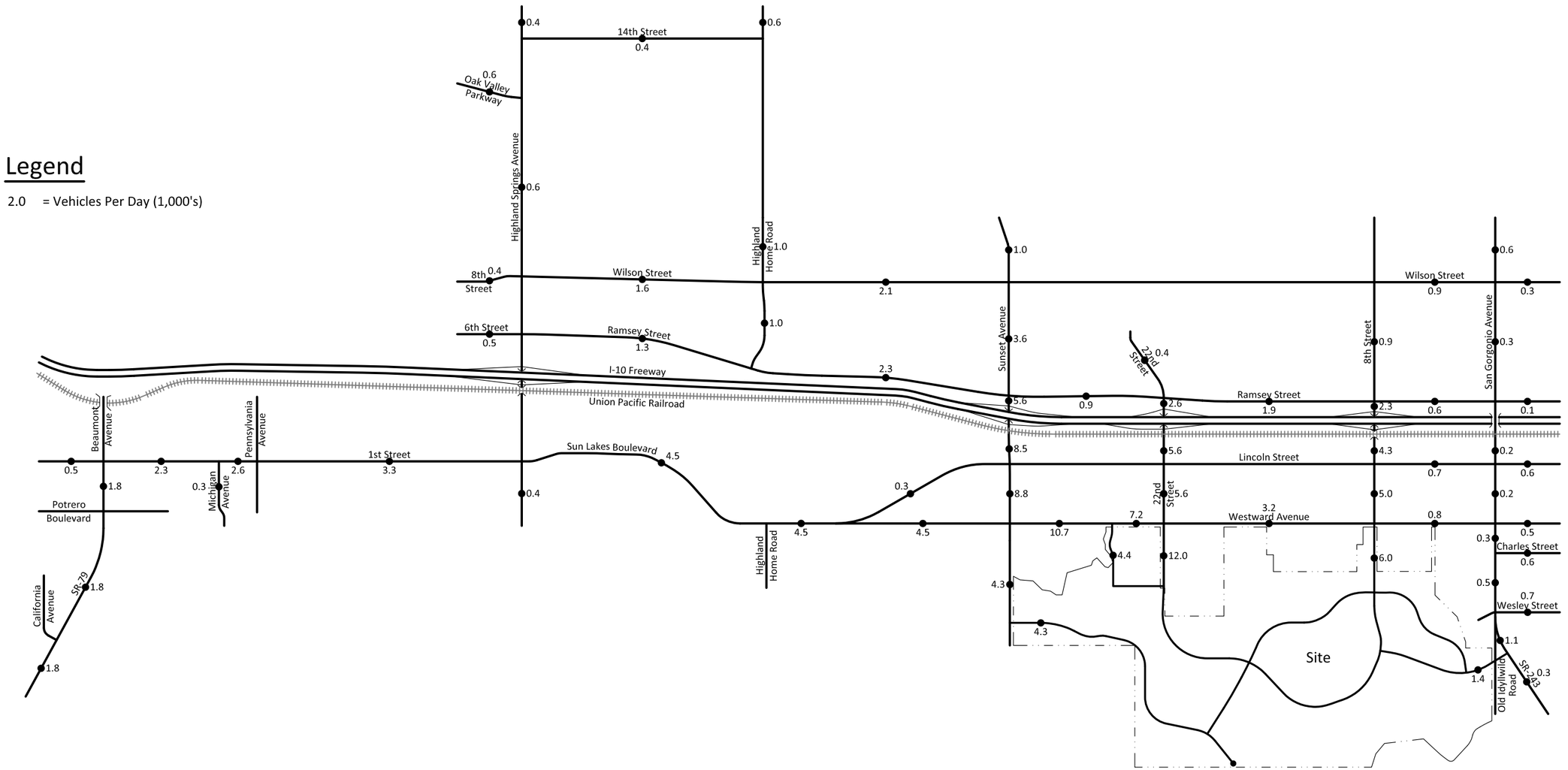
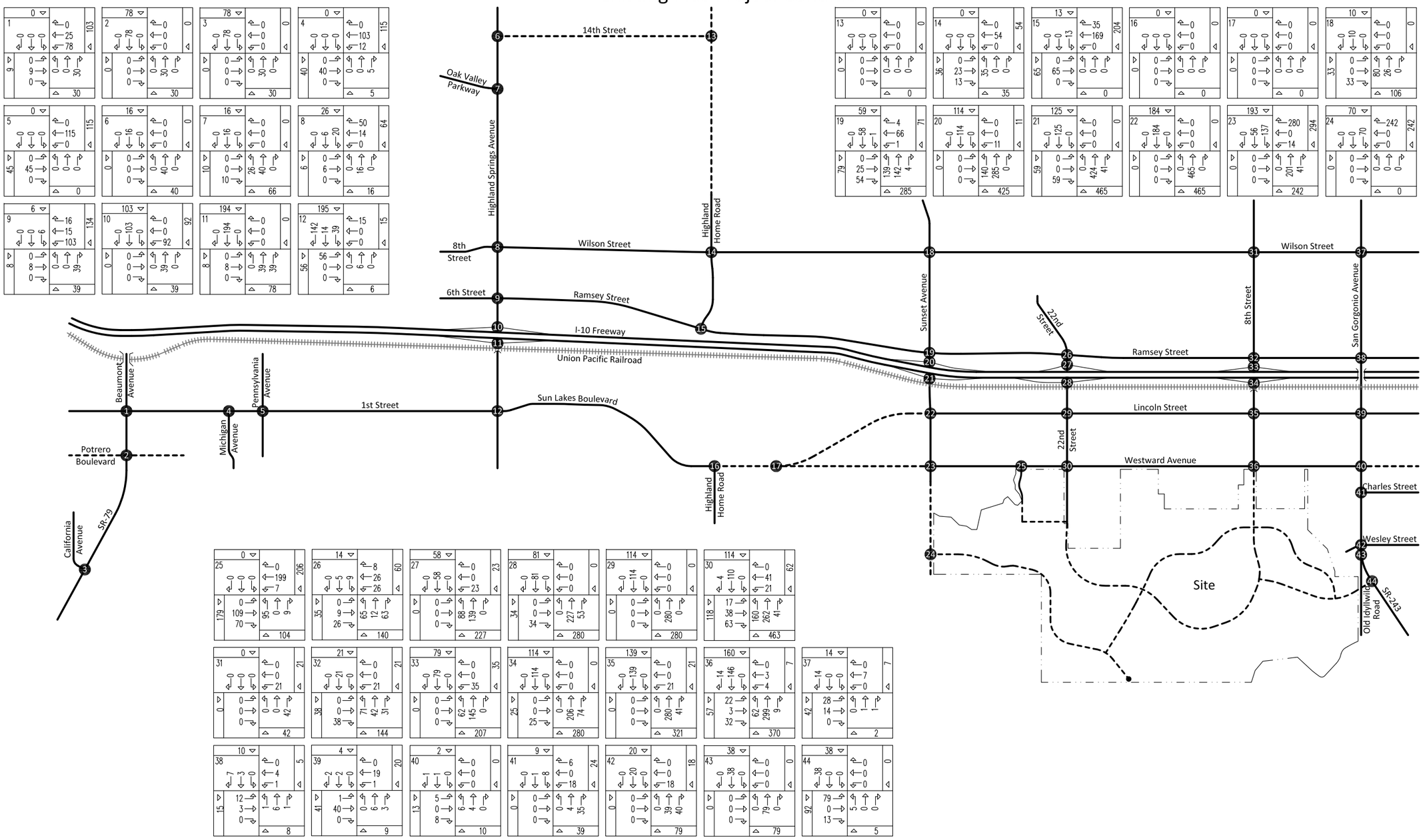


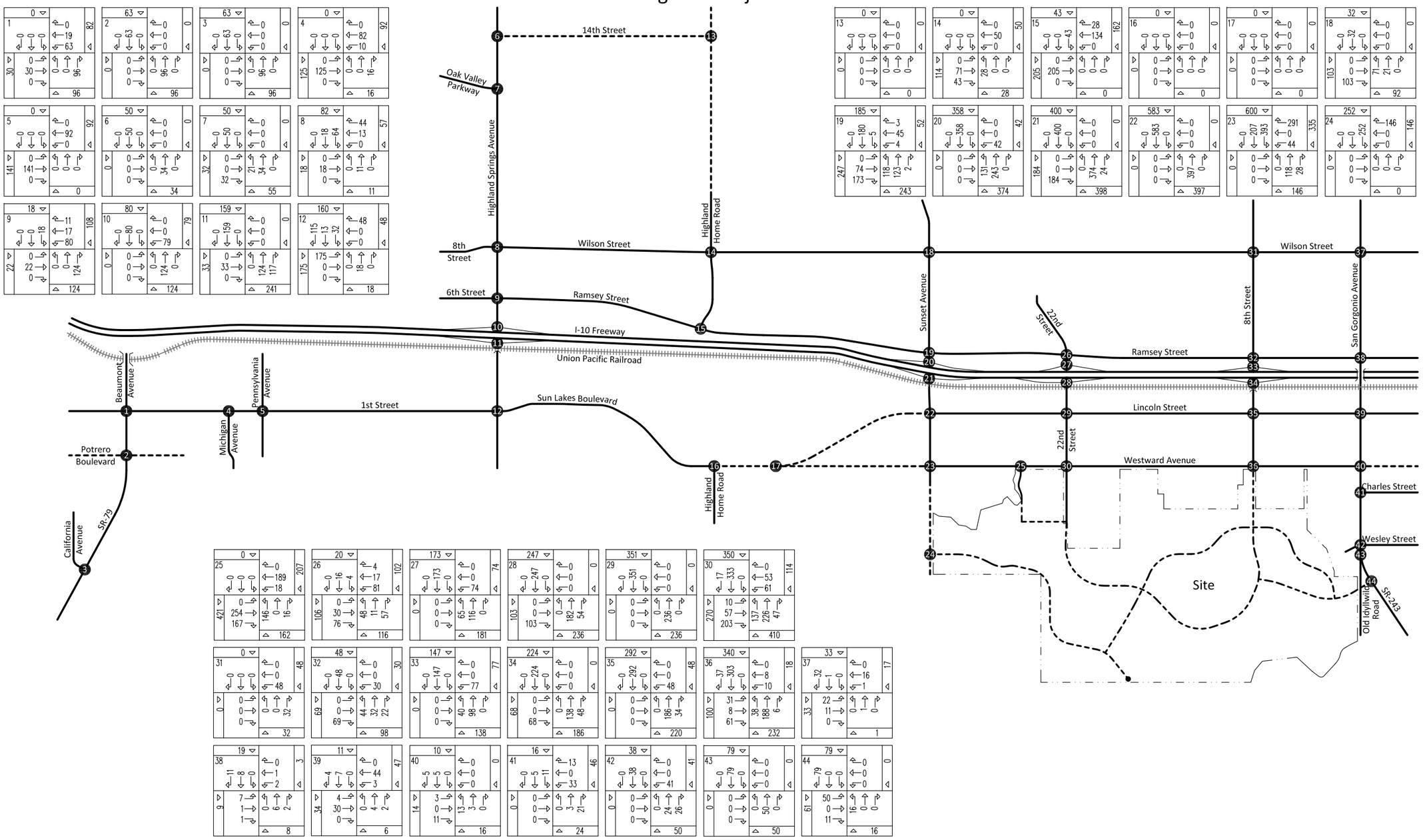
Figure 57
Project Morning Peak Hour Intersection Turning Movement Volume
- Existing Plus Project Conditions



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

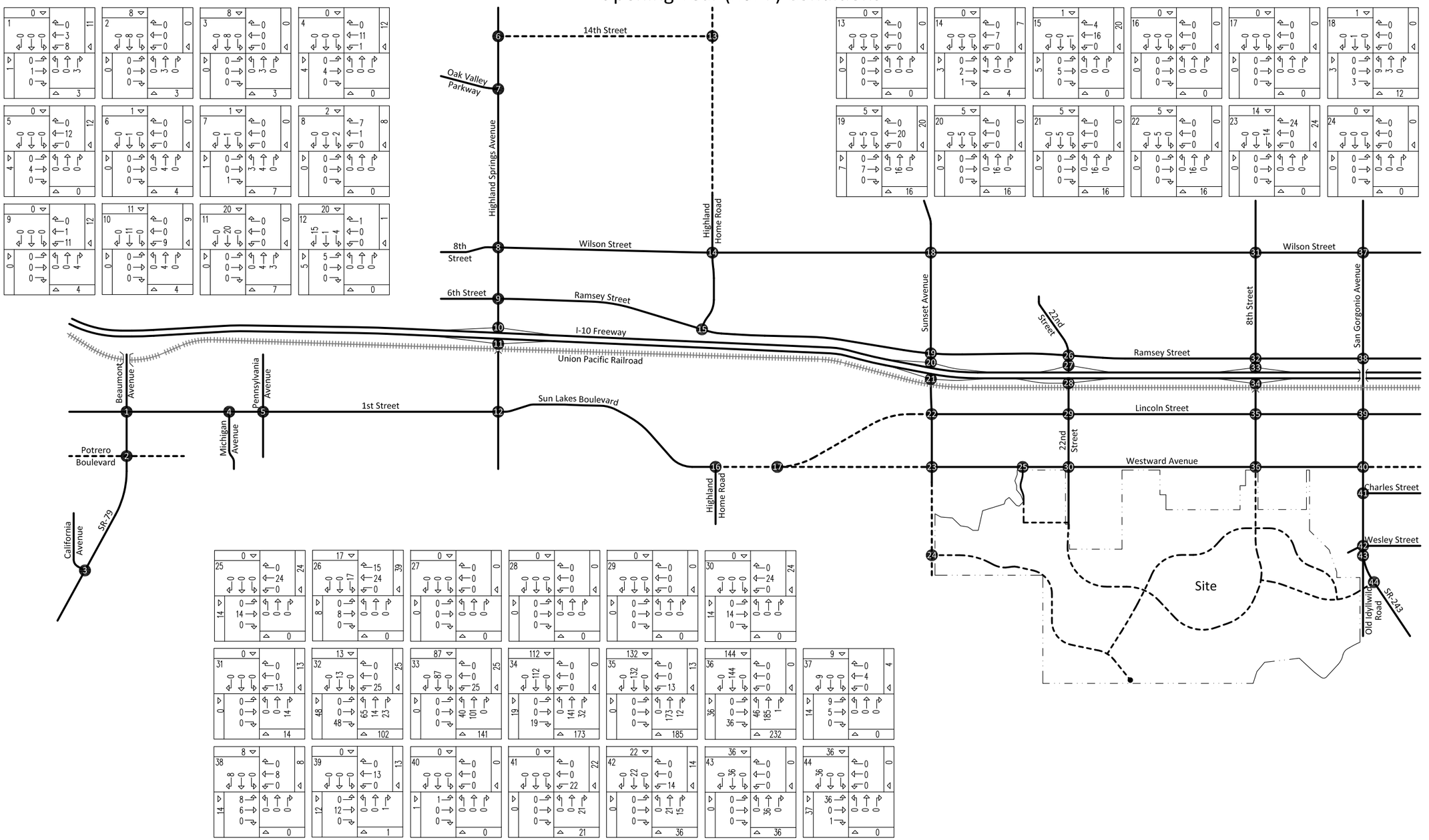
Figure 58
Project Evening Peak Hour Intersection Turning Movement Volume
- Existing Plus Project Conditions



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

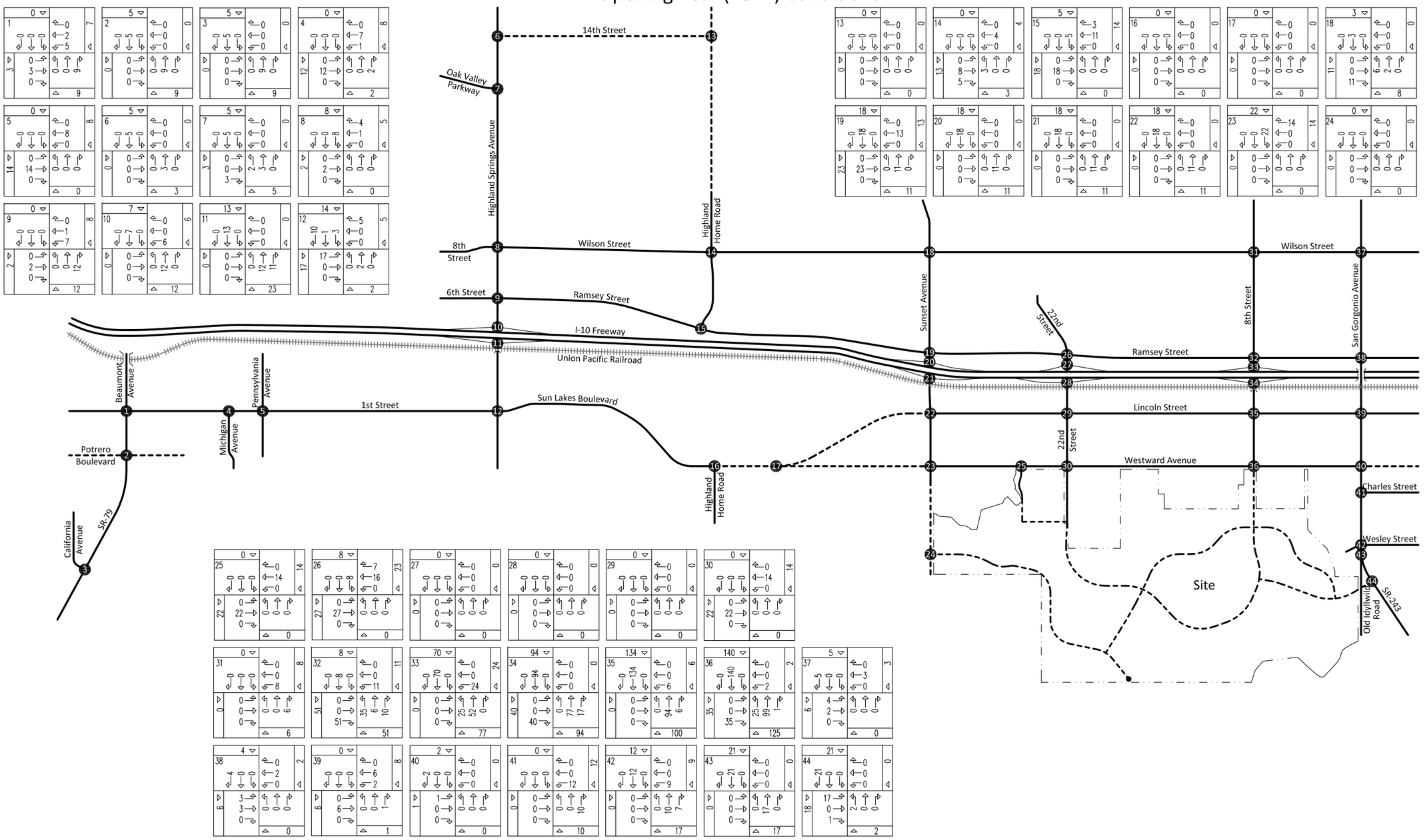
Figure 59
Project Morning Peak Hour Intersection Turning Movement Volume
- Opening Year (2017) Conditions



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

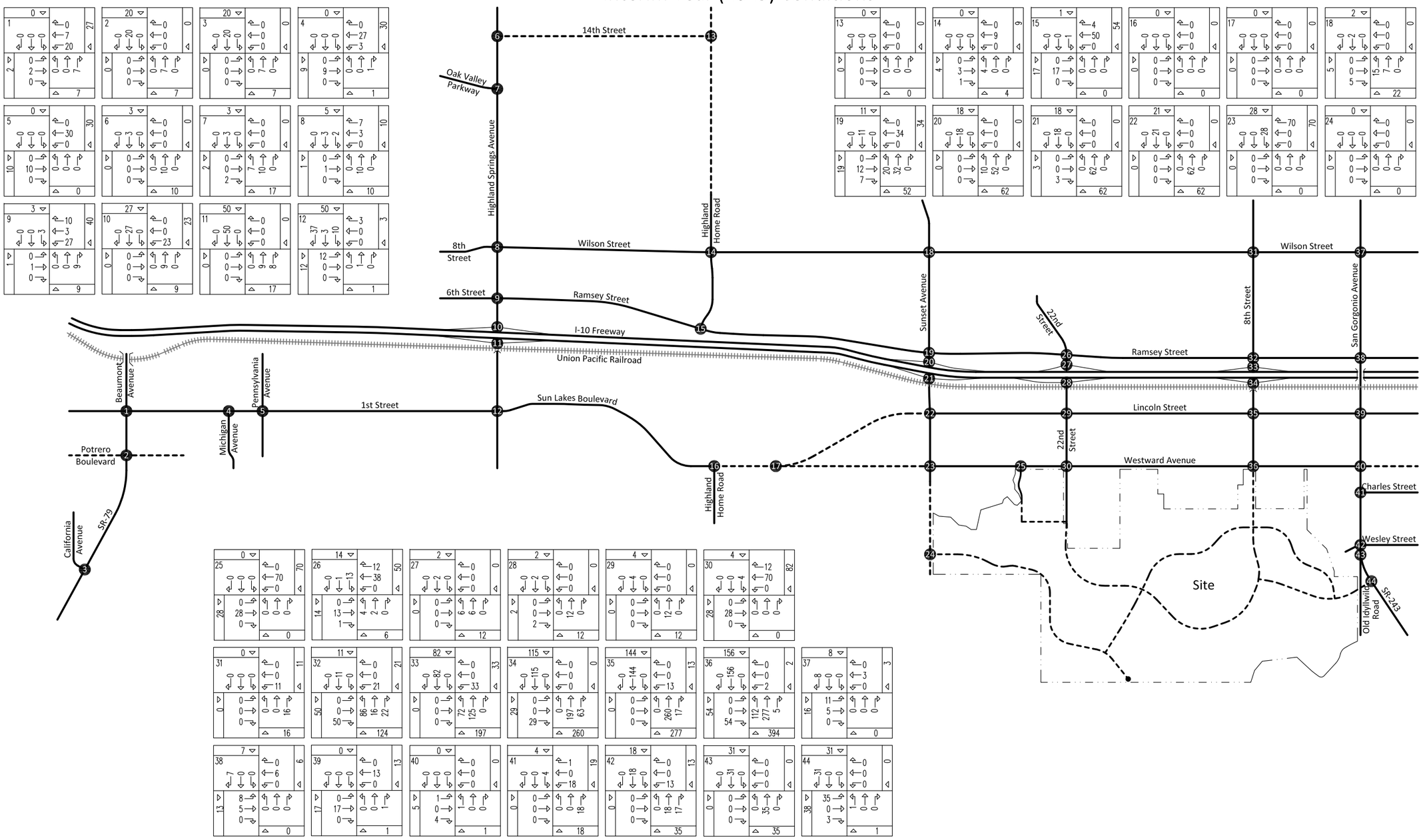
Figure 60
Project Evening Peak Hour Intersection Turning Movement Volume
- Opening Year (2017) Conditions



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

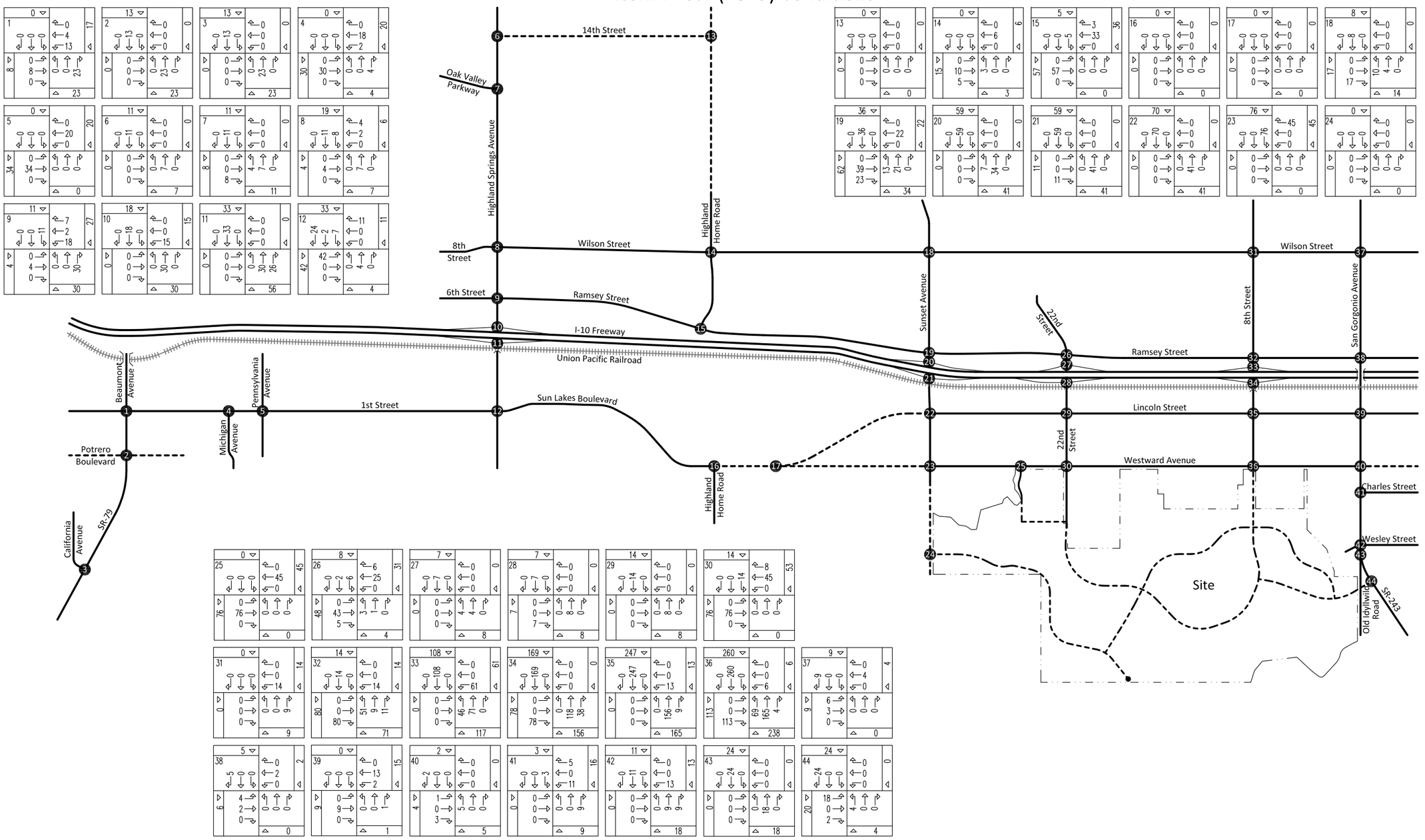
Figure 61
Project Morning Peak Hour Intersection Turning Movement Volume
- Interim Year (2019) Conditions



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

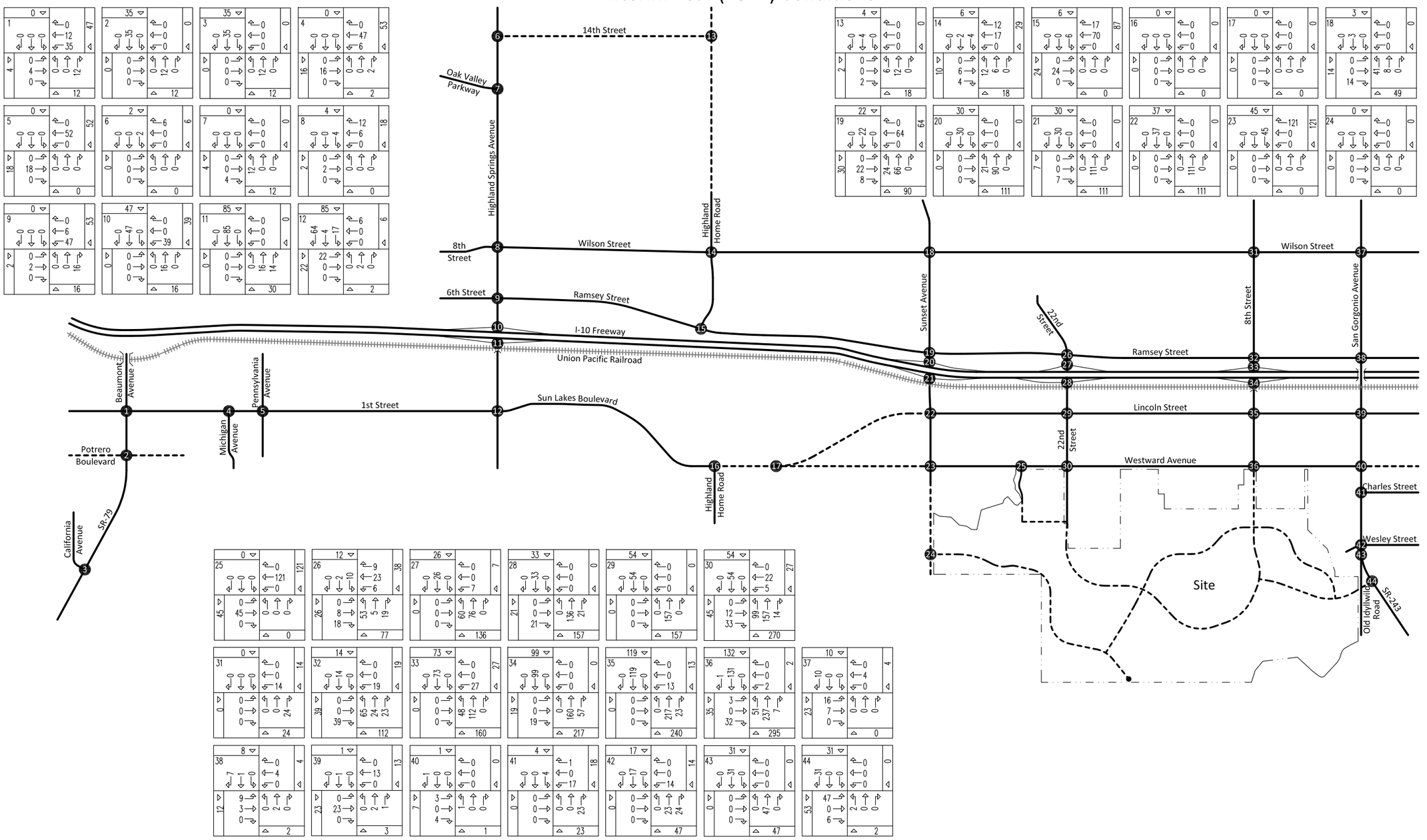
Figure 62
Project Evening Peak Hour Intersection Turning Movement Volume
- Interim Year (2019) Conditions



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

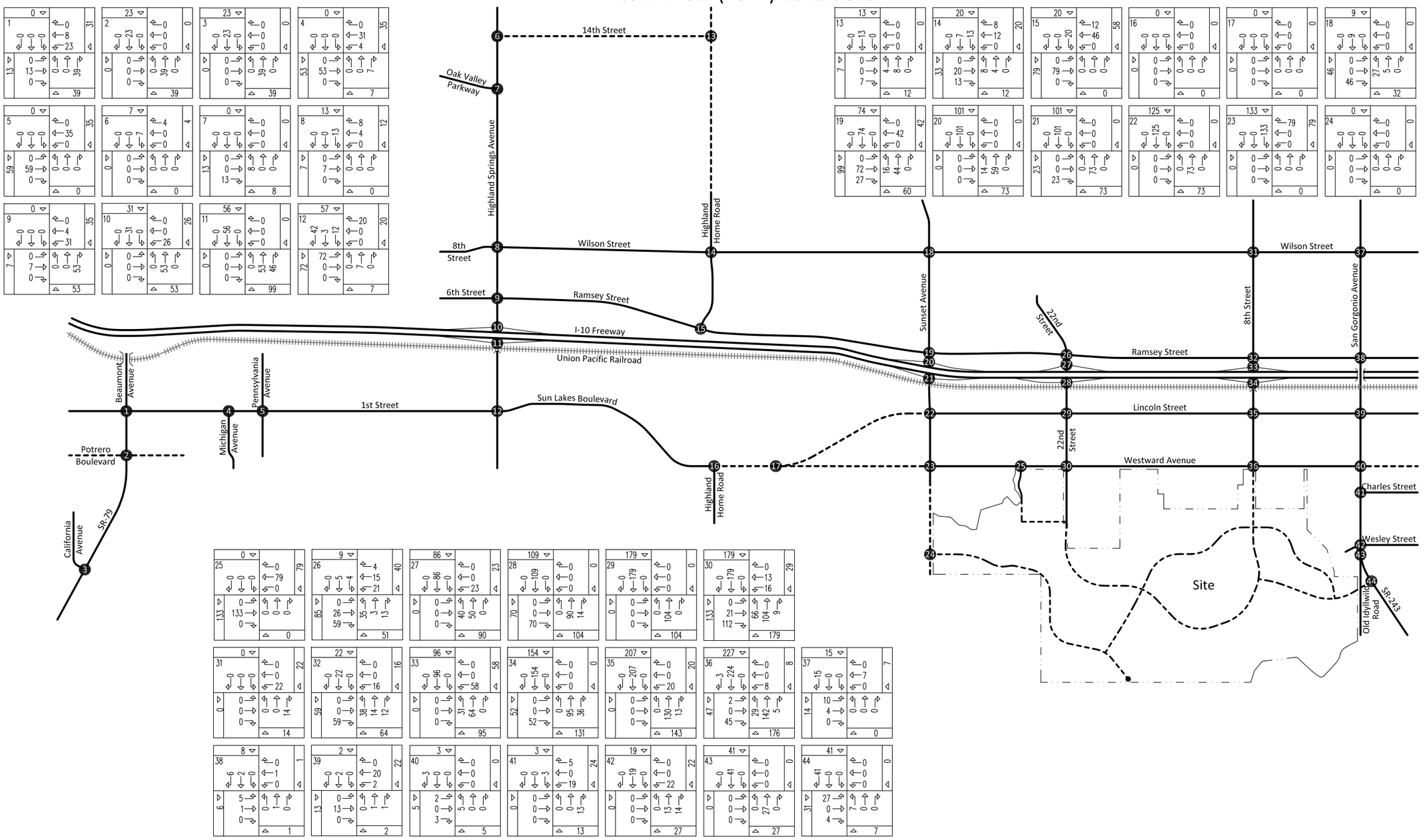
Figure 63
Project Morning Peak Hour Intersection Turning Movement Volume
- Interim Year (2022) Conditions



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

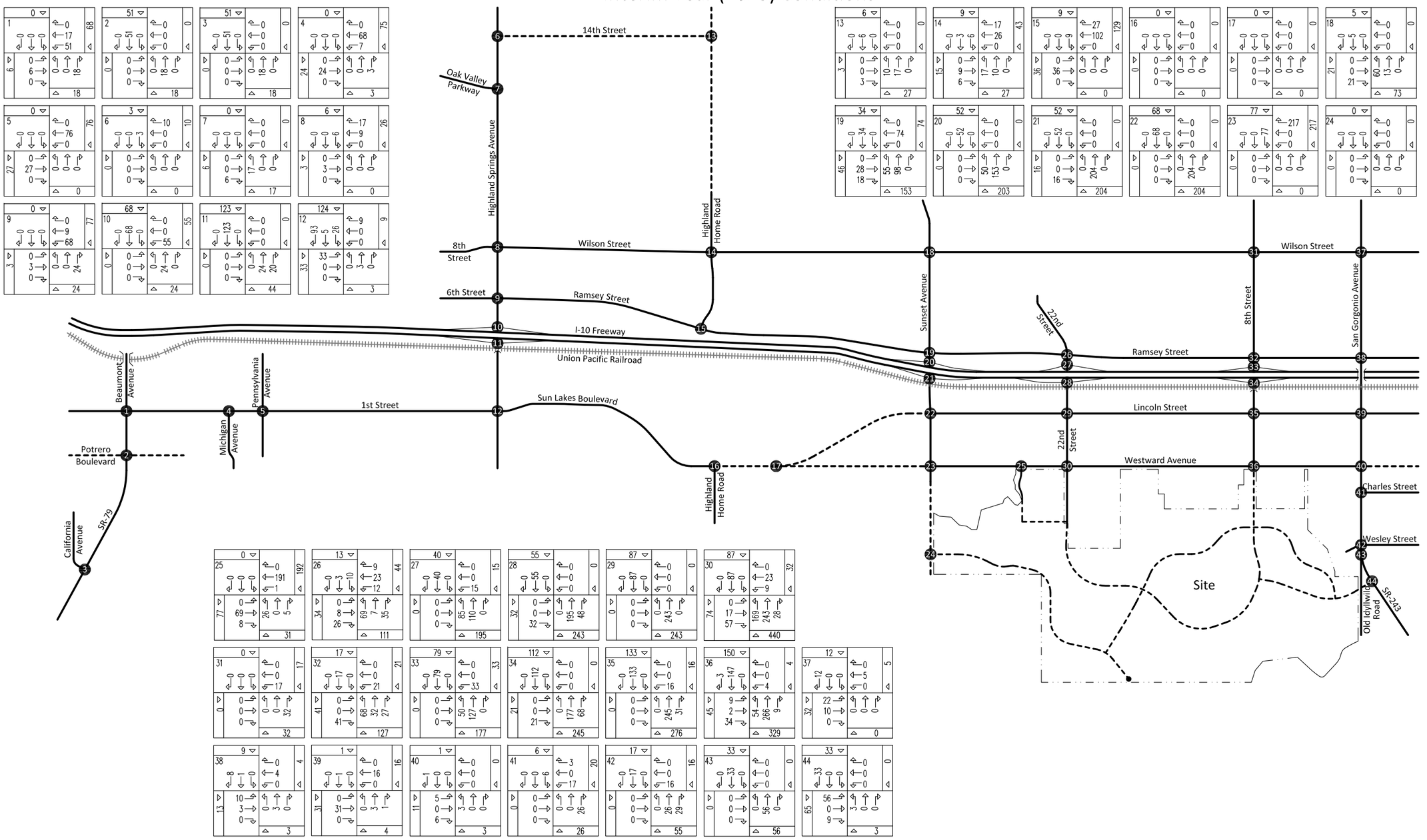
Figure 64
Project Evening Peak Hour Intersection Turning Movement Volume
- Interim Year (2022) Conditions



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

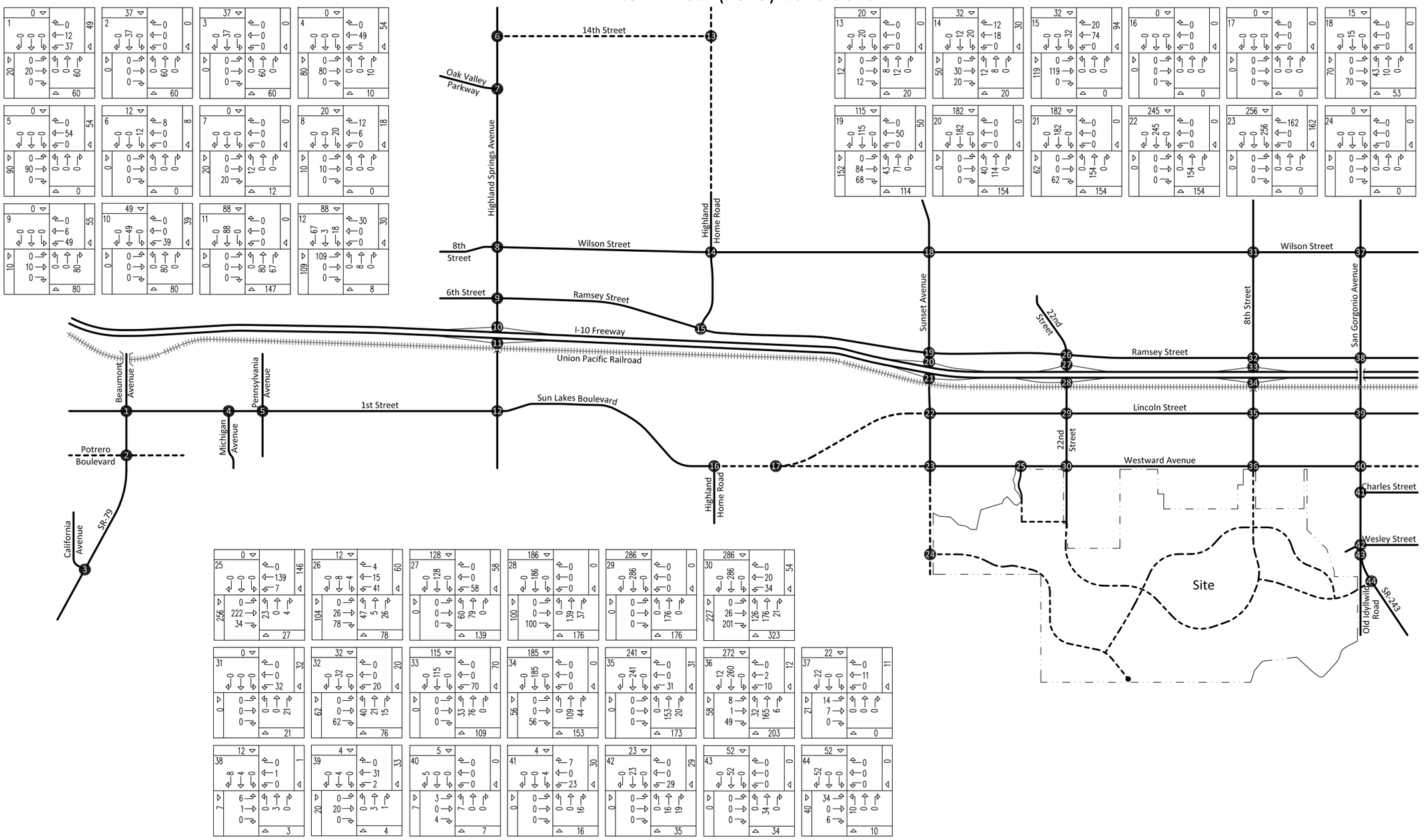
Figure 65
Project Morning Peak Hour Intersection Turning Movement Volume
- Interim Year (2025) Conditions



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

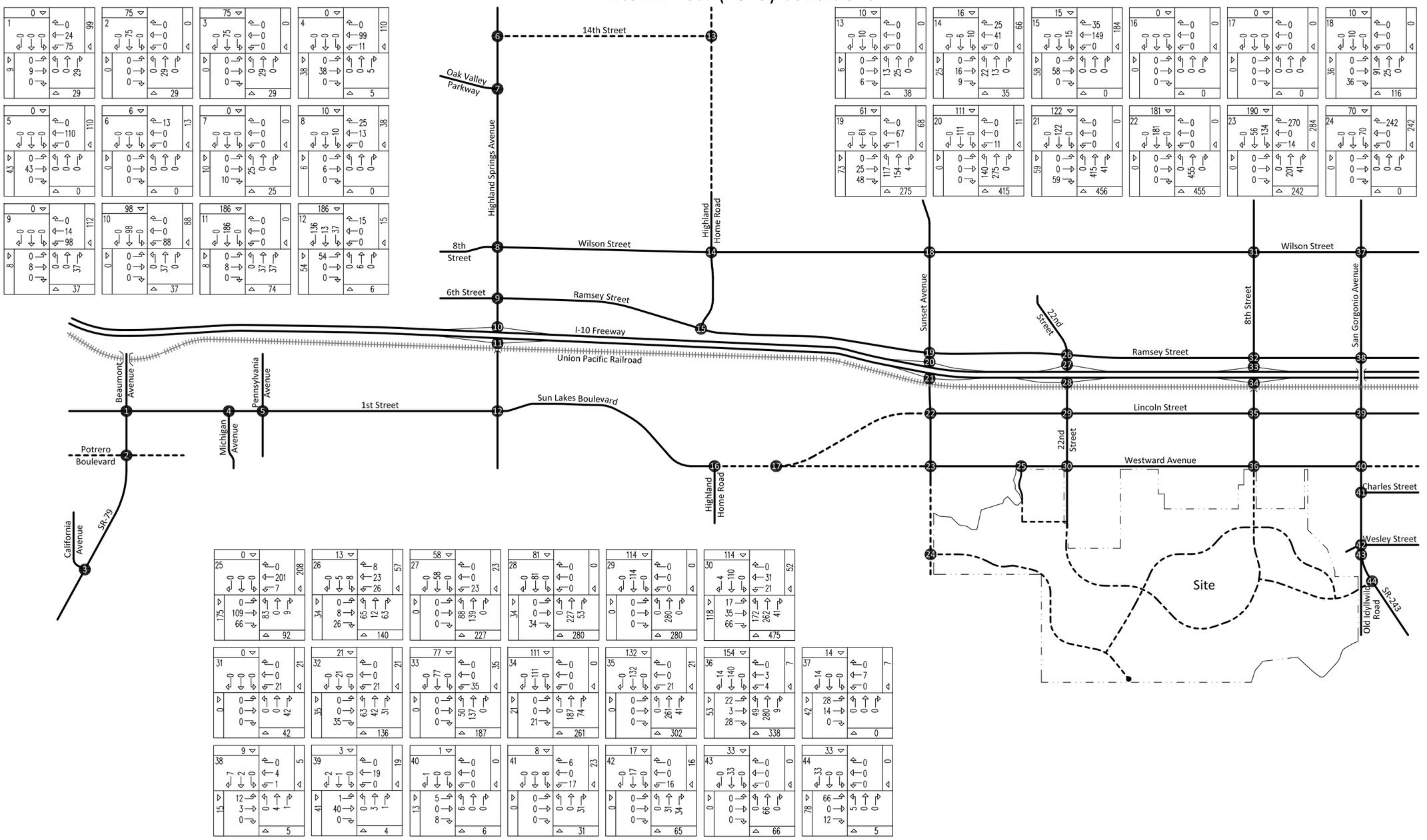
Figure 66
Project Evening Peak Hour Intersection Turning Movement Volume
- Interim Year (2025) Conditions



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

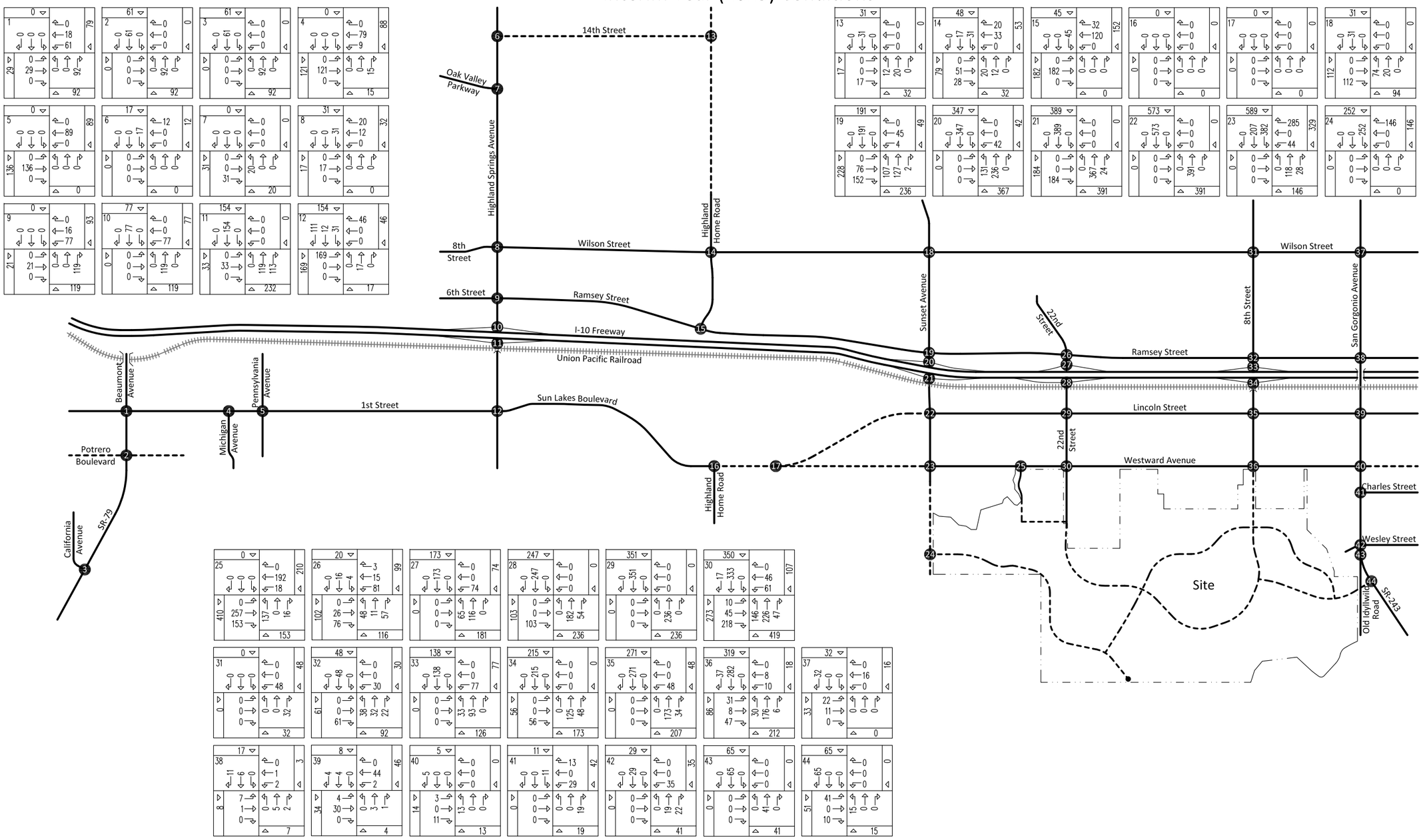
Figure 67
Project Morning Peak Hour Intersection Turning Movement Volume
- Interim Year (2029) Conditions



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

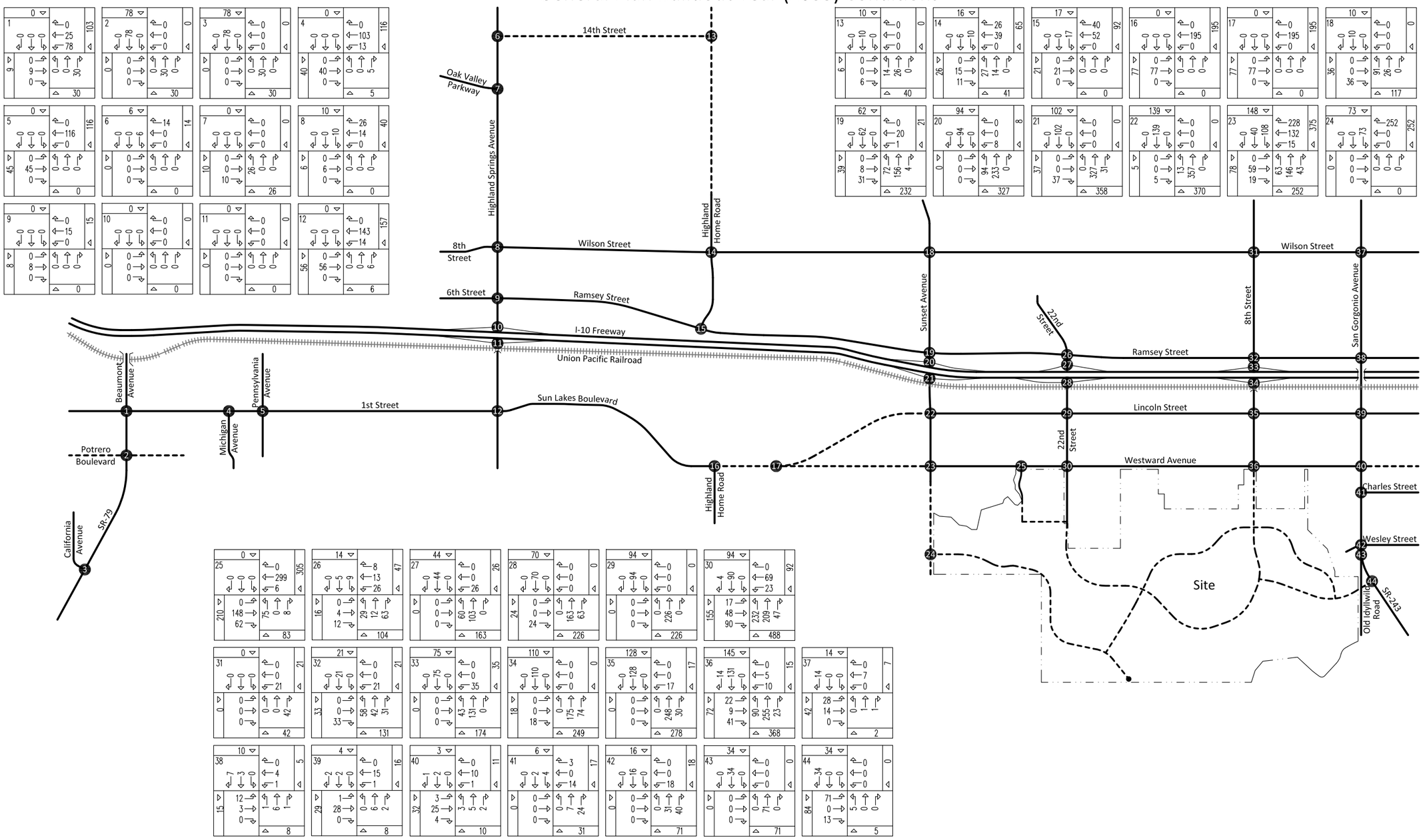
Figure 68
Project Evening Peak Hour Intersection Turning Movement Volume
- Interim Year (2029) Conditions



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

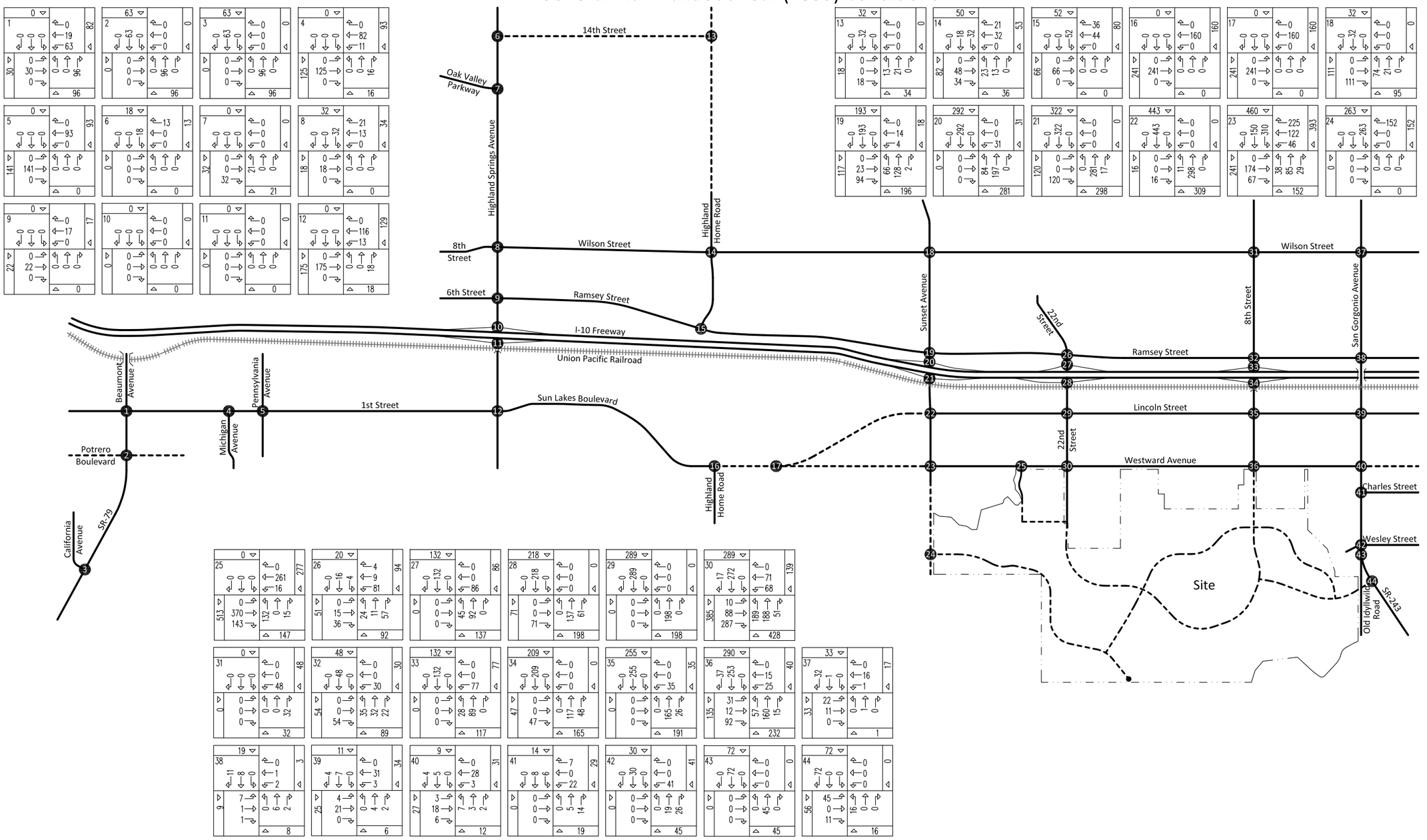
Figure 69
Project Morning Peak Hour Intersection Turning Movement Volume
- General Plan Buildout Year (2035) Conditions



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

Figure 70
Project Evening Peak Hour Intersection Turning Movement Volume
- General Plan Buildout Year (2035) Conditions



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

V. EXISTING PLUS PROJECT CONDITIONS

A. Method of Projection

To assess Existing Plus Project traffic conditions, project traffic is combined with existing traffic. Figure 71 shows the average daily traffic volumes that can be expected for Existing Plus Project traffic conditions.

B. Capacity and Level of Service Analysis

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method as prescribed by the Highway Capacity Manual (see Appendix E). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The Existing Plus Project delay and Level of Service for the study area roadway network are shown in Table 9. Table 9 shows delay values based on geometrics at the study area intersections, without and with improvements. Existing Plus Project morning, and evening peak hour intersection turning movement volumes are shown on Figures 72 and 73, respectively.

As shown in Table 9, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Existing Plus Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
- California Avenue (EW) - #3

Sunset Avenue (NS) at:
- I-10 Freeway WB Ramps (EW) - #20
- I-10 Freeway EB Ramps (EW) - #21

22nd Street (NS) at:
- Westward Avenue (EW) - #30

8th Street (NS) at:
- I-10 Freeway WB Ramps (EW) - # 33
- I-10 Freeway EB Ramps (EW) - #34
- Lincoln Street (EW) - #35
- Westward Avenue (EW) - #36

As shown in Table 10, the proposed project does not create a significant impact at the study area intersections for Existing Plus Project traffic conditions, with improvements. Existing Plus Project delay worksheets are provided in Appendix E.

C. Existing Plus Project Traffic Signal Warrant Analysis

Traffic signals are projected to be warranted at the following additional study area intersections for Existing Plus Project traffic conditions (see Appendix F):

Highland Home Road (NS) at:
Ramsey Street (EW) - #15

Sunset Avenue (NS) at:
Lincoln Street (EW) - #22
Westward Avenue (EW) - #23

A Street (NS) at:
Westward Avenue (EW) - #25

22nd Street (NS) at:
I-10 Freeway WB Ramps (EW) - #27
I-10 Freeway EB Ramps (EW) - #28
Westward Avenue (EW) - #30

8th Street (NS) at:
Lincoln Street (EW) - #35
Westward Avenue (EW) - #36

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual on Uniform Traffic Control Devices (2014 Edition).

Table 9

Existing Plus Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	18.9-B	22.3-C
California Avenue (EW) - #3	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	99.9-F[4]	99.9-F
Michigan Avenue (NS) at:															
1st Street (EW) - #4	AWS	0.5	0	0.5	0	0	0	0	1	d	1	1	0	16.1-C	16.9-C
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	AWS	1	1	d	1	0.5	0.5	1	1	d	1	1	1	14.1-B	18.5-C
Highland Springs Avenue (NS) at:															
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	14.2-B	13.4-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	21.7-C	30.9-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	25.3-C	28.4-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	15.8-B	21.6-C
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	16.3-B	23.3-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	21.0-C	21.9-C
Highland Home Road (NS) at:															
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	17.6-C	17.7-C
Ramsey Street (EW) - #15	CSS	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	15.4-C	31.3-D
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	6.9-A	7.0-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	AWS	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	15.2-C	20.4-C
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	15.0-B	17.6-B
I-10 Freeway WB Ramps (EW) - #20	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	28.3-D	50.6-F
I-10 Freeway EB Ramps (EW) - #21	CSS	0	1	d	d	1	0	1	0	d	0	0	0	93.5-F	99.9-F
Lincoln Street (EW) - #22	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	13.9-B	13.3-B
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	16.2-C	99.9-F
C Street (EW) - #24	**CSS**	0	**0.5**	**0.5**	**0.5**	**0.5**	0	0	0	0	**0.5**	0	**0.5**	9.4-A	8.9-A
A Street (NS) at:															
Westward Avenue (EW) - #25	**TS**	**0.5**	0	**0.5**	0	0	0	0	0.5	0.5	0.5	0.5	0	8.8-A	8.9-A
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.9-B	19.9-B
I-10 Freeway WB Ramps (EW) - #27	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	20.4-C	22.0-C
I-10 Freeway EB Ramps (EW) - #28	CSS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	23.2-C	30.4-D
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	10.4-B	10.7-B
Westward Avenue (EW) - #30	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	99.9-F	99.9-F
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	9.9-A	9.9-A
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	24.4-C	28.5-C
I-10 Freeway WB Ramps (EW) - #33	CSS	0.5	0.5	0	0	1	d	0	0	0	1	0	d	99.9-F	99.9-F
I-10 Freeway EB Ramps (EW) - #34	CSS	0	1	d	0.5	0.5	0	1	0	d	0	0	0	99.9-F	99.9-F
Lincoln Street (EW) - #35	AWS	0	1	0	0.5	0.5	d	0	1	0	0.5	0.5	d	32.5-D	99.9-F
Westward Avenue (EW) - #36	AWS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	1	d	99.9-F	18.5-C
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	10.7-B	9.2-B
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.6-B	16.3-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	12.5-B	9.5-A
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	21.0-C	10.8-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.6-A	9.6-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.9-A	10.6-B
SR-243 (NS) at:															
C Street (EW) - #44	**CSS**	0.5	0.5	0	0	0.5	0.5	**0.5**	0	**0.5**	0	0	0	9.9-A	10.3-B

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn; **BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Table 10

Existing Plus Project Intersection Delay and Level of Service - With Improvements

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	18.9-B	22.3-C
California Avenue (EW) - #3	**TS**	1	2	0	0	1.5	0.5	1	0	1	0	0	0	12.0-B	14.0-B
Michigan Avenue (NS) at:															
1st Street (EW) - #4	**TS**	0.5	0	0.5	0	0	0	0	1	d	1	1	0	10.1-B	7.2-A
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	**TS**	1	1	d	1	0.5	0.5	1	1	d	1	1	1	8.5-A	10.1-B
Highland Springs Avenue (NS) at:															
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	14.2-B	13.4-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	21.7-C	30.9-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	25.3-C	28.4-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	15.8-B	21.6-C
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	16.3-B	23.3-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	21.0-C	21.9-C
Highland Home Road (NS) at:															
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	17.6-C	17.7-C
Ramsey Street (EW) - #15	**TS**	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	7.0-A	8.0-A
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	6.9-A	7.0-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	**TS**	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	10.8-B	12.4-B
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	15.0-B	17.6-B
I-10 Freeway WB Ramps (EW) - #20	**TS**	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.9-B	15.0-B
I-10 Freeway EB Ramps (EW) - #21	**TS**	0	1	d	d	1	0	1	0	d	0	0	0	16.4-B	32.5-C
Lincoln Street (EW) - #22	**TS**	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	4.5-A	5.2-A
Westward Avenue (EW) - #23	**TS**	0	1	d	**1**	1	0	0	0	0	1	0	d	21.5-C	22.7-C
C Street (EW) - #24	**CSS**	0	**0.5**	**0.5**	**0.5**	**0.5**	0	0	0	0	**0.5**	0	**0.5**	9.4-A	8.9-A
A Street (NS) at:															
Westward Avenue (EW) - #25	**TS**	**0.5**	0	**0.5**	0	0	0	0	0.5	0.5	0.5	0.5	0	8.8-A	8.9-A
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.9-B	19.9-B
I-10 Freeway WB Ramps (EW) - #27	**TS**	1	2	0	0	1.5	0.5	0	0	0	1	0	d	8.0-A	10.1-B
I-10 Freeway EB Ramps (EW) - #28	**TS**	0	1.5	0.5	1	2	0	1	0	d	0	0	0	11.7-B	12.6-B
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	10.4-B	10.7-B
Westward Avenue (EW) - #30	**TS**	**1**	0.5	0.5	**1**	0.5	0.5	0	1	0	0	1	0	10.3-B	13.4-B
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	9.9-A	9.9-A
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	24.4-C	28.5-C
I-10 Freeway WB Ramps (EW) - #33	**TS**	**1**	1	0	0	1	d	0	0	0	1	0	d	11.6-B	12.4-B
I-10 Freeway EB Ramps (EW) - #34	**TS**	0	1	d	**1**	1	0	1	0	d	0	0	0	17.7-B	16.5-B
Lincoln Street (EW) - #35	**TS**	0	1	0	**1**	0.5	0.5	0	1	0	0.5	0.5	d	13.6-B	14.8-B
Westward Avenue (EW) - #36	**TS**	0	**1**	0	0	1	0	0	1	0	0.5	0.5	d	37.3-D	14.8-B
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	10.7-B	9.2-B
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.6-B	16.3-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	12.5-B	9.5-A
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	21.0-C	10.8-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.6-A	9.6-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.9-A	10.6-B
SR-243 (NS) at:															
C Street (EW) - #44	**CSS**	0.5	0.5	0	0	0.5	0.5	**0.5**	0	**0.5**	0	0	0	9.9-A	10.3-B

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn;**BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Figure 71
Existing Plus Project Average Daily Traffic Volumes

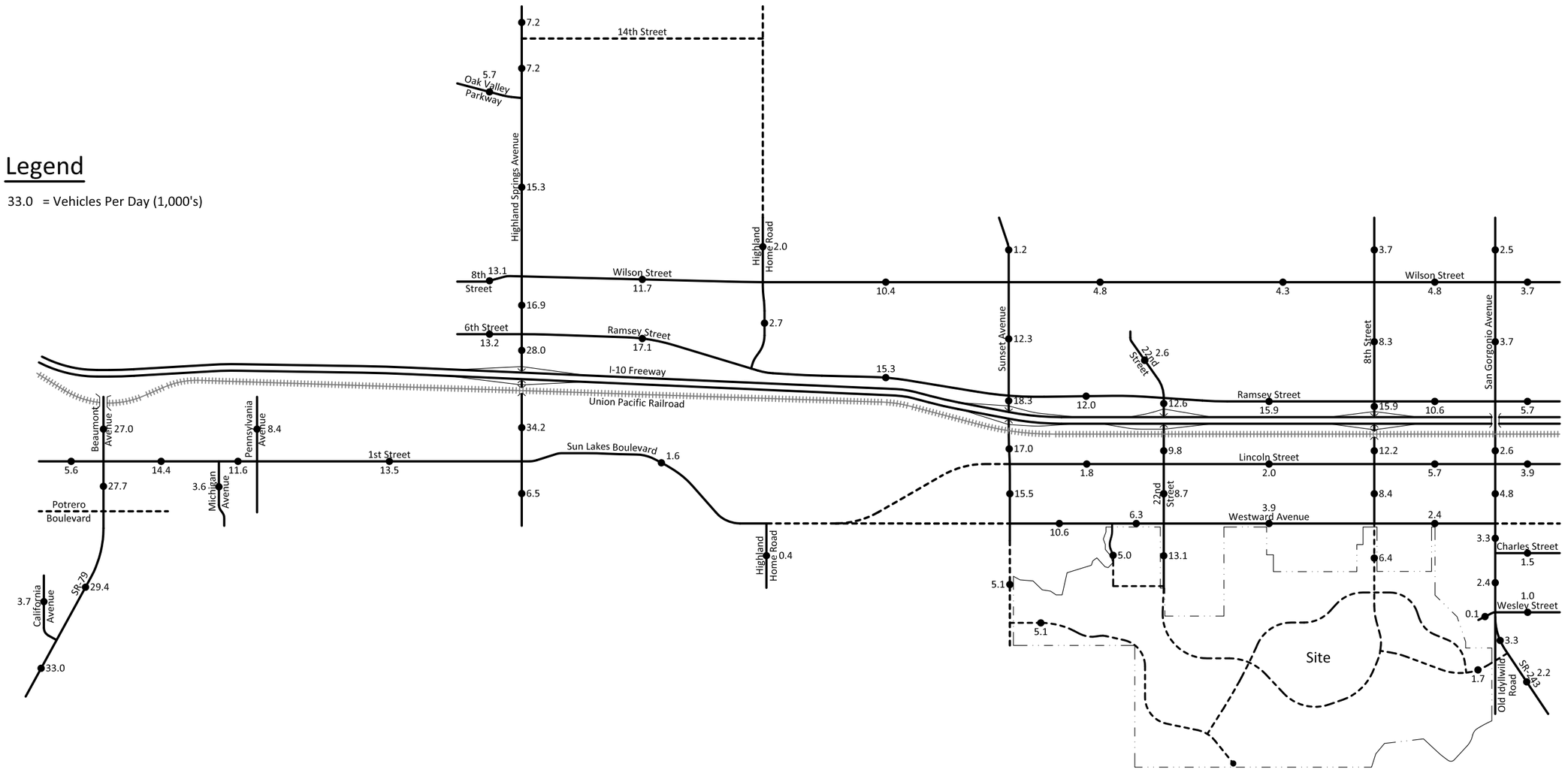
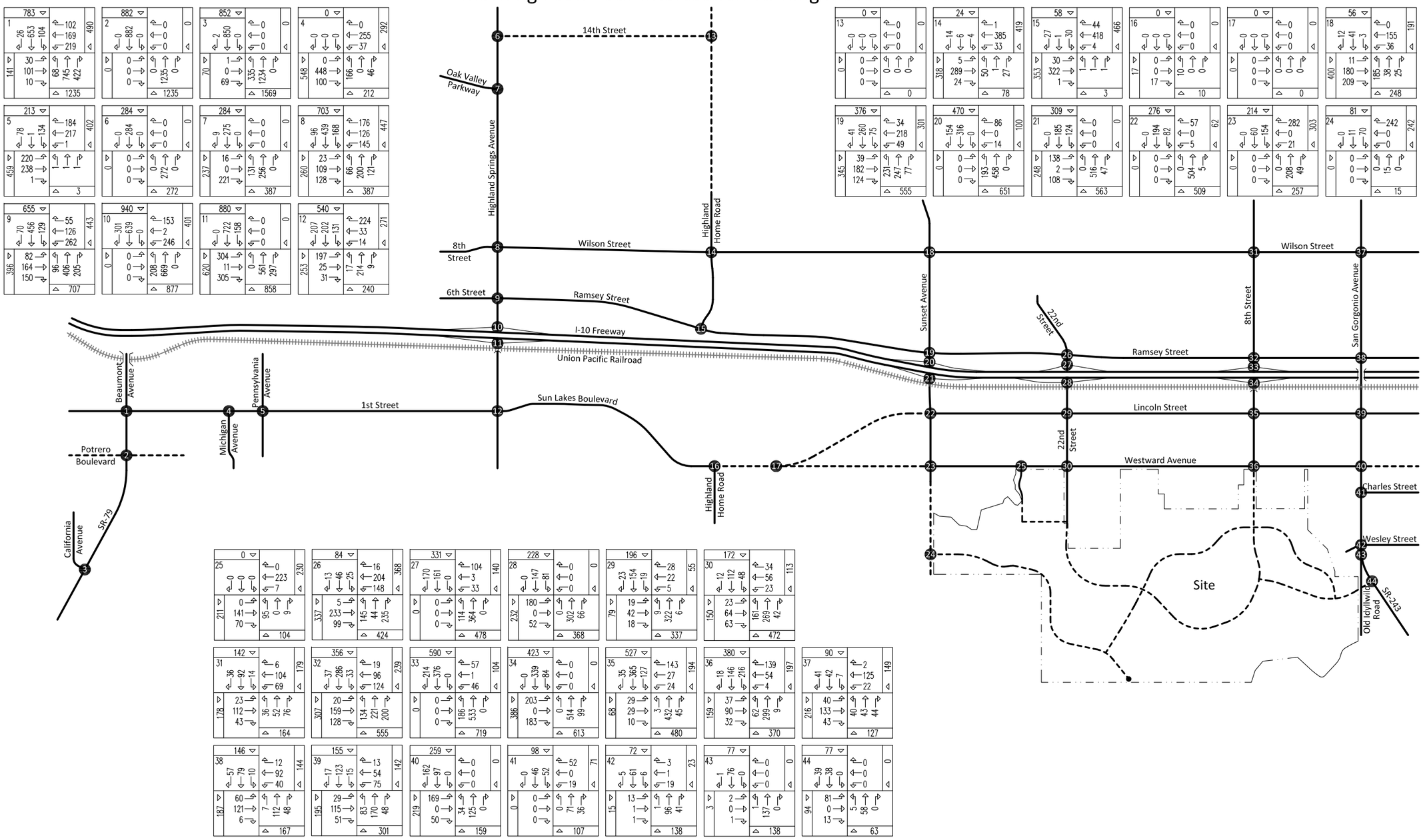


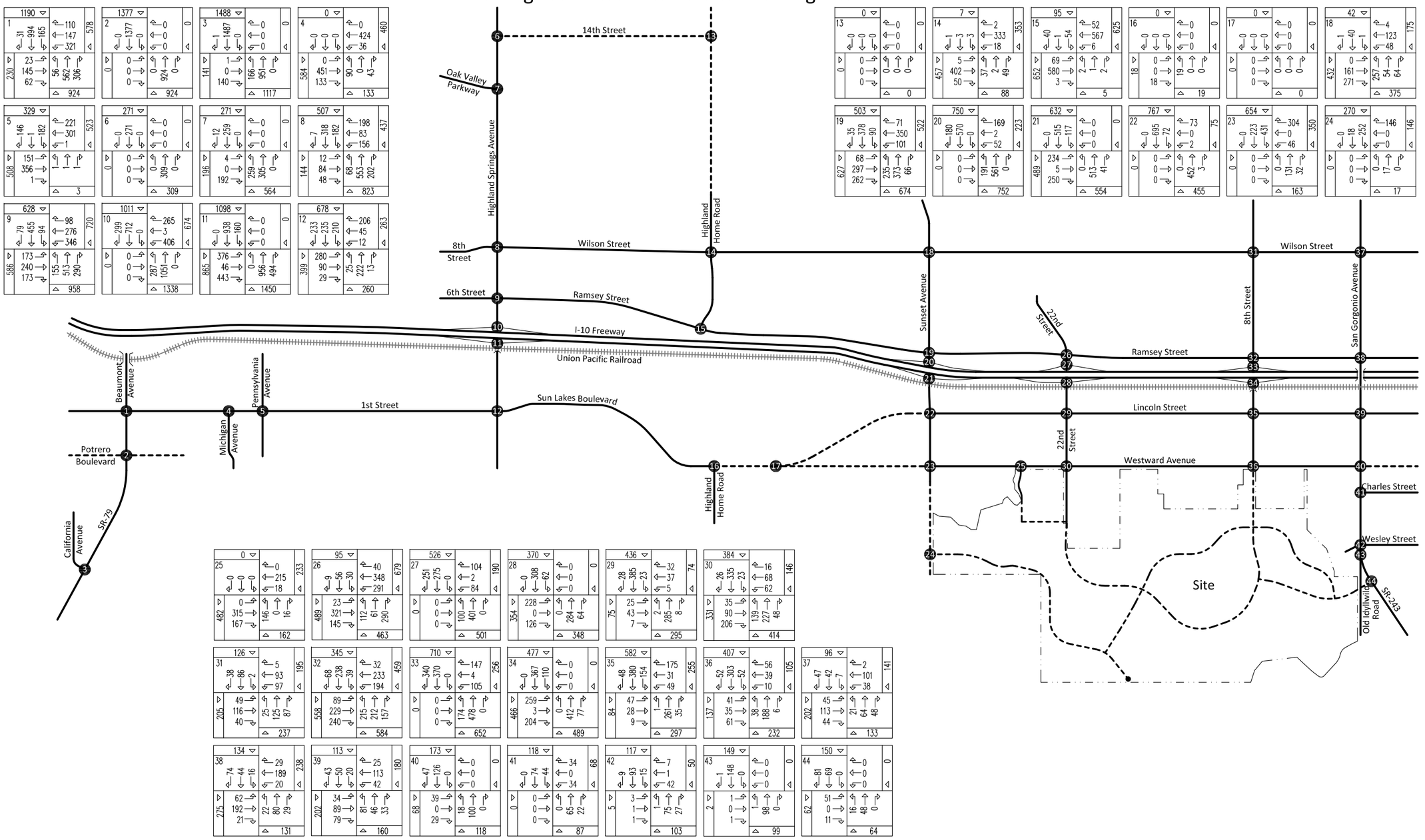
Figure 72
Existing Plus Project
Morning Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

Figure 73
Existing Plus Project
Evening Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

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VI. OPENING YEAR (2017) TRAFFIC CONDITIONS

To assess Year 2017 traffic conditions, existing traffic is combined with ambient and other development growth from the Riverside Traffic Analysis Model and the project traffic. Figures 60 to 65 illustrate the Year 2021 traffic conditions.

A. Method of Projection

Based upon discussions with City of Banning staff, the average daily traffic volume forecasts have been determined using the growth increment approach[3] on the Riverside Traffic Analysis Model (RivTAM) Year 2007 and Year 2035 average daily traffic volume forecasts (see Appendix C). This difference defines the growth in traffic over the 28 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2014 and Year 2035. For this purpose, linear growth between the Year 2007 base condition and the forecast Year 2035 condition was assumed. Since the increment between Year 2014 and Year 2035 is 21 years of the 28 year time frame, a factor of 0.75 (i.e., 21/28) was used.

The Year 2035 daily and peak hour directional roadway segment volume forecasts have been determined using the growth increment approach on the Riverside Traffic Analysis Model Year 2007 and Year 2035 peak hour volumes. The growth increment calculation worksheets are shown in Appendix C. Current peak hour intersection approach/departure data is a necessary input to this approach. The existing traffic count data serves as the starting point for the refinement process. The initial turning movement proportions are estimated based upon the relationship of each approach leg's forecast traffic volume to the other legs forecast volumes at the intersection. The initial estimate of turning movement proportions is then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program Report 255. A linear programming algorithm is used to calculate individual turning movements that match the known directional roadway segment volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

The Year 2035 Riverside Traffic Analysis Model (see Appendix D) was run with the proposed project land uses in the project traffic analysis zones. The Riverside Traffic Analysis Model utilizes socio-economic data based on the proposed project land uses and quantities for its analysis. Therefore, to analyze the level of service for Year 2035 with full buildout of the project traffic, it was necessary to manually add the entire project buildout trip generation project traffic to the Year 2035 traffic volumes developed by the model.

[3] This methodology is an accepted procedure for traffic model forecast refinement and smoothing based upon the National Cooperative Highway Research Program (NCHRP Report 255). A linear programming algorithm was used to calculate individual turning movements and the traffic model output was checked for reasonableness and factored up to a minimum of 10% growth as part of the refinement process. The minimum growth includes any additional growth that is not accounted for in the future forecasts. These forecasts were also checked for flow conservation, reasonable growth, and reasonable diversion between parallel routes (i.e., Wilson Street, Ramsey Street, I-10 Freeway, Sun Lakes Boulevard, and Westward Avenue). This methodology is consistent with previous traffic studies conducted in the area by other traffic engineering firms.

The Year 2035 Riverside Traffic Analysis Model was run with the proposed I-10 Bypass Project and without the proposed I-10 Bypass Project. According to the I-10 Bypass Preliminary Engineering and Environmental Services Traffic Operational Analysis Revised Final Report, prepared by Kimley-Horn & Associates, Inc. (October 31, 2013). The opening year for the I-10 Bypass is 2022. Therefore, future forecast volumes before 2022 were analyzed using the Year 2035 Riverside Traffic Analysis Model without the I-10 Bypass and future forecast volumes after 2022 were analyzed using the Year 2035 Riverside Traffic Analysis Model with the I-10 Bypass. Information pertaining to the I-10 Bypass Project can be found at http://rcprojects.org/i10bypass/. According to discussions with the City of Banning Transportation Department staff, County of Riverside Transportation Department staff, and LSA Associates, the RivTAM model was run with Alternative 1 (and similar alternatives) as the most likely scenario.

Quality control checks and forecast adjustments were performed as necessary to ensure that all future traffic volume forecasts reflect a minimum of 10% growth over existing traffic volumes. The result of this traffic forecasting procedure is a series of traffic volumes suitable for traffic operations analysis.

The Year 2017 traffic projections have been interpolated between Year 2035 traffic volumes and existing traffic volumes utilizing a portion of the growth increment.

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix E) based on the Highway Capacity Manual – Transportation Research Board Special Report 209. To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection. Signalized intersections are considered deficient (Level of Service F) if the overall intersection critical volume to capacity ratio equals or exceeds 1.0, even if the level of service defined by the delay value is below the defined Level of Service standard. The volume to capacity ratio is defined as the critical volumes divided by the intersection capacity. A volume to capacity ratio greater than 1.0 implies that the traffic volume demand is greater than the capacity of the intersection and as a result traffic may begin to queue during the analyzed peak hour.

Per City of Banning traffic study guidelines, all analysis factors and procedures have been obtained from the Riverside County Transportation Department Traffic Impact Analysis Preparation Guide.

The Level of Service analysis for signalized intersections has been performed using optimized signal timing. This analysis has included an assumed lost time of four seconds per phase. Signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate time for pedestrian crossings have also been considered in the signalized intersection analysis. All Highway Capacity Manual Level of Service calculations have accounted for a minimum pedestrian walking time of seven seconds.

The peak hour traffic volumes have been adjusted to peak 15 minute volumes for analysis purposes using the existing observed peak 15 minute to peak hour factors for all scenarios analyzed. In accordance with the Riverside County Transportation Department Traffic Impact Analysis Preparation Guide, the Year 2035 peak hour factor has been adjusted

upwards to 1.00. This is to account for the effects of congestion on peak spreading. Peak spreading refers to the tendency of traffic to spread more evenly across time as congestion increases.

The Sunset Avenue Grade Separation Project is currently under construction in the project area. Since the project started construction after existing traffic counts were conducted, the existing traffic counts reflect traffic patterns once the project is completed. The project is anticipated to be completed prior to Opening Year (2017). The future analysis in this report reflects the completion of the Sunset Avenue Grade Separation Project. The intersection geometrics for this project can be found at http://rcprojects.org/sunsetave/.

B. Opening Year (2017) Without Project Average Daily Traffic Volumes

The average daily traffic volumes for Opening Year (2017) Without Project traffic conditions have been determined and are shown on Figure 74.

C. Opening Year (2017) With Project Average Daily Traffic Volumes

The average daily traffic volumes for Opening Year (2017) With Project traffic conditions have been determined and are shown on Figure 75.

D. Opening Year (2017) Without Project Average Intersection Delay and Level of Service

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix E). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The delay and Level of Service for Opening Year (2017) Without Project traffic conditions have been calculated and are shown in Table 11. Opening Year (2017) Without Project morning and evening peak hour intersection turning movement volumes are shown on Figures 76 and 77, respectively.

As shown in Table 9, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2017) Without Project traffic conditions, except for the following study area intersection:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

8th Street (NS) at:
I-10 Freeway EB Ramps (EW) - #34

Opening Year (2017) Without Project delay worksheets are provided in Appendix E.

E. Opening Year (2017) With Project Intersection Delay and Level of Service

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix E). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The delay and Level of Service for Opening Year (2017) With Project traffic conditions have been calculated and are shown in Table 12. Opening Year (2017) With Project morning and evening peak hour intersection turning movement volumes are shown on Figures 78 and 79, respectively.

As shown in Table 12, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2017) With Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
- California Avenue (EW) - #3

8th Street (NS) at:
- I-10 Freeway WB Ramps (EW) - #33
- I-10 Freeway EB Ramps (EW) - #34

As shown in Table 13, the proposed project does not create a significant impact at the study area intersections for Opening Year (2017) With Project traffic conditions, with improvements. Opening Year (2017) With Project delay worksheets are provided in Appendix E.

F. Opening Year (2017) With Project Traffic Signal Warrant Analysis

Traffic signals are projected to be warranted at the following additional study area intersections for Opening Year (2017) With Project traffic conditions (see Appendix F):

8th Street (NS) at:
- Lincoln Street (EW) - #35
- Westward Avenue (EW) - #36

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual on Uniform Traffic Control Devices (2014 Edition).

Table 11

Opening Year (2017) Without Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	17.2-B	19.7-B
California Avenue (EW) - #3	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	99.9-F[4]	99.9-F
Michigan Avenue (NS) at:															
1st Street (EW) - #4	AWS	0.5	0	0.5	0	0	0	0	1	d	1	1	0	14.3-B	12.5-B
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	AWS	1	1	d	1	0.5	0.5	1	1	d	1	1	1	12.7-B	13.8-B
Highland Springs Avenue (NS) at:															
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	13.7-B	10.8-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	22.0-C	27.5-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	22.7-C	25.3-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	14.1-B	19.4-B
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	16.8-B	21.2-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	20.4-C	20.1-C
Highland Home Road (NS) at:															
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	18.7-C	17.3-C
Ramsey Street (EW) - #15	CSS	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	15.2-C	24.7-C
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	7.2-A	7.3-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	AWS	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	14.1-B	14.3-B
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	15.4-B	17.1-B
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.5-B	13.6-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	16.3-B	16.4-B
Lincoln Street (EW) - #22	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	9.5-A	9.8-A
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	7.6-A	7.7-A
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.8-B	18.8-B
I-10 Freeway WB Ramps (EW) - #27	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.5-B	12.1-B
I-10 Freeway EB Ramps (EW) - #28	CSS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	14.8-B	13.5-B
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	8.2-A	8.2-A
Westward Avenue (EW) - #30	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	7.9-A	7.6-A
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	10.0-A	9.9-A
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	22.6-C	24.7-C
I-10 Freeway WB Ramps (EW) - #33	CSS	0.5	0.5	0	0	1	d	0	0	0	1	0	d	30.0-D	26.7-D
I-10 Freeway EB Ramps (EW) - #34	CSS	0	1	d	0.5	0.5	0	1	0	d	0	0	0	56.2-F	29.2-D
Lincoln Street (EW) - #35	AWS	0	1	0	0.5	0.5	d	0	1	0	0.5	0.5	d	12.9-B	11.3-B
Westward Avenue (EW) - #36	AWS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	1	d	10.6-B	7.7-A
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	11.1-B	9.4-A
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.3-B	16.2-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	12.1-B	9.2-A
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	20.8-C	10.4-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.0-A	8.7-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.1-A	8.7-A
San Gorgonio Avenue/SR-243 (NS) at:															
Old Idyllwild Road (EW) - #43	CSS	0.5	0.5	0	0	0.5	0.5	0.5	0	0.5	0	0	0	9.4-A	9.5-A

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Table 12

Opening Year (2017) With Project Intersection Delay and Level of Service
- Phase 1

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	17.5-B	19.9-B
California Avenue (EW) - #3	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	99.9-F[4]	99.9-F
Michigan Avenue (NS) at:															
1st Street (EW) - #4	AWS	0.5	0	0.5	0	0	0	0	1	d	1	1	0	14.6-B	12.9-B
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	AWS	1	1	d	1	0.5	0.5	1	1	d	1	1	1	12.8-B	14.2-B
Highland Springs Avenue (NS) at:															
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	13.8-B	10.8-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	22.1-C	28.0-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	23.0-C	25.6-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	14.3-B	19.5-B
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	16.7-B	21.2-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	20.5-C	20.3-C
Highland Home Road (NS) at:															
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	18.9-C	17.5-C
Ramsey Street (EW) - #15	CSS	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	15.6-C	26.1-D
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	7.2-A	7.3-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	AWS	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	14.5-B	14.8-B
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	15.5-B	17.2-B
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.3-B	13.5-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	16.1-B	16.4-B
Lincoln Street (EW) - #22	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	9.7-A	9.9-A
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	7.6-A	7.9-A
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.8-B	18.9-B
I-10 Freeway WB Ramps (EW) - #27	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.5-B	12.1-B
I-10 Freeway EB Ramps (EW) - #28	CSS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	14.8-B	13.5-B
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	8.2-A	8.2-A
Westward Avenue (EW) - #30	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	8.1-A	7.7-A
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	10.1-B	9.9-A
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	24.9-C	26.5-C
I-10 Freeway WB Ramps (EW) - #33	CSS	0.5	0.5	0	0	1	d	0	0	0	1	0	d	76.6-F	44.6-E
I-10 Freeway EB Ramps (EW) - #34	CSS	0	1	d	0.5	0.5	0	1	0	d	0	0	0	99.9-F	90.4-F
Lincoln Street (EW) - #35	AWS	0	1	0	0.5	0.5	d	0	1	0	0.5	0.5	d	24.0-C	17.7-C
Westward Avenue (EW) - #36	AWS	0	**1**	0	0	1	0	0	1	0	0.5	0.5	d	28.2-D	9.6-A
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	11.6-B	9.5-A
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.4-B	16.2-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	12.4-B	9.3-A
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	20.9-C	10.4-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.5-A	9.2-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.8-A	9.4-A
SR-243 (NS) at:															
C Street (EW) - #44	**CSS**	0.5	0.5	0	0	0.5	0.5	**0.5**	0	**0.5**	0	0	0	9.5-A	9.5-A

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn; **BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Table 13

Opening Year (2017) With Project Intersection Delay and Level of Service - With Improvements - Phase 1

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	17.5-B	19.9-B
California Avenue (EW) - #3	**TS**	1	2	0	0	1.5	0.5	1	0	1	0	0	0	12.3-B	15.1-B
Michigan Avenue (NS) at:															
1st Street (EW) - #4	**TS**	0.5	0	0.5	0	0	0	0	1	d	1	1	0	10.2-B	7.4-A
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	**TS**	1	1	d	1	0.5	0.5	1	1	d	1	1	1	9.0-A	10.8-B
Highland Springs Avenue (NS) at:															
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	13.8-B	10.8-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	22.1-C	28.0-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	23.0-C	25.6-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	14.3-B	19.5-B
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	16.7-B	21.2-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	20.5-C	20.3-C
Highland Home Road (NS) at:															
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	18.9-C	17.5-C
Ramsey Street (EW) - #15	CSS	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	15.6-C	26.1-D
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	7.2-A	7.3-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	**TS**	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	8.9-A	10.9-B
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	15.5-B	17.2-B
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.3-B	13.5-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	16.1-B	16.4-B
Lincoln Street (EW) - #22	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	9.7-A	9.9-A
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	7.6-A	7.9-A
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.8-B	18.9-B
I-10 Freeway WB Ramps (EW) - #27	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.5-B	12.1-B
I-10 Freeway EB Ramps (EW) - #28	CSS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	14.8-B	13.5-B
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	8.2-A	8.2-A
Westward Avenue (EW) - #30	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	8.1-A	7.7-A
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	10.1-B	9.9-A
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	24.9-C	26.5-C
I-10 Freeway WB Ramps (EW) - #33	**TS**	**1**	1	0	0	1	d	0	0	0	1	0	d	11.3-B	13.6-B
I-10 Freeway EB Ramps (EW) - #34	**TS**	0	1	d	**1**	1	0	1	0	d	0	0	0	17.1-B	16.6-B
Lincoln Street (EW) - #35	**TS**	0	1	0	**1**	0.5	0.5	0	1	0	**1**	0.5	0.5	9.4-A	11.2-B
Westward Avenue (EW) - #36	**TS**	0	**1**	0	0	1	0	0	1	0	**1**	0.5	0.5	13.6-B	9.9-A
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	11.6-B	9.5-A
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.4-B	16.2-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	12.4-B	9.3-A
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	20.9-C	10.4-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.5-A	9.2-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.8-A	9.4-A
SR-243 (NS) at:															
C Street (EW) - #44	**CSS**	0.5	0.5	0	0	0.5	0.5	**0.5**	0	**0.5**	0	0	0	9.5-A	9.5-A

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn; **BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Figure 74
Opening Year (2017) Without Project Average Daily Traffic Volumes

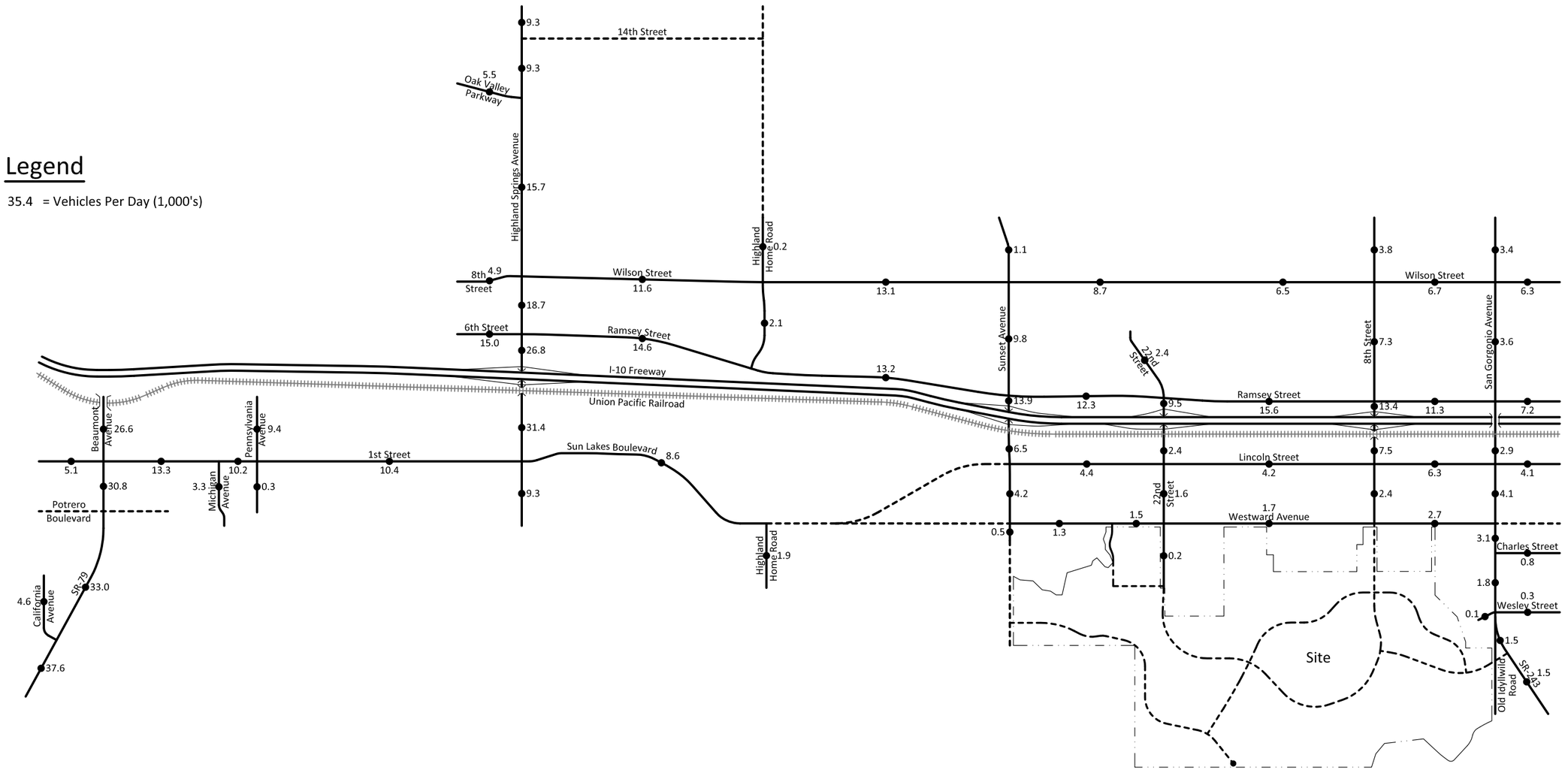

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Figure 75
Opening Year (2017) With Project Average Daily Traffic Volumes

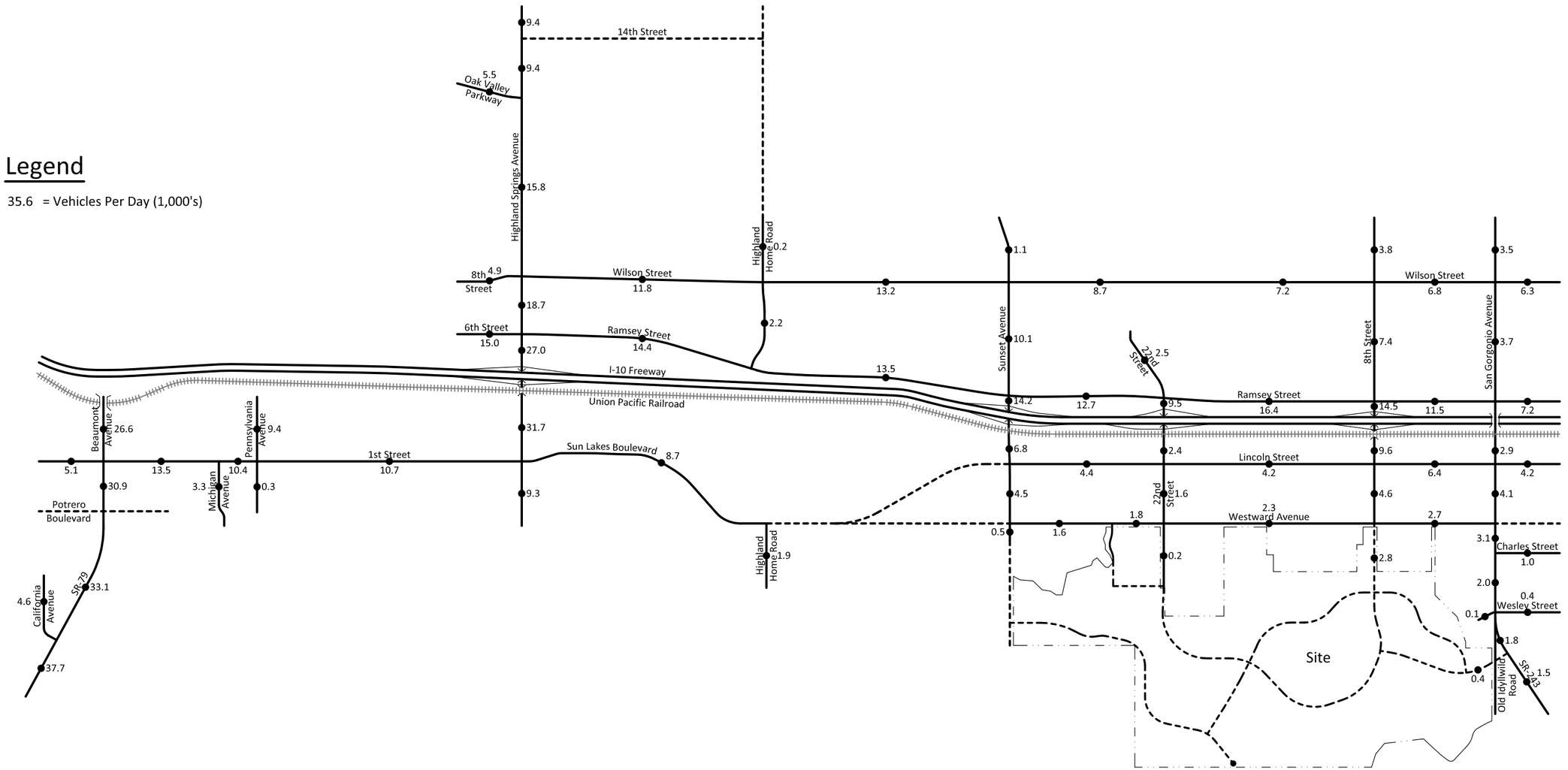
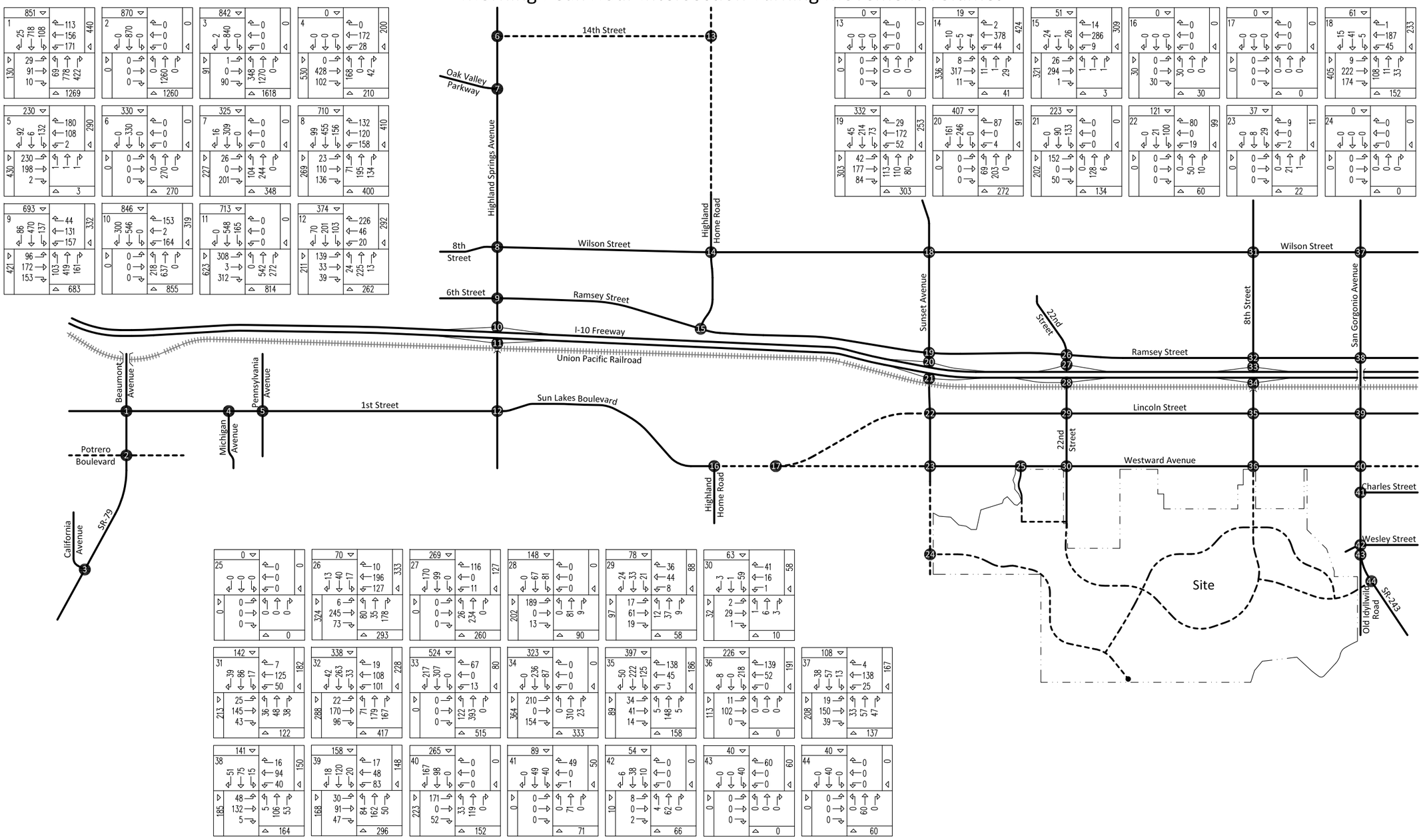


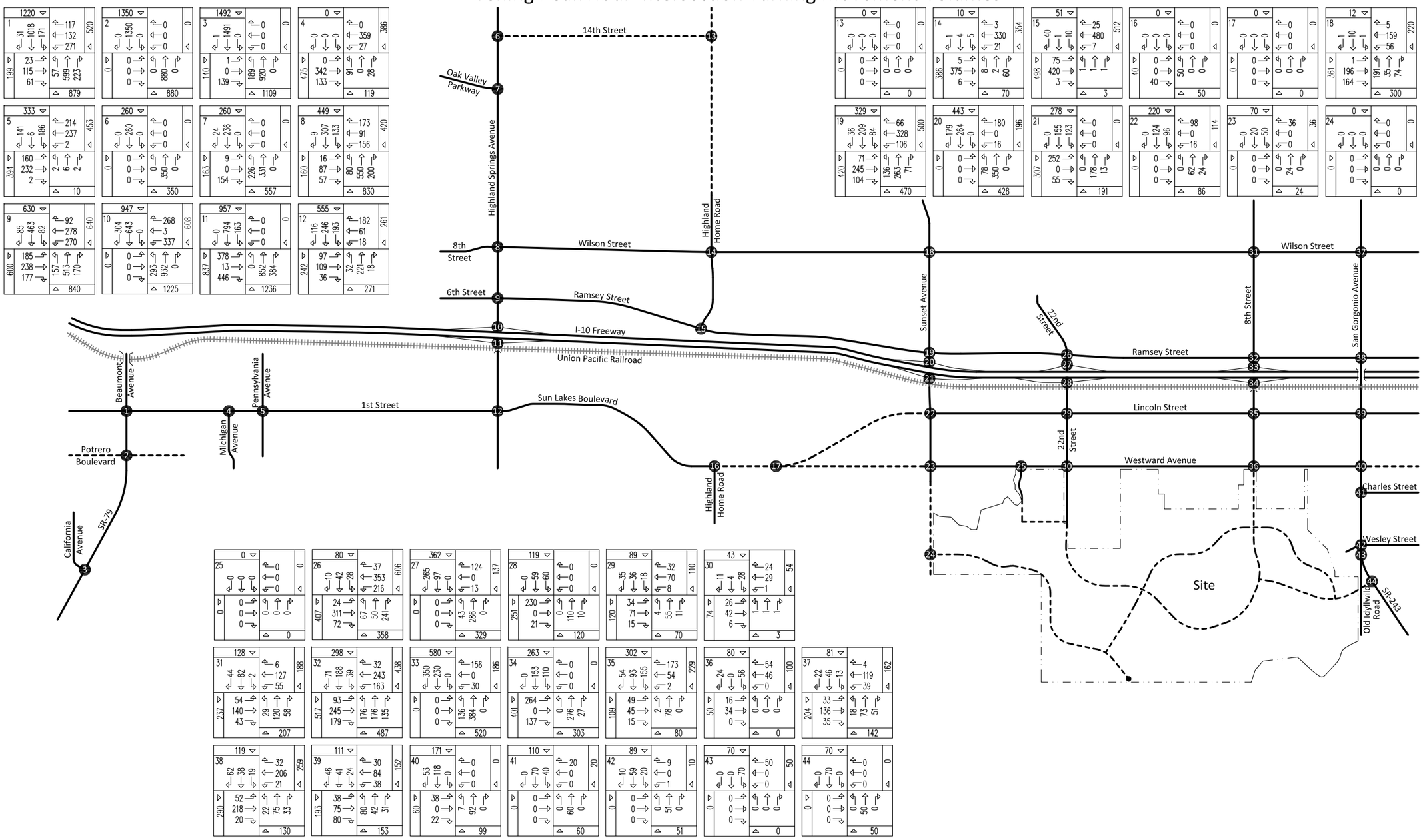
Figure 76
Opening Year (2017) Without Project
Morning Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

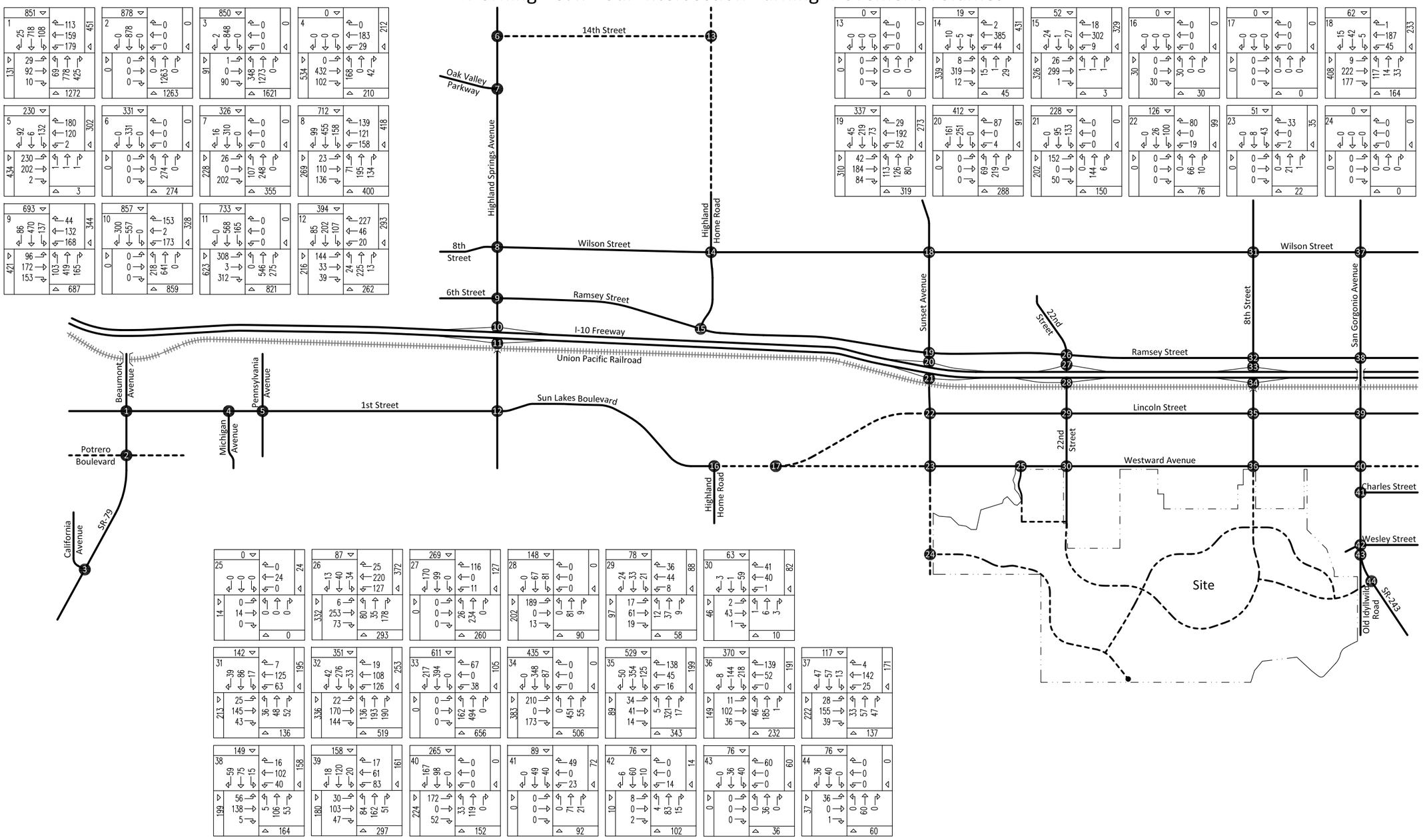
Figure 77
Opening Year (2017) Without Project
Evening Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

Figure 78
Opening Year (2017) With Project
Morning Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

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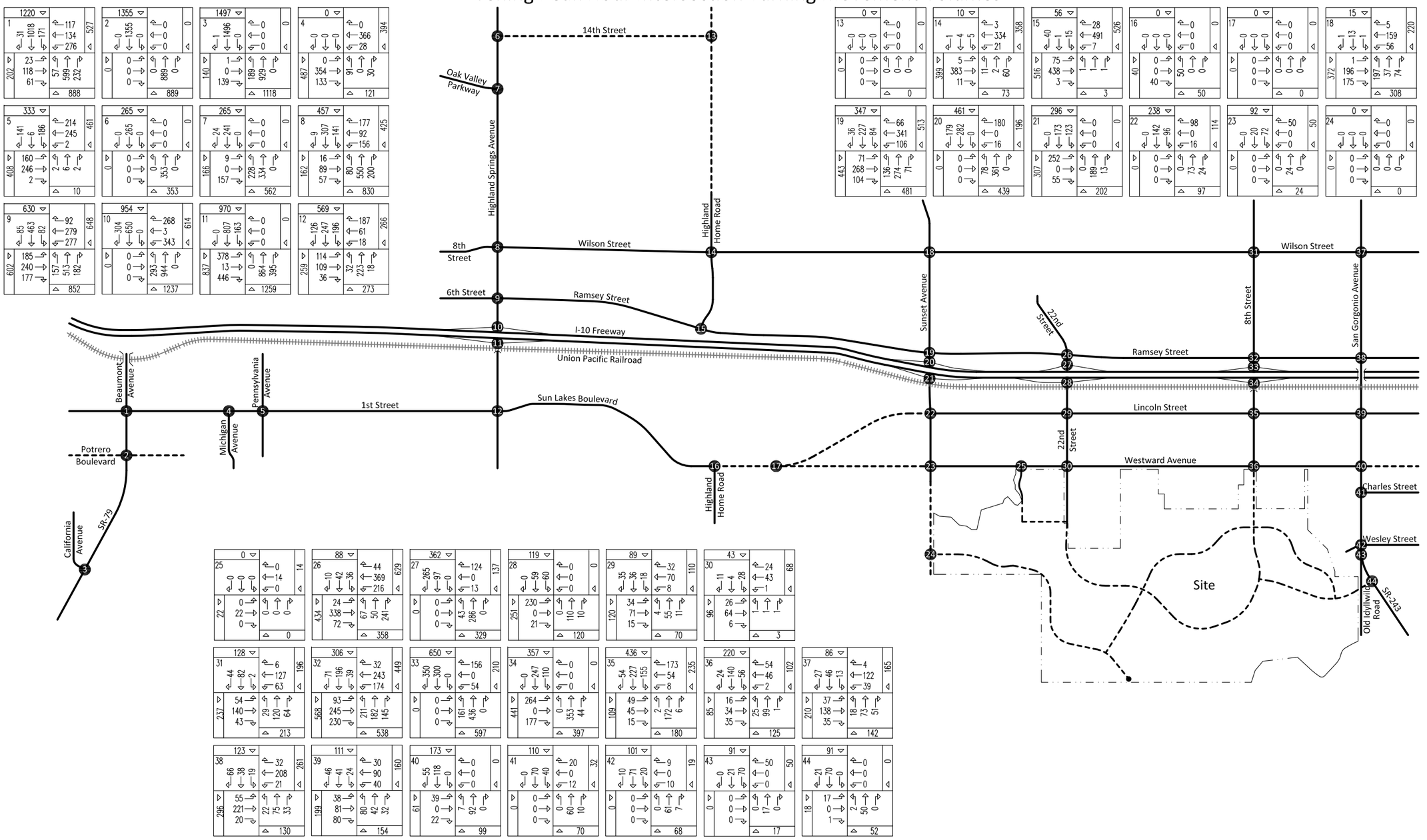
Figure 79
Opening Year (2017) With Project
Evening Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

VII. INTERIM YEAR (2019) TRAFFIC CONDITIONS

To assess Year 2019 traffic conditions, existing traffic is combined with ambient and other development growth from the Riverside Traffic Analysis Model and the project traffic. Figures 80 to 85 illustrate the Year 2019 traffic conditions.

A. Method of Projection

As described in Section V.I and based upon discussions with City of Banning staff, the average daily traffic volume forecasts have been determined using the growth increment approach on the Riverside Traffic Analysis Model Year 2007 and Year 2035 average daily traffic volume forecasts (see Appendix D). This difference defines the growth in traffic over the 28 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2014 and Year 2035. For this purpose, linear growth between the Year 2007 base condition and the forecast Year 2035 condition was assumed. Since the increment between Year 2014 and Year 2035 is 21 years of the 28 year time frame, a factor of 0.75 (i.e., 21/28) was used.

The Year 2019 traffic projections have been interpolated between Year 2035 traffic volumes and existing traffic volumes utilizing a portion of the growth increment (see Section V.I).

The Sunset Avenue Grade Separation Project is currently under construction in the project area. Since the project started construction after existing traffic counts were conducted, the existing traffic counts reflect traffic patterns once the project is completed. The project is anticipated to be completed prior to Opening Year (2017). The future analysis in this report reflects the completion of the Sunset Avenue Grade Separation Project. The intersection geometrics for this project can be found at http://rcprojects.org/sunsetave/.

B. Interim Year (2019) Without Project Average Daily Traffic Volumes

The average daily traffic volumes for Interim Year (2019) Without Project traffic conditions have been determined and are shown on Figure 80.

C. Interim Year (2019) With Project Average Daily Traffic Volumes

The average daily traffic volumes for Interim Year (2019) With Project traffic conditions have been determined and are shown on Figure 81.

D. Interim Year (2019) Without Project Average Intersection Delay and Level of Service

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix E). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The delay and Level of Service for Interim Year (2019) Without Project traffic conditions have been calculated and are shown in Table 14. Interim Year (2019) Without Project

morning and evening peak hour intersection turning movement volumes are shown on Figures 82 and 83, respectively.

As shown in Table 14, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2019) Without Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

8th Street (NS) at:
I-10 Freeway EB Ramps (EW) - #34

Interim Year (2019) Without Project delay worksheets are provided in Appendix E.

E. <u>Interim Year (2019) With Project Intersection Delay and Level of Service</u>

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix E). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The delay and Level of Service for Interim Year (2019) With Project traffic conditions have been calculated and are shown in Table 15. Interim Year (2019) With Project morning and evening peak hour intersection turning movement volumes are shown on Figures 84 and 85, respectively.

As shown in Table 15, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2019) With Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

8th Street (NS) at:
I-10 Freeway WB Ramps (EW) - #33
I-10 Freeway EB Ramps (EW) - #34
Lincoln Street (EW) - #35

As shown in Table 16, the proposed project does not create a significant impact at the study area intersections for Interim Year (2019) With Project traffic conditions, with improvements. Interim Year (2019) With Project delay worksheets are provided in Appendix E.

Table 14

Interim Year (2019) Without Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	18.3-B	20.5-C
California Avenue (EW) - #3	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	99.9-F[4]	99.9-F
Michigan Avenue (NS) at:															
1st Street (EW) - #4	AWS	0.5	0	0.5	0	0	0	0	1	d	1	1	0	15.3-C	13.2-B
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	AWS	1	1	d	1	0.5	0.5	1	1	d	1	1	1	13.0-B	14.4-B
Highland Springs Avenue (NS) at:															
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	13.8-B	10.9-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	22.4-C	28.3-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	22.8-C	25.5-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	14.3-B	19.7-B
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	16.9-B	21.5-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	20.4-C	20.1-C
Highland Home Road (NS) at:															
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	19.9-C	18.5-C
Ramsey Street (EW) - #15	CSS	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	16.0-C	26.0-D
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	7.3-A	7.6-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	AWS	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	15.0-B	15.9-C
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	13.5-B	17.3-B
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	12.0-B	13.9-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	16.1-B	16.3-B
Lincoln Street (EW) - #22	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	10.1-B	10.4-B
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	7.6-A	7.7-A
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.8-B	18.9-B
I-10 Freeway WB Ramps (EW) - #27	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	12.4-B	13.0-B
I-10 Freeway EB Ramps (EW) - #28	CSS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	15.1-C	13.4-B
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	8.6-A	8.5-A
Westward Avenue (EW) - #30	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	7.8-A	7.6-A
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	10.3-B	10.2-B
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	22.7-C	24.9-C
I-10 Freeway WB Ramps (EW) - #33	CSS	0.5	0.5	0	0	1	d	0	0	0	1	0	d	33.1-D	30.5-D
I-10 Freeway EB Ramps (EW) - #34	CSS	0	1	d	0.5	0.5	0	1	0	d	0	0	0	99.9-F	46.7-E
Lincoln Street (EW) - #35	AWS	0	1	0	0.5	0.5	d	0	1	0	0.5	0.5	d	13.2-B	11.8-B
Westward Avenue (EW) - #36	AWS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	1	d	10.7-B	7.9-A
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	11.9-B	9.8-A
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.4-B	16.2-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	12.6-B	9.4-A
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	21.7-C	10.5-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.0-A	8.7-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.3-A	9.7-A
San Gorgonio Avenue/SR-243 (NS) at:															
Old Idyllwild Road (EW) - #43	CSS	0.5	0.5	0	0	0.5	0.5	0.5	0	0.5	0	0	0	9.4-A	9.5-A

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Table 15

Interim Year (2019) With Project Intersection Delay and Level of Service - Phase 2

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	19.2-B	21.2-C
California Avenue (EW) - #3	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	99.9-F[4]	99.9-F
Michigan Avenue (NS) at:															
1st Street (EW) - #4	AWS	0.5	0	0.5	0	0	0	0	1	d	1	1	0	16.0-C	14.3-B
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	AWS	1	1	d	1	0.5	0.5	1	1	d	1	1	1	13.4-B	15.4-C
Highland Springs Avenue (NS) at:															
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	13.9-B	11.0-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	22.6-C	29.0-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	23.5-C	26.1-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	14.8-B	20.3-C
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	16.8-B	21.7-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	20.6-C	20.5-C
Highland Home Road (NS) at:															
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	20.2-C	18.8-C
Ramsey Street (EW) - #15	CSS	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	17.5-C	29.7-D
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	7.3-A	7.6-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	AWS	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	15.8-C	17.3-C
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	15.5-B	17.3-B
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.8-B	13.6-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	16.3-B	16.0-B
Lincoln Street (EW) - #22	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	10.8-B	11.0-B
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	8.0-A	8.6-A
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.8-B	18.9-B
I-10 Freeway WB Ramps (EW) - #27	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	12.7-B	13.2-B
I-10 Freeway EB Ramps (EW) - #28	CSS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	15.4-C	13.7-B
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	8.7-A	8.6-A
Westward Avenue (EW) - #30	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	8.6-A	8.4-A
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	10.5-B	10.3-B
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	25.5-C	27.9-C
I-10 Freeway WB Ramps (EW) - #33	CSS	0.5	0.5	0	0	1	d	0	0	0	1	0	d	99.9-F	99.9-F
I-10 Freeway EB Ramps (EW) - #34	CSS	0	1	d	0.5	0.5	0	1	0	d	0	0	0	99.9-F	99.9-F
Lincoln Street (EW) - #35	AWS	0	1	0	0.5	0.5	d	0	1	0	0.5	0.5	d	33.2-D	99.9-F
Westward Avenue (EW) - #36	AWS	0	**1**	0	0	1	0	0	1	0	0.5	0.5	d	99.9-F	16.7-C
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	12.4-B	10.0-A
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.5-B	16.2-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	13.1-B	9.6-A
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	22.0-C	10.6-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.5-A	9.1-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.8-A	10.0-B
SR-243 (NS) at:															
C Street (EW) - #44	**CSS**	0.5	0.5	0	0	0.5	0.5	**0.5**	0	**0.5**	0	0	0	9.4-A	9.7-A

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn; **BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Table 16

Interim Year (2019) With Project Intersection Delay and Level of Service - With Improvements - Phase 2

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	19.2-B	21.2-C
California Avenue (EW) - #3	**TS**	1	2	0	0	1.5	0.5	1	0	1	0	0	0	13.1-B	15.9-B
Michigan Avenue (NS) at:															
1st Street (EW) - #4	**TS**	0.5	0	0.5	0	0	0	0	1	d	1	1	0	10.1-B	7.2-A
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	**TS**	1	1	d	1	0.5	0.5	1	1	d	1	1	1	8.9-A	10.7-B
Highland Springs Avenue (NS) at:															
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	13.9-B	11.0-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	22.6-C	29.0-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	23.5-C	26.1-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	14.8-B	20.3-C
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	16.8-B	21.7-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	20.6-C	20.5-C
Highland Home Road (NS) at:															
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	20.2-C	18.8-C
Ramsey Street (EW) - #15	CSS	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	17.5-C	29.7-D
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	7.3-A	7.6-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	**TS**	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	10.9-B	9.1-A
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	15.5-B	17.3-B
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.8-B	13.6-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	16.3-B	16.0-B
Lincoln Street (EW) - #22	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	10.8-B	11.0-B
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	8.0-A	8.6-A
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.8-B	18.9-B
I-10 Freeway WB Ramps (EW) - #27	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	12.7-B	13.2-B
I-10 Freeway EB Ramps (EW) - #28	CSS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	15.4-C	13.7-B
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	8.7-A	8.6-A
Westward Avenue (EW) - #30	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	8.6-A	8.4-A
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	10.5-B	10.3-B
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	25.5-C	27.9-C
I-10 Freeway WB Ramps (EW) - #33	**TS**	**1**	1	0	0	1	d	0	0	0	1	0	d	12.3-B	14.5-B
I-10 Freeway EB Ramps (EW) - #34	**TS**	0	1	d	**1**	1	0	1	0	d	0	0	0	18.4-B	16.5-B
Lincoln Street (EW) - #35	**TS**	0	1	0	**1**	0.5	0.5	0	1	0	**1**	0.5	0.5	9.4-A	11.1-B
Westward Avenue (EW) - #36	**TS**	0	**1**	0	0	1	0	0	1	0	**1**	0.5	0.5	16.8-B	10.9-B
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	12.4-B	10.0-A
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.5-B	16.2-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	13.1-B	9.6-A
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	22.0-C	10.6-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.5-A	9.1-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.8-A	10.0-B
SR-243 (NS) at:															
C Street (EW) - #44	**CSS**	0.5	0.5	0	0	0.5	0.5	**0.5**	0	**0.5**	0	0	0	9.4-A	9.7-A

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn; **BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movemen (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Figure 80
Interim Year (2019) Without Project Average Daily Traffic Volumes

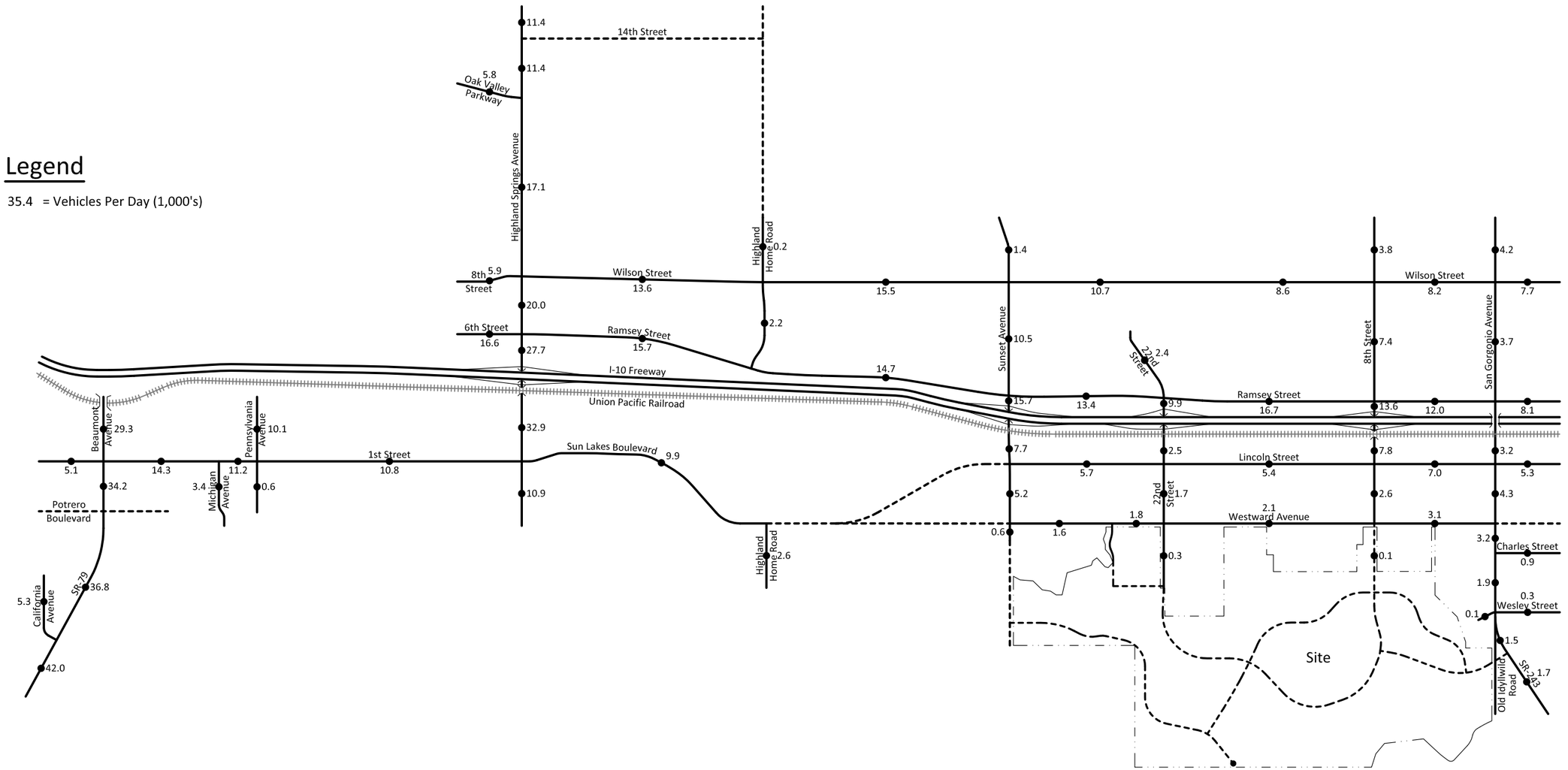


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Figure 81
Interim Year (2019) With Project Average Daily Traffic Volumes

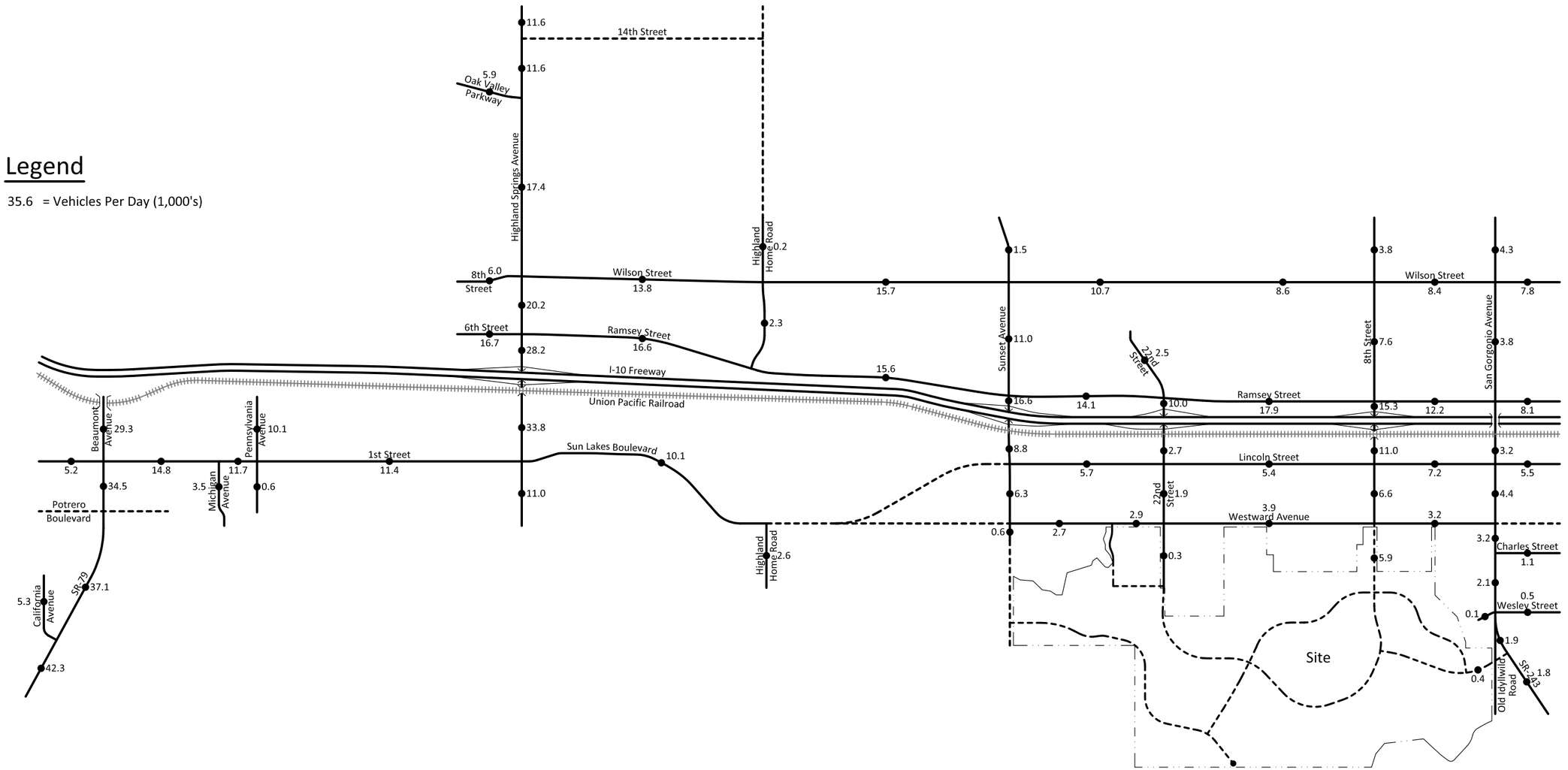
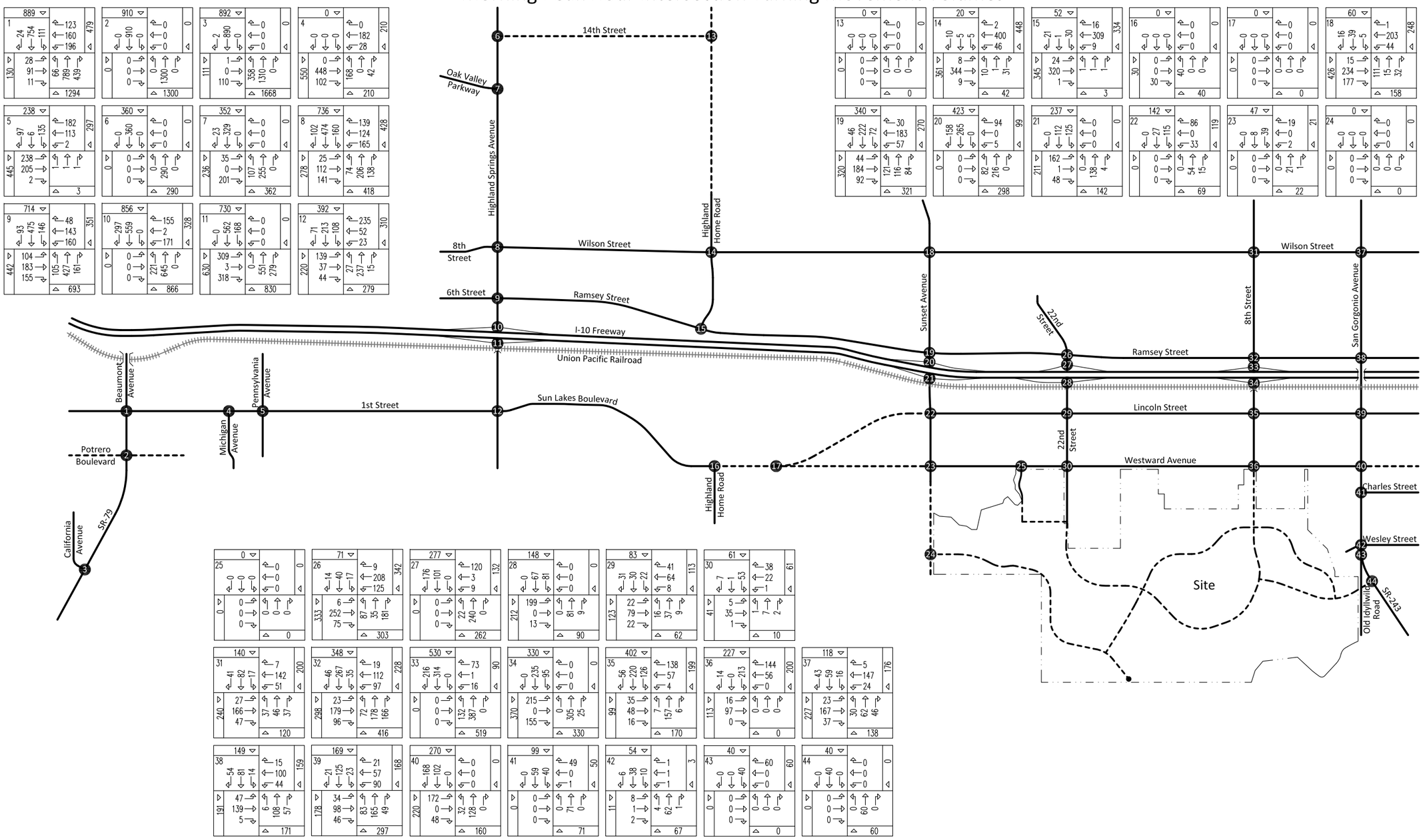


Figure 82
Interim Year (2019) Without Project
Morning Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

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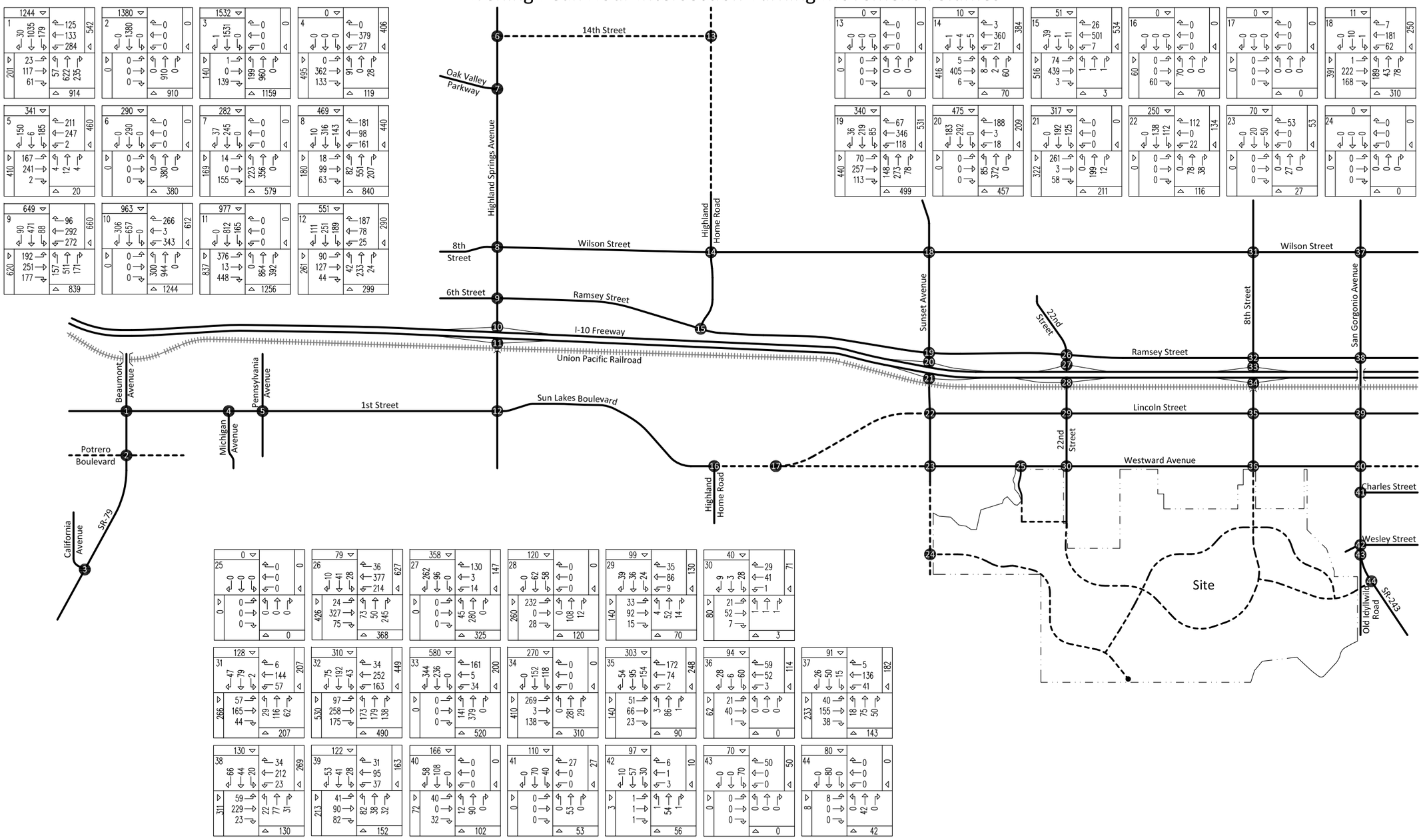
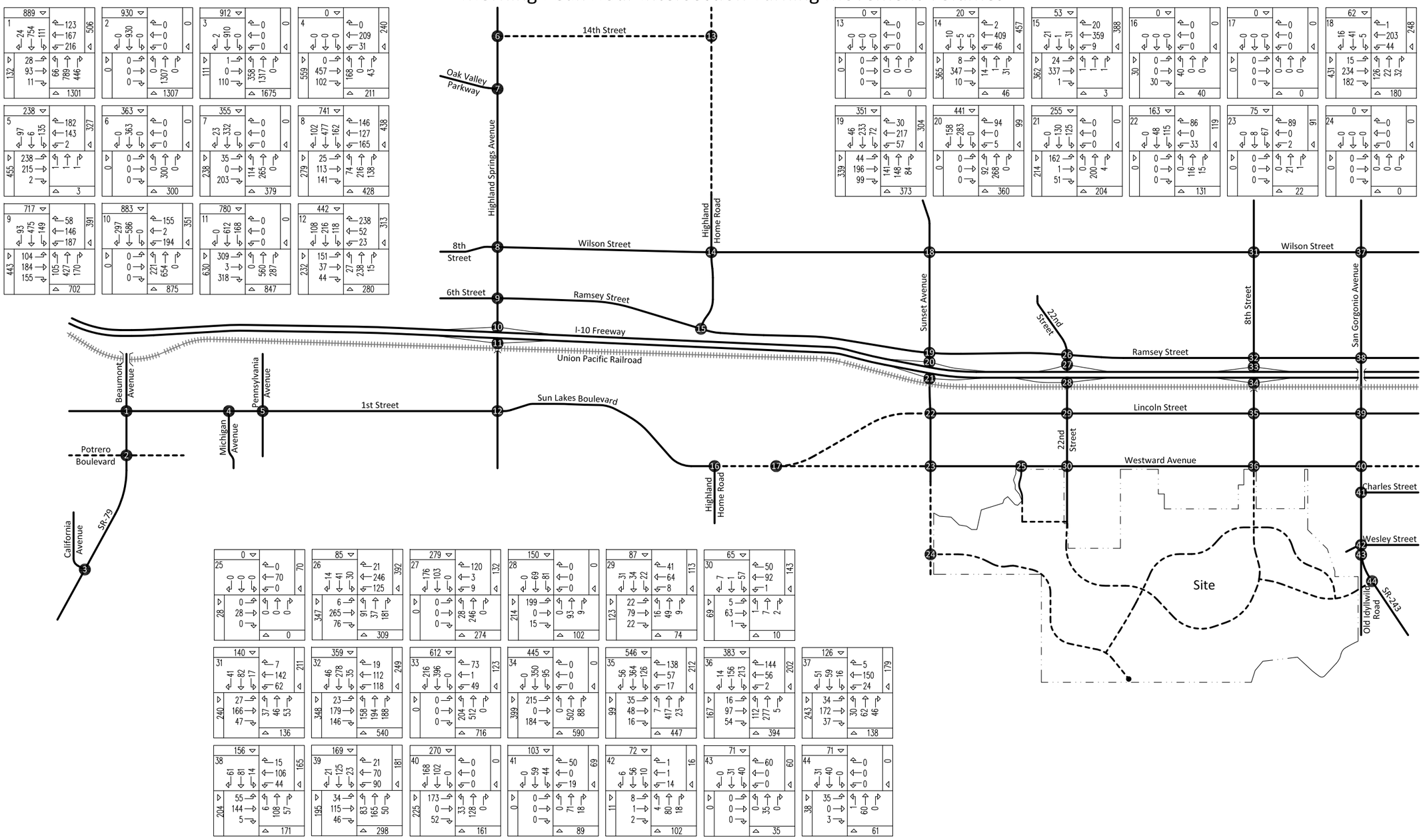
Figure 83
Interim Year (2019) Without Project
Evening Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

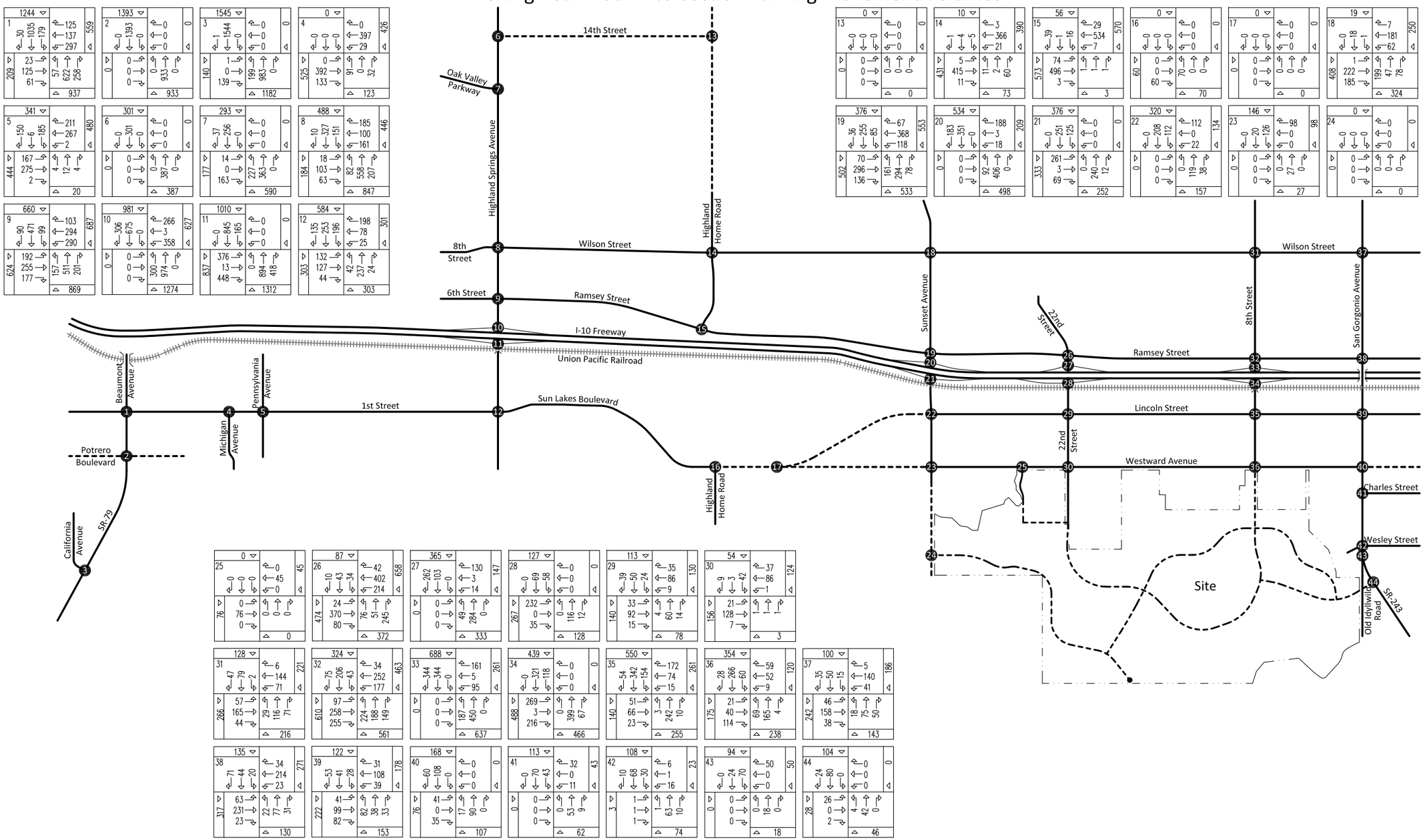
Figure 84
Interim Year (2019) With Project
Morning Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

Figure 85
Interim Year (2019) With Project
Evening Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

VIII. INTERIM YEAR (2022) TRAFFIC CONDITIONS

To assess Year 2022 traffic conditions, existing traffic is combined with ambient and other development growth from the Riverside Traffic Analysis Model and the project traffic. Figures 86 to 91 illustrate the Year 2022 traffic conditions.

A. Method of Projection

As described in Section V.I and based upon discussions with City of Banning staff, the average daily traffic volume forecasts have been determined using the growth increment approach on the Riverside Traffic Analysis Model Year 2007 and Year 2035 average daily traffic volume forecasts (see Appendix D). This difference defines the growth in traffic over the 28 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2014 and Year 2035. For this purpose, linear growth between the Year 2007 base condition and the forecast Year 2035 condition was assumed. Since the increment between Year 2014 and Year 2035 is 21 years of the 28 year time frame, a factor of 0.75 (i.e., 21/28) was used.

The Year 2022 traffic projections have been interpolated between Year 2035 traffic volumes and existing traffic volumes utilizing a portion of the growth increment (see Section V.I).

The Sunset Avenue Grade Separation Project is currently under construction in the project area. Since the project started construction after existing traffic counts were conducted, the existing traffic counts reflect traffic patterns once the project is completed. The project is anticipated to be completed prior to Opening Year (2017). The future analysis in this report reflects the completion of the Sunset Avenue Grade Separation Project. The intersection geometrics for this project can be found at http://rcprojects.org/sunsetave/.

B. Interim Year (2022) Without Project Average Daily Traffic Volumes

The average daily traffic volumes for Interim Year (2022) Without Project traffic conditions have been determined and are shown on Figure 86.

C. Interim Year (2022) With Project Average Daily Traffic Volumes

The average daily traffic volumes for Interim Year (2022) With Project traffic conditions have been determined and are shown on Figure 87.

D. Interim Year (2022) Without Project Average Intersection Delay and Level of Service

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix E). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The delay and Level of Service for Interim Year (2022) Without Project traffic conditions have been calculated and are shown in Table 17. Interim Year (2022) Without Project

morning and evening peak hour intersection turning movement volumes are shown on Figures 88 and 89, respectively.

As shown in Table 17, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2022) Without Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

8th Street (NS) at:
I-10 Freeway EB Ramps (EW) - #34

Interim Year (2022) Without Project delay worksheets are provided in Appendix E.

E. <u>Interim Year (2022) With Project Intersection Delay and Level of Service</u>

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix E). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The delay and Level of Service for Interim Year (2022) With Project traffic conditions have been calculated and are shown in Table 18. Interim Year (2022) With Project morning and evening peak hour intersection turning movement volumes are shown on Figures 90 and 91, respectively.

As shown in Table 18, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2022) With Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

Highland Home Road (NS) at:
Ramsey Street (EW) - #15

8th Street (NS) at:
I-10 Freeway WB Ramps (EW) - #33
I-10 Freeway EB Ramps (EW) - #34
Lincoln Street (EW) - #35
Westward Avenue (EW) - #36

As shown in Table 19, the proposed project does not create a significant impact at the study area intersections for Interim Year (2022) With Project traffic conditions, with improvements. Interim Year (2022) With Project delay worksheets are provided in Appendix E.

F. Interim Year (2022) With Project Traffic Signal Warrant Analysis

Traffic signals are projected to be warranted at the following additional study area intersections for Interim Year (2022) With Project traffic conditions (see Appendix F):

22nd Street (NS) at:
- I-10 Freeway WB Ramps (EW) - #27
- I-10 Freeway EB Ramps (EW) - #28

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual on Uniform Traffic Control Devices (2014 Edition).

It should be noted that although the intersection of Highland Home Road at Ramsey Street is not warranted for a traffic signal for Interim Year (2022) traffic conditions, it is warranted for a traffic signal for Interim Year (2029) With Project and is thus the recommended mitigation measure to bring the intersection from an unacceptable level of service to an acceptable level of service.

Table 17

Interim Year (2022) Without Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	17.4-B	21.4-C
California Avenue (EW) - #3	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	99.9-F[4]	99.9-F
Michigan Avenue (NS) at:															
1st Street (EW) - #4	AWS	0.5	0	0.5	0	0	0	0	1	d	1	1	0	16.9-C	13.9-B
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	AWS	1	1	d	1	0.5	0.5	1	1	d	1	1	1	13.9-B	15.1-C
Highland Springs Avenue (NS) at:															
14th Street (EW) - #6	**CSS**	0	0.5	0.5	0.5	0.5	0	0	0	0	**0.5**	0	**0.5**	12.1-B	12.7-B
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	14.3-B	10.9-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	22.6-C	29.7-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	22.9-C	26.0-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	14.4-B	19.9-B
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	17.0-B	22.1-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	20.2-C	20.2-C
Highland Home Road (NS) at:															
14th Street (EW) - #13	**CSS**	**0.5**	**0.5**	0	0	**0.5**	**0.5**	**0.5**	0	**0.5**	0	0	0	8.9-A	9.3-A
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	21.1-C	21.8-C
Ramsey Street (EW) - #15	CSS	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	15.9-C	30.7-D
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	7.2-A	8.0-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	AWS	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	18.0-C	18.5-C
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	15.5-B	17.4-B
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.8-B	13.0-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	16.1-B	16.0-B
Lincoln Street (EW) - #22	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	10.5-B	11.4-B
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	7.8-A	8.1-A
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.8-B	19.1-B
I-10 Freeway WB Ramps (EW) - #27	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.6-B	12.1-B
I-10 Freeway EB Ramps (EW) - #28	CSS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	15.1-C	13.4-B
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	8.7-A	8.9-A
Westward Avenue (EW) - #30	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	7.9-A	7.9-A
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	10.7-B	10.6-B
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	23.0-C	25.7-C
I-10 Freeway WB Ramps (EW) - #33	CSS	0.5	0.5	0	0	1	d	0	0	0	1	0	d	31.0-D	28.2-D
I-10 Freeway EB Ramps (EW) - #34	CSS	0	1	d	0.5	0.5	0	1	0	d	0	0	0	97.8-F	47.3-E
Lincoln Street (EW) - #35	AWS	0	1	0	0.5	0.5	d	0	1	0	0.5	0.5	d	14.6-B	12.1-B
Westward Avenue (EW) - #36	AWS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	1	d	11.2-B	8.2-A
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	13.1-B	10.4-B
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.2-B	16.1-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	12.8-B	9.9-A
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	22.5-C	10.9-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.0-A	8.7-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.3-A	9.7-A
San Gorgonio Avenue/SR-243 (NS) at:															
Old Idyllwild Road (EW) - #43	CSS	0.5	0.5	0	0	0.5	0.5	0.5	0	0.5	0	0	0	9.4-A	9.5-A

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn; **BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movemen (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Table 18

Interim Year (2022) With Project Intersection Delay and Level of Service - Phase 3

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	19.1-B	23.1-C
California Avenue (EW) - #3	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	99.9-F[4]	99.9-F
Michigan Avenue (NS) at:															
1st Street (EW) - #4	AWS	0.5	0	0.5	0	0	0	0	1	d	1	1	0	18.6-C	16.1-C
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	AWS	1	1	d	1	0.5	0.5	1	1	d	1	1	1	14.6-B	17.5-C
Highland Springs Avenue (NS) at:															
14th Street (EW) - #6	**CSS**	0	0.5	0.5	0.5	0.5	0	0	0	0	**0.5**	0	**0.5**	12.0-B	12.8-B
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	14.5-B	13.1-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	22.9-C	30.7-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	24.1-C	27.4-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	15.2-B	21.0-C
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	16.9-B	23.0-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	20.6-C	20.9-C
Highland Home Road (NS) at:															
14th Street (EW) - #13	**CSS**	**0.5**	**0.5**	0	0	**0.5**	**0.5**	**0.5**	0	**0.5**	0	0	0	8.9-A	9.4-A
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	22.6-C	26.5-D
Ramsey Street (EW) - #15	CSS	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	18.2-C	42.8-E
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	7.2-A	8.0-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	AWS	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	21.3-C	24.8-C
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	15.7-B	17.5-B
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.6-B	12.7-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	16.0-B	15.7-B
Lincoln Street (EW) - #22	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	12.1-B	13.1-B
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	8.7-A	10.3-B
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.9-B	19.4-B
I-10 Freeway WB Ramps (EW) - #27	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	15.4-C	15.4-C
I-10 Freeway EB Ramps (EW) - #28	CSS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	19.3-C	18.1-C
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	10.1-B	10.5-B
Westward Avenue (EW) - #30	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	13.4-B	12.6-B
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	11.0-B	10.8-B
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	25.2-C	28.7-C
I-10 Freeway WB Ramps (EW) - #33	CSS	0.5	0.5	0	0	1	d	0	0	0	1	0	d	91.6-F	89.4-F
I-10 Freeway EB Ramps (EW) - #34	CSS	0	1	d	0.5	0.5	0	1	0	d	0	0	0	99.9-F	99.9-F
Lincoln Street (EW) - #35	AWS	0	1	0	0.5	0.5	d	0	1	0	0.5	0.5	d	33.7-D	99.9-F
Westward Avenue (EW) - #36	AWS	0	**1**	0	0	1	0	0	1	0	0.5	0.5	d	99.9-F	13.3-B
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	14.3-B	10.8-B
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.3-B	16.1-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	13.5-B	10.2-B
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	23.2-C	11.1-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.5-A	9.3-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.6-A	10.4-B
SR-243 (NS) at:															
C Street (EW) - #44	**CSS**	0.5	0.5	0	0	0.5	0.5	**0.5**	0	**0.5**	0	0	0	9.5-A	9.8-A

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn; **BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movemen (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Table 19

Interim Year (2022) With Project Intersection Delay and Level of Service - With Improvements - Phase 3

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	19.1-B	23.1-C
California Avenue (EW) - #3	**TS**	1	2	0	0	1.5	0.5	1	0	1	0	0	0	13.3-B	17.1-B
Michigan Avenue (NS) at:															
1st Street (EW) - #4	**TS**	0.5	0	0.5	0	0	0	0	1	d	1	1	0	9.9-A	7.1-A
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	**TS**	1	1	d	1	0.5	0.5	1	1	d	1	1	1	8.7-A	10.6-B
Highland Springs Avenue (NS) at:															
14th Street (EW) - #6	**CSS**	0	0.5	0.5	0.5	0.5	0	0	0	0	**0.5**	0	**0.5**	12.0-B	12.8-B
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	14.5-B	13.1-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	22.9-C	30.7-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	24.1-C	27.4-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	15.2-B	21.0-C
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	16.9-B	23.0-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	20.6-C	20.9-C
Highland Home Road (NS) at:															
14th Street (EW) - #13	**CSS**	**0.5**	**0.5**	0	0	**0.5**	**0.5**	**0.5**	0	**0.5**	0	0	0	8.9-A	9.4-A
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	22.6-C	26.5-D
Ramsey Street (EW) - #15	**TS**	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	7.8-A	7.0-A
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	7.2-A	8.0-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	**TS**	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	11.2-B	9.7-A
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	15.7-B	17.5-B
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.6-B	12.7-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	16.0-B	15.7-B
Lincoln Street (EW) - #22	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	12.1-B	13.1-B
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	8.7-A	10.3-B
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.9-B	19.4-B
I-10 Freeway WB Ramps (EW) - #27	**TS**	1	2	0	0	1.5	0.5	0	0	0	1	0	d	12.7-B	11.9-B
I-10 Freeway EB Ramps (EW) - #28	**TS**	0	1.5	0.5	1	2	0	1	0	d	0	0	0	16.5-B	15.2-B
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	10.1-B	10.5-B
Westward Avenue (EW) - #30	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	13.4-B	12.6-B
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	11.0-B	10.8-B
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	25.2-C	28.7-C
I-10 Freeway WB Ramps (EW) - #33	**TS**	**1**	1	0	0	1	d	0	0	0	1	0	d	11.9-B	14.2-B
I-10 Freeway EB Ramps (EW) - #34	**TS**	0	1	d	**1**	1	0	1	0	d	0	0	0	17.7-B	16.8-B
Lincoln Street (EW) - #35	**TS**	0	1	0	**1**	0.5	0.5	0	1	0	**1**	0.5	0.5	9.9-A	11.8-B
Westward Avenue (EW) - #36	**TS**	0	**1**	0	0	1	0	0	1	0	**1**	0.5	0.5	15.2-B	10.8-B
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	14.3-B	10.8-B
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.3-B	16.1-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	13.5-B	10.2-B
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	23.2-C	11.1-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.5-A	9.3-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.6-A	10.4-B
SR-243 (NS) at:															
C Street (EW) - #44	**CSS**	0.5	0.5	0	0	0.5	0.5	**0.5**	0	**0.5**	0	0	0	9.5-A	9.8-A

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn; **BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movemen (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Figure 86
Interim Year (2022) Without Project Average Daily Traffic Volumes

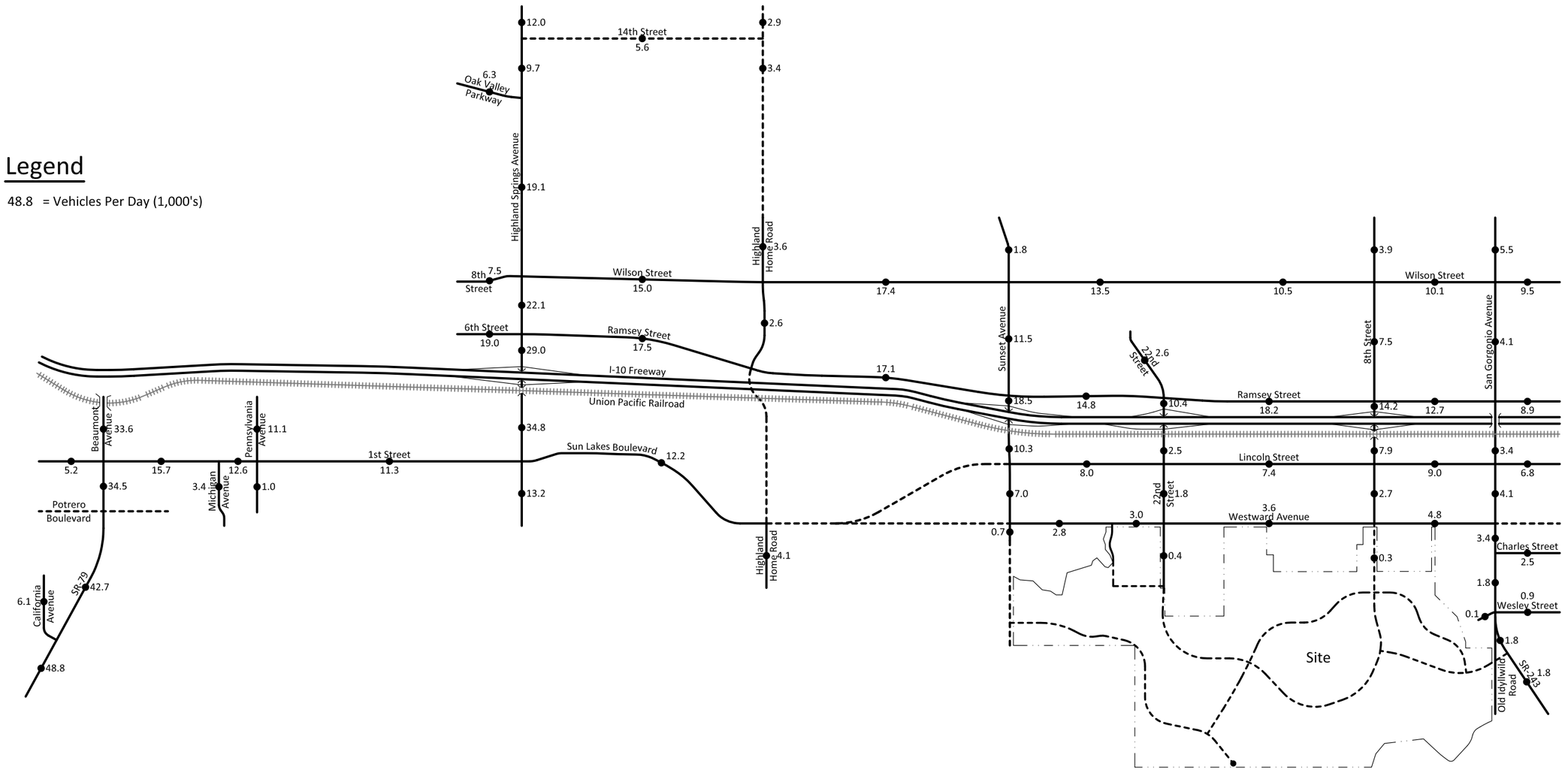


Figure 87
Interim Year (2022) With Project Average Daily Traffic Volumes

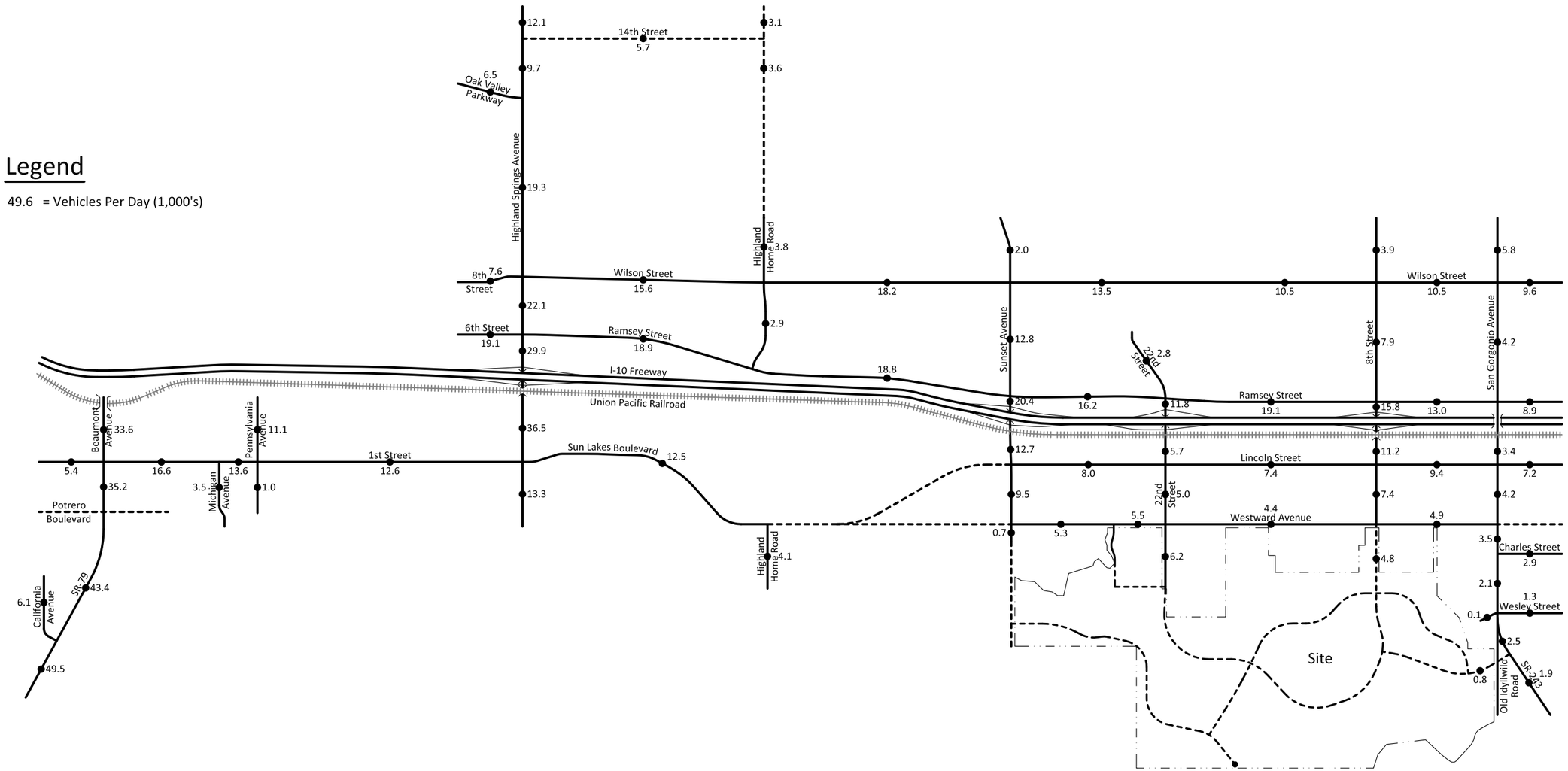


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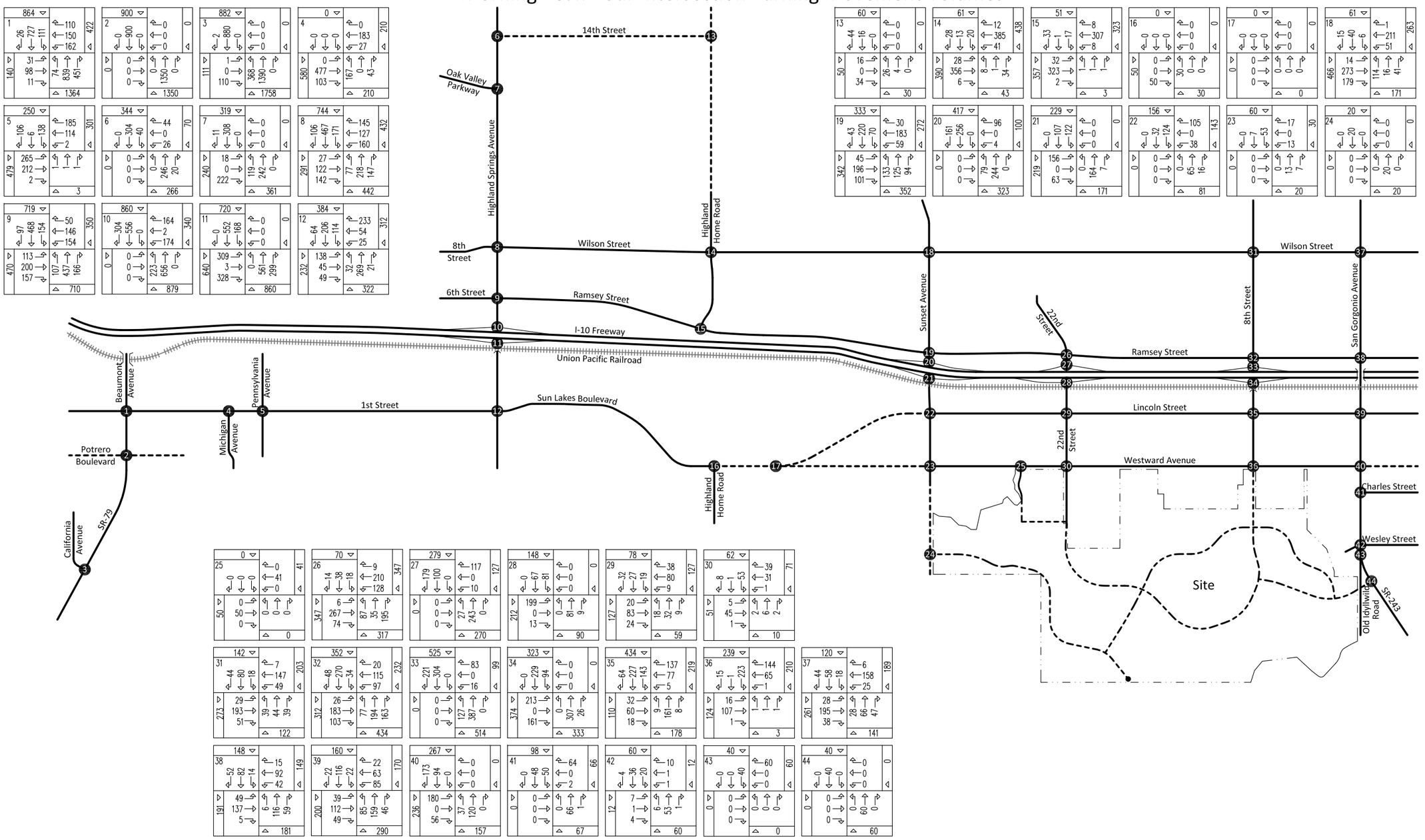
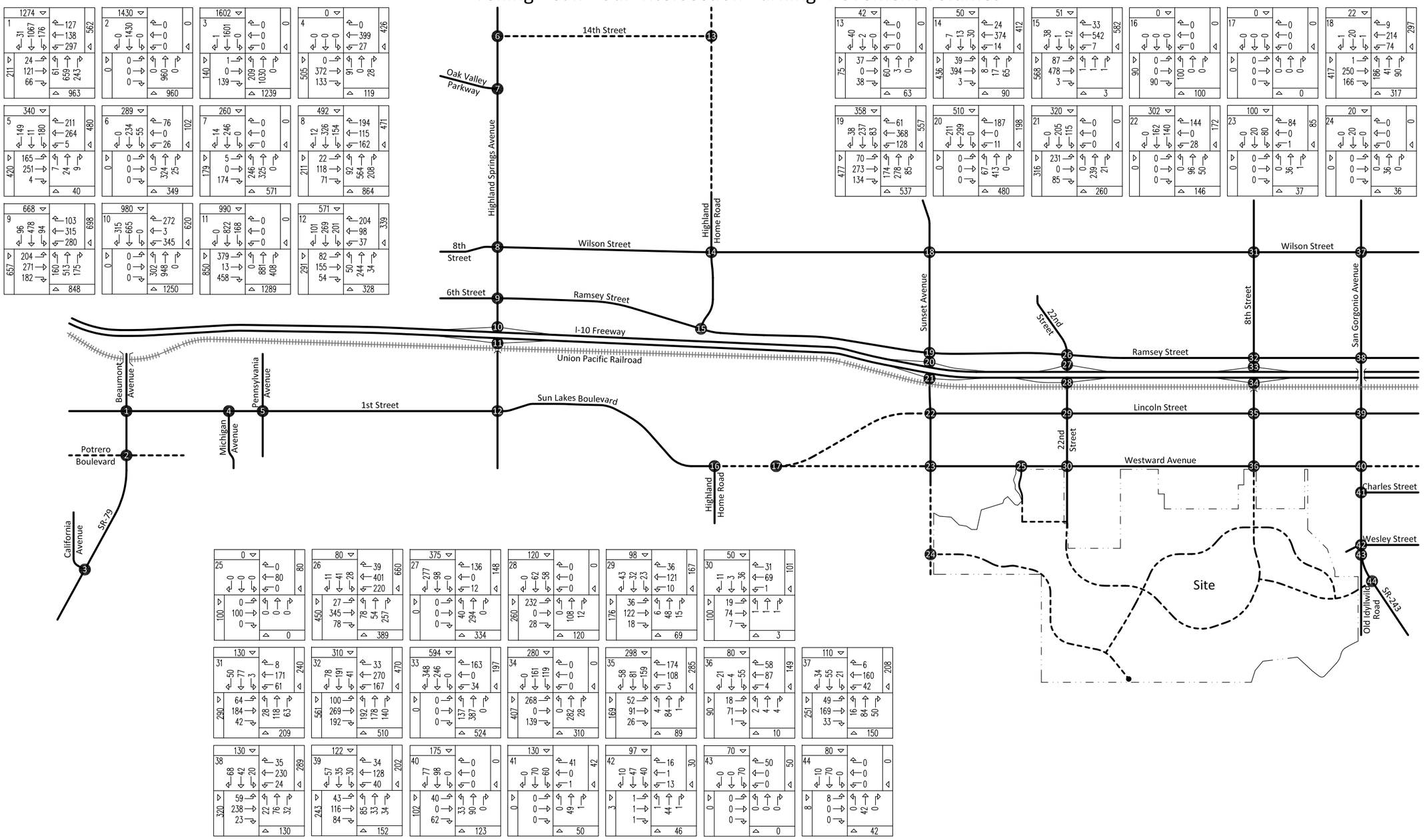
Figure 88
Interim Year (2022) Without Project
Morning Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

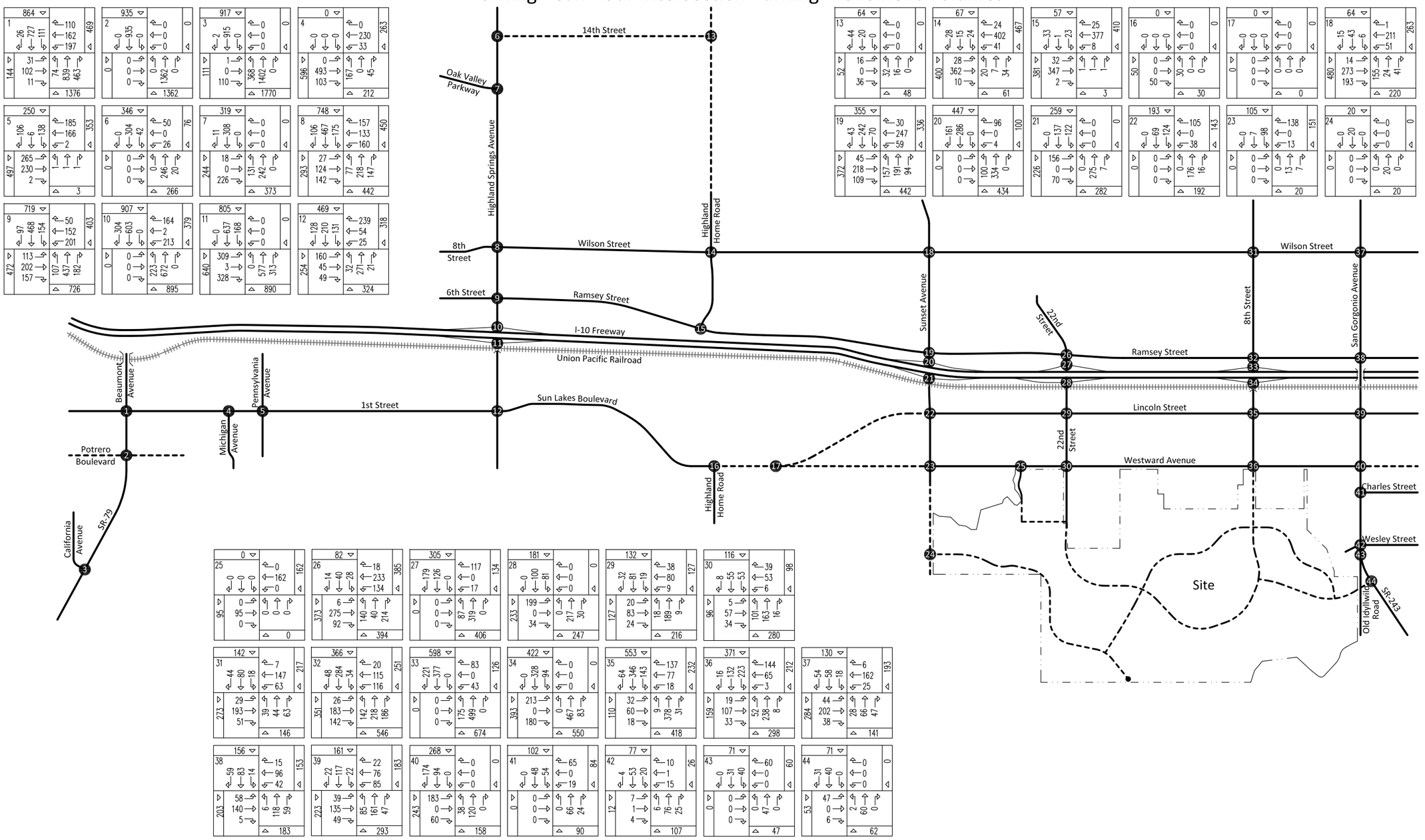
Figure 89
Interim Year (2022) Without Project
Evening Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

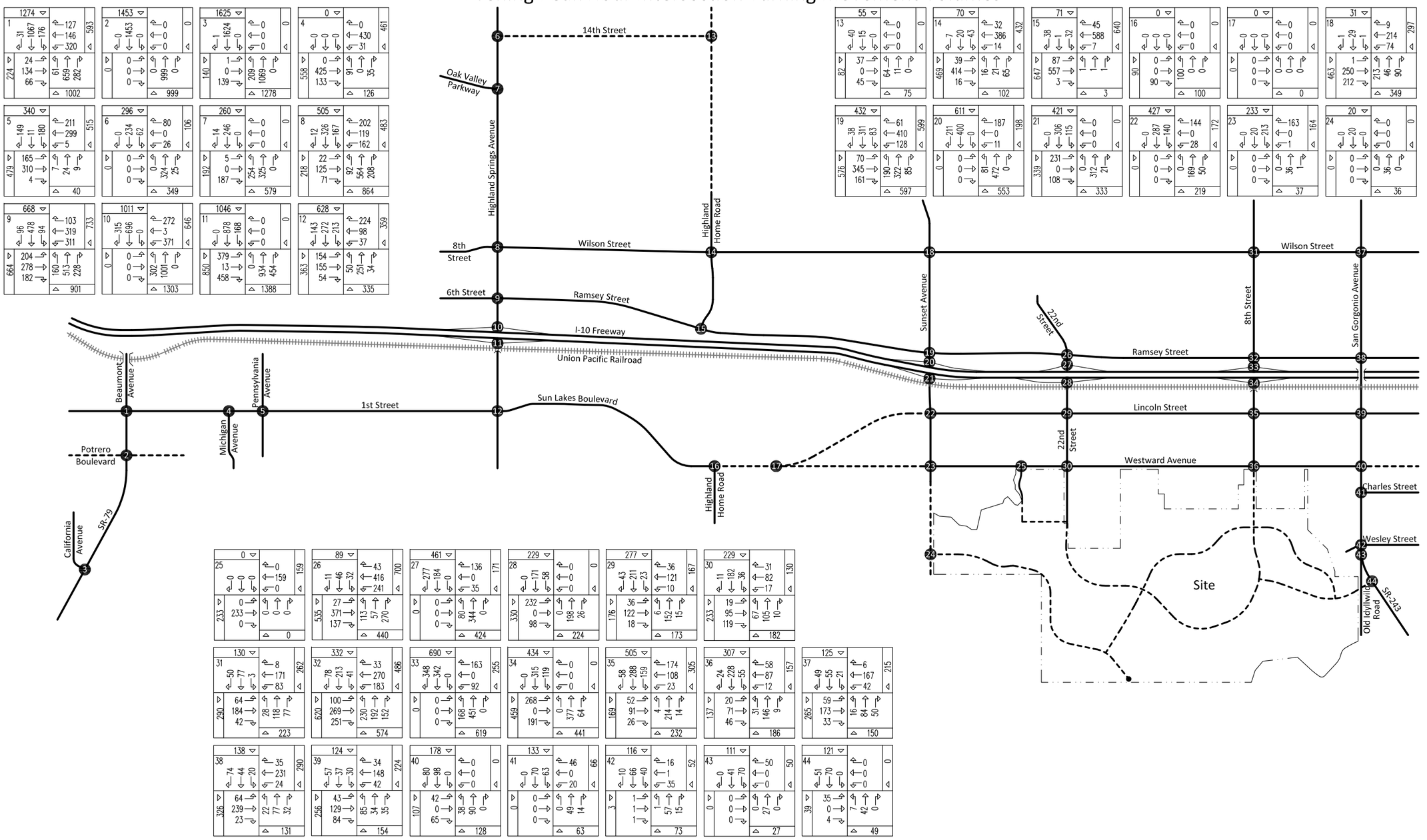
Figure 90
Interim Year (2022) With Project
Morning Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

Figure 91
Interim Year (2022) With Project
Evening Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

IX. INTERIM YEAR (2025) TRAFFIC CONDITIONS

To assess Year 2025 traffic conditions, existing traffic is combined with ambient and other development growth from the Riverside Traffic Analysis Model and the project traffic. Figures 92 to 97 illustrate the Year 2025 traffic conditions.

A. Method of Projection

As described in Section V.I and based upon discussions with City of Banning staff, the average daily traffic volume forecasts have been determined using the growth increment approach on the Riverside Traffic Analysis Model Year 2007 and Year 2035 average daily traffic volume forecasts (see Appendix D). This difference defines the growth in traffic over the 28 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2014 and Year 2035. For this purpose, linear growth between the Year 2007 base condition and the forecast Year 2035 condition was assumed. Since the increment between Year 2014 and Year 2035 is 21 years of the 28 year time frame, a factor of 0.75 (i.e., 21/28) was used.

The Year 2025 traffic projections have been interpolated between Year 2035 traffic volumes and existing traffic volumes utilizing a portion of the growth increment (see Section V.I).

The Sunset Avenue Grade Separation Project is currently under construction in the project area. Since the project started construction after existing traffic counts were conducted, the existing traffic counts reflect traffic patterns once the project is completed. The project is anticipated to be completed prior to Opening Year (2017). The future analysis in this report reflects the completion of the Sunset Avenue Grade Separation Project. The intersection geometrics for this project can be found at http://rcprojects.org/sunsetave/.

B. Interim Year (2025) Without Project Average Daily Traffic Volumes

The average daily traffic volumes for Interim Year (2025) Without Project traffic conditions have been determined and are shown on Figure 92.

C. Interim Year (2025) With Project Average Daily Traffic Volumes

The average daily traffic volumes for Interim Year (2025) With Project traffic conditions have been determined and are shown on Figure 93.

D. Interim Year (2025) Without Project Average Intersection Delay and Level of Service

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix E). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The delay and Level of Service for Interim Year (2025) Without Project traffic conditions have been calculated and are shown in Table 20. Interim Year (2025) Without Project

morning and evening peak hour intersection turning movement volumes are shown on Figures 94 and 95, respectively.

As shown in Table 20, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2025) Without Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

Highland Home Road (NS) at:
Ramsey Street (EW) - #15

8th Street (NS) at:
I-10 Freeway EB Ramps (EW) - #34

Interim Year (2025) Without Project delay worksheets are provided in Appendix E.

E. Interim Year (2025) With Project Intersection Delay and Level of Service

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix E). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The delay and Level of Service for Interim Year (2025) With Project traffic conditions have been calculated and are shown in Table 21. Interim Year (2025) With Project morning and evening peak hour intersection turning movement volumes are shown on Figures 97 and 98, respectively.

As shown in Table 21, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2025) With Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

Highland Home Road (NS) at:
Ramsey Street (EW) - #15

Sunset Avenue (NS) at:
Wilson Street (EW) - #18

22nd Street (NS) at:
Westward Avenue (EW) - #30

8th Street (NS) at:
I-10 Freeway WB Ramps (EW) - # 33
I-10 Freeway EB Ramps (EW) - #34

Lincoln Street (EW) - #35
Westward Avenue (EW) - #36

As shown in Table 22, the proposed project does not create a significant impact at the study area intersections for Interim Year (2025) With Project traffic conditions, with improvements. Interim Year (2025) With Project delay worksheets are provided in Appendix E.

F. Interim Year (2025) With Project Traffic Signal Warrant Analysis

Traffic signals are projected to be warranted at the following additional study area intersections for Interim Year (2025) With Project traffic conditions (see Appendix F):

Highland Home Road (NS) at:
Wilson Street (EW) - #14

Sunset Avenue (NS) at:
Lincoln Street (EW) - #22

22nd Street (NS) at:
Westward Avenue (EW) - #30

8th Street (NS) at:
Wilson Street (EW) - #31

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual on Uniform Traffic Control Devices (2014 Edition).

Table 20

Interim Year (2025) Without Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	18.4-B	22.7-C
California Avenue (EW) - #3	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	99.9-F[4]	99.9-F
Michigan Avenue (NS) at:															
1st Street (EW) - #4	AWS	0.5	0	0.5	0	0	0	0	1	d	1	1	0	18.5-C	14.8-B
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	AWS	1	1	d	1	0.5	0.5	1	1	d	1	1	1	14.5-B	15.8-C
Highland Springs Avenue (NS) at:															
14th Street (EW) - #6	**CSS**	0	0.5	0.5	0.5	0.5	0	0	0	0	**0.5**	0	**0.5**	12.7-B	13.6-B
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	14.5-B	13.0-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	23.2-C	31.1-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	23.1-C	26.4-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	14.7-B	20.3-C
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	17.3-B	22.9-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	20.3-C	20.4-C
Highland Home Road (NS) at:															
14th Street (EW) - #13	**CSS**	**0.5**	**0.5**	0	0	**0.5**	**0.5**	**0.5**	0	**0.5**	0	0	0	9.1-A	9.7-A
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	23.8-C	25.4-D
Ramsey Street (EW) - #15	CSS	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	16.7-C	35.3-E
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	7.4-A	8.5-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	AWS	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	20.3-C	24.3-C
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	15.7-B	17.6-B
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.7-B	13.2-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	16.2-B	15.8-B
Lincoln Street (EW) - #22	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	11.1-B	13.0-B
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	8.0-A	8.2-A
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.8-B	19.1-B
I-10 Freeway WB Ramps (EW) - #27	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	12.5-B	13.5-B
I-10 Freeway EB Ramps (EW) - #28	CSS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	15.5-C	13.6-B
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	9.1-A	9.7-A
Westward Avenue (EW) - #30	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	8.0-A	8.1-A
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	11.4-B	11.1-B
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	23.2-C	25.9-C
I-10 Freeway WB Ramps (EW) - #33	CSS	0.5	0.5	0	0	1	d	0	0	0	1	0	d	33.7-D	33.2-D
I-10 Freeway EB Ramps (EW) - #34	CSS	0	1	d	0.5	0.5	0	1	0	d	0	0	0	99.9-F	58.5-F
Lincoln Street (EW) - #35	AWS	0	1	0	0.5	0.5	d	0	1	0	0.5	0.5	d	15.2-C	12.9-B
Westward Avenue (EW) - #36	AWS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	1	d	11.5-B	8.5-A
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	16.4-C	11.4-B
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.4-B	16.1-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	13.4-B	10.4-B
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	24.4-C	11.1-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.1-A	8.7-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.3-A	9.7-A
San Gorgonio Avenue/SR-243 (NS) at:															
Old Idyllwild Road (EW) - #43	CSS	0.5	0.5	0	0	0.5	0.5	0.5	0	0.5	0	0	0	9.4-A	9.5-A

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn;**BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Table 21

Interim Year (2025) With Project Intersection Delay and Level of Service
- Phase 4

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	21.2-C	26.2-C
California Avenue (EW) - #3	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	99.9-F[4]	99.9-F
Michigan Avenue (NS) at:															
1st Street (EW) - #4	AWS	0.5	0	0.5	0	0	0	0	1	d	1	1	0	22.0-C	19.5-C
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	AWS	1	1	d	1	0.5	0.5	1	1	d	1	1	1	15.8-C	21.3-C
Highland Springs Avenue (NS) at:															
14th Street (EW) - #6	**CSS**	0	0.5	0.5	0.5	0.5	0	0	0	0	**0.5**	0	**0.5**	12.7-B	13.9-B
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	14.8-B	13.4-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	23.4-C	32.8-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	24.9-C	28.4-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	15.9-B	22.1-C
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	17.1-B	24.8-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	20.8-C	21.5-C
Highland Home Road (NS) at:															
14th Street (EW) - #13	**CSS**	**0.5**	**0.5**	0	0	**0.5**	**0.5**	**0.5**	0	**0.5**	0	0	0	9.2-A	9.9-A
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	26.9-D	29.0-D
Ramsey Street (EW) - #15	CSS	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	20.9-C	70.1-F
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	7.4-A	8.5-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	AWS	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	27.4-D	99.9-F
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	15.9-B	18.7-B
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.6-B	13.1-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	15.7-B	15.6-B
Lincoln Street (EW) - #22	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	15.2-C	21.0-C
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	10.8-B	16.3-C
A Street (NS) at:															
Westward Avenue (EW) - #25	**TS**	**0.5**	0	**0.5**	0	0	0	0	0.5	0.5	0.5	0.5	0	10.0-B	11.1-B
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	18.0-B	19.8-B
I-10 Freeway WB Ramps (EW) - #27	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	19.2-C	21.1-C
I-10 Freeway EB Ramps (EW) - #28	CSS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	23.5-C	23.8-C
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	12.0-B	13.5-B
Westward Avenue (EW) - #30	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	99.9-F	46.7-E
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	11.8-B	11.5-B
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	25.8-C	29.9-C
I-10 Freeway WB Ramps (EW) - #33	CSS	0.5	0.5	0	0	1	d	0	0	0	1	0	d	99.9-F	99.9-F
I-10 Freeway EB Ramps (EW) - #34	CSS	0	1	d	0.5	0.5	0	1	0	d	0	0	0	99.9-F	99.9-F
Lincoln Street (EW) - #35	AWS	0	1	0	0.5	0.5	d	0	1	0	0.5	0.5	d	99.9-F	99.9-F
Westward Avenue (EW) - #36	AWS	0	**1**	0	0	1	0	0	1	0	0.5	0.5	d	99.9-F	18.0-C
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	19.9-C	12.0-B
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.5-B	16.2-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	14.6-B	11.0-B
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	25.9-D	11.3-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.7-A	9.5-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.7-A	10.6-B
SR-243 (NS) at:															
C Street (EW) - #44	**CSS**	0.5	0.5	0	0	0.5	0.5	**0.5**	0	**0.5**	0	0	0	9.6-A	10.1-B

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn;**BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Table 22

Interim Year (2025) With Project Intersection Delay and Level of Service - With Improvements - Phase 4

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	21.2-C	26.2-C
California Avenue (EW) - #3	**TS**	1	2	0	0	1.5	0.5	1	0	1	0	0	0	14.6-B	19.1-B
Michigan Avenue (NS) at:															
1st Street (EW) - #4	**TS**	0.5	0	0.5	0	0	0	0	1	d	1	1	0	9.8-A	7.0-A
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	**TS**	1	1	d	1	0.5	0.5	1	1	d	1	1	1	8.8-A	10.3-B
Highland Springs Avenue (NS) at:															
14th Street (EW) - #6	**CSS**	0	0.5	0.5	0.5	0.5	0	0	0	0	**0.5**	0	**0.5**	12.7-B	13.9-B
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	14.8-B	13.4-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	23.4-C	32.8-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	24.9-C	28.4-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	15.9-B	22.1-C
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	17.1-B	24.8-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	20.8-C	21.5-C
Highland Home Road (NS) at:															
14th Street (EW) - #13	**CSS**	**0.5**	**0.5**	0	0	**0.5**	**0.5**	**0.5**	0	**0.5**	0	0	0	9.2-A	9.9-A
Wilson Street (EW) - #14	**TS**	1	1	1	0	1	0	1	2	d	1	2	d	6.8-A	8.2-A
Ramsey Street (EW) - #15	**TS**	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	7.8-A	7.1-A
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	7.4-A	8.5-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	**TS**	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	11.9-B	10.3-B
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	15.9-B	18.7-B
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.6-B	13.1-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	15.7-B	15.6-B
Lincoln Street (EW) - #22	**TS**	0	0.5	0.5	**1**	0.5	0.5	0	0	0	0.5	0	0.5	9.8-A	8.0-A
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	10.8-B	16.3-C
A Street (NS) at:															
Westward Avenue (EW) - #25	**CSS**	**0.5**	0	**0.5**	0	0	0	0	0.5	0.5	0.5	0.5	0	10.0-B	11.1-B
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	18.0-B	19.8-B
I-10 Freeway WB Ramps (EW) - #27	**TS**	1	2	0	0	1.5	0.5	0	0	0	1	0	d	13.4-B	13.0-B
I-10 Freeway EB Ramps (EW) - #28	**TS**	0	1.5	0.5	1	2	0	1	0	d	0	0	0	16.4-B	15.2-B
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	12.0-B	13.5-B
Westward Avenue (EW) - #30	**TS**	0	1	0	**1**	0.5	0.5	0	1	0	0	1	0	15.2-B	17.6-B
8th Street (NS) at:															
Wilson Street (EW) - #31	**TS**	0	1	0	0	1	0	1	1	1	1	1	d	10.6-B	11.4-B
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	25.8-C	29.9-C
I-10 Freeway WB Ramps (EW) - #33	**TS**	**1**	1	0	0	1	d	0	0	0	1	0	d	12.3-B	14.9-B
I-10 Freeway EB Ramps (EW) - #34	**TS**	0	1	d	**1**	1	0	1	0	d	0	0	0	18.7-B	16.5-B
Lincoln Street (EW) - #35	**TS**	0	1	0	**1**	0.5	0.5	0	1	0	**1**	0.5	0.5	10.0-A	12.1-B
Westward Avenue (EW) - #36	**TS**	0	**1**	0	0	1	0	0	1	0	**1**	0.5	0.5	19.2-B	11.4-B
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	19.9-C	12.0-B
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.5-B	16.2-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	14.6-B	11.0-B
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	25.9-D	11.3-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.7-A	9.5-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.7-A	10.6-B
SR-243 (NS) at:															
C Street (EW) - #44	**CSS**	0.5	0.5	0	0	0.5	0.5	**0.5**	0	**0.5**	0	0	0	9.6-A	10.1-B

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

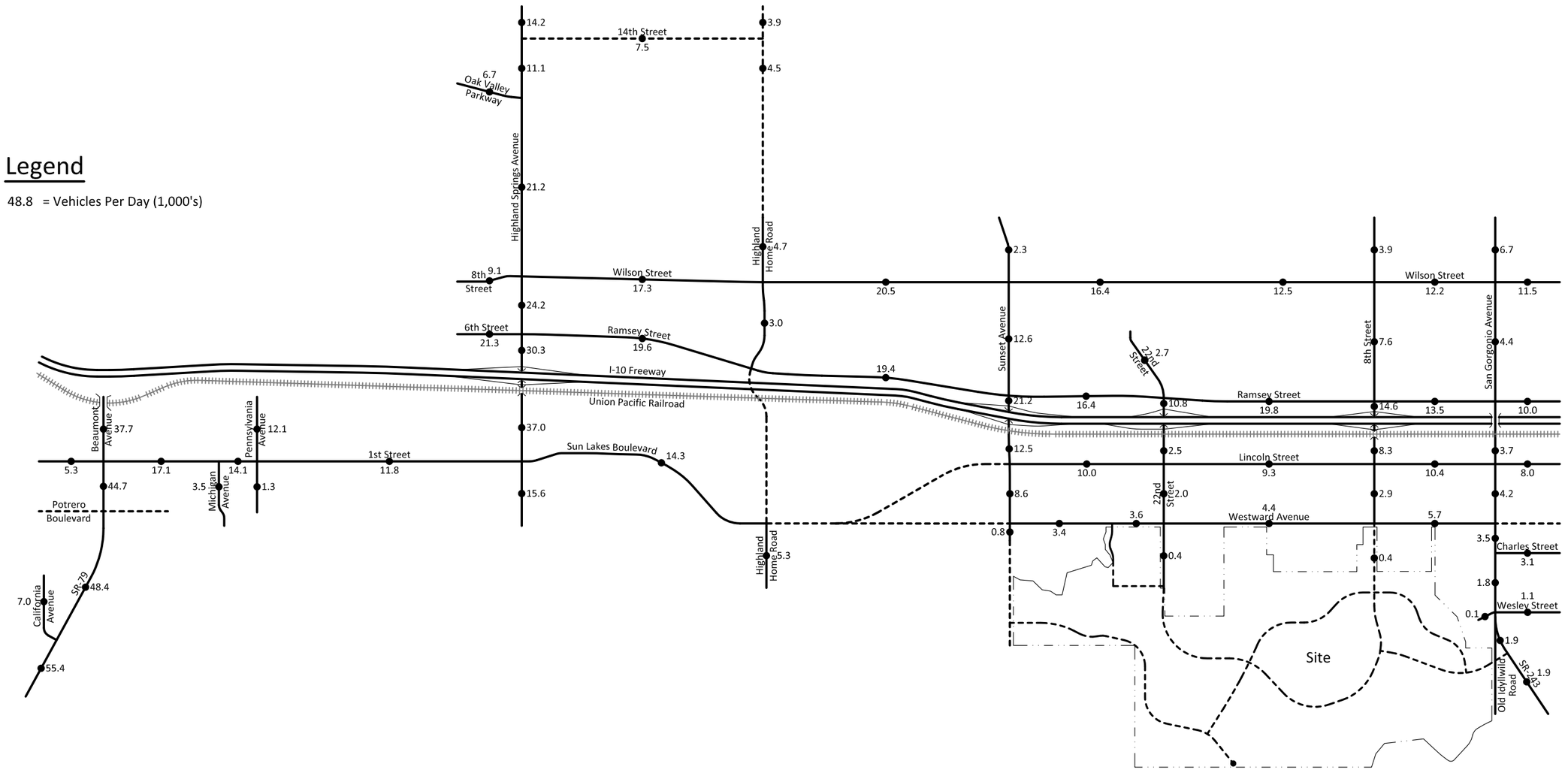
L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn; **BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Figure 92
Interim Year (2025) Without Project Average Daily Traffic Volumes



KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

JN 5217f

Figure 93
Interim Year (2025) With Project Average Daily Traffic Volumes

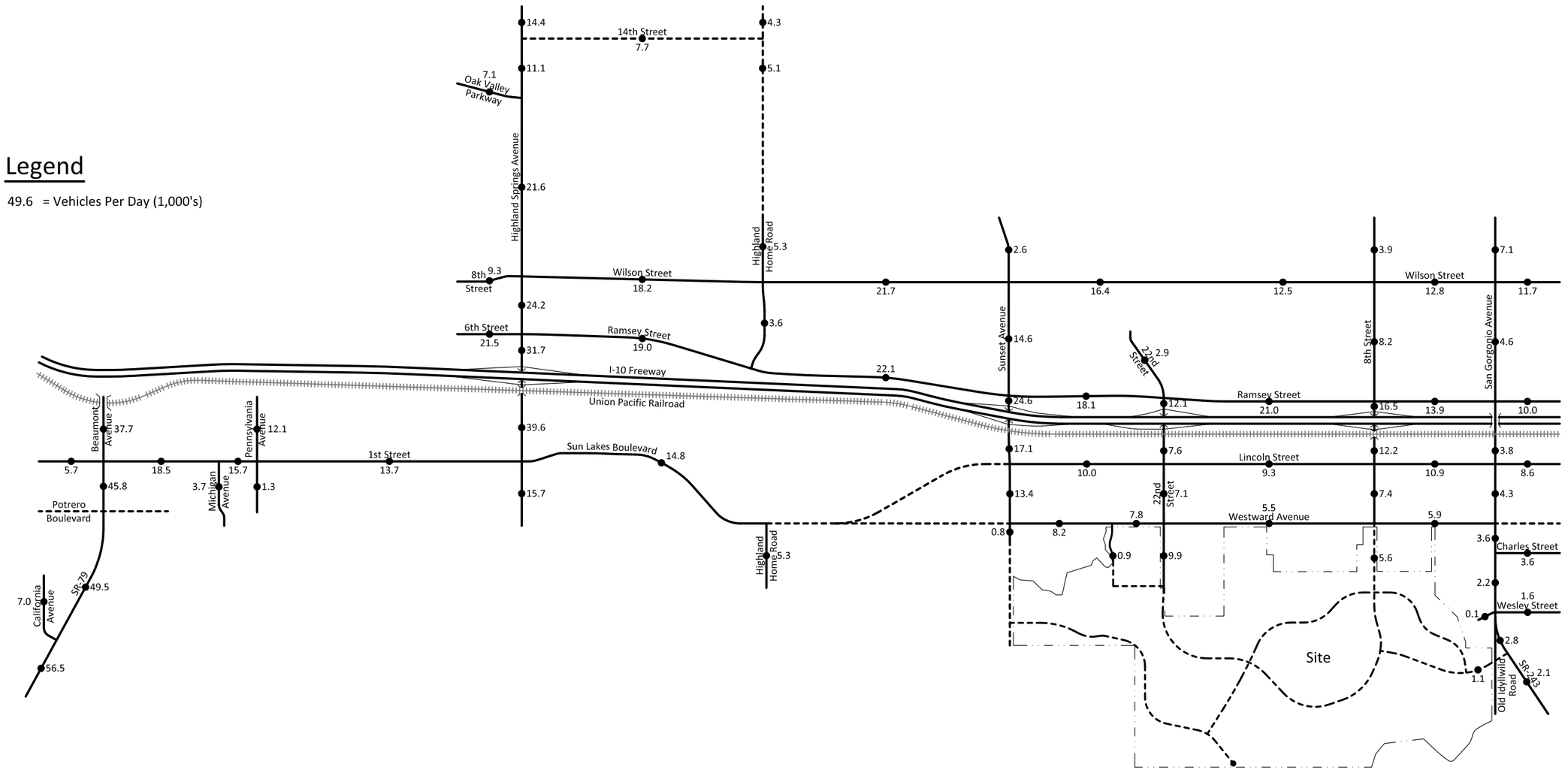


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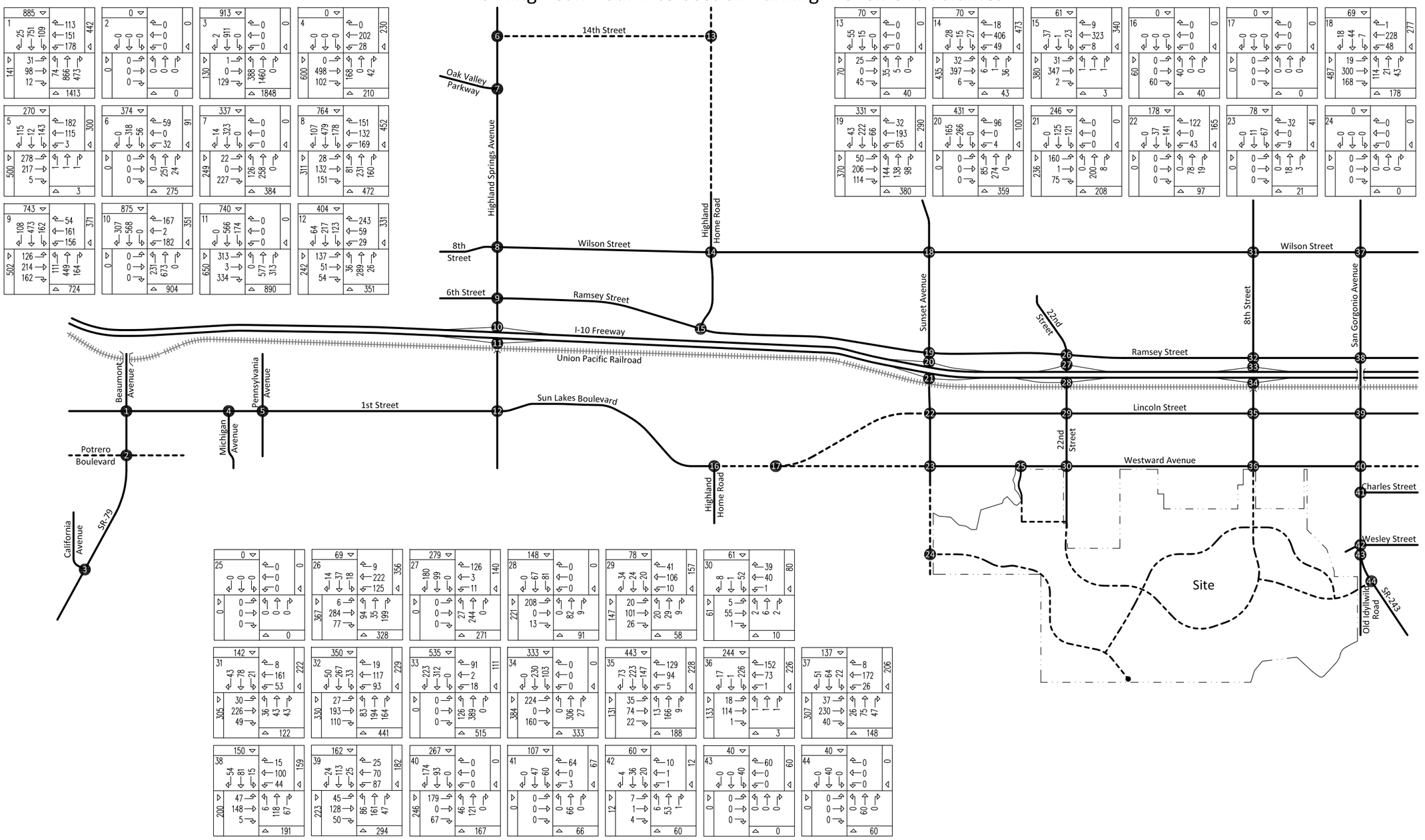
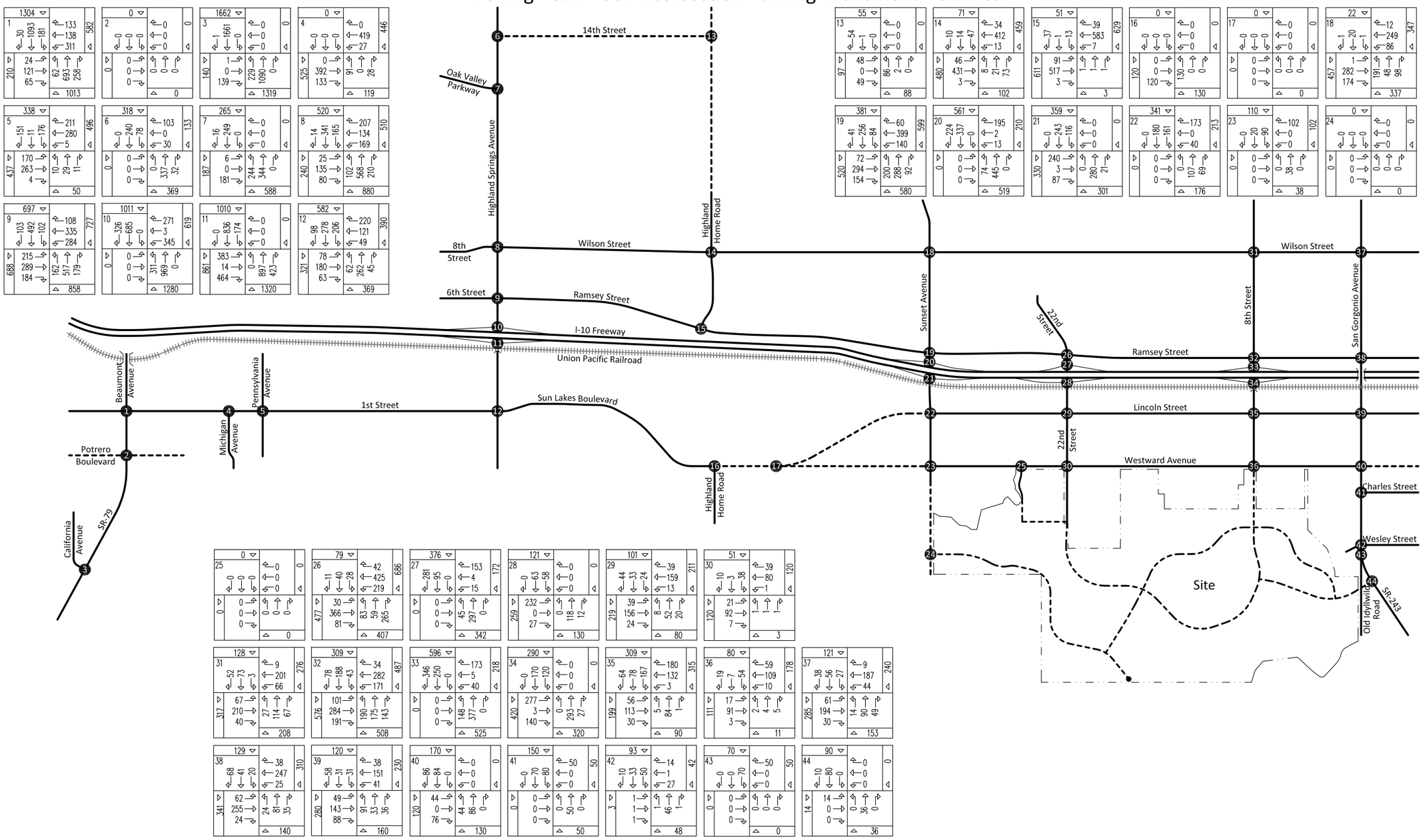
Figure 94
Interim Year (2025) Without Project
Morning Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

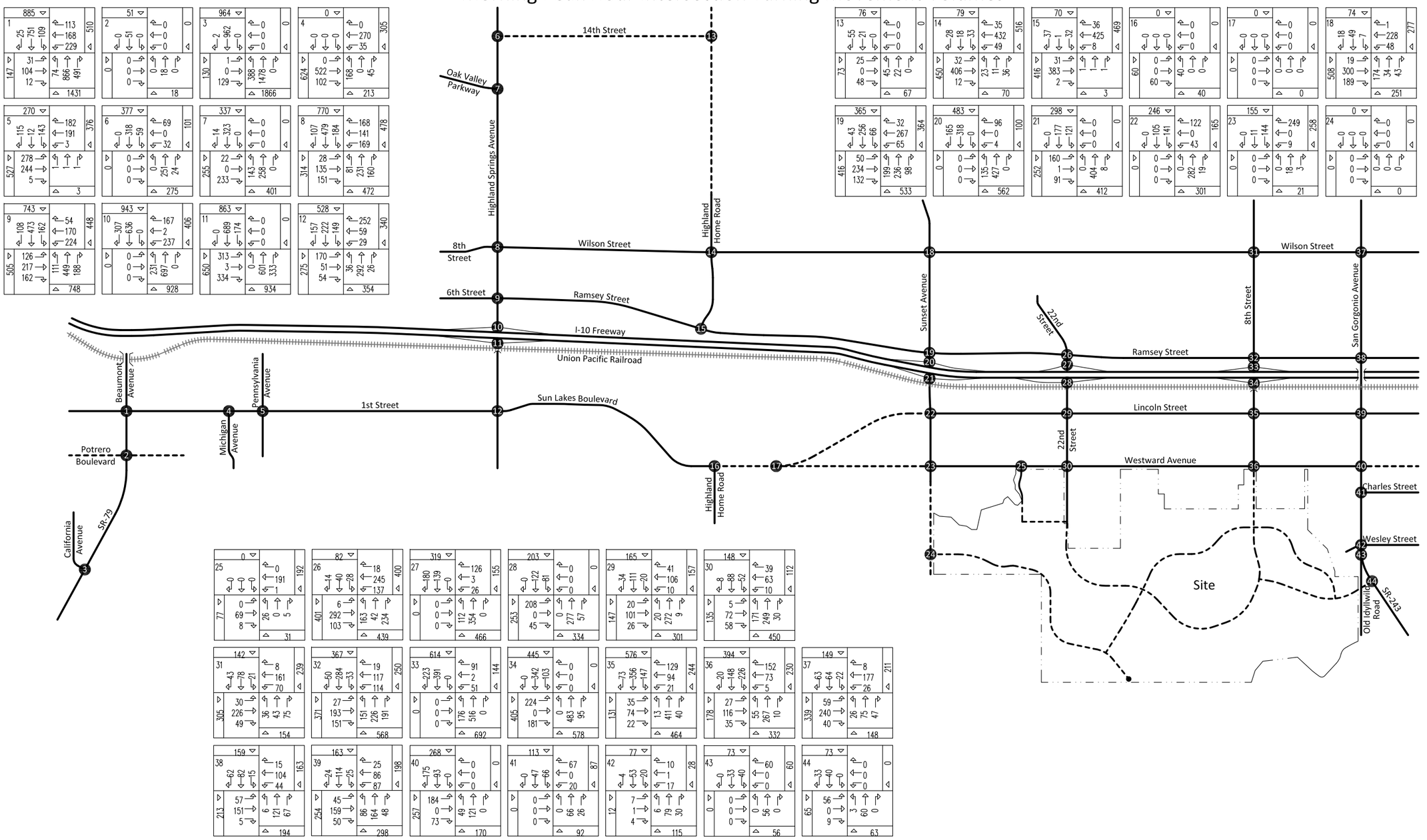
Figure 95
Interim Year (2025) Without Project
Evening Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

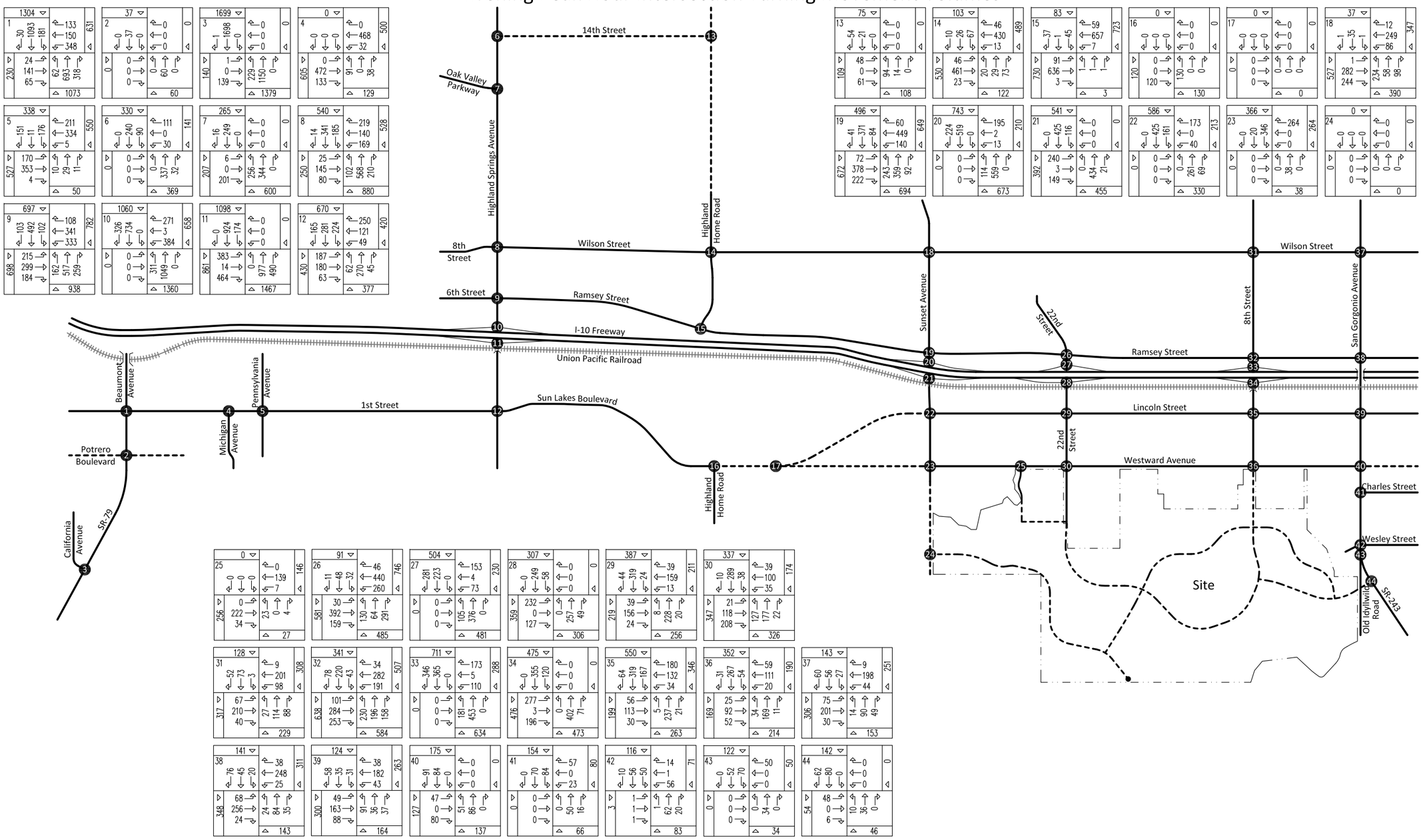
Figure 96
Interim Year (2025) With Project
Morning Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

Figure 97
Interim Year (2025) With Project
Evening Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

X. INTERIM YEAR (2029) TRAFFIC CONDITIONS

To assess Year 2029 traffic conditions, existing traffic is combined with ambient and other development growth from the Riverside Traffic Analysis Model and the project traffic. Figures 98 to 103 illustrate the Year 2029 traffic conditions.

A. Method of Projection

As described in Section V.I and based upon discussions with City of Banning staff, the average daily traffic volume forecasts have been determined using the growth increment approach on the Riverside Traffic Analysis Model Year 2007 and Year 2035 average daily traffic volume forecasts (see Appendix D). This difference defines the growth in traffic over the 28 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2014 and Year 2035. For this purpose, linear growth between the Year 2007 base condition and the forecast Year 2035 condition was assumed. Since the increment between Year 2014 and Year 2035 is 21 years of the 28 year time frame, a factor of 0.75 (i.e., 21/28) was used.

The Year 2029 traffic projections have been interpolated between Year 2035 traffic volumes and existing traffic volumes utilizing a portion of the growth increment (see Section V.I).

The Sunset Avenue Grade Separation Project is currently under construction in the project area. Since the project started construction after existing traffic counts were conducted, the existing traffic counts reflect traffic patterns once the project is completed. The project is anticipated to be completed prior to Opening Year (2017). The future analysis in this report reflects the completion of the Sunset Avenue Grade Separation Project. The intersection geometrics for this project can be found at http://rcprojects.org/sunsetave/.

B. Interim Year (2029) Without Project Average Daily Traffic Volumes

The average daily traffic volumes for Interim Year (2029) Without Project traffic conditions have been determined and are shown on Figure 98.

C. Interim Year (2029) With Project Average Daily Traffic Volumes

The average daily traffic volumes for Interim Year (2029) With Project traffic conditions have been determined and are shown on Figure 99.

D. Interim Year (2029) Without Project Average Intersection Delay and Level of Service

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix E). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The delay and Level of Service for Interim Year (2029) Without Project traffic conditions have been calculated and are shown in Table 23. Interim Year (2029) Without Project

morning and evening peak hour intersection turning movement volumes are shown on Figures 100 and 101, respectively.

As shown in Table 23, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2029) Without Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

Highland Home Road (NS) at:
Wilson Street (EW) - #14
Ramsey Street (EW) - #15

Sunset Avenue (NS) at:
Wilson Street (EW) - #18

8th Street (NS) at:
I-10 Freeway EB Ramps (EW) - #34

Interim Year (2029) Without Project delay worksheets are provided in Appendix E.

E. Interim Year (2029) Without Project Traffic Signal Warrant Analysis

Traffic signals are projected to be warranted at the following additional study area intersections for Interim Year (2029) Without Project traffic conditions (see Appendix F):

Highland Springs Avenue (NS) at:
14th Street (EW) - #6

Highland Home Road (NS) at:
Wilson Street (EW) - #14

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual on Uniform Traffic Control Devices (2014 Edition).

F. Interim Year (2029) With Project Intersection Delay and Level of Service

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix E). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The delay and Level of Service for Interim Year (2029) With Project traffic conditions have been calculated and are shown in Table 24. Interim Year (2029) With Project morning and evening peak hour intersection turning movement volumes are shown on Figures 102 and 103, respectively.

As shown in Table 24, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Interim Year (2029) With Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

Pennsylvania Avenue (NS) at:
1st Street (EW) - #5

Highland Home Road (NS) at:
Wilson Street (EW) - #14
Ramsey Street (EW) - #15

Sunset Avenue (NS) at:
Wilson Street (EW) - #18
Lincoln Street (EW) - #22
Westward Avenue (EW) - #23

22nd Street (NS) at:
I-10 Freeway EB Ramps (EW) - #28
Westward Avenue (EW) - #30

8th Street (NS) at:
I-10 Freeway WB Ramps (EW) - # 33
I-10 Freeway EB Ramps (EW) - #34
Lincoln Street (EW) - #35
Westward Avenue (EW) - #36

As shown in Table 25, the proposed project does not create a significant impact at the study area intersections for Interim Year (2029) With Project traffic conditions, with improvements. Interim Year (2029) With Project delay worksheets are provided in Appendix E.

G. Interim Year (2029) With Project Traffic Signal Warrant Analysis

Traffic signals are projected to be warranted at the following additional study area intersections for Interim Year (2022) Without Project traffic conditions (see Appendix F):

Highland Home Road (NS) at:
Ramsey Street (EW) - #15

Sunset Avenue (NS) at:
Westward Avenue (EW) - #23

A Street (NS) at:
Westward Avenue (EW) - #25

22nd Street (NS) at:

Lincoln Street (EW) - #29

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual on Uniform Traffic Control Devices (2014 Edition).

Table 23

Interim Year (2029) Without Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	19.4-B	25.2-C
California Avenue (EW) - #3	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	99.9-F[4]	99.9-F
Michigan Avenue (NS) at:															
1st Street (EW) - #4	AWS	0.5	0	0.5	0	0	0	0	1	d	1	1	0	21.5-C	16.6-C
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	AWS	1	1	d	1	0.5	0.5	1	1	d	1	1	1	15.6-C	18.0-C
Highland Springs Avenue (NS) at:															
14th Street (EW) - #6	**TS**	0	0.5	0.5	0.5	0.5	0	0	0	0	**0.5**	0	**0.5**	6.2-A	9.3-A
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	14.8-B	13.2-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	24.0-C	33.8-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	23.3-C	27.4-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	15.0-B	21.0-C
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	17.7-B	24.0-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	20.2-C	20.7-C
Highland Home Road (NS) at:															
14th Street (EW) - #13	**CSS**	**0.5**	**0.5**	0	0	**0.5**	**0.5**	**0.5**	0	**0.5**	0	0	0	9.3-A	10.1-B
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	28.1-D	46.2-E
Ramsey Street (EW) - #15	CSS	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	18.7-C	42.6-E
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	7.6-A	9.6-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	AWS	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	31.1-D	99.9-F
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	15.9-B	18.0-B
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	12.1-B	12.9-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	16.1-B	16.0-B
Lincoln Street (EW) - #22	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	12.9-B	16.8-C
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	8.2-A	8.7-A
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.8-B	18.6-B
I-10 Freeway WB Ramps (EW) - #27	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.7-B	12.6-B
I-10 Freeway EB Ramps (EW) - #28	CSS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	16.2-C	14.3-B
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	10.1-B	10.7-B
Westward Avenue (EW) - #30	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	8.2-A	8.5-A
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	12.9-B	12.1-B
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	23.6-C	26.7-C
I-10 Freeway WB Ramps (EW) - #33	CSS	0.5	0.5	0	0	1	d	0	0	0	1	0	d	33.6-D	32.6-D
I-10 Freeway EB Ramps (EW) - #34	CSS	0	1	d	0.5	0.5	0	1	0	d	0	0	0	99.9-F	63.3-F
Lincoln Street (EW) - #35	AWS	0	1	0	0.5	0.5	d	0	1	0	0.5	0.5	d	17.4-C	14.4-B
Westward Avenue (EW) - #36	AWS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	1	d	11.8-B	8.9-A
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	23.5-C	13.4-B
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.5-B	16.0-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	14.1-B	11.0-B
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	26.5-D	11.6-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.2-A	8.8-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.6-A	10.0-A
San Gorgonio Avenue/SR-243 (NS) at:															
Old Idyllwild Road (EW) - #43	CSS	0.5	0.5	0	0	0.5	0.5	0.5	0	0.5	0	0	0	9.4-A	9.5-A

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn;**BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Table 24

Interim Year (2029) With Project Intersection Delay and Level of Service
- Phase 5

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	24.4-C	34.0-C
California Avenue (EW) - #3	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	99.9-F[4]	99.9-F
Michigan Avenue (NS) at:															
1st Street (EW) - #4	AWS	0.5	0	0.5	0	0	0	0	1	d	1	1	0	29.6-D	29.0-D
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	AWS	1	1	d	1	0.5	0.5	1	1	d	1	1	1	18.2-C	37.1-E
Highland Springs Avenue (NS) at:															
14th Street (EW) - #6	**TS**	0	0.5	0.5	0.5	0.5	0	0	0	0	**0.5**	0	**0.5**	6.4-A	9.5-A
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	15.3-B	13.9-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	23.7-C	37.1-D
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	26.1-C	31.3-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	17.0-B	25.1-C
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	17.6-B	28.1-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	21.0-C	23.1-C
Highland Home Road (NS) at:															
14th Street (EW) - #13	**CSS**	**0.5**	**0.5**	0	0	**0.5**	**0.5**	**0.5**	0	**0.5**	0	0	0	9.5-A	10.6-B
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	43.8-E	99.9-F
Ramsey Street (EW) - #15	CSS	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	27.7-D	99.9-F
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	7.6-A	9.6-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	AWS	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	99.9-F	99.9-F
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	16.6-B	26.3-C
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	12.4-B	14.7-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	14.9-B	21.7-C
Lincoln Street (EW) - #22	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	60.9-F	99.9-F
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	23.2-C	99.9-F
C Street (EW) - #24	**CSS**	0	**0.5**	**0.5**	**0.5**	**0.5**	0	0	0	0	**0.5**	0	**0.5**	9.5-A	9.1-A
A Street (NS) at:															
Westward Avenue (EW) - #25	**TS**	**0.5**	0	**0.5**	0	0	0	0	0.5	0.5	0.5	0.5	0	7.6-A	8.1-A
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	18.1-B	20.7-C
I-10 Freeway WB Ramps (EW) - #27	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	20.0-C	25.4-D
I-10 Freeway EB Ramps (EW) - #28	CSS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	29.7-D	36.5-E
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	15.0-C	18.3-C
Westward Avenue (EW) - #30	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	99.9-F	99.9-F
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	13.6-B	12.8-B
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	26.4-C	32.2-C
I-10 Freeway WB Ramps (EW) - #33	CSS	0.5	0.5	0	0	1	d	0	0	0	1	0	d	99.9-F	99.9-F
I-10 Freeway EB Ramps (EW) - #34	CSS	0	1	d	0.5	0.5	0	1	0	d	0	0	0	99.9-F	99.9-F
Lincoln Street (EW) - #35	AWS	0	1	0	0.5	0.5	d	0	1	0	0.5	0.5	d	99.9-F	99.9-F
Westward Avenue (EW) - #36	AWS	0	**1**	0	0	1	0	0	1	0	0.5	0.5	d	99.9-F	35.4-E
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	34.8-D	15.2-C
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.6-B	16.2-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	16.2-C	12.2-B
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	29.3-D	12.0-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.8-A	9.8-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	10.0-B	11.5-B
SR-243 (NS) at:															
C Street (EW) - #44	**CSS**	0.5	0.5	0	0	0.5	0.5	**0.5**	0	**0.5**	0	0	0	9.9-A	10.5-B

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn;**BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Table 25

Interim Year (2029) With Project Intersection Delay and Level of Service - With Improvements - Phase 5

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	24.4-C	34.0-C
California Avenue (EW) - #3	**TS**	1	2	0	0	1.5	0.5	1	0	1	0	0	0	16.7-B	23.0-C
Michigan Avenue (NS) at:															
1st Street (EW) - #4	**TS**	0.5	0	0.5	0	0	0	0	1	d	1	1	0	9.8-A	6.8-A
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	**TS**	1	1	d	1	0.5	0.5	1	1	d	1	1	1	8.8-A	10.0-B
Highland Springs Avenue (NS) at:															
14th Street (EW) - #6	**TS**	0	0.5	0.5	0.5	0.5	0	0	0	0	**0.5**	0	**0.5**	13.7-B	9.5-A
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	15.3-B	13.9-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	23.7-C	37.1-D
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	26.1-C	31.3-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	17.0-B	25.1-C
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	17.6-B	28.1-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	21.0-C	23.1-C
Highland Home Road (NS) at:															
14th Street (EW) - #13	**CSS**	**0.5**	**0.5**	0	0	**0.5**	**0.5**	**0.5**	0	**0.5**	0	0	0	9.5-A	10.6-B
Wilson Street (EW) - #14	**TS**	1	1	1	0	1	0	1	2	d	1	2	d	7.9-A	9.2-A
Ramsey Street (EW) - #15	**TS**	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	7.9-A	7.9-A
Sun Lakes Boulevard (EW) - #16	AWS	1	0	0	0	0	0	0	1	1	0	0	0	7.6-A	9.6-A
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	**TS**	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	11.6-B	13.5-B
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	16.6-B	26.3-C
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	12.4-B	14.7-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	14.9-B	21.7-C
Lincoln Street (EW) - #22	**TS**	0	0.5	0.5	**1**	1	0	0	0	0	0.5	0	0.5	21.2-C	24.0-C
Westward Avenue (EW) - #23	**TS**	0	1	d	**1**	1	0	0	0	0	1	0	d	26.3-C	39.6-D
C Street (EW) - #24	**CSS**	0	**0.5**	**0.5**	**0.5**	**0.5**	0	0	0	0	**0.5**	0	**0.5**	9.5-A	9.1-A
A Street (NS) at:															
Westward Avenue (EW) - #25	**TS**	**0.5**	0	**0.5**	0	0	0	0	0.5	0.5	0.5	0.5	0	7.6-A	8.1-A
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	18.1-B	20.7-C
I-10 Freeway WB Ramps (EW) - #27	**TS**	1	2	0	0	1.5	0.5	0	0	0	1	0	d	13.1-B	13.1-B
I-10 Freeway EB Ramps (EW) - #28	**TS**	0	1.5	0.5	1	2	0	1	0	d	0	0	0	16.4-B	15.3-B
Lincoln Street (EW) - #29	**TS**	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	25.2-C	19.2-B
Westward Avenue (EW) - #30	**TS**	0	1	0	**1**	0.5	0.5	0	1	0	0	1	0	21.2-C	35.4-D
8th Street (NS) at:															
Wilson Street (EW) - #31	**TS**	0	1	0	0	1	0	1	1	1	1	1	d	10.5-B	11.4-B
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	26.4-C	32.2-C
I-10 Freeway WB Ramps (EW) - #33	**TS**	**1**	1	0	0	1	d	0	0	0	1	0	d	12.6-B	15.2-B
I-10 Freeway EB Ramps (EW) - #34	**TS**	0	1	d	**1**	1	0	1	0	d	0	0	0	19.2-B	17.3-B
Lincoln Street (EW) - #35	**TS**	0	1	0	**1**	0.5	0.5	0	1	0	**1**	0.5	0.5	10.5-B	12.7-B
Westward Avenue (EW) - #36	**TS**	0	**1**	0	0	1	0	0	1	0	**1**	0.5	0.5	22.8-C	12.6-B
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	34.8-D	15.2-C
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.6-B	16.2-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	16.2-C	12.2-B
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	29.3-D	12.0-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.8-A	9.8-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	10.0-B	11.5-B
SR-243 (NS) at:															
C Street (EW) - #44	**CSS**	0.5	0.5	0	0	0.5	0.5	**0.5**	0	**0.5**	0	0	0	9.9-A	10.5-B

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn;**BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Figure 98
Interim Year (2029) Without Project Average Daily Traffic Volumes

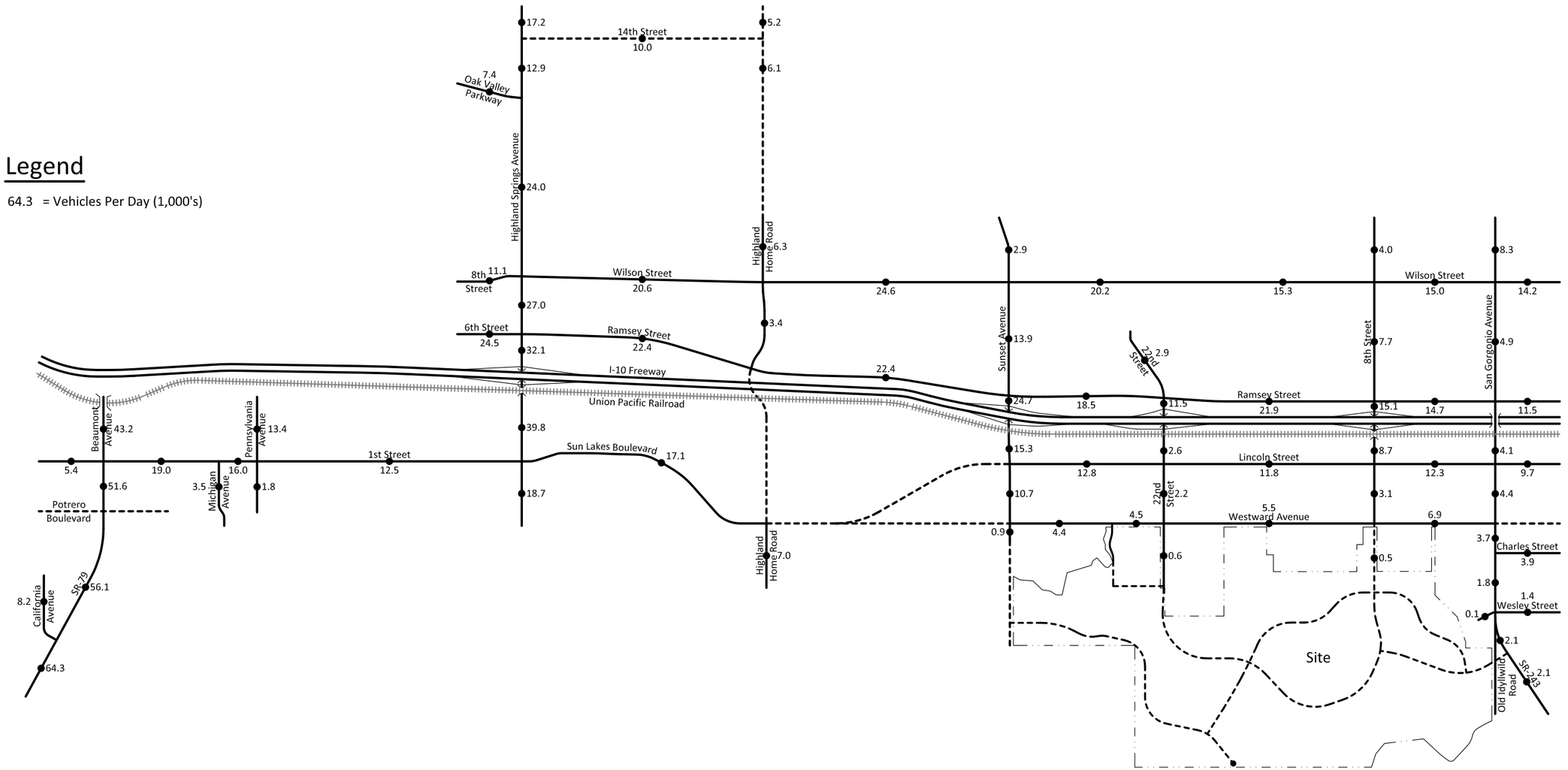


Figure 99
Interim Year (2029) With Project Average Daily Traffic Volumes

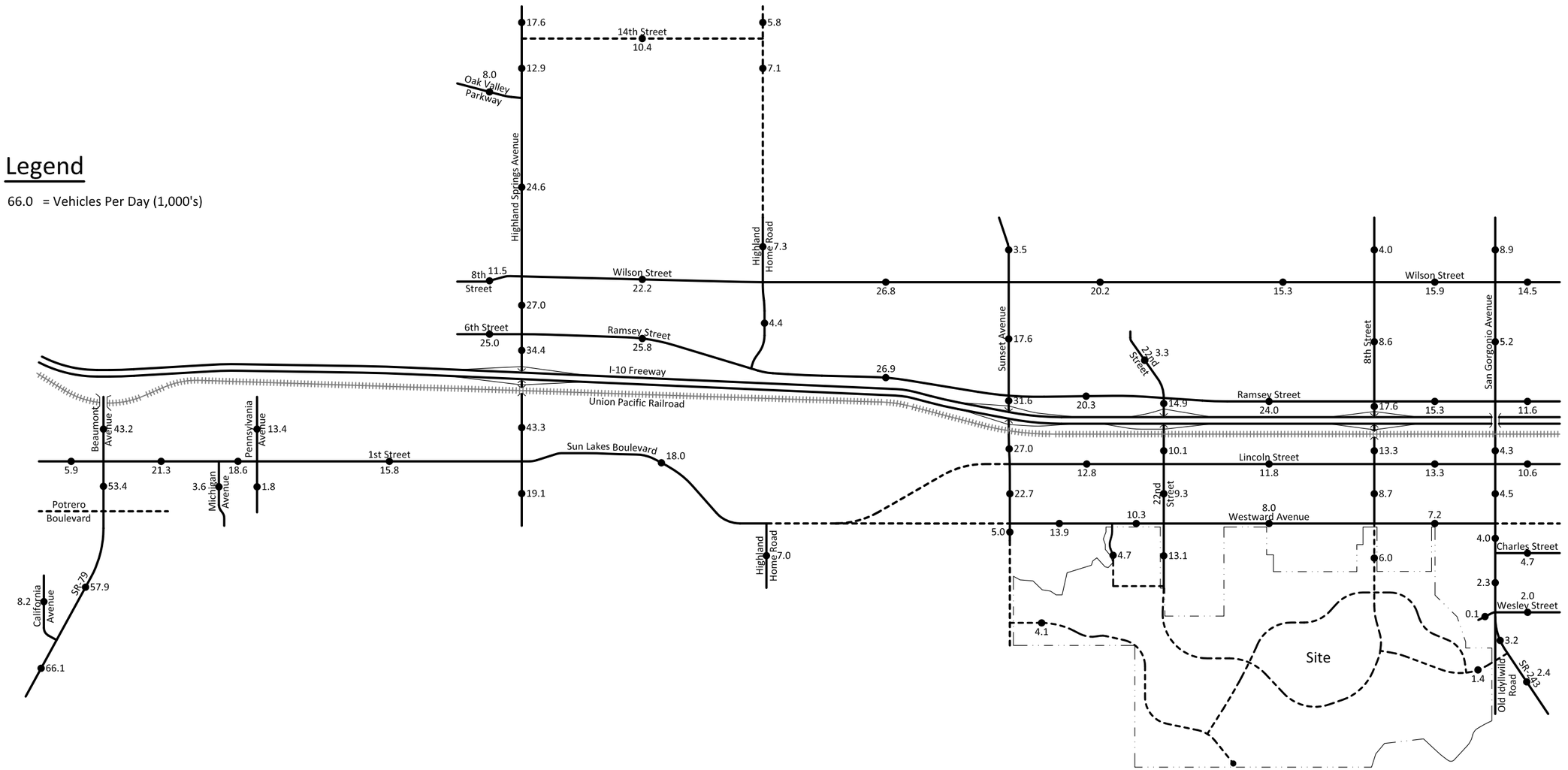
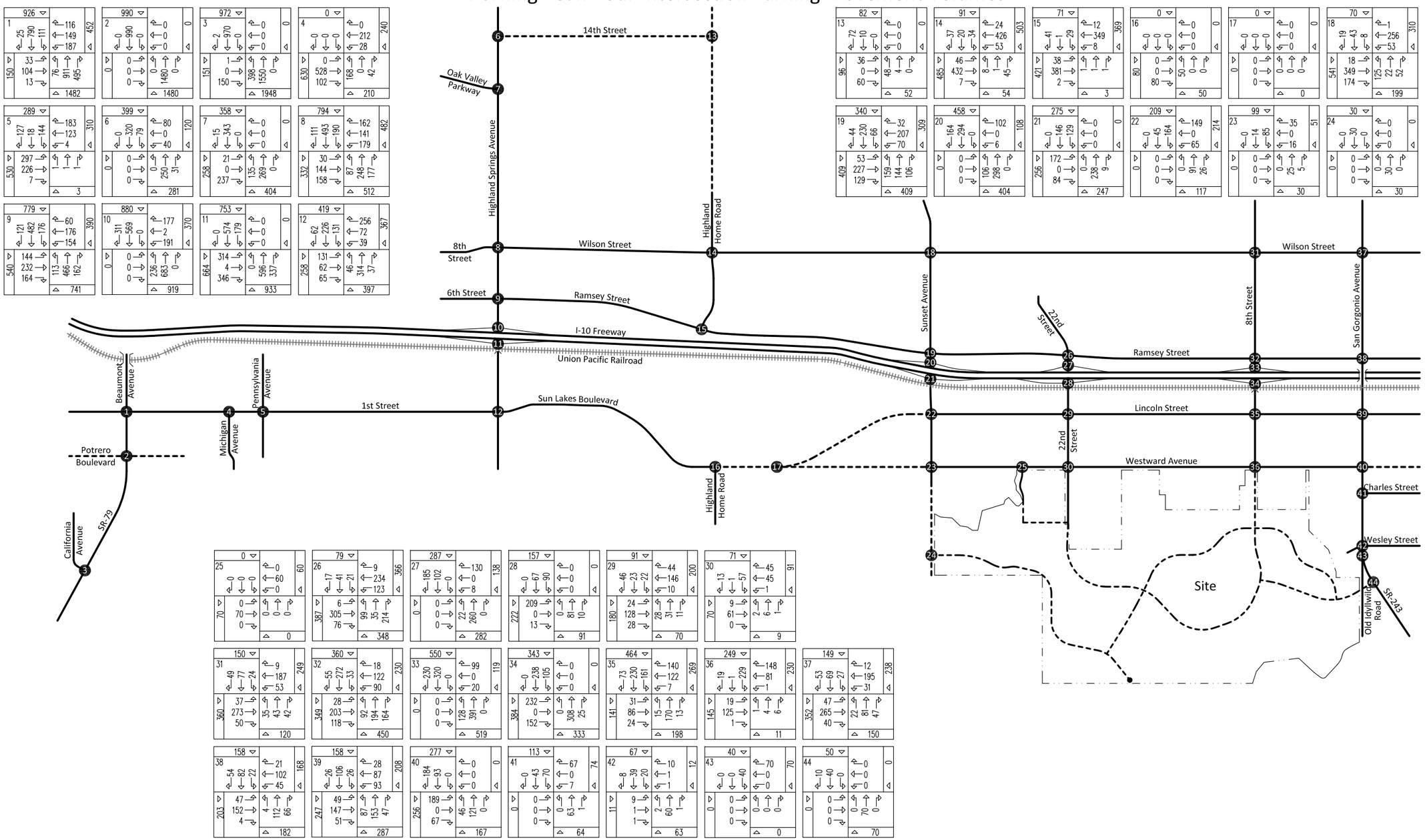


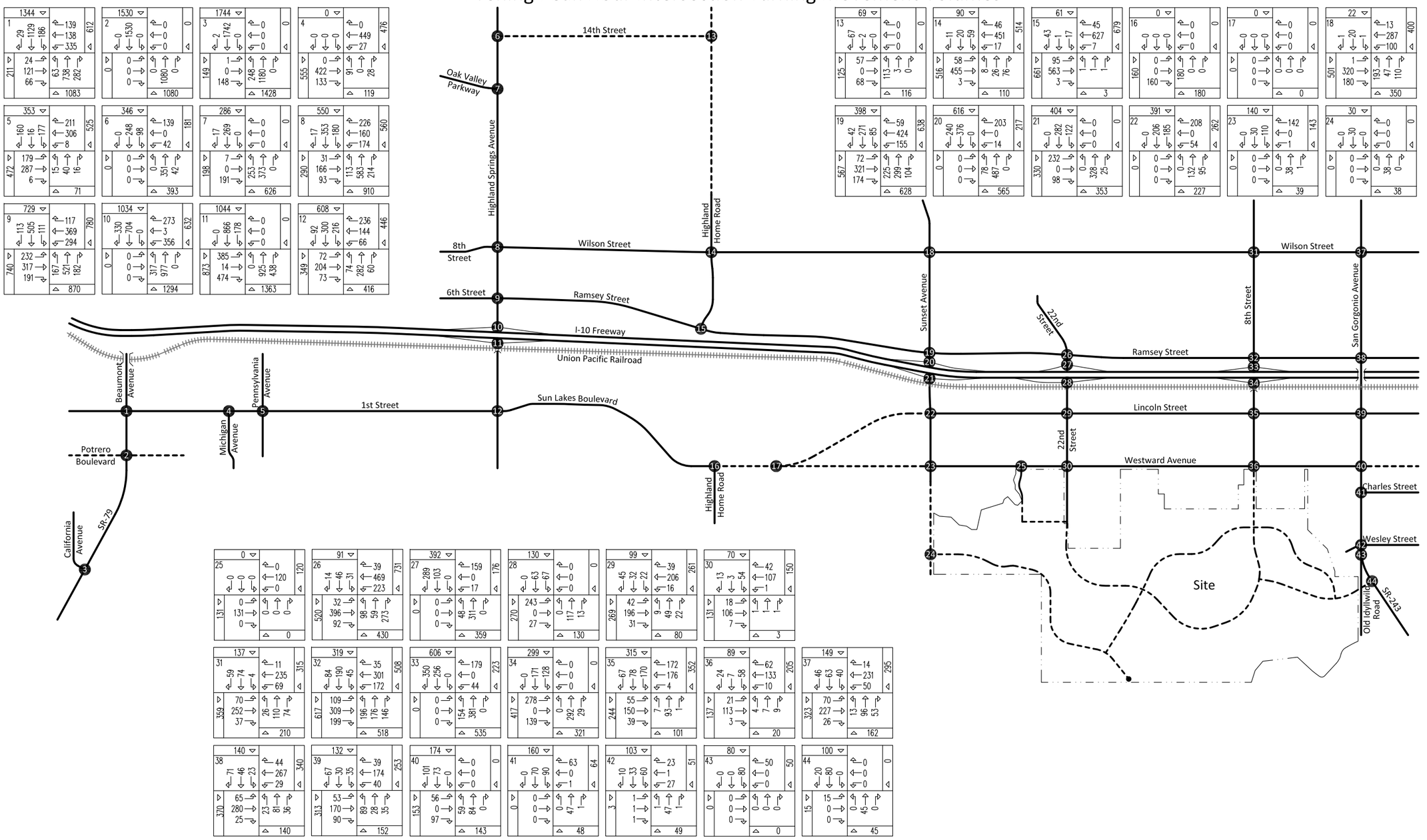
Figure 100
Interim Year (2029) Without Project
Morning Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

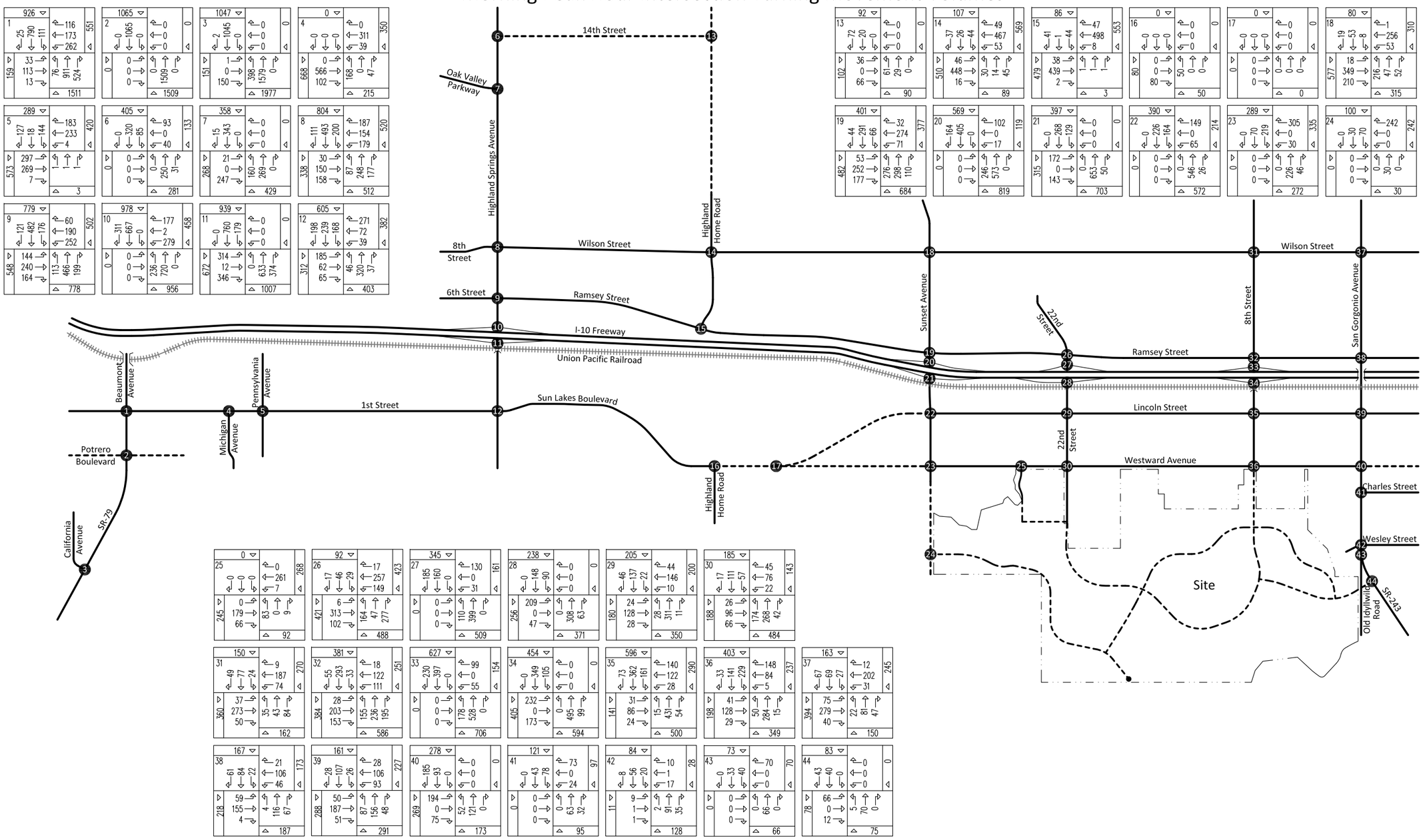
Figure 101
Interim Year (2029) Without Project
Evening Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

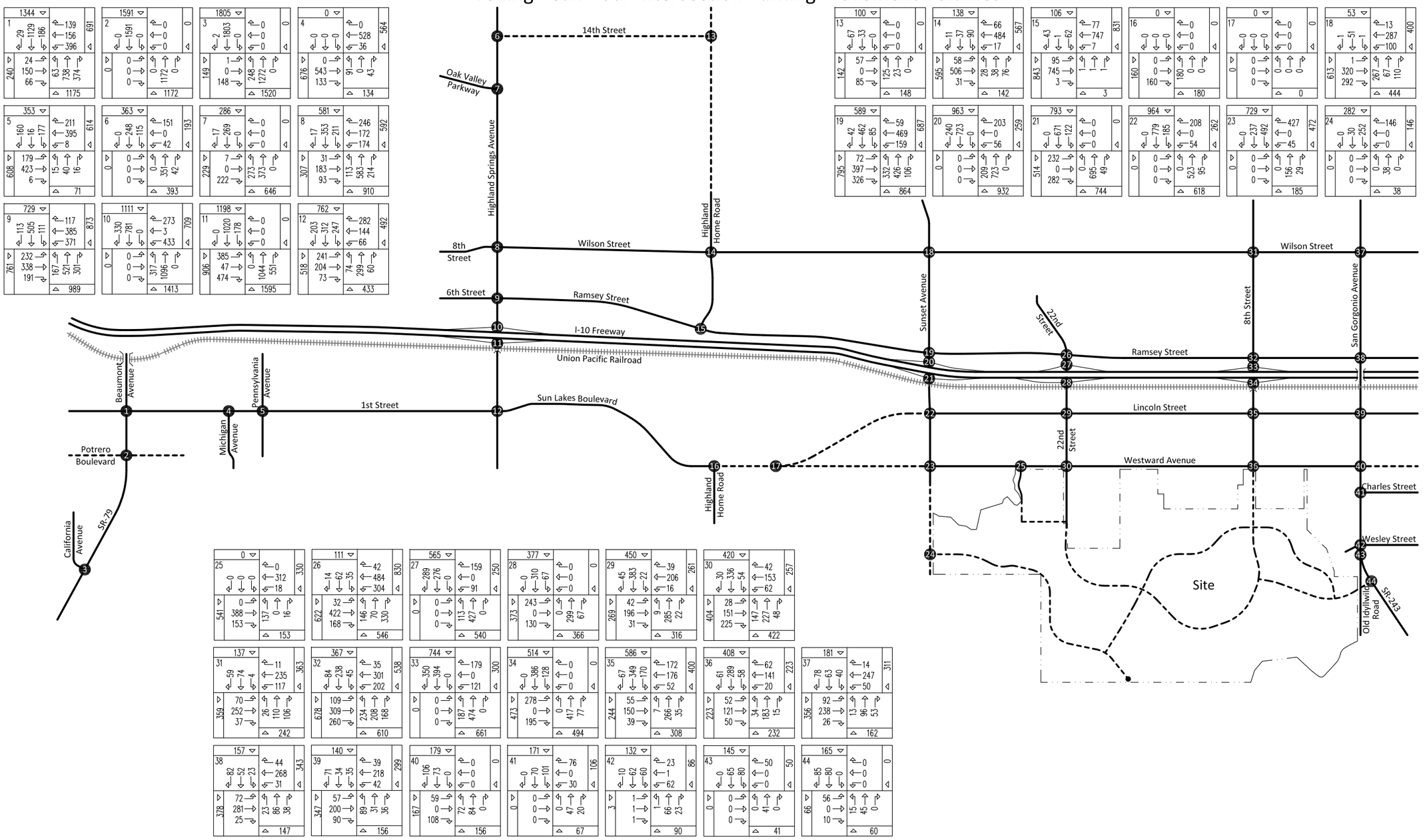
Figure 102
Interim Year (2029) With Project
Morning Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

Figure 103
Interim Year (2029) With Project
Evening Peak Hour Intersection Turning Movement Volumes



XI. GENERAL PLAN BUILDOUT YEAR (2035) TRAFFIC CONDITIONS

To assess Year 2035 traffic conditions, existing traffic is combined with ambient and other development growth from the Riverside Traffic Analysis Model and the project traffic. Figures 104 to 109 illustrate the Year 2035 traffic conditions.

A. Method of Projection

As described in Section V.I and based upon discussions with City of Banning staff, the average daily traffic volume forecasts have been determined using the growth increment approach on the Riverside Traffic Analysis Model Year 2007 and Year 2035 average daily traffic volume forecasts (see Appendix D). This difference defines the growth in traffic over the 28 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2014 and Year 2035. For this purpose, linear growth between the Year 2007 base condition and the forecast Year 2035 condition was assumed. Since the increment between Year 2014 and Year 2035 is 21 years of the 28 year time frame, a factor of 0.75 (i.e., 21/28) was used.

The Sunset Avenue Grade Separation Project is currently under construction in the project area. Since the project started construction after existing traffic counts were conducted, the existing traffic counts reflect traffic patterns once the project is completed. The project is anticipated to be completed prior to Opening Year (2017). The future analysis in this report reflects the completion of the Sunset Avenue Grade Separation Project. The intersection geometrics for this project can be found at http://rcprojects.org/sunsetave/.

B. General Plan Buildout Year (2035) Without Project Average Daily Traffic Volumes

The average daily traffic volumes for General Plan Buildout Year (2035) Without Project traffic conditions have been determined and are shown on Figure 104.

C. General Plan Buildout Year (2035) With Project Average Daily Traffic Volumes

The average daily traffic volumes for General Plan Buildout Year (2035) With Project traffic conditions have been determined and are shown on Figure 105.

D. General Plan Buildout Year (2035) Without Project Average Intersection Delay and Level of Service

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix E). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The delay and Level of Service for General Plan Buildout Year (2035) Without Project traffic conditions have been calculated and are shown in Table 26. General Plan Buildout Year (2035) Without Project morning and evening peak hour intersection turning movement volumes are shown on Figures 106 and 107, respectively.

As shown in Table 26, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for General Plan Buildout Year (2035) Without Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
California Avenue (EW) - #3

Highland Home Road (NS) at:
Wilson Street (EW) - #14
Ramsey Street (EW) - #15

Sunset Avenue (NS) at:
Wilson Street (EW) - #18

8th Street (NS) at:
I-10 Freeway EB Ramps (EW) - #34

General Plan Buildout Year (2035) Without Project delay worksheets are provided in Appendix E.

E. General Plan Buildout Year (2035) Without Project Traffic Signal Warrant Analysis

Traffic signals are projected to be warranted at the following additional study area intersections for General Plan Buildout Year (2035) Without Project traffic conditions (see Appendix F):

Beaumont Avenue/SR-79 (NS) at:
Potrero Boulevard (EW) - #2

Highland Home Road (NS) at:
Sun Lakes Boulevard (EW) - #16

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual on Uniform Traffic Control Devices (2014 Edition).

F. General Plan Buildout Year (2035) With Project Intersection Delay and Level of Service

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix E). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The delay and Level of Service for General Plan Buildout Year (2035) With Project traffic conditions have been calculated and are shown in Table 27. Interim Year (2029) With Project morning and evening peak hour intersection turning movement volumes are shown on Figures 108 and 109, respectively.

As shown in Table 27, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for General Plan Buildout Year (2035) With Project traffic conditions, except for the following study area intersections:

Beaumont Avenue/SR-79 (NS) at:
- California Avenue (EW) - #3

Pennsylvania Avenue (NS) at:
- 1st Street (EW) - #5

Highland Home Road (NS) at:
- Wilson Street (EW) - #14
- Ramsey Street (EW) - #15

Sunset Avenue (NS) at:
- Wilson Street (EW) - #18
- Lincoln Street (EW) - #22
- Westward Avenue (EW) - #23

22nd Street (NS) at:
- Westward Avenue (EW) - #30

8th Street (NS) at:
- I-10 Freeway WB Ramps (EW) - # 33
- I-10 Freeway EB Ramps (EW) - #34
- Lincoln Street (EW) - #35

As shown in Table 28, the proposed project does not create a significant impact at the study area intersections for General Plan Buildout Year (2035) With Project traffic conditions, with improvements. General Plan Buildout Year (2035) With Project delay worksheets are provided in Appendix E.

G. Queuing Analysis

A left turn pocket queuing analysis has been conducted at the I-10 Freeway and Sunset Avenue, 22nd Street, and 8th Street freeway interchanges at the request of the California Department of Transportation.

The SimTraffic simulation model has the capability to simulate a wide variety of traffic controls, including a network with traffic signals operating on different cycle lengths or operating under fully-actuated conditions. The SimTraffic simulation model allows for a direct evaluation of traffic conditions operating under varying cycle lengths and traffic control. Each vehicle in the traffic system is individually tracked through the simulation model and comprehensive operational measures of effectiveness are collected on every vehicle during each 0.1-second of the simulation. The variation of each vehicle's behavior is simulated in a manner reflecting real world operations.

To provide a conservative estimate, 95th percentile lengths were used to calculate required storage lengths. The ultimate scenario (Buildout Year (2035) With Project traffic conditions) was used to calculate required storage lengths.

Table 29 summarizes results of the queuing analyses conducted at the study area intersections. The values represent the 95th percentile queue lengths and the turn bay length. It is recommended that the ultimate turn bay length exceed the projected queue length, where possible. SimTraffic queuing reports are located in Appendix G.

The storage lengths of several turning movements are projected to be overloaded during Buildout Year (2035) With Project traffic conditions. While the storage lengths may be overloaded, the intersections will still be projected to function adequately as shown in the intersection analysis. A more detailed explanation of traffic conditions at intersections with overloaded queues along with any necessary mitigation is given below.

1. Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW) - #21

   The evening peak hour queue exceeds the turning bay length for the eastbound off-ramp. This queue spillback will be between six and seven vehicle lengths. The recommended mitigation measure so that the queue does not exceed the turning bay length is an additional lane for the off-ramp.

2. 8th Street (NS) at I-10 Freeway WB Ramps (EW) - #33

   The evening peak hour queue exceeds the turning bay length for the northbound left turn lane. This queue spillback will be approximately three vehicle lengths. There is no opportunity to extend storage lengths at this intersection approach at this time. The recommended mitigation measure so that the queue does not exceed the turning bay length is an additional northbound left turn lane.

3. 8th Street (NS) at I-10 Freeway EB Ramps (EW) - #34

   The evening peak hour queue exceeds the turning bay length for the southbound left turn lane. This queue spillback will be approximately one vehicle length. There is no opportunity to extend storage lengths at this intersection approach at this time. The recommended mitigation measure so that the queue does not exceed the turning bay length is an additional southbound left turn lane.

H. Freeway Mainline Analysis

At the request of the California Department of Transportation a freeway mainline analysis has been conducted for the I-10 Freeway. Table 30 presents the analysis for the Buildout Year (2035) With Project morning and evening peak hours traffic conditions. A total of 5 freeway segments were analyzed. General use lanes have an assumed capacity of 2,300 vehicles per hour, while High Occupancy Vehicle lanes have an assumed capacity of 1,600 vehicles per hour. Annual average daily traffic volumes, K% (percentage of the AADT in both directions during the peak hour), and D% (percentage of traffic in the peak direction during the peak hour) were given by the California Department of Transportation. The

freeway peak hour volume forecasts have been developed using the peak period Riverside Traffic Analysis Model. The freeway mainline segment volume to capacity ratios have been calculated, along with the resulting Levels of Service. The eastbound and westbound I-10 Freeway are expected to experience peak hour deficiencies.

The improvements needed to provide Level of Service E or better operations during the peak hours of traffic have been determined. High occupancy vehicle lanes were used, if possible, to provide Level of Service E or better. Otherwise, a general use lane was added. The freeway mainline segment volume to capacity ratios have been recalculated, along with the resulting Levels of Service. Table 31 summarizes the required freeway mainline improvements and the resulting Levels of Service for the morning and evening peak hours.

I. Freeway Merge/Diverge/Weaving Analysis

A ramp junction is an area of competing traffic demands. Entering on-ramp vehicles merge into the adjacent traffic lane competing for space with upstream freeway traffic combining into one stream. In a merge area, individual on-ramp vehicles attempt to find gaps in the adjacent freeway lane traffic stream. The action of individual merging vehicles entering the traffic stream introduces turbulence to traffic flow in the vicinity of the ramp gore area. Approaching freeway vehicles move toward the left to avoid this turbulence, or create gaps for entering vehicles. Exiting off-ramp vehicles diverge from upstream traffic separating into two streams. Exiting vehicles must occupy the lane adjacent to the freeway stream or the off-ramp. This has a redistributing effect on other freeway vehicles, as they move left to avoid the turbulence of the immediate diverge area.

Ramps have a limited storage capacity. If capacity is exceeded at the merge point, local congestion and queuing occurs, which may ultimately spill back onto the roadway network. The same is true for diverging vehicles. If capacity is exceeded at the diverge point, queuing can back onto the freeway mainline. Both queuing scenarios should be avoided.

Freeway weaving occurs when vehicular movements cross each other's path. Vehicles entering onto the freeway must change lanes prior to reaching the next interchanges off-ramp while vehicles wishing to exit the freeway must change lanes to exit the freeway using the freeway off-ramp. These two movements conflict with each other and gaps must be found so that the desired lane changes can be made.

The freeway ramp merge/diverge/weaving analysis was conducted using the Transportation Research Board, 2010 Highway Capacity Manual, 2010 methodology merge/diverge density using the HCS+ software, Version 6.65. The analysis is based on the typical weekday AM and PM peak hour traffic volumes.

Levels of Service in a merge influence area, diverge influence area, or weaving influence area are defined in terms of density for all cases of stable operation, Level of Service A through Level of Service E. Level of Service F exists when the demand exceeds the capacity of the on-ramp or off-ramp. The Transportation Research Board, 2010 Highway Capacity Manual states that Level of Service F is unacceptable because congestion is likely to occur, therefore Level of Service E should not be exceeded. The California Department of Transportation has defined Level of Service D as the maximum acceptable Level of Service.

Level of Service A:

Unrestricted operations. Density is low enough to permit smooth merging/diverging, with virtually no turbulence in the traffic stream. Level of Service A represents a density of passenger cars per mile per lane of less than or equal to 10. The California Department of Transportation has defined Level of Service A as an acceptable Level of Service.

Level of Service B:

Merging/diverging maneuvers become noticeable to through drivers and minimum turbulence occurs. Level of Service B represents a density of passenger cars per mile per lane of greater than 10 to 20. The California Department of Transportation has defined Level of Service B as an acceptable Level of Service.

Level of Service C:

Speed within the influence area begins to decline as turbulence levels become noticeable. Both ramp and freeway vehicles begin to adjust their speed to accomplish smooth transitions. Level of Service C represents a density of passenger cars per mile per lane of greater than 20 to 28. The California Department of Transportation has defined Level of Service C as an acceptable Level of Service.

Level of Service D:

Turbulence levels in the influence area become intrusive and virtually all vehicles slow to accommodate merging/diverging. Some ramp queues may form at heavily used on-ramps, but freeway operations remain stable. Level of Service D represents a density of passenger cars per mile per lane of greater than 28 to 35. The California Department of Transportation has defined Level of Service D as the maximum acceptable Level of Service.

Level of Service E:

Conditions approaching capacity. Speeds reduce significantly and turbulence is felt by virtually all drivers. Flow levels approach capacity and small changes in demand or disruptions within the traffic stream can cause both ramp and freeway queues to form. Level of Service E represents a density of passenger cars per mile per lane of greater 35. The California Department of Transportation has defined Level of Service E as an unacceptable Level of Service.

Level of Service F:

Demand exceeds the capacity of the on-ramp or off-ramp. The California Department of Transportation has defined Level of Service E as an unacceptable Level of Service.

Table 32 summarizes results of the merge/diverge/weaving analyses conducted at the Sunset Avenue/I-10 Freeway interchange, the 22nd Street/I-10 Freeway interchange, and

the 8th Street/I-10 Freeway interchange. Merge/diverge analysis worksheets are provided in Appendix H.

For Year 2035 With Project traffic conditions, the study area merge/diverge/weaving areas are projected to operate at Level of Service B or better during the peak hours.

Table 26

General Plan Buildout Year (2035) Without Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	20.1-C	27.6-C
Potrero Boulevard (EW) - #2	**TS**	**1**	1.5	0.5	**1**	1.5	0.5	0	**1**	0	0	**1**	0	14.2-B	22.0-C
California Avenue (EW) - #3	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	22.3-C	62.2-F
Michigan Avenue (NS) at:															
1st Street (EW) - #4	AWS	0.5	0	0.5	0	0	0	0	1	d	1	1	0	23.0-C	18.6-C
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	AWS	1	1	d	1	0.5	0.5	1	1	d	1	1	1	14.2-C	19.1-C
Highland Springs Avenue (NS) at:															
14th Street (EW) - #6	**TS**	0	0.5	0.5	0.5	0.5	0	0	0	0	**0.5**	0	**0.5**	7.0-A	10.8-B
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	14.0-B	13.3-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	23.2-C	31.6-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	23.1-C	27.0-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	14.8-B	20.0-B
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	18.0-B	22.8-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	20.2-C	21.1-C
Highland Home Road (NS) at:															
14th Street (EW) - #13	**CSS**	**0.5**	**0.5**	0	0	**0.5**	**0.5**	**0.5**	0	**0.5**	0	0	0	9.6-A	11.2-B
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	33.0-D	76.9-F
Ramsey Street (EW) - #15	CSS	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	17.7-C	42.4-E
Sun Lakes Boulevard (EW) - #16	**TS**	0	1	0	0	**1**	0	0	1	0	0	**1**	0	10.9-B	12.4-B
Lincoln Street (NS) at:															
Westward Avenue (EW) - #17	**CSS**	0	0	0	0	**1**	0	**0.5**	**0.5**	0	0	**0.5**	**0.5**	9.0-A	10.8-B
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	AWS	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	28.9-D	99.9-F[4]
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	16.0-B	19.1-B
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.6-B	12.7-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	15.6-B	15.2-B
Lincoln Street (EW) - #22	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	13.9-B	31.6-D
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	8.0-A	8.6-A
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.6-B	18.4-B
I-10 Freeway WB Ramps (EW) - #27	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.2-B	12.2-B
I-10 Freeway EB Ramps (EW) - #28	CSS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	13.5-B	13.1-B
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	9.1-A	11.2-B
Westward Avenue (EW) - #30	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	7.8-A	8.4-A
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	11.7-B	13.1-B
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	22.0-C	26.9-C
I-10 Freeway WB Ramps (EW) - #33	CSS	0.5	0.5	0	0	1	d	0	0	0	1	0	d	23.6-C	29.4-D
I-10 Freeway EB Ramps (EW) - #34	CSS	0	1	d	0.5	0.5	0	1	0	d	0	0	0	39.1-E	44.5-E
Lincoln Street (EW) - #35	AWS	0	1	0	0.5	0.5	d	0	1	0	0.5	0.5	d	16.3-C	14.1-B
Westward Avenue (EW) - #36	AWS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	1	d	9.5-A	8.8-A
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	13.7-B	14.4-B
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.1-B	15.9-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	11.4-B	11.7-B
Westward Avenue (EW) - #40	CSS	1	0.5	0.5	0	1	0	0.5	1	0.5	0	**1**	0	18.5-C	13.6-B
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.1-A	8.8-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.4-A	10.0-B
San Gorgonio Avenue/SR-243 (NS) at:															
Old Idyllwild Road (EW) - #43	CSS	0.5	0.5	0	0	0.5	0.5	0.5	0	0.5	0	0	0	9.3-A	9.4-A

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn; **BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Table 27

General Plan Buildout Year (2035) With Project Intersection Delay and Level of Service - Phase 6

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	25.5-C	38.1-D
Potrero Boulevard (EW) - #2	**TS**	**1**	1.5	0.5	**1**	1.5	0.5	0	**1**	0	0	**1**	0	14.2-B	22.6-C
California Avenue (EW) - #3	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	22.3-C	62.2-F
Michigan Avenue (NS) at:															
1st Street (EW) - #4	AWS	0.5	0	0.5	0	0	0	0	1	d	1	1	0	32.1-D	34.9-D
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	AWS	1	1	d	1	0.5	0.5	1	1	d	1	1	1	15.9-C	99.9-F[4]
Highland Springs Avenue (NS) at:															
14th Street (EW) - #6	**TS**	0	0.5	0.5	0.5	0.5	0	0	0	0	**0.5**	0	**0.5**	7.2-A	11.1-B
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	14.4-B	13.9-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	22.8-C	34.2-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	23.1-C	27.1-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	14.8-B	20.0-B
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	18.0-B	22.8-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	21.0-C	22.0-C
Highland Home Road (NS) at:															
14th Street (EW) - #13	**CSS**	**0.5**	**0.5**	0	0	**0.5**	**0.5**	**0.5**	0	**0.5**	0	0	0	9.9-A	11.9-B
Wilson Street (EW) - #14	CSS	1	1	1	0	1	0	1	2	d	1	2	d	51.7-F	99.9-F
Ramsey Street (EW) - #15	CSS	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	20.3-C	99.9-F
Sun Lakes Boulevard (EW) - #16	**TS**	0	1	0	0	**1**	0	0	1	0	0	**1**	0	9.4-A	13.0-B
Lincoln Street (NS) at:															
Westward Avenue (EW) - #17	**CSS**	0	0	0	0	**1**	0	**1**	**1**	0	0	**0.5**	**0.5**	10.3-B	13.2-B
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	AWS	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	99.9-F	99.9-F
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	15.9-B	26.9-C
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.6-B	13.7-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	14.1-B	16.6-B
Lincoln Street (EW) - #22	CSS	0	0.5	0.5	0.5	0.5	0	0	0	0	0.5	0	0.5	30.9-D	99.9-F
Westward Avenue (EW) - #23	AWS	0	1	d	0.5	0.5	0	0	0	0	1	0	d	12.4-B	99.9-F
C Street (EW) - #24	**CSS**	0	**0.5**	**0.5**	**0.5**	**0.5**	0	0	0	0	**0.5**	0	**0.5**	9.5-A	9.1-A
A Street (NS) at:															
Westward Avenue (EW) - #25	**TS**	**0.5**	0	**0.5**	0	0	0	0	0.5	0.5	0.5	0.5	0	5.9-A	7.4-A
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.9-B	20.3-C
I-10 Freeway WB Ramps (EW) - #27	CSS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	14.9-B	19.9-C
I-10 Freeway EB Ramps (EW) - #28	CSS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	17.2-C	21.8-C
Lincoln Street (EW) - #29	AWS	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	10.7-B	16.5-C
Westward Avenue (EW) - #30	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	18.5-C	99.9-F
8th Street (NS) at:															
Wilson Street (EW) - #31	AWS	0	1	0	0	1	0	1	1	1	1	1	d	12.1-B	13.8-B
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	23.3-C	31.9-C
I-10 Freeway WB Ramps (EW) - #33	CSS	0.5	0.5	0	0	1	d	0	0	0	1	0	d	49.5-E	99.9-F
I-10 Freeway EB Ramps (EW) - #34	CSS	0	1	d	0.5	0.5	0	1	0	d	0	0	0	99.9-F	99.9-F
Lincoln Street (EW) - #35	AWS	0	1	0	0.5	0.5	d	0	1	0	0.5	0.5	d	99.9-F	99.9-F
Westward Avenue (EW) - #36	AWS	0	**1**	0	0	1	0	0	1	0	0.5	0.5	d	17.9-C	17.4-C
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	15.6-C	16.5-C
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.1-B	16.1-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	12.0-B	12.7-B
Westward Avenue (EW) - #40	CSS	1	0.5	0.5	0	1	0	0.5	1	0.5	0	**1**	0	21.3-C	15.1-C
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.5-A	9.6-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.8-A	11.2-B
SR-243 (NS) at:															
C Street (EW) - #44	**CSS**	0.5	0.5	0	0	0.5	0.5	**0.5**	0	**0.5**	0	0	0	9.6-A	9.8-A

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn;**BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Table 28

General Plan Buildout Year (2035) With Project Intersection Delay and Level of Service - With Improvements - Phase 6

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Beaumont Avenue/SR-79 (NS) at:															
1st Street (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	25.5-C	38.1-D
Potrero Boulevard (EW) - #2	**TS**	**1**	1.5	0.5	**1**	1.5	0.5	0	**1**	0	0	**1**	0	14.2-B	22.6-C
California Avenue (EW) - #3	**TS**	1	2	0	0	1.5	0.5	1	0	1	0	0	0	16.9-B	20.2-C
Michigan Avenue (NS) at:															
1st Street (EW) - #4	**TS**	0.5	0	0.5	0	0	0	0	1	d	1	1	0	9.3-A	6.6-A
Pennsylvania Avenue (NS) at:															
1st Street (EW) - #5	**TS**	1	1	d	1	0.5	0.5	1	1	d	1	1	1	8.7-A	9.7-A
Highland Springs Avenue (NS) at:															
14th Street (EW) - #6	**TS**	0	0.5	0.5	0.5	0.5	0	0	0	0	**0.5**	0	**0.5**	7.2-A	11.1-B
Oak Valley Parkway (EW) - #7	TS	1	1	0	0	0.5	0.5	1	0	1>	0	0	0	14.4-B	13.9-B
8th Street/Wilson Street (EW) - #8	TS	1	1	1>	1	1.5	0.5	1	1.5	0.5	1	2	1	22.8-C	34.2-C
6th Street/Ramsey Street (EW) - #9	TS	1	2	1	1	2	1	1	2	1	1	2	d	23.1-C	27.1-C
I-10 Freeway WB Ramps (EW) - #10	TS	1	2	0	0	2	1	0	0	0	0.5	0.5	1	14.8-B	20.0-B
I-10 Freeway EB Ramps (EW) - #11	TS	0	2	1	1	2	0	0.5	0.5	1	0	0	0	18.0-B	22.8-C
1st Street/Sun Lakes Boulevard (EW) - #12	TS	1	1.5	0.5	1	2	1>>	1	1.5	0.5	1	1	1>>	21.0-C	22.0-C
Highland Home Road (NS) at:															
14th Street (EW) - #13	**CSS**	**0.5**	**0.5**	0	0	**0.5**	**0.5**	**0.5**	0	**0.5**	0	0	0	9.9-A	11.9-B
Wilson Street (EW) - #14	**TS**	1	1	1	0	1	0	1	2	d	1	2	d	8.8-A	9.9-A
Ramsey Street (EW) - #15	**TS**	0	1	0	0.5	0.5	1	1	1.5	0.5	1	2	d	8.4-A	8.0-A
Sun Lakes Boulevard (EW) - #16	**TS**	0	1	0	0	**1**	0	0	1	0	0	**1**	0	9.4-A	13.0-B
Lincoln Street (NS) at:															
Westward Avenue (EW) - #17	**CSS**	0	0	0	0	**1**	0	**1**	**1**	0	0	**0.5**	**0.5**	10.3-B	13.2-B
Sunset Avenue (NS) at:															
Wilson Street (EW) - #18	**TS**	1	1	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	10.9-B	12.5-B
Ramsey Street (EW) - #19	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	15.9-B	26.9-C
I-10 Freeway WB Ramps (EW) - #20	TS	1	2	0	0	1.5	0.5	0	0	0	1	0	d	11.6-B	13.7-B
I-10 Freeway EB Ramps (EW) - #21	TS	0	1.5	0.5	1	2	0	1	0	d	0	0	0	14.1-B	16.6-B
Lincoln Street (EW) - #22	**TS**	**1**	0.5	0.5	**1**	0.5	0.5	0	**1**	0	0	1	0	17.1-B	17.9-B
Westward Avenue (EW) - #23	**TS**	**1**	0.5	0.5	**1**	0.5	0.5	**1**	**0.5**	**0.5**	**1**	0.5	0.5	16.0-B	18.3-B
C Street (EW) - #24	**CSS**	0	**0.5**	**0.5**	**0.5**	**0.5**	0	0	0	0	**0.5**	0	**0.5**	9.5-A	9.1-A
A Street (NS) at:															
Westward Avenue (EW) - #25	**TS**	**0.5**	0	**0.5**	0	0	0	0	0.5	0.5	0.5	0.5	0	5.9-A	7.4-A
22nd Street (NS) at:															
Ramsey Street (EW) - #26	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.9-B	20.3-C
I-10 Freeway WB Ramps (EW) - #27	**TS**	1	2	0	0	1.5	0.5	0	0	0	1	0	d	12.7-B	13.2-B
I-10 Freeway EB Ramps (EW) - #28	**TS**	0	1.5	0.5	1	2	0	1	0	d	0	0	0	16.2-B	15.2-B
Lincoln Street (EW) - #29	**TS**	0.5	1	0.5	0.5	1	0.5	0	1	0	0	1	0	21.9-C	17.7-B
Westward Avenue (EW) - #30	**TS**	**1**	0.5	0.5	**1**	0.5	0.5	0	1	0	0	1	0	12.4-B	15.3-B
8th Street (NS) at:															
Wilson Street (EW) - #31	**TS**	0	1	0	0	1	0	1	1	1	1	1	d	9.8-A	10.9-B
Ramsey Street (EW) - #32	TS	1	1	d	1	0.5	0.5	1	1	1	1	1.5	0.5	23.3-C	31.9-C
I-10 Freeway WB Ramps (EW) - #33	**TS**	**2**	1	0	0	1	d	0	0	0	1	0	d	15.1-B	13.8-B
I-10 Freeway EB Ramps (EW) - #34	**TS**	0	1	d	**2**	1	0	1	0	d	0	0	0	14.9-B	15.7-B
Lincoln Street (EW) - #35	**TS**	0	1	0	**1**	0.5	0.5	0	1	0	**1**	0.5	0.5	11.2-B	12.4-B
Westward Avenue (EW) - #36	**TS**	**1**	**0.5**	**0.5**	0	1	0	0	1	0	**1**	0.5	0.5	11.8-B	11.9-B
San Gorgonio Avenue (NS) at:															
Wilson Street (EW) - #37	AWS	1	0.5	0.5	0	1	0	0	1	0	0	1	0	15.6-C	16.5-C
Ramsey Street (EW) - #38	TS	0	1	0	0.5	0.5	d	1	0.5	0.5	1	1	1	16.1-B	16.1-B
Lincoln Street (EW) - #39	AWS	1	1	d	1	0.5	0.5	0.5	0.5	d	1	1	1	12.0-B	12.7-B
Westward Avenue (EW) - #40	CSS	1	1	0	0	0.5	0.5	1	0	d	0	0	0	21.3-C	15.1-C
Charles Street (EW) - #41	CSS	0	0.5	0.5	0.5	1.5	0	0	0	0	0.5	0	0.5	9.5-A	9.6-A
Wesley Street (EW) - #42	CSS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	9.8-A	11.2-B
SR-243 (NS) at:															
C Street (EW) - #44	**CSS**	0.5	0.5	0	0	0.5	0.5	**0.5**	0	**0.5**	0	0	0	9.6-A	9.8-A

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

L = Left; T = Through; R = Right; d = De Facto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn**BOLD** = Improvement

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F

Table 29

Left Turn Pocket Queue Analysis[1]

Intersection	Buildout Year (2025) With Project				Buildout Year (2025) With Project - With Improvements			
	Intersection Approach[2]				Intersection Approach[2]			
	Northbound	Southbound	Eastbound	Westbound	Northbound	Southbound	Eastbound	Westbound
Sunset Avenue (NS) at:								
I-10 Freeway WB Ramps (EW) - #20	126/135 PM	--	**--**	151/255 PM	--	--	--	--
I-10 Freeway EB Ramps (EW) - #21	**--**	189/327 AM	**1,472/1,311 PM**	--	--	--	446/1,312 PM[3]	--
22nd Street (NS) at:								
I-10 Freeway WB Ramps (EW) - #27	77/130 PM	--	--	207/366 PM	--	--	--	--
I-10 Freeway EB Ramps (EW) - #28	--	88/130 AM	298/650 PM	--	--	--	--	--
8th Street (NS) at:								
I-10 Freeway WB Ramps (EW) - #33	**174/200 PM**	--	--	218/975 PM	92/100 PM[4]	--	--	--
I-10 Freeway EB Ramps (EW) - #34	--	**123/200 PM**	936/1,208 PM	--	**--**	50/100 AM[5]	--	--

[1] 95% Queue Storage Reported (see Appendix G).

[2] All values are given in feet (queue length / turn bay length), **(174 / 100)** = Queue exceeds turn bay length, AM = Morning peak hour controls queue length, PM = morning peak hour controls queue length.

[3] A second lane for the EB off-ramp is recommended as a mitigation measure.

[4] A second NB left turn lane is recommended as a mitigation measure.

[5] A second SB left turn lane is recommended as a mitigation measure.

Table 30

General Plan Buildout Year (2035) Freeway Mainline Peak Hour Operations Analysis

Morning Peak Hour											
		Lanes				Year 2035 W/O Project			Year 2035 W/Project		
Freeway	Segment Limits	Gen. Use	HOV	Capacity	Project Trips	Trips	Vol/ Cap	LOS	Trips	Vol/ Cap	LOS
I-10 WB	West of Highland Springs Avenue	4	0	9,200	79	5,401	0.59	C	5,480	0.60	C
	Highland Springs Avenue to Sunset Avenue	4	0	9,200	79	5,801	0.63	C	5,880	0.64	C
	Sunset Avenue to 22nd Street	4	0	9,200	73	5,559	0.60	C	5,632	0.61	C
	22nd Street to 8th Street	4	0	9,200	112	5,441	0.59	C	5,553	0.60	C
	East of 8th Street	4	0	9,200	74	5,141	0.56	C	5,215	0.57	C
I-10 EB	East of 8th Street	4	0	9,200	69	10,877	1.18	F	10,946	1.19	F
	22nd Street to 8th Street	4	0	9,200	77	10,586	1.15	F	10,663	1.16	F
	Sunset Avenue to 22nd Street	4	0	9,200	111	10,649	1.16	F	10,760	1.17	F
	Highland Springs Avenue to Sunset Avenue	4	0	9,200	197	10,868	1.18	F	11,065	1.20	F
	West of Highland Springs Avenue	4	0	9,200	197	10,725	1.17	F	10,922	1.19	F

Evening Peak Hour											
		Lanes				Year 2035 W/O Project			Year 2035 W/Project		
Freeway	Segment Limits	Gen. Use	HOV	Capacity	Project Trips	Trips	Vol/ Cap	LOS	Trips	Vol/ Cap	LOS
I-10 WB	West of Highland Springs Avenue	4	0	9,200	238	9,315	1.01	F	9,553	1.04	F
	Highland Springs Avenue to Sunset Avenue	4	0	9,200	238	9,797	1.06	F	10,035	1.09	F
	Sunset Avenue to 22nd Street	4	0	9,200	135	9,544	1.04	F	9,679	1.05	F
	22nd Street to 8th Street	4	0	9,200	125	9,391	1.02	F	9,516	1.03	F
	East of 8th Street	4	0	9,200	48	9,136	0.99	E	9,184	1.00	E
I-10 EB	East of 8th Street	4	0	9,200	194	11,682	1.27	F	11,876	1.29	F
	22nd Street to 8th Street	4	0	9,200	145	11,446	1.24	F	11,591	1.26	F
	Sunset Avenue to 22nd Street	4	0	9,200	104	11,569	1.26	F	11,673	1.27	F
	Highland Springs Avenue to Sunset Avenue	4	0	9,200	157	11,821	1.28	F	11,978	1.30	F
	West of Highland Springs Avenue	4	0	9,200	157	11,864	1.29	F	12,021	1.31	F

Table 31

General Plan Buildout Year (2035) Freeway Mainline Peak Hour Operations Analysis - With Improvements

Morning Peak Hour											
		Lanes				Year 2035 W/O Project			Year 2035 W/Project		
Freeway	Segment Limits	Gen. Use	HOV	Capacity	Project Trips	Trips	Vol/ Cap	LOS	Trips	Vol/ Cap	LOS
I-10 WB	West of Highland Springs Avenue	4	1	10,800	79	5,401	0.50	B	5,480	0.51	B
	Highland Springs Avenue to Sunset Avenue	4	1	10,800	79	5,801	0.54	B	5,880	0.54	C
	Sunset Avenue to 22nd Street	4	1	10,800	73	5,559	0.51	B	5,632	0.52	B
	22nd Street to 8th Street	4	1	10,800	112	5,441	0.50	B	5,553	0.51	B
	East of 8th Street	4	0	9,200	74	5,141	0.56	C	5,215	0.57	C
I-10 EB	East of 8th Street	5	1	13,100	69	10,877	0.83	D	10,946	0.84	D
	22nd Street to 8th Street	5	1	13,100	77	10,586	0.81	D	10,663	0.81	D
	Sunset Avenue to 22nd Street	5	1	13,100	111	10,649	0.81	D	10,760	0.82	D
	Highland Springs Avenue to Sunset Avenue	5	1	13,100	197	10,868	0.83	D	11,065	0.84	D
	West of Highland Springs Avenue	5	1	13,100	197	10,725	0.82	D	10,922	0.83	D

Evening Peak Hour											
		Lanes				Year 2035 W/O Project			Year 2035 W/Project		
Freeway	Segment Limits	Gen. Use	HOV	Capacity	Project Trips	Trips	Vol/ Cap	LOS	Trips	Vol/ Cap	LOS
I-10 WB	West of Highland Springs Avenue	4	1	10,800	238	9,315	0.86	D	9,553	0.88	D
	Highland Springs Avenue to Sunset Avenue	4	1	10,800	238	9,797	0.91	D	10,035	0.93	D
	Sunset Avenue to 22nd Street	4	1	10,800	135	9,544	0.88	D	9,679	0.90	D
	22nd Street to 8th Street	4	1	10,800	125	9,391	0.87	D	9,516	0.88	D
	East of 8th Street	4	0	9,200	48	9,136	0.99	E	9,184	1.00	E
I-10 EB	East of 8th Street	5	1	13,100	194	11,682	0.89	D	11,876	0.91	D
	22nd Street to 8th Street	5	1	13,100	145	11,446	0.87	D	11,591	0.88	D
	Sunset Avenue to 22nd Street	5	1	13,100	104	11,569	0.88	D	11,673	0.89	D
	Highland Springs Avenue to Sunset Avenue	5	1	13,100	157	11,821	0.90	D	11,978	0.91	D
	West of Highland Springs Avenue	5	1	13,100	157	11,864	0.91	D	12,021	0.92	D

Table 32

Merge/Diverge/Weaving Analysis[1]

Ramp/Segment	Year 2035 With Project Peak Hour Morning	Year 2035 With Project Peak Hour Evening
Sunset Avenue (NS) at:		
I-10 Freeway WB Ramps (EW)		
Merge	16.1-B	14.4-B
I-10 Freeway EB Ramps (EW)		
Diverge	18.4-B	17.2-B
Sunset Avenue to 22nd Street (Westbound)		
Weaving	12.1-B	11.2-B
Sunset Avenue to 22nd Street (Eastbound)		
Weaving	12.8-B	10.9-B
22nd Street (NS) at:		
I-10 Freeway WB Ramps (EW)		
Diverge	17.1-B	15.7-B
I-10 Freeway EB Ramps (EW)		
Merge	13.8-B	11.9-B
8th Street (NS) at:		
I-10 Freeway WB Ramps (EW)		
Merge	16.1-B	15.5-B
Diverge	17.5-B	16.1-B
I-10 Freeway EB Ramps (EW)		
Diverge	18.9-B	17.1-B
Merge	13.6-B	11.6-B

[1] The freeway ramp merge/diverge/weaving analysis was conducted using the Transportation Research Board, 2010 Highway Capacity Manual, 2010 methodology merge and diverge density using the HCS+ software, Version 6.65.

Figure 104
General Plan Buildout Year (2035) Without Project
Average Daily Traffic Volumes

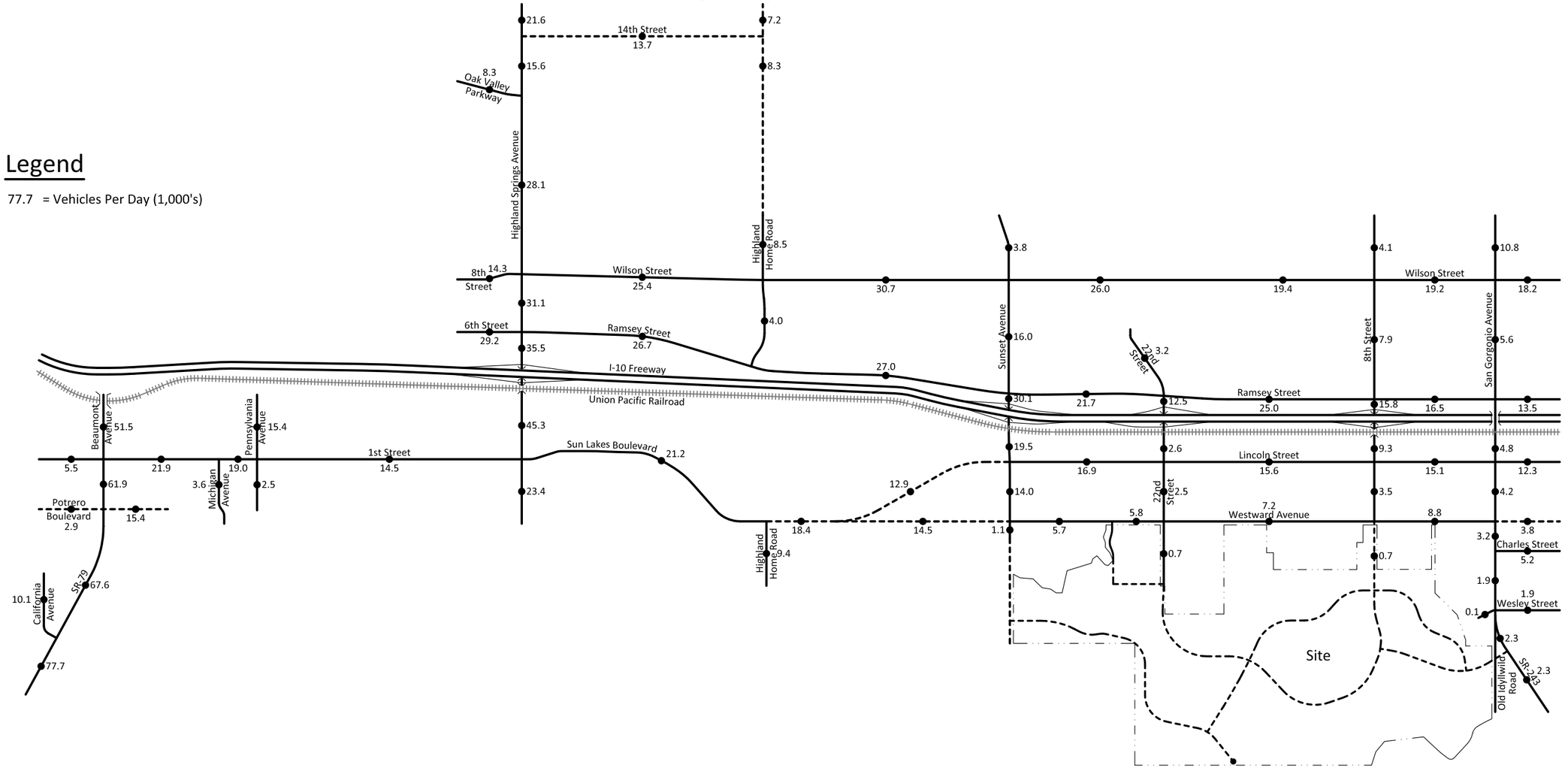


Figure 105
General Plan Buildout Year (2035) With Project
Average Daily Traffic Volumes

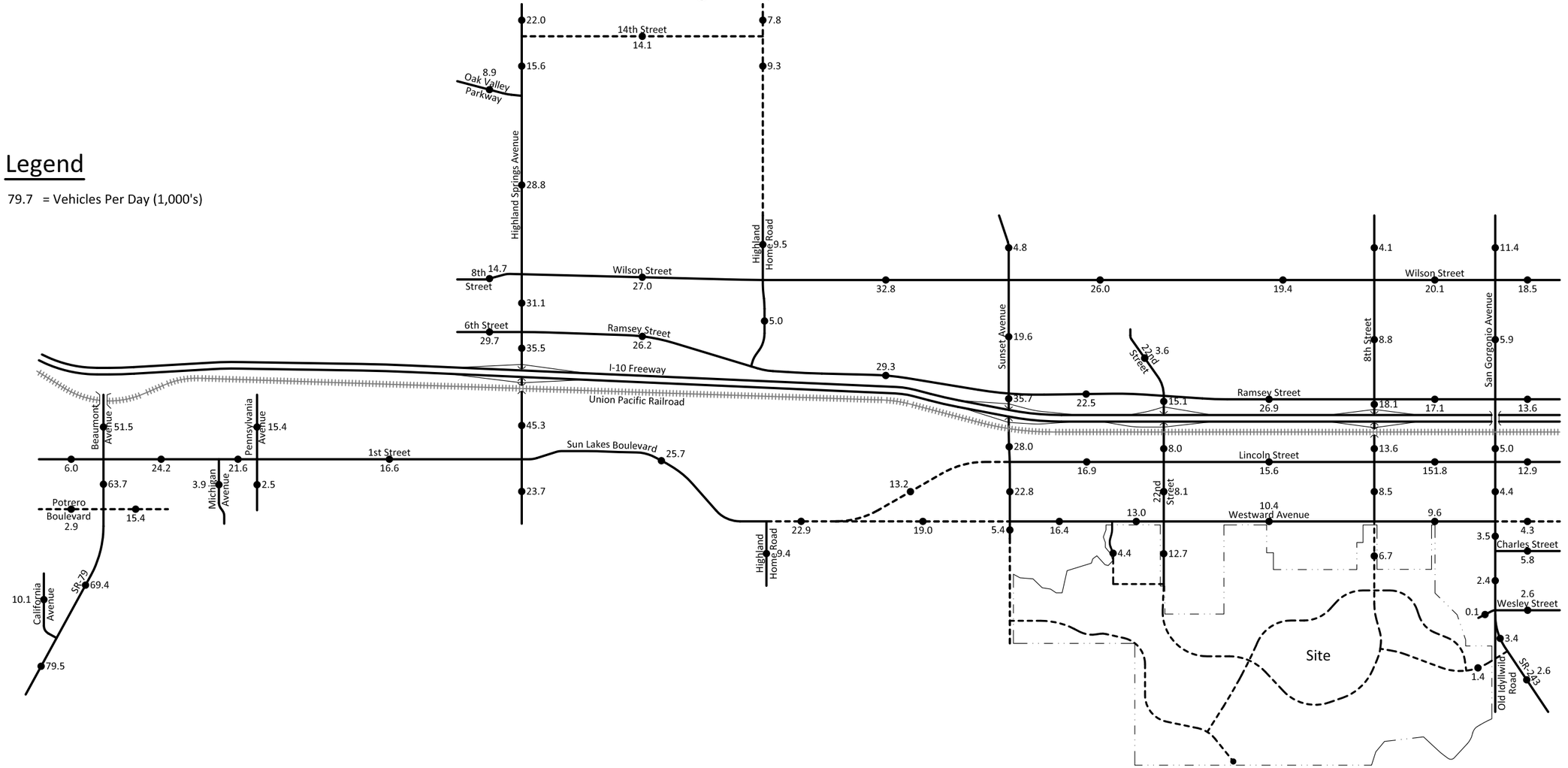
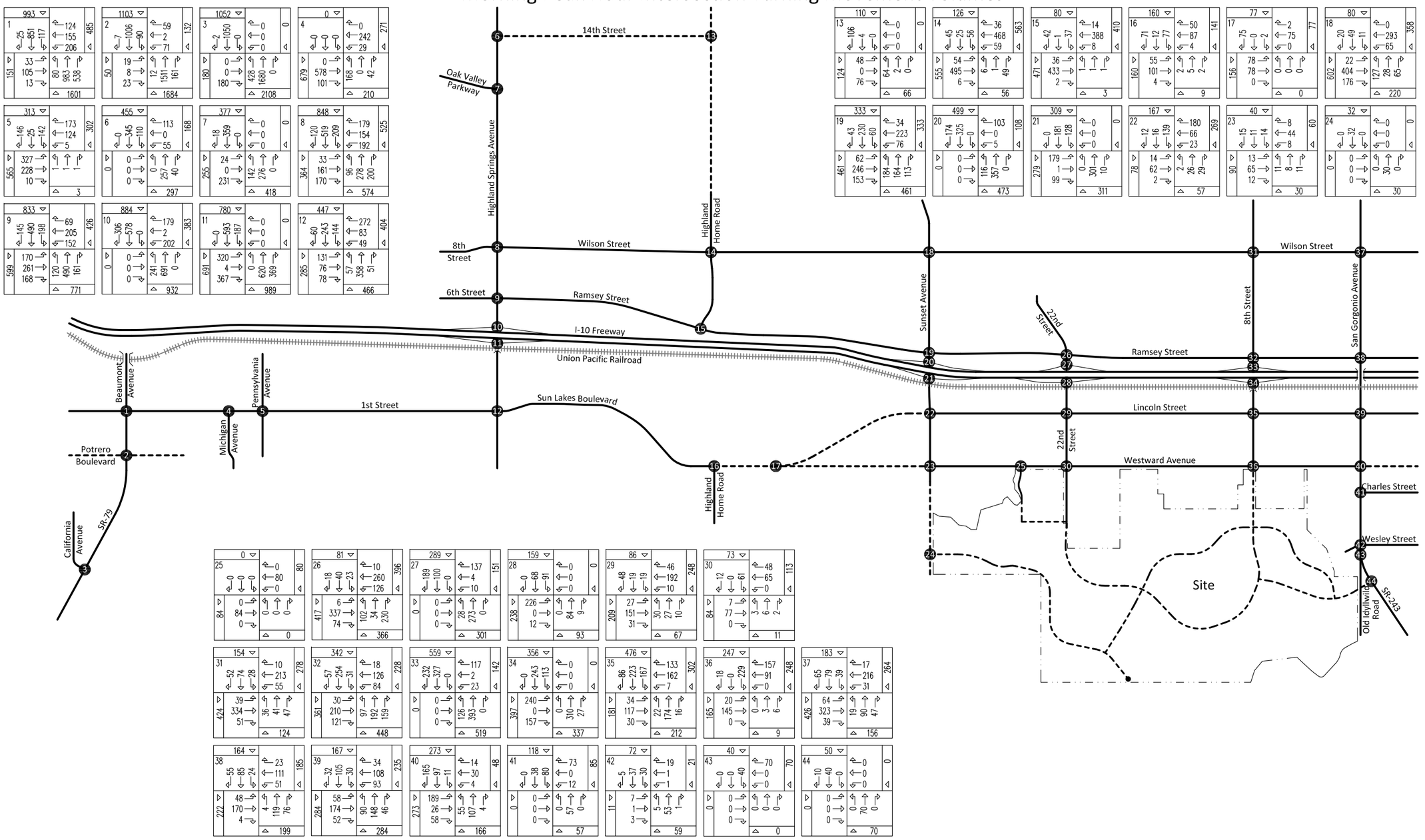


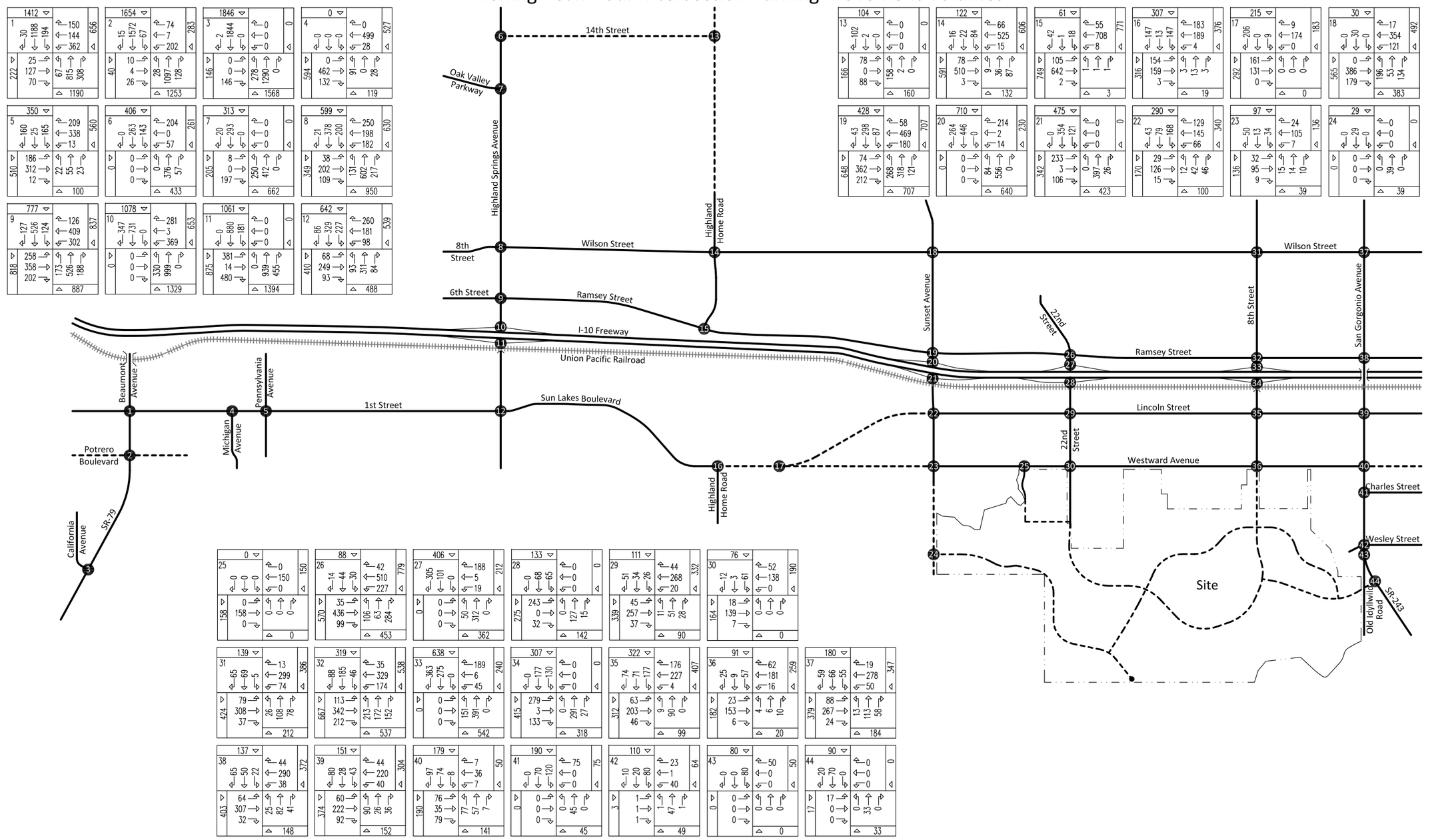
Figure 106
General Plan Buildout Year (2035) Without Project
Morning Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

Figure 107
General Plan Buildout Year (2035) Without Project
Evening Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

Figure 108
General Plan Buildout Year (2035) With Project
Morning Peak Hour Intersection Turning Movement Volumes

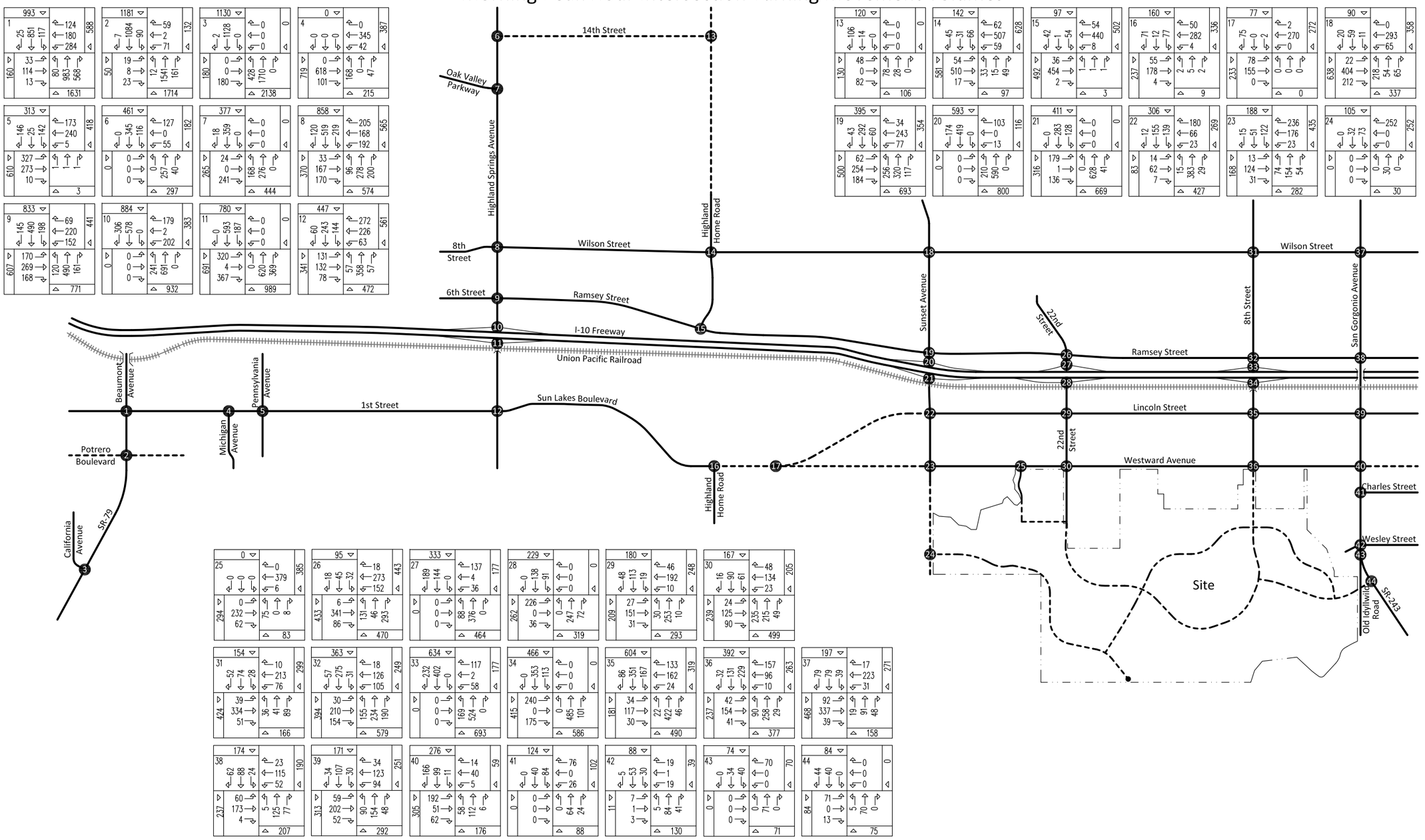
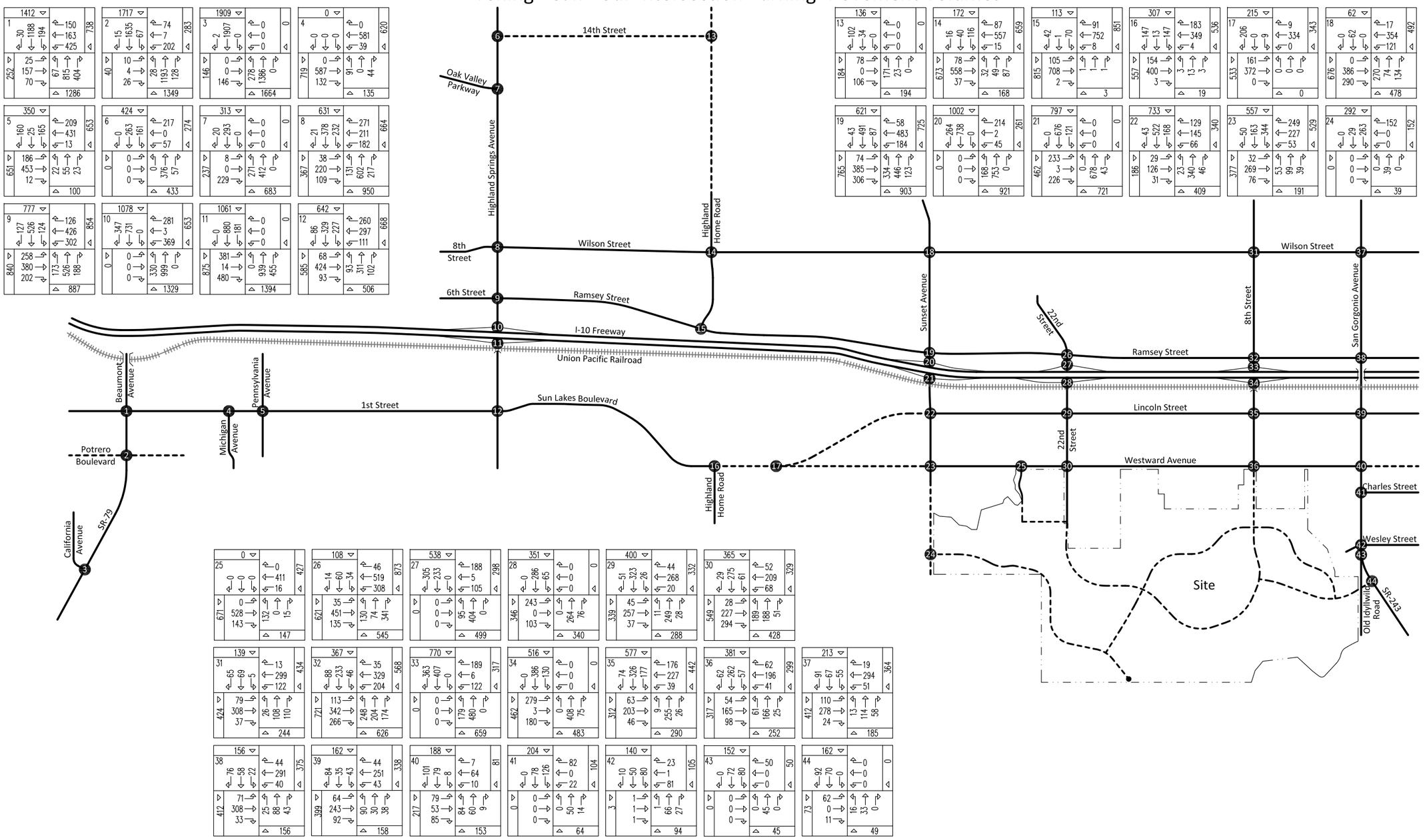


Figure 109
General Plan Buildout Year (2035) With Project
Evening Peak Hour Intersection Turning Movement Volumes



Intersection reference numbers are in upper left corner of turning movement boxes.

JN 5217f

XII. PROJECT MITIGATION

A. Required Improvements

Improvements that will eliminate all anticipated roadway operational deficiencies throughout the study area have been identified for Buildout Year (2035) traffic conditions. The improvements were determined through the operations analysis of Sections V to IX.

Off-site improvements are shown in the delay and Level of Service tables in previous sections. Table 33 shows a summary of the required off-site improvements. The recommended mitigation measures conform with the roadway classifications for the City of Banning and City of Beaumont General Plan Circulation Elements. They were also analyzed for feasibility and determined to be feasible while meeting these right-of-way requirements.

Intersection improvements which are included within the City of Banning, City of Beaumont, and County of Riverside Nexus Fee Programs are noted as such in Table 33. The recommended mitigation measures are identified for each intersection by improvement. Each analysis scenario when each mitigation measure is required is noted. Each improvement is then broken down by whether or not it is a program improvement or not, with the fair share percentage (see Table 33) given if the improvement is not a program improvement. The funding sources identified are as follows with data provided by City of Banning staff:

- Western Riverside Council of Governments Transportation Uniform Mitigation Fee Nexus Study 2015 Update Final Report, August 17, 2015
- City of Banning Development Impact Fee Study, June 9, 2006
- City of Banning Resolution No. 2006-75, August 8, 2006
- City of Banning Resolution No. 2015-24 (Five-Year Measure "A" Capital Improvement Plan for Fiscal Years 2015/2016 - 2019/2020), April 14, 2015
- Development Agreement between City of Banning and Pardee Homes, April 24, 2012
- City of Beaumont Resolution No. 2010-04, March 16, 2010
- Table B "Right-of-Way Determination for Study Area Intersections" prepared by LSA Associates, August 18, 2015 as part of a current City of Banning Fee Program Project

B. Project Contribution and Fair Share Percentages

The project fair share percentages have also been calculated for Buildout Year (2035) improvement locations. The project percentage has been based on the proportion of project peak hour traffic contributed to the improvement location relative to the total new peak hour Buildout Year (2035) traffic volume.

Table 34 presents a summary of project fair share percentages at the Buildout Year (2035) intersection improvement locations. The intersection fair share percentages are typically based on the higher of the morning and evening peak hour traffic volumes. Table 34

based on the higher of the morning and evening peak hour traffic volumes. Table 34 identifies the morning and evening peak hour fair share percentages for each study area intersection requiring mitigation for Buildout Year (2035) traffic conditions.

As mitigation for the potential traffic impacts, the proposed project shall contribute through an adopted traffic impact fee program in addition to any fair share contributions shown within the traffic study which is not covered within this fee program.

C. TUMF and DIF Programs

The City of Banning has a Development Impact Fee Program (DIF) which collects fees from new development with the purpose of funding transportation improvements such as roadway widening, new roadways, intersection improvements, traffic signalization, etc. for the purpose of mitigating future growth within the city as specified in the City of Banning Circulation Element. Table 35 identifies the fees by category. These dollar cost estimates are from the City of Banning Development Impact Fee Study, June 9, 2006 provided to Kunzman Associates, Inc. by the City of Banning staff. As shown in Table 27, the City of Banning Development Impact Fee is $15,815,898. It should be noted that this doesn't include the dollar cost estimates for the 800 student elementary school (service category) since the square footage is not yet known.

The County of Riverside has a Transportation Mitigation Uniform Fee (TUMF) administered by the Western Regional Council of Governments which collects fees from new development with the purpose of funding transportation improvements such as roadway widening, new roadways, intersection improvements, traffic signalization, etc. for the purpose of mitigating future growth through 2035. Table 35 identifies the fees by category. These dollar cost estimates are from the Western Riverside Council of Governments Transportation Uniform Mitigation Fee Nexus Study 2015 Update Final Report, August 17, 2015. As shown in Table 35, the Transportation Mitigation Uniform Fee is $29,254,196. It should be noted that this doesn't include the dollar cost estimates for the 800 student elementary school (service category) since the square footage is not yet known.

The combined City of Banning Development Impact Fee Program and County of Riverside Transportation Mitigation Uniform Fee (TUMF) administered by the Western Regional Council of Governments is $45,070,094. It should be noted that this doesn't include the dollar cost estimates for the 800 student elementary school (service category) since the square footage is not yet known.

The rates utilized in calculating these fees are from the City of Banning Development Impact Fee Study, June 9, 2006 provided to Kunzman Associates, Inc. by the City of Banning staff and the Western Riverside Council of Governments Transportation Uniform Mitigation Fee Nexus Study 2015 Update Final Report, August 17, 2015. The fees should be monitored and updated for any potential future changes to either program.

Table 33 (1 of 2)

Summary of Intersection Improvements

Intersection	Improvement	Required for: Existing Plus Project	Opening Year 2017 - Phase 1	Opening Year 2019 - Phase 2	Interim Year 2022 - Phase 3	Interim Year 2025 - Phase 4	Interim Year 2029 - Phase 5	General Plan Buildout - Phase 6	Improvement Source: Program Improvement[1]	Not A Program Improvement	Fair Share[2]
Beaumont Avenue/SR-79 (NS) at:	Construct one NB left turn lane							X		X	14.4%
Potrero Boulevard (EW) - #2	Construct one SB left turn lane							X		X	14.4%
	Construct one EB through lane							X	X		
	Construct one WB through lane							X		X	14.4%
	Install traffic signal							X		X	14.4%
Beaumont Avenue/SR-79 (NS) at:											
California Avenue (EW) - #3	Install traffic signal	X	X	X	X	X	X	X		X	14.0%
Michigan Avenue (NS) at:											
1st Street (EW) - #4	Install traffic signal	X	X	X	X	X	X	X		X	44.2%
Pennsylvania Avenue (NS) at:											
1st Street (EW) - #5	Install traffic signal	X	X	X	X	X	X	X		X	37.7%
Highland Springs Avenue (NS) at:	Construct one WB through lane				X	X	X	X	X		
14th Street (EW) - #6	Install traffic signal						X	X		X	4.9%
Highland Home Road (NS) at:	Construct one NB through lane				X	X	X	X	X		
14th Street (EW) - #13	Construct one SB through lane				X	X	X	X	X		
	Construct one EB through lane				X	X	X	X	X		
Highland Home Road (NS) at:											
Wilson Street (EW) - #14	Install traffic signal					X	X	X	X		
Highland Home Road (NS) at:											
Ramsey Street (EW) - #15	Install traffic signal	X			X	X	X	X	X		
Highland Home Road (NS) at:	Construct one SB through lane							X	X		
Sun Lakes Boulevard (EW) - #16	Construct one WB through lane							X	X		
	Install traffic signal							X	X		
Lincoln Street (NS) at:	Construct one SB through lane							X	X		
Westward Avenue (EW) - #17	Construct one EB left turn lane							X	X		
	Construct one EB through lane							X	X		
	Construct one WB through lane							X	X		
Sunset Avenue (NS) at:											
Wilson Street (EW) - #18	Install traffic signal	X	X	X	X	X	X	X	X		
Sunset Avenue (NS) at:	Construct one NB left turn lane							X	X		
Lincoln Street (EW) - #22	Construct one SB left turn lane					X	X	X	X		
	Construct one EB through lane							X	X		
	Install traffic signal	X				X	X	X	X		
Sunset Avenue (NS) at:	Construct one NB left turn lane							X		X	83.0%
Westward Avenue (EW) - #23	Construct one SB left turn lane	X					X	X		X	83.0%
	Construct one EB left turn lane							X		X	83.0%
	Construct one EB through lane							X	X		
	Construct WB left turn lane							X		X	83.0%
	Install traffic signal	X					X	X	X		

[1] Source: Western Riverside Council of Governments Transportation Uniform Mitigation Fee Nexus Study 2015 Update Final Report, August 17, 2015

City of Banning Development Impact Fee Study, June 9, 2006

City of Banning Resolution No. 2006-75, August 8, 2006

City of Banning Resolution No. 2015-24 (Five-Year Measure "A" Capital Improvement Plan for Fiscal Years 2015/2016 - 2019/2020), April 14, 2015

Development Agreement between City of Banning and Pardee Homes, April 24, 2012

City of Beaumont Resolution No. 2010-04, March 16, 2010

Table B "Right-of-Way Determination for Study Area Intersections" prepared by LSA Associates, August 18, 2015 as part of a current City of Banning Fee Program Project

[2] See Table 26

Table 33 (2 of 2)

Summary of Intersection Improvements

Intersection	Improvement	Required for: Existing Plus Project	Opening Year 2017 - Phase 1	Opening Year 2019 - Phase 2	Interim Year 2022 - Phase 3	Interim Year 2025 - Phase 4	Interim Year 2029 - Phase 5	General Plan Buildout - Phase 6	Improvement Source: Program Improvement[1]	Not A Program Improvement	Fair Share[2]
Sunset Avenue (NS) at:	Construct one NB through lane	X					X	X		X	91.8%
C Street (EW) - #24	Construct one SB through lane	X					X	X		X	91.8%
	Construct one WB through lane	X					X	X		X	91.8%
A Street (NS) at:	Construct one NB through lane	X					X	X		X	82.1%
Westward Avenue (EW) - #25	Install traffic signal	X					X	X		X	82.1%
22nd Street (NS) at:											
I-10 Freeway WB Ramps (EW) - #27	Install traffic signal	X			X	X	X	X		X	70.2%
22nd Street (NS) at:											
I-10 Freeway EB Ramps (EW) - #28	Install traffic signal	X			X	X	X	X		X	88.4%
22nd Street (NS) at:											
Lincoln Street (EW) - #29	Install traffic signal						X	X	X		
22nd Street (NS) at:	Construct one NB left turn lane	X						X		X	86.4%
Westward Avenue (EW) - #30	Construct one SB left turn lane	X					X	X		X	86.4%
	Install traffic signal	X				X	X	X	X		
8th Street (NS) at:											
Wilson Street (EW) - #31	Install traffic signal					X	X	X	X		
8th Street (NS) at:	Construct one NB left turn lane	X	X	X	X	X	X	X	X		
I-10 Freeway WB Ramps (EW) - #33	Construct second NB left turn lane							X		X	69.1%
	Install traffic signal	X	X	X	X	X	X	X	X		
8th Street (NS) at:	Construct one SB left turn lane	X	X	X	X	X	X	X	X		
I-10 Freeway EB Ramps (EW) - #34	Construct second SB left turn lane							X		X	83.0%
	Install traffic signal	X	X	X	X	X	X	X		X	83.0%
8th Street (NS) at:	Construct one SB left turn lane	X	X	X	X	X	X	X	X		
Lincoln Street (EW) - #35	Construct one WB left turn lane		X	X	X	X	X	X	X		
	Install traffic signal	X	X	X	X	X	X	X	X		
8th Street (NS) at:	Construct one NB left turn lane							X		X	79.3%
Westward Avenue (EW) - #36	Construct one NB through lane	X	X	X	X	X	X	X		X	79.3%
	Construct one WB left-turn lane		X	X	X	X	X	X		X	79.3%
	Install traffic signal	X	X	X	X	X	X	X	X		
SR-243 (NS) at:											
C Street (EW) - #44	Construct one EB through lane	X	X	X	X	X	X	X		X	88.3%

P

[1] Source: Western Riverside Council of Governments Transportation Uniform Mitigation Fee Nexus Study 2015 Update Final Report , August 17, 2015

City of Banning Development Impact Fee Study, June 9, 2006

City of Banning Resolution No. 2006-75 , August 8, 2006

City of Banning Resolution No. 2015-24 (Five-Year Measure "A" Capital Improvement Plan for Fiscal Years 2015/2016 - 2019/2020) , April 14, 2015

Development Agreement between City of Banning and Pardee Homes, April 24, 2012

City of Beaumont Resolution No. 2010-04, March 16, 2010

Table B "Right-of-Way Determination for Study Area Intersections" prepared by LSA Associates, August 18, 2015 as part of a current City of Banning Fee Program Project

[2] See Table 34

Table 34 (1 of 2)

Project Fair Share Intersection Traffic Contribution

Intersection	Peak Hour	Existing Traffic	General Plan Buildout With Project Traffic	Project Traffic	Total New Traffic	Project % of New Traffic
Beaumont Avenue/SR-79 (NS) at:						
Potrero Boulevard (EW) - #2	Morning	1,979	2,999	108	1,020	10.6%
	Evening	2,281	3,389	159	1,108	14.4%
Beaumont Avenue/SR-79 (NS) at:						
California Avenue (EW) - #3	Morning	2,383	3,449	108	1,066	10.1%
	Evening	2,587	3,720	159	1,133	14.0%
Michigan Avenue (NS) at:						
1st Street (EW) - #4	Morning	892	1,321	161	429	37.5%
	Evening	944	1,474	234	530	44.2%
Pennsylvania Avenue (NS) at:						
1st Street (EW) - #5	Morning	917	1,344	161	427	37.7%
	Evening	1,130	1,754	234	624	37.5%
Highland Springs Avenue (NS) at:						
14th Street (EW) - #6	Morning	500	940	20	440	4.5%
	Evening	496	1,131	31	635	4.9%
Highland Home Road (NS) at:						
14th Street (EW) - #13	Morning	-	356	56	356	15.7%
	Evening	-	514	84	514	16.3%
Highland Home Road (NS) at:						
Wilson Street (EW) - #14	Morning	714	1,447	148	733	20.2%
	Evening	713	1,672	221	959	23.0%
Highland Home Road (NS) at:						
Ramsey Street (EW) - #15	Morning	598	1,094	130	496	26.2%
	Evening	967	1,782	198	815	24.3%
Highland Home Road (NS) at:						
Sun Lakes Boulevard (EW) - #16	Morning	27	742	272	715	38.0%
	Evening	37	1,419	401	1,382	29.0%
Lincoln Street (NS) at:						
Westward Avenue (EW) - #17	Morning	-	582	272	582	46.7%
	Evening	-	1,091	401	1,091	36.8%
Sunset Avenue (NS) at:						
Wilson Street (EW) - #18	Morning	746	1,423	163	677	24.1%
	Evening	797	1,708	238	911	26.1%
Sunset Avenue (NS) at:						
Lincoln Street (EW) - #22	Morning	198	1,085	514	887	57.9%
	Evening	317	1,668	768	1,351	56.8%

Table 34 (2 of 2)

Project Fair Share Intersection Traffic Contribution

Intersection	Peak Hour	Existing Traffic	General Plan Buildout With Project Traffic	Project Traffic	Total New Traffic	Project % of New Traffic
Sunset Avenue (NS) at:						
Wesward Avenue (EW) - #23	Morning	45	1,073	853	1,028	83.0%
	Evening	86	1,654	1,246	1,568	79.5%
Sunset Avenue (NS) at:						
C Street (EW) - #24	Morning	18	387	325	369	88.1%
	Evening	31	483	415	452	91.8%
A Street (NS) at:						
Westward Avenue (EW) - #25	Morning	34	762	598	728	82.1%
	Evening	57	1,245	937	1,188	78.9%
22nd Street (NS) at:						
I-10 Freeway WB Ramps (EW) - #27	Morning	638	970	233	332	70.2%
	Evening	787	1,330	355	543	65.4%
22nd Street (NS) at:						
I-10 Freeway EB Ramps (EW) - #28	Morning	433	810	320	377	84.9%
	Evening	486	1,037	487	551	88.4%
22nd Street (NS) at:						
Lincoln Street (EW) - #29	Morning	273	930	320	657	48.7%
	Evening	293	1,359	487	1,066	45.7%
22nd Street (NS) at:						
Westward Avenue (EW) - #30	Morning	150	1,110	829	960	86.4%
	Evening	131	1,671	1,241	1,540	80.6%
8th Street (NS) at:						
Wilson Street (EW) - #31	Morning	600	1,043	63	443	14.2%
	Evening	683	1,241	80	558	14.3%
8th Street (NS) at:						
I-10 Freeway WB Ramps (EW) - #33	Morning	1,091	1,502	284	411	69.1%
	Evening	1,252	1,740	326	488	66.8%
8th Street (NS) at:						
I-10 Freeway EB Ramps (EW) - #34	Morning	1,003	1,467	377	464	81.3%
	Evening	951	1,458	421	507	83.0%
8th Street (NS) at:						
Lincoln Street (EW) - #35	Morning	788	1,594	423	806	52.5%
	Evening	658	1,621	481	963	49.9%
8th Street (NS) at:						
Westward Avenue (EW) - #36	Morning	512	1,269	600	757	79.3%
	Evening	191	1,249	697	1,058	65.9%
SR-243 (NS) at:						
C Street (EW) - #44	Morning	101	243	123	142	86.6%
	Evening	121	284	144	163	88.3%

Table 35

Project Fee Obligation Estimates

Reference	Single-Family Residential ($ per DU[1])	Townhouse/ Duplex ($ per DU)	Multi-Family Residential ($ per DU)	Commercial ($ Per SF[2])	Service ($ Per SF)
City of Banning Development Impact Fee[3]	$ 4,860.00	$ 3,657.00	$ 5,285.00	$ 1.86	$ 0.78
Transportation Mitigation Uniform Fee[4]	$ 9,826.00	--	$ 6,399.00	$ 16.24	$ 6.63

Fee Calculations				
Program	Category	Unit Cost	DU/SF	Cost
City of Banning Development Impact Fee	Single-Family Residential	$ 4,860.00	2,203	$ 10,706,580
	Multi-Family Residential	$ 5,285.00	931	$ 4,920,335
	Commercial	$ 1.86	101,604	$ 188,983
Total				$ 15,815,898
Transportation Mitigation Uniform Fee	Single-Family Residential	$ 9,826.00	2,203	$ 21,646,678
	Multi-Family Residential	$ 6,399.00	931	$ 5,957,469
	Commercial	$ 16.24	101,604	$ 1,650,049
Total				$ 29,254,196
Total DIF and TUMF Cost				$ 45,070,094

[1] DU = Dwelling Unit

[1] SF = Square Foot

[3] Source: City of Banning Development Impact Fee Study, June 9, 2006

[4] Source: Western Riverside Council of Governments Transportation Uniform Mitigation Fee Nexus Study 2015 Update Final Report, August 17, 2015

Note: The 800 student Elementary School falls under the Services category. However, the square footage is not yet known.

XIII. RECOMMENDATIONS

A. Site Access

The proposed project will have access to one point on Sunset Avenue, three points on Westward Avenue, and one point on SR-243. Adequate emergency access is assured because there is more than one way of reaching any point within the site.

B. Roadway Improvements

1. On- Site

Site-specific circulation and access recommendations are depicted on Figures 112 to 117.

Construct Sunset Avenue from the north project boundary to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (Secondary Highway; see Figure 8).

Construct Rancho San Gorgonio Parkway north of A Street at 22nd Street to Westward Avenue at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (116 foot right-of-way; see Figure 111).

Construct Rancho San Gorgonio Parkway south of Westward Avenue at 8th Street along the project boundary at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development (146 foot right-of-way; see Figure 111).

Construct Westward Avenue along the project boundaries at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (Collector Highway; see Figure 8). Construction of Westward Avenue should be coordinated with other land owners' so that improvements are done simultaneously along Westward Avenue from Sunset Avenue to San Gorgonio Avenue. This will alleviate Westward Avenue from being partially improved sporadically along the project's property boundaries.

Construct Victory Avenue from Rancho San Gorgonio Parkway to Lovell Street at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (Local Street).

Construct Old Idyllwild Road from C Street to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.

Obtain the necessary right-of-way to construct C Street from the east project boundary to SR-243. C Street should intersect SR-243 at a right angle and adequate sight

Obtain the necessary right-of-way to construct C Street from the east project boundary to SR-243. C Street should intersect SR-243 at a right angle and adequate sight distance should be provided. Engineering design standards and safety features shall be maintained including traffic signalization and high speed signage as identified by the City of Banning Transportation Department staff.

Sight distance at project accesses shall comply with standard California Department of Transportation and City of Banning sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits.

Separate on-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

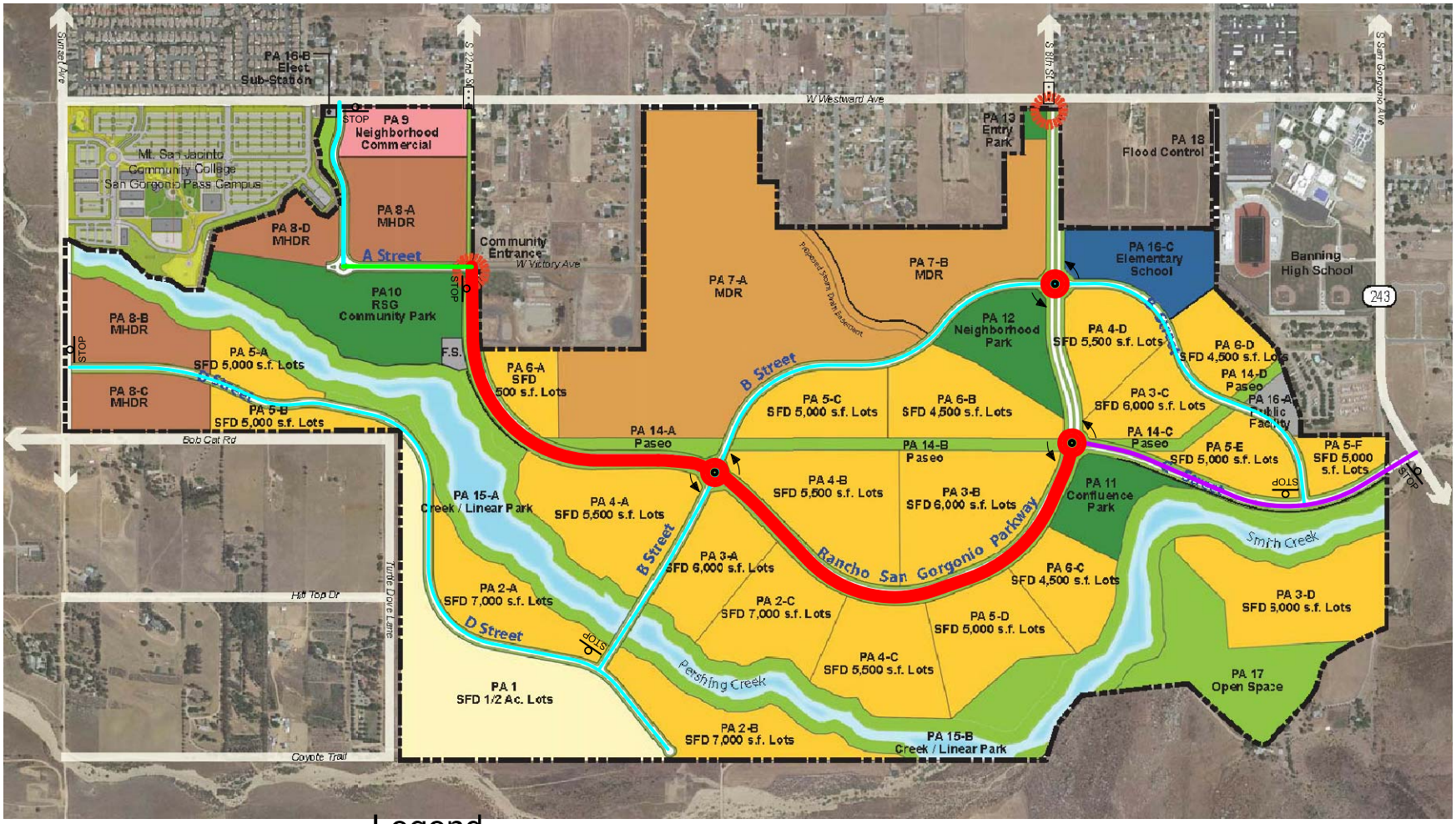
2. Off-Site

As is the case for any roadway design, the City of Banning should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.

Off-site improvements are shown in the delay and Level of Service tables in previous sections. Table 33 shows a summary of the required off-site improvements. The recommended mitigation measures conform with the roadway classifications for the City of Banning and City of Beaumont General Plan Circulation Elements.

Figure 110
On-Site Circulation



Legend

- = 146' to 156' Right-of-Way
- = 146' Right-of-Way
- = 116' Right-of-Way
- = 116' Right-of-Way
- = 80' Right-of-Way (Park Adjacent)
- = 80' Right-of-Way
- = Roundabout
- = Stop Sign
- = Traffic Signal

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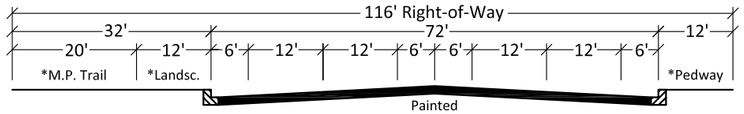
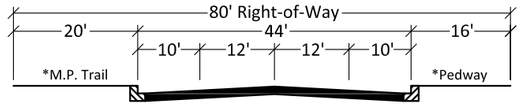
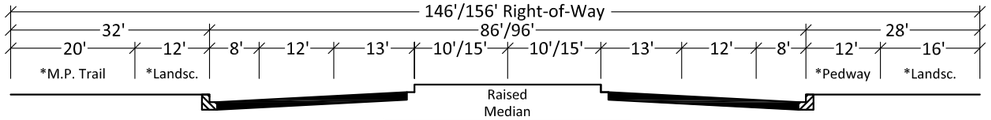
Figure 111
On-Site Roadway Cross-Sections



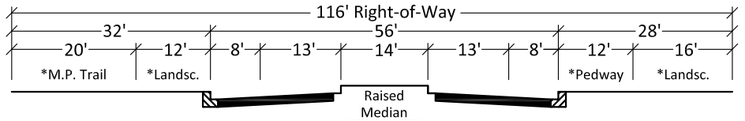
Rancho San Gorgonio Parkway
(n/o A Street to Westward Avenue)



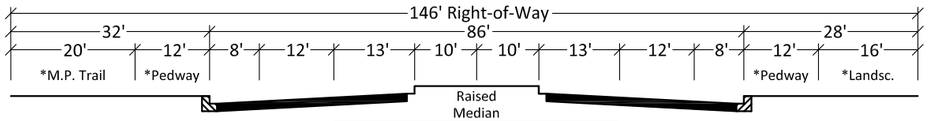
B Street & D Street



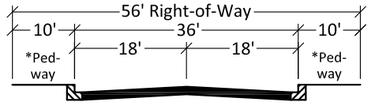
Rancho San Gorgonio Parkway
(A Street to C Street)



C Street



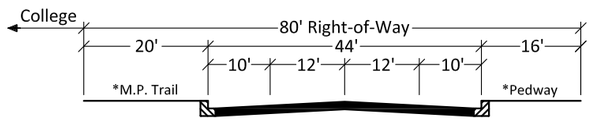
Rancho San Gorgonio Parkway
(n/o C Street to Westward Avenue)



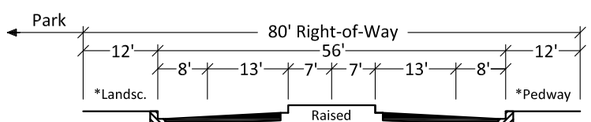
Modified Local

Notes:

*M.P. Trail = Multi-Purpose Trail, includes landscaping and minimum 10 foot multi-purpose trail
*Pedway = Pedestrian Walkway, includes landscaping and 5 foot sidewalk (4 feet for Modified Local) to meet ADA requirements
*Landsc. = Landscaping



A Street
(Westward Avenue to RSG Community Park)



A Street
(RSG Community Park to Rancho San Gorgonio Parkway)

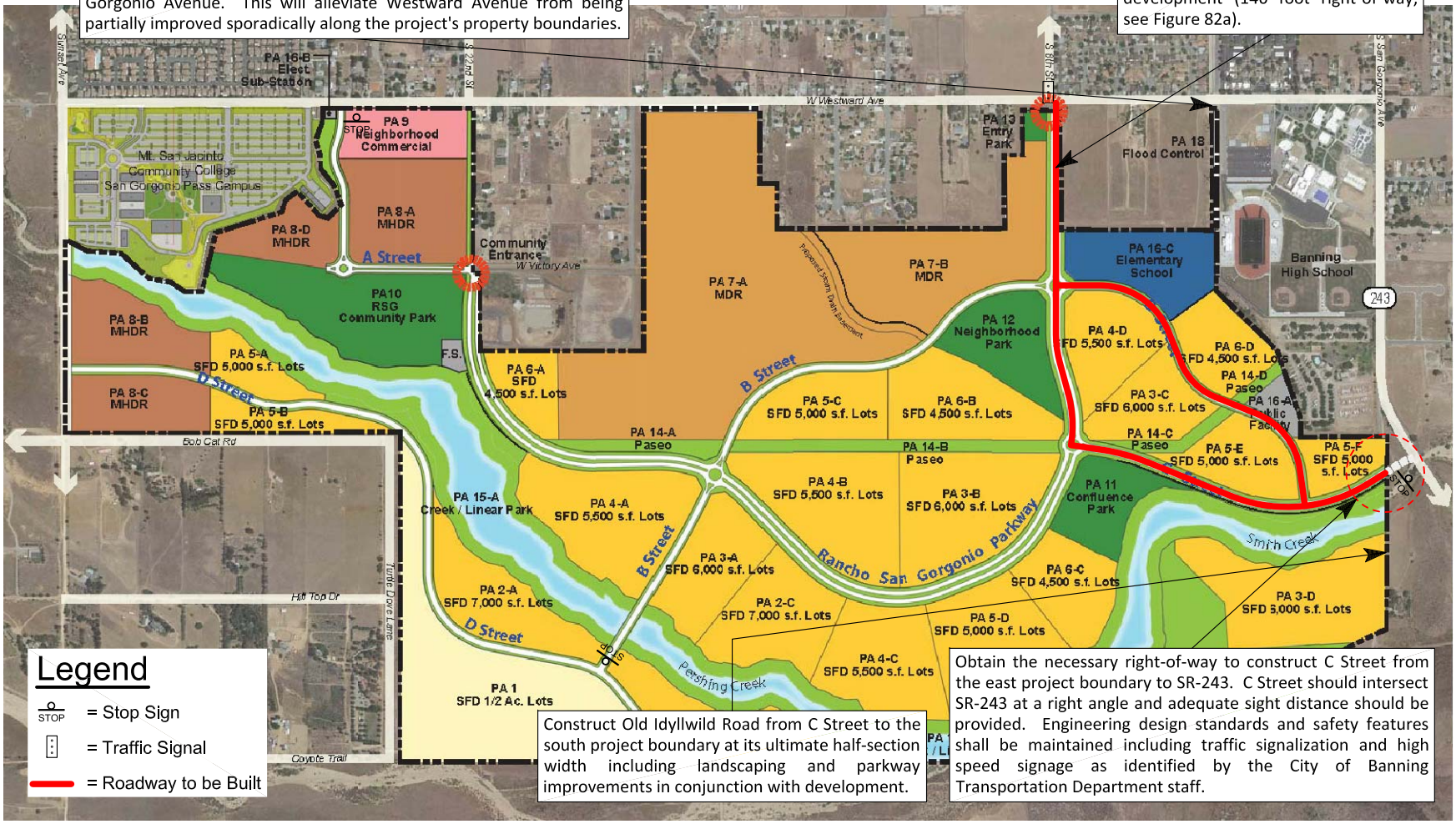
Notes:

*M.P. Trail = Multi-Purpose Trail, includes landscaping and minimum 10 foot multi-purpose trail
*Pedway = Pedestrian Walkway, includes landscaping and 5 foot sidewalk to meet ADA requirements
*Landsc. = Landscaping

Figure 112
Circulation Recommendations - Opening Year (2017)

Construct Westward Avenue along the project boundaries at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (Collector Highway; see Figure 8). Construction of Westward Avenue should be coordinated with other land owners' so that improvements are done simultaneously along Westward Avenue from Sunset Avenue to San Gorgonio Avenue. This will alleviate Westward Avenue from being partially improved sporadically along the project's property boundaries.

Construct Rancho San Gorgonio Parkway south of Westward Avenue at 8th Street along the project boundary at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development (146 foot right-of-way; see Figure 82a).



Construct Old Idyllwild Road from C Street to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.

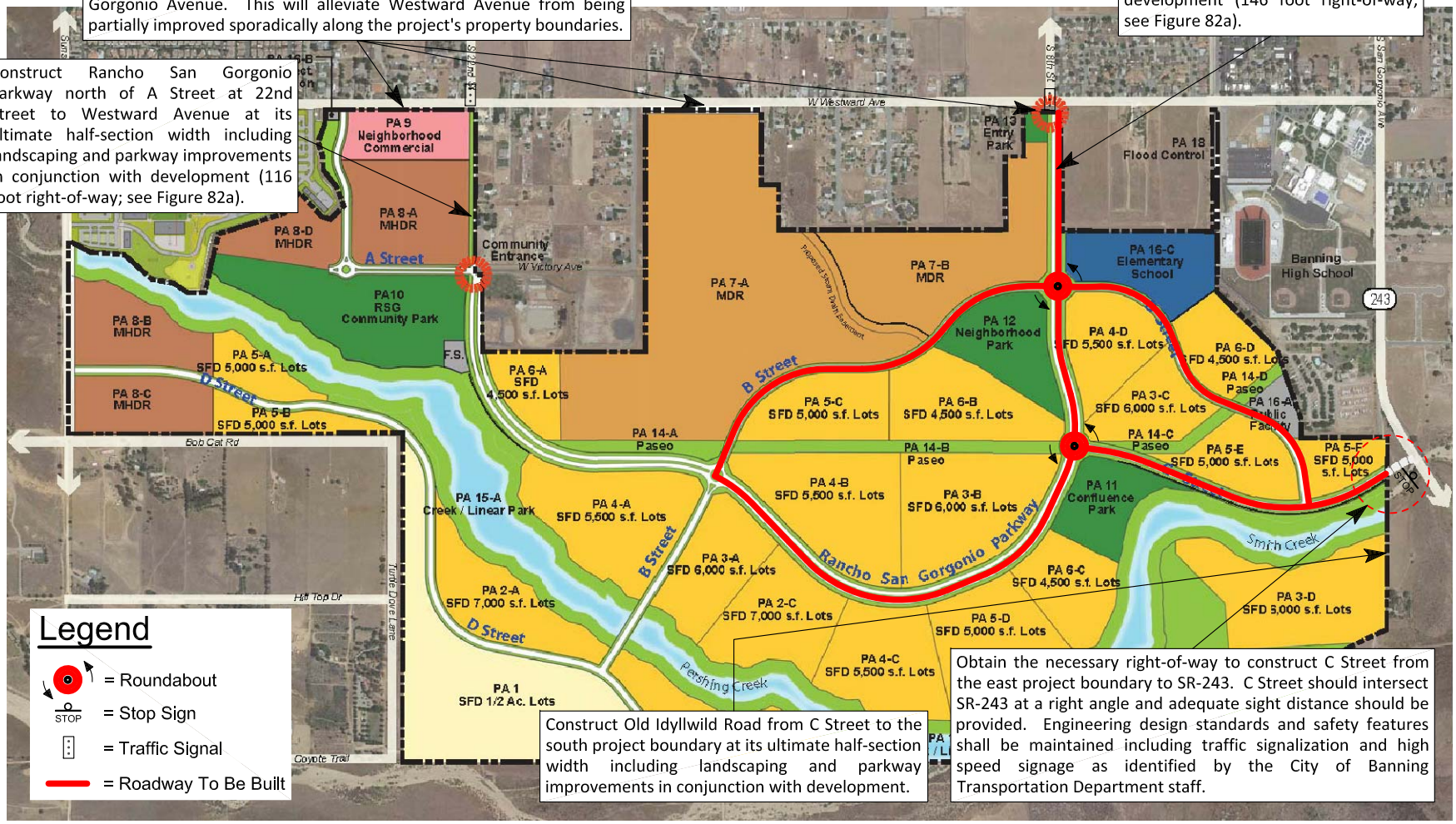
Obtain the necessary right-of-way to construct C Street from the east project boundary to SR-243. C Street should intersect SR-243 at a right angle and adequate sight distance should be provided. Engineering design standards and safety features shall be maintained including traffic signalization and high speed signage as identified by the City of Banning Transportation Department staff.

Figure 113
Circulation Recommendations - Interim Year (2019)

Construct Westward Avenue along the project boundaries at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (Collector Highway; see Figure 8). Construction of Westward Avenue should be coordinated with other land owners' so that improvements are done simultaneously along Westward Avenue from Sunset Avenue to San Gorgonio Avenue. This will alleviate Westward Avenue from being partially improved sporadically along the project's property boundaries.

Construct Rancho San Gorgonio Parkway south of Westward Avenue at 8th Street along the project boundary at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development (146 foot right-of-way; see Figure 82a).

Construct Rancho San Gorgonio Parkway north of A Street at 22nd Street to Westward Avenue at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (116 foot right-of-way; see Figure 82a).



Construct Old Idyllwild Road from C Street to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.

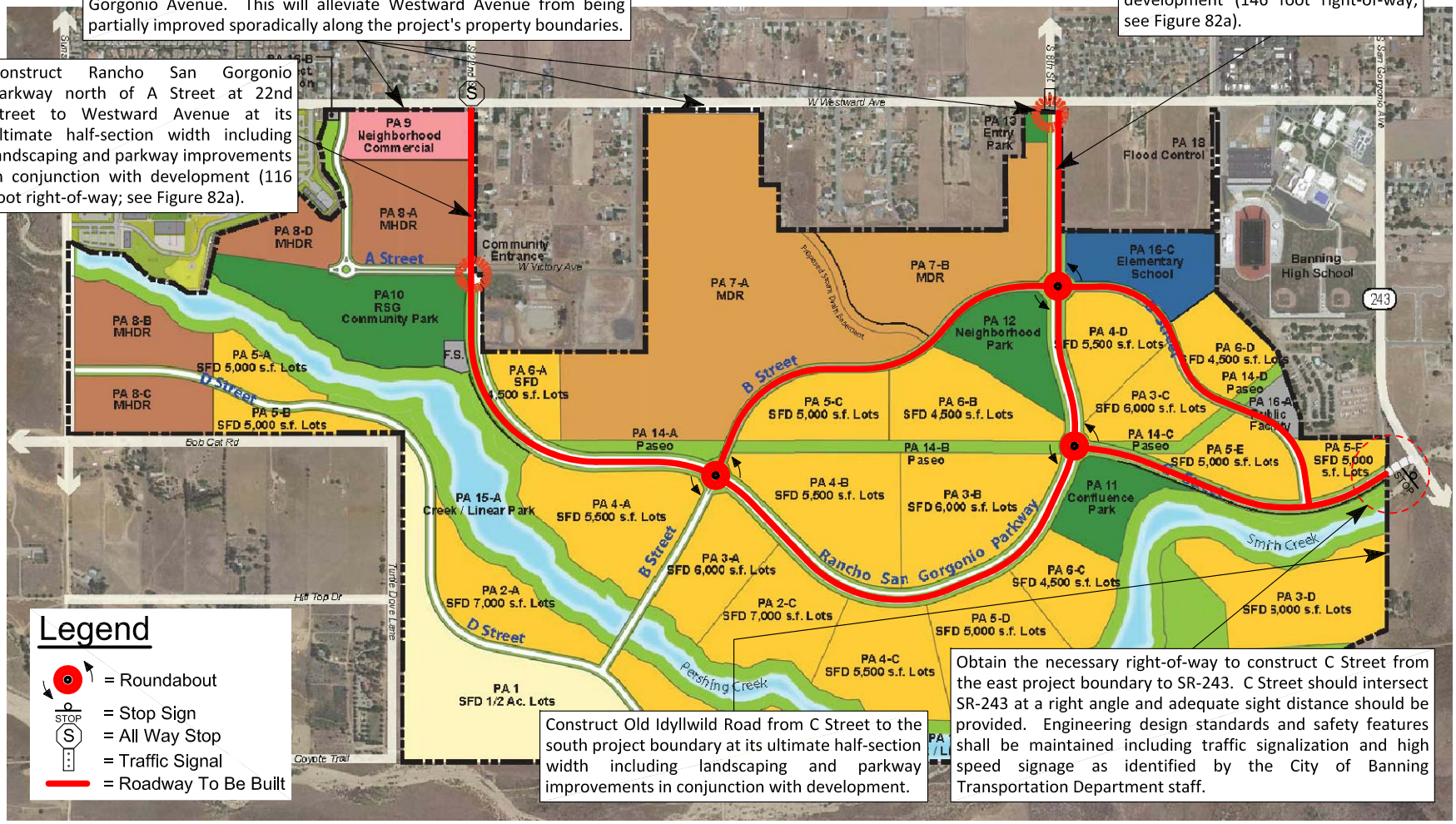
Obtain the necessary right-of-way to construct C Street from the east project boundary to SR-243. C Street should intersect SR-243 at a right angle and adequate sight distance should be provided. Engineering design standards and safety features shall be maintained including traffic signalization and high speed signage as identified by the City of Banning Transportation Department staff.

Figure 114
Circulation Recommendations - Interim Year (2022)

Construct Westward Avenue along the project boundaries at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (Collector Highway; see Figure 8). Construction of Westward Avenue should be coordinated with other land owners' so that improvements are done simultaneously along Westward Avenue from Sunset Avenue to San Gorgonio Avenue. This will alleviate Westward Avenue from being partially improved sporadically along the project's property boundaries.

Construct Rancho San Gorgonio Parkway south of Westward Avenue at 8th Street along the project boundary at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development (146 foot right-of-way; see Figure 82a).

Construct Rancho San Gorgonio Parkway north of A Street at 22nd Street to Westward Avenue at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (116 foot right-of-way; see Figure 82a).



Construct Old Idyllwild Road from C Street to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.

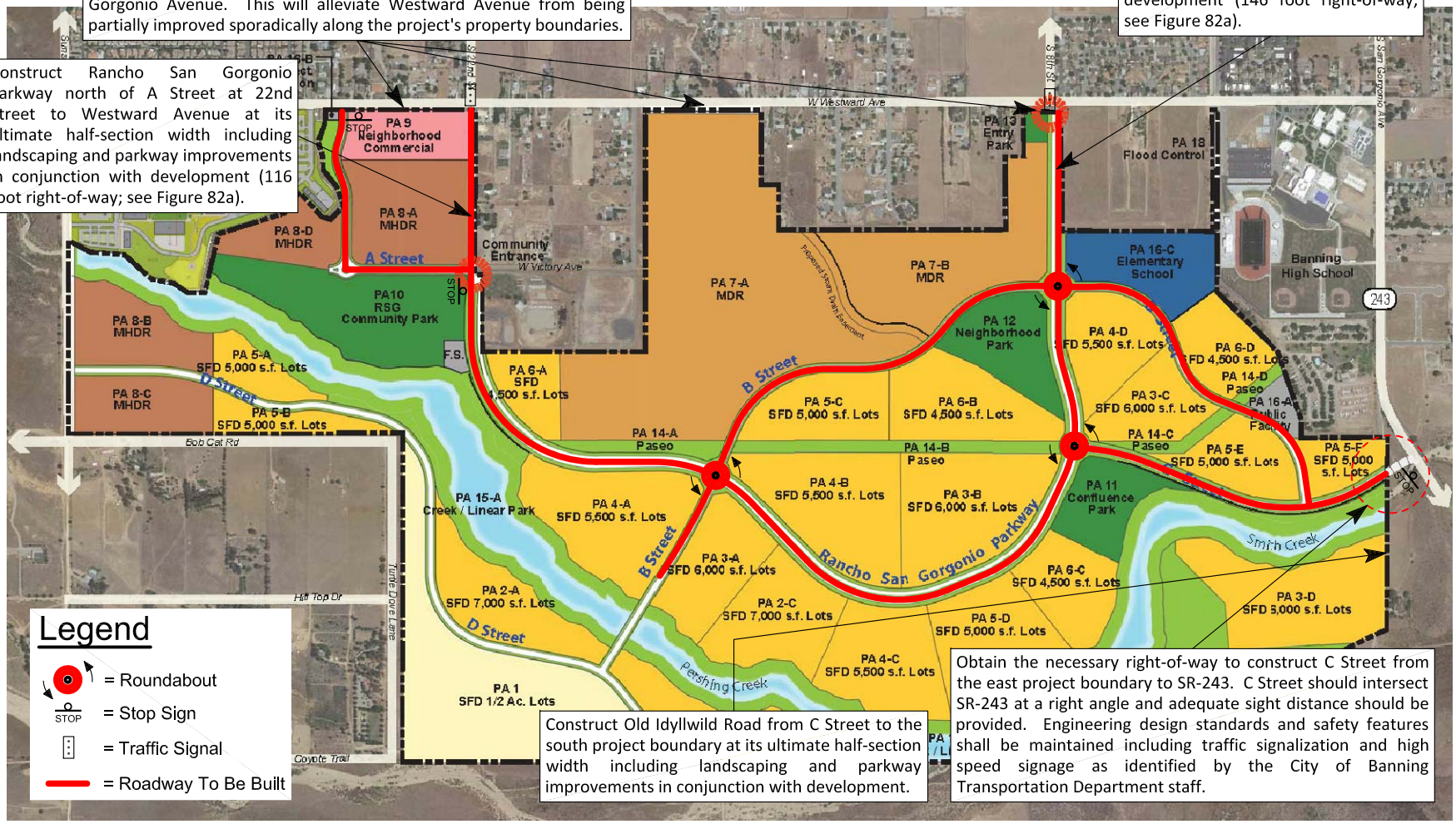
Obtain the necessary right-of-way to construct C Street from the east project boundary to SR-243. C Street should intersect SR-243 at a right angle and adequate sight distance should be provided. Engineering design standards and safety features shall be maintained including traffic signalization and high speed signage as identified by the City of Banning Transportation Department staff.

Figure 115
Circulation Recommendations - Interim Year (2025)

Construct Westward Avenue along the project boundaries at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (Collector Highway; see Figure 8). Construction of Westward Avenue should be coordinated with other land owners' so that improvements are done simultaneously along Westward Avenue from Sunset Avenue to San Gorgonio Avenue. This will alleviate Westward Avenue from being partially improved sporadically along the project's property boundaries.

Construct Rancho San Gorgonio Parkway south of Westward Avenue at 8th Street along the project boundary at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development (146 foot right-of-way; see Figure 82a).

Construct Rancho San Gorgonio Parkway north of A Street at 22nd Street to Westward Avenue at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (116 foot right-of-way; see Figure 82a).



Construct Old Idyllwild Road from C Street to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.

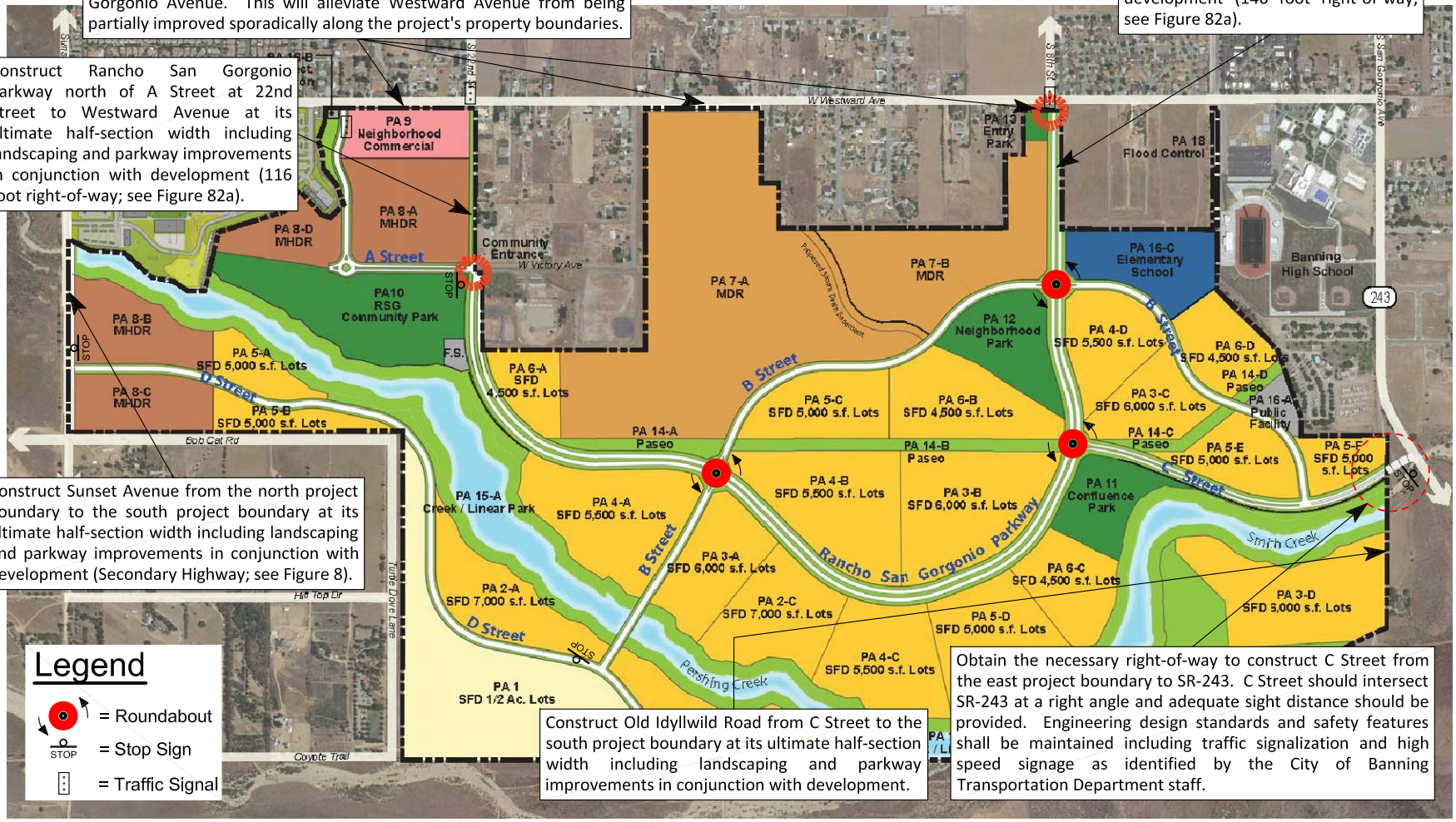
Obtain the necessary right-of-way to construct C Street from the east project boundary to SR-243. C Street should intersect SR-243 at a right angle and adequate sight distance should be provided. Engineering design standards and safety features shall be maintained including traffic signalization and high speed signage as identified by the City of Banning Transportation Department staff.

Figure 116
Circulation Recommendations - Interim Year (2029)

Construct Westward Avenue along the project boundaries at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (Collector Highway; see Figure 8). Construction of Westward Avenue should be coordinated with other land owners' so that improvements are done simultaneously along Westward Avenue from Sunset Avenue to San Gorgonio Avenue. This will alleviate Westward Avenue from being partially improved sporadically along the project's property boundaries.

Construct Rancho San Gorgonio Parkway south of Westward Avenue at 8th Street along the project boundary at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development (146 foot right-of-way; see Figure 82a).

Construct Rancho San Gorgonio Parkway north of A Street at 22nd Street to Westward Avenue at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (116 foot right-of-way; see Figure 82a).



Construct Sunset Avenue from the north project boundary to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (Secondary Highway; see Figure 8).

Construct Old Idyllwild Road from C Street to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.

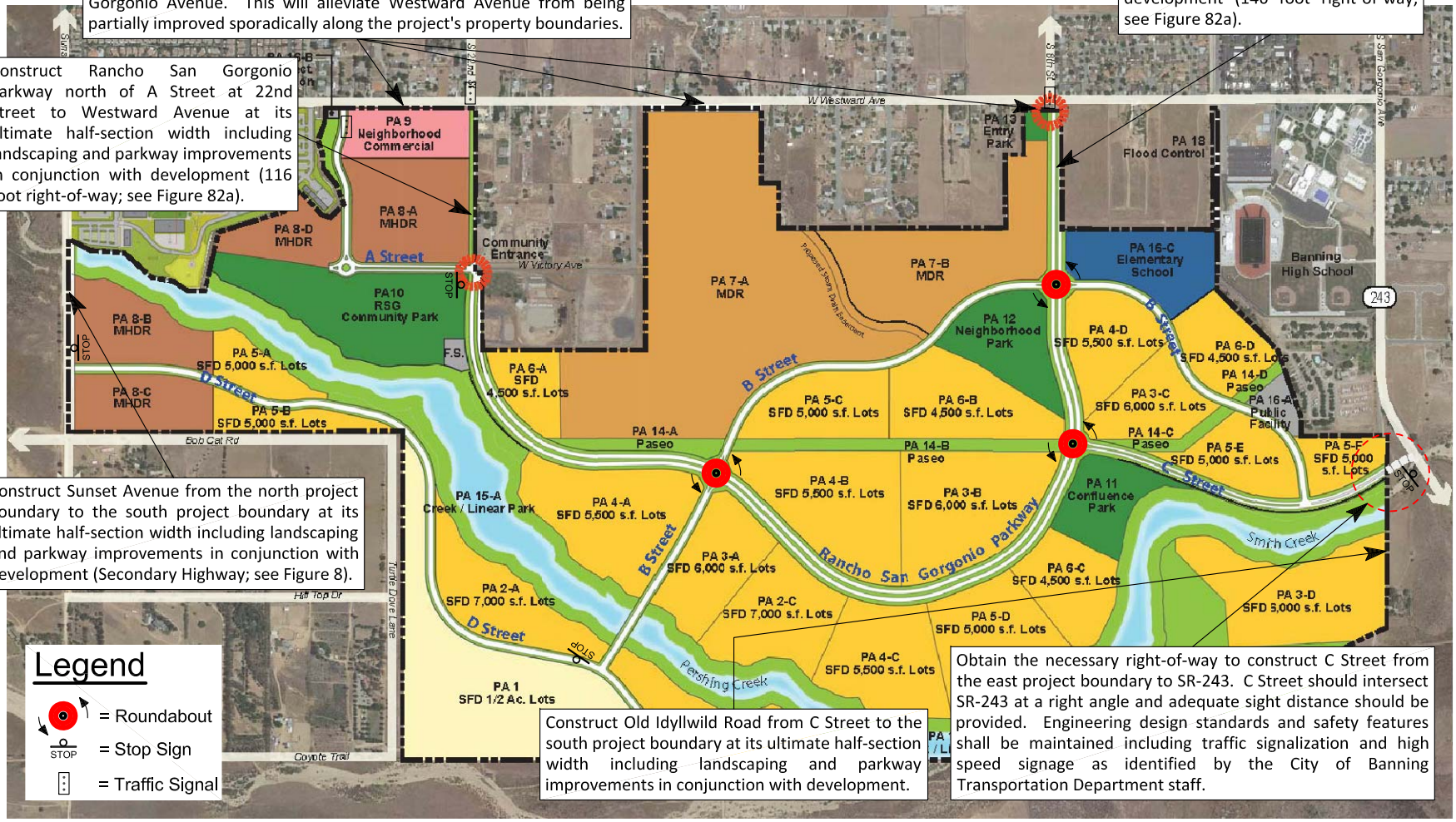
Obtain the necessary right-of-way to construct C Street from the east project boundary to SR-243. C Street should intersect SR-243 at a right angle and adequate sight distance should be provided. Engineering design standards and safety features shall be maintained including traffic signalization and high speed signage as identified by the City of Banning Transportation Department staff.

Figure 117
Circulation Recommendations - General Plan Buildout Year (2035)

Construct Westward Avenue along the project boundaries at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (Collector Highway; see Figure 8). Construction of Westward Avenue should be coordinated with other land owners' so that improvements are done simultaneously along Westward Avenue from Sunset Avenue to San Gorgonio Avenue. This will alleviate Westward Avenue from being partially improved sporadically along the project's property boundaries.

Construct Rancho San Gorgonio Parkway south of Westward Avenue at 8th Street along the project boundary at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development (146 foot right-of-way; see Figure 82a).

Construct Rancho San Gorgonio Parkway north of A Street at 22nd Street to Westward Avenue at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (116 foot right-of-way; see Figure 82a).



Construct Sunset Avenue from the north project boundary to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development (Secondary Highway; see Figure 8).

Construct Old Idyllwild Road from C Street to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.

Obtain the necessary right-of-way to construct C Street from the east project boundary to SR-243. C Street should intersect SR-243 at a right angle and adequate sight distance should be provided. Engineering design standards and safety features shall be maintained including traffic signalization and high speed signage as identified by the City of Banning Transportation Department staff.

APPENDICES

Appendix A – Glossary of Transportation Terms

Appendix B – Traffic Count Worksheets

Appendix C – Future Growth Increment Calculation Worksheets

Appendix D – Model Plots

Appendix E – Explanation and Calculation of Intersection Delay

Appendix F – Traffic Signal Warrant Worksheets

Appendix G – Queuing Worksheets

Appendix H – Merge/Diverge/Queuing Worksheets

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

Traffic Count Worksheets

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE:					
Thu, Jan 30, 14	LOCATION:	Beaumont Banning	PROJECT #:	SC0301	
	NORTH & SOUTH:	Beaumont	LOCATION #:	1	
	EAST & WEST:	1st	CONTROL:	SIGNAL	

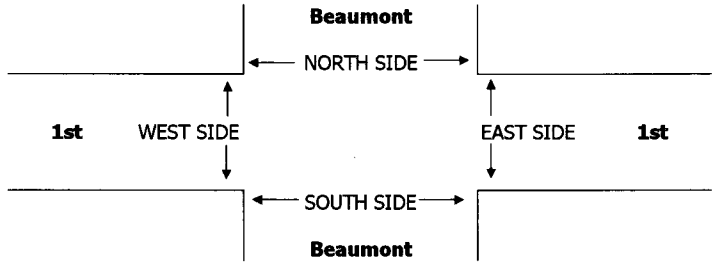
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, ▼ S

		NORTHBOUND Beaumont			SOUTHBOUND Beaumont			EASTBOUND 1st			WESTBOUND 1st			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
AM	7:00 AM	12	187	90	25	148	9	10	16	3	36	46	37	619
	7:15 AM	24	184	99	24	161	5	8	26	3	36	49	25	644
	7:30 AM	24	190	97	36	187	8	4	30	4	40	27	14	661
	7:45 AM	8	184	106	19	157	4	8	20	0	29	22	26	583
	8:00 AM	10	193	77	32	138	8	8	21	3	27	33	25	575
	8:15 AM	9	172	54	36	153	4	9	23	0	33	18	38	549
	8:30 AM	9	173	55	29	131	7	7	15	2	36	26	24	514
	8:45 AM	13	148	51	37	137	5	13	21	3	26	23	29	506
	VOLUMES	109	1,431	629	238	1,212	50	67	172	18	263	244	218	4,664
	APPROACH %	5%	66%	29%	16%	81%	3%	26%	67%	7%	36%	34%	30%	
	APP/DEPART	2,180	/	1,718	1,502	/	1,504	257	/	1,039	725	/	403	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	68	745	392	104	653	26	30	92	10	141	144	102	2,507
	APPROACH %	6%	62%	33%	13%	83%	3%	23%	70%	8%	36%	37%	26%	
	PEAK HR FACTOR		0.969			0.847			0.868			0.813		0.948
	APP/DEPART	1,205	/	877	783	/	804	132	/	588	387	/	238	0
PM	4:00 PM	6	149	70	40	280	7	7	24	11	74	28	22	718
	4:15 PM	8	146	48	49	240	4	5	19	7	61	27	21	635
	4:30 PM	8	139	50	48	246	6	7	28	11	64	32	17	656
	4:45 PM	7	108	45	40	275	6	5	31	15	66	19	24	641
	5:00 PM	5	128	41	39	237	4	6	29	16	74	31	30	640
	5:15 PM	17	148	60	37	235	9	4	30	16	60	41	28	685
	5:30 PM	24	147	62	48	241	7	10	29	20	59	31	23	701
	5:45 PM	10	139	47	41	281	11	3	27	10	65	25	29	688
	VOLUMES	85	1,104	423	342	2,035	54	47	217	106	523	234	194	5,370
	APPROACH %	5%	68%	26%	14%	84%	2%	13%	59%	29%	55%	25%	20%	
	APP/DEPART	1,617	/	1,346	2,432	/	2,669	370	/	982	951	/	373	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	56	562	210	165	994	31	23	115	62	258	128	110	2,714
	APPROACH %	7%	68%	25%	14%	84%	3%	12%	58%	31%	52%	26%	22%	
	PEAK HR FACTOR		0.888			0.893			0.847			0.919		0.968
	APP/DEPART	828	/	695	1,190	/	1,314	200	/	490	496	/	215	0

U-TURNS

NB X	SB X	EB X	WB X	TTL
1	0	0	0	1
1	0	0	0	1
1	0	0	0	1
0	1	0	0	1
1	0	0	0	1
3	1	0	0	4
2	0	0	0	2
2	0	0	0	2
11	2	0	0	13
0	0	0	0	0
1	0	0	0	1
2	1	0	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
5	1	0	0	6



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE:	LOCATION:	Beaumont Banning	PROJECT #:	SC0301
Thu, Jan 30, 14	NORTH & SOUTH:	Beaumont	LOCATION #:	2
	EAST & WEST:	California	CONTROL:	Stop 1 way E

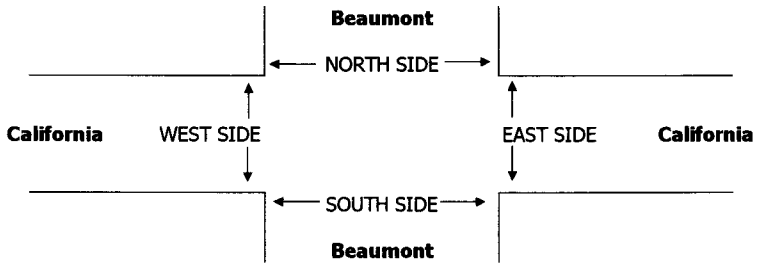
NOTES:

AM PM MD OTHER OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Beaumont			SOUTHBOUND Beaumont			EASTBOUND California			WESTBOUND California			
	LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 0	EL 1	ET X	ER 0	WL X	WT X	WR X	TOTAL
AM	7:00 AM	98	289	0	0	161	2	0	0	23	0	0	0	573
	7:15 AM	94	296	0	0	211	0	0	0	16	0	0	0	617
	7:30 AM	87	319	0	0	229	0	0	0	21	0	0	0	656
	7:45 AM	56	300	0	0	171	0	0	0	9	0	0	0	536
	8:00 AM	56	290	0	0	165	0	0	0	15	0	2	0	528
	8:15 AM	40	247	0	0	172	0	0	0	12	0	1	1	473
	8:30 AM	33	226	0	0	176	0	0	1	19	0	0	0	455
	8:45 AM	42	231	0	0	159	0	0	1	10	0	1	0	444
	VOLUMES	506	2,198	0	0	1,444	2	0	2	125	0	4	1	4,283
	APPROACH %	19%	81%	0%	0%	100%	0%	0%	2%	98%	0%	80%	20%	
	APP/DEPART	2,704	/	2,199	1,446	/	1,569	128	/	2	5	/	513	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	335	1,204	0	0	772	2	0	0	69	0	0	0	2,382
	APPROACH %	22%	78%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.948			0.845			0.750			0.000		0.908
	APP/DEPART	1,539	/	1,204	774	/	841	69	/	0	0	/	337	0
PM	4:00 PM	34	235	0	0	350	0	0	0	27	0	0	0	646
	4:15 PM	42	211	0	0	334	0	0	1	44	0	0	0	632
	4:30 PM	37	200	0	0	330	0	0	0	38	0	2	0	607
	4:45 PM	34	168	0	0	377	0	0	0	27	0	0	0	606
	5:00 PM	49	195	0	0	341	1	0	0	51	0	1	0	638
	5:15 PM	46	271	0	0	363	0	0	0	34	0	0	0	714
	5:30 PM	37	221	0	0	343	0	0	0	28	0	0	0	629
	5:45 PM	34	170	0	0	328	0	0	0	26	0	0	0	558
	VOLUMES	313	1,671	0	0	2,766	1	0	1	275	0	3	0	5,030
	APPROACH %	16%	84%	0%	0%	100%	0%	0%	0%	100%	0%	100%	0%	
	APP/DEPART	1,984	/	1,671	2,767	/	3,041	276	/	1	3	/	317	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	166	855	0	0	1,424	1	0	0	140	0	1	0	2,587
	APPROACH %	16%	84%	0%	0%	100%	0%	0%	0%	100%	0%	100%	0%	
	PEAK HR FACTOR		0.805			0.945			0.686			0.250		0.906
	APP/DEPART	1,021	/	855	1,425	/	1,564	140	/	0	1	/	168	0

U-TURNS

	NB X	SB X	EB X	WB X	TTL
AM	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	0	1
	0	0	1	0	1
PM	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE:	LOCATION:	Beaumont Banning	PROJECT #:	SC0301
Thu, Jan 30, 14	NORTH & SOUTH:	Michigan	LOCATION #:	3
	EAST & WEST:	1st	CONTROL:	Stop 3 ways

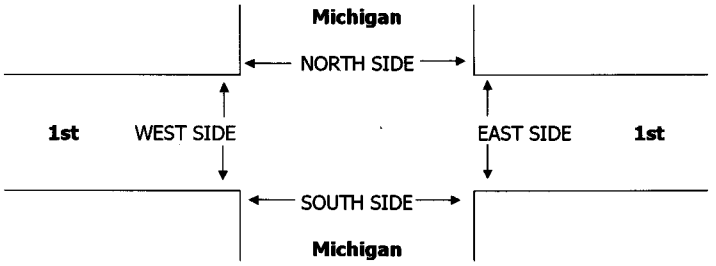
NOTES:

AM PM MD OTHER

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND Michigan			SOUTHBOUND Michigan			EASTBOUND 1st			WESTBOUND 1st			
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	7:00 AM	71	0	10	0	0	0	0	92	18	4	42	0	237
	7:15 AM	48	0	6	0	0	0	0	95	27	5	42	0	223
	7:30 AM	28	0	10	0	0	0	0	110	36	6	38	0	228
	7:45 AM	19	0	15	0	0	0	0	111	19	10	30	0	204
	8:00 AM	28	0	10	0	0	0	0	80	23	10	38	0	189
	8:15 AM	32	0	10	0	0	0	0	76	18	4	41	0	181
	8:30 AM	18	0	7	0	0	0	0	67	18	6	46	0	162
	8:45 AM	21	0	5	0	0	0	0	65	17	4	38	0	150
	VOLUMES	265	0	73	0	0	0	0	696	176	49	315	0	1,574
	APPROACH %	78%	0%	22%	0%	0%	0%	0%	80%	20%	13%	87%	0%	
	APP/DEPART	338	/	0	0	/	225	872	/	769	364	/	580	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	166	0	41	0	0	0	0	408	100	25	152	0	892
	APPROACH %	80%	0%	20%	0%	0%	0%	0%	80%	20%	14%	86%	0%	
	PEAK HR FACTOR		0.639			0.000			0.870			0.941		0.941
	APP/DEPART	207	/	0	0	/	125	508	/	449	177	/	318	0
PM	4:00 PM	19	0	3	0	0	0	0	94	24	6	79	0	225
	4:15 PM	21	0	4	0	0	0	0	76	32	6	68	0	207
	4:30 PM	23	0	5	0	0	0	0	67	40	0	82	0	217
	4:45 PM	19	0	2	0	0	0	0	80	30	9	78	0	218
	5:00 PM	29	0	8	0	0	0	0	67	32	7	102	0	245
	5:15 PM	19	0	9	0	0	0	0	88	35	4	80	0	235
	5:30 PM	17	0	6	0	0	0	0	105	25	5	78	0	236
	5:45 PM	25	0	4	0	0	0	0	66	41	10	82	0	228
	VOLUMES	172	0	41	0	0	0	0	643	259	47	649	0	1,811
	APPROACH %	81%	0%	19%	0%	0%	0%	0%	71%	29%	7%	93%	0%	
	APP/DEPART	213	/	0	0	/	306	902	/	684	696	/	821	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	90	0	27	0	0	0	0	326	133	26	342	0	944
	APPROACH %	77%	0%	23%	0%	0%	0%	0%	71%	29%	7%	93%	0%	
	PEAK HR FACTOR		0.791			0.000			0.883			0.844		0.963
	APP/DEPART	117	/	0	0	/	159	459	/	353	368	/	432	0

U-TURNS					
NB X	SB X	EB X	WB X	TTL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	



		PEDESTRIAN + BIKE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM	0	0	0	0	0
	7:15 AM	0	0	0	0	0
	7:30 AM	0	0	0	0	0
	7:45 AM	0	0	0	0	0
	8:00 AM	0	0	0	0	0
	8:15 AM	0	0	0	0	0
	8:30 AM	0	0	0	0	0
	8:45 AM	0	0	0	0	0
	TOTAL	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	0	0	0
	TOTAL	0	0	0	0	0

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

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

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE:	LOCATION:	Beaumont Banning	PROJECT #:	SC0301
Thu, Jan 30, 14	NORTH & SOUTH:	Pennsylvania	LOCATION #:	4
	EAST & WEST:	1st	CONTROL:	Stop 4 ways

NOTES:

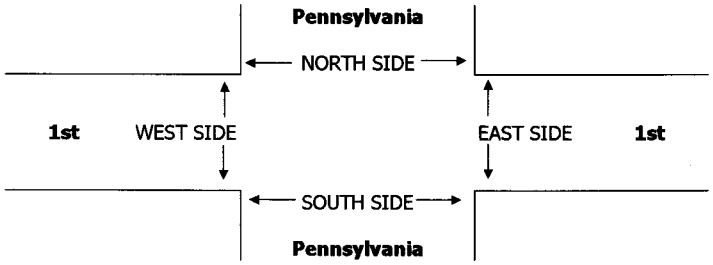
AM PM MD OTHER

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND Pennsylvania			SOUTHBOUND Pennsylvania			EASTBOUND 1st			WESTBOUND 1st			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	0	1	1	18	0	19	55	47	1	0	25	53	220
	7:15 AM	0	0	0	24	0	18	61	39	0	0	30	31	203
	7:30 AM	0	0	0	19	0	21	67	47	0	0	24	35	213
	7:45 AM	0	0	0	36	0	18	62	65	0	0	20	61	262
	8:00 AM	0	0	0	42	0	26	46	45	0	0	25	48	232
	8:15 AM	0	0	1	37	1	13	45	36	1	0	33	40	207
	8:30 AM	0	0	0	35	0	18	46	32	0	0	33	28	192
	8:45 AM	0	0	0	35	0	15	30	43	0	0	24	43	190
	VOLUMES	0	1	2	246	1	148	412	354	2	0	214	339	1,719
	APPROACH %	0%	33%	67%	62%	0%	37%	54%	46%	0%	0%	39%	61%	
	APP/DEPART	3	/	752	395	/	3	768	/	602	553	/	362	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	0	1	134	1	78	220	193	1	0	102	184	914
	APPROACH %	0%	0%	100%	63%	0%	37%	53%	47%	0%	0%	36%	64%	
	PEAK HR FACTOR		0.250			0.783			0.815			0.883		0.872
	APP/DEPART	1	/	404	213	/	2	414	/	328	286	/	180	0
PM	4:00 PM	0	0	0	44	0	38	39	59	0	0	45	49	274
	4:15 PM	0	0	0	41	0	29	28	50	0	0	43	64	255
	4:30 PM	0	0	0	46	0	35	30	45	0	0	47	51	254
	4:45 PM	0	0	0	34	0	38	33	49	0	0	46	57	257
	5:00 PM	0	0	0	57	0	48	28	51	0	0	62	49	295
	5:15 PM	0	0	0	51	0	27	37	57	0	0	53	61	286
	5:30 PM	0	0	0	40	0	33	53	58	0	0	48	54	286
	5:45 PM	0	0	0	40	0	36	22	47	0	0	56	53	254
	VOLUMES	0	0	0	353	0	284	270	416	0	0	400	438	2,161
	APPROACH %	0%	0%	0%	55%	0%	45%	39%	61%	0%	0%	48%	52%	
	APP/DEPART	0	/	708	637	/	0	686	/	769	838	/	684	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	0	0	0	182	0	146	151	215	0	0	209	221	1,124
	APPROACH %	0%	0%	0%	55%	0%	45%	41%	59%	0%	0%	49%	51%	
	PEAK HR FACTOR		0.000			0.781			0.824			0.943		0.953
	APP/DEPART	0	/	372	328	/	0	366	/	397	430	/	355	0

U-TURNS

NB X	SB X	EB X	WB X	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE:					
Thu, Jan 30, 14	LOCATION:	Beaumont Banning	PROJECT #:	SC0301	
	NORTH & SOUTH:	Highland Springs	LOCATION #:	5	
	EAST & WEST:	Oak Valley	CONTROL:	SIGNAL	

NOTES:

AM / PM / MD / OTHER

N ▲ | ◄ W | E ► | S ▼

		NORTHBOUND Highland Springs			SOUTHBOUND Highland Springs			EASTBOUND Oak Valley			WESTBOUND Oak Valley			
	LANES:	NL 1	NT 1	NR X	SL X	ST 2	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL
AM	7:00 AM	26	106	0	0	46	3	7	0	45	0	0	0	233
	7:15 AM	16	56	0	0	79	3	6	0	52	0	0	0	212
	7:30 AM	35	22	0	0	78	3	0	0	49	0	0	0	187
	7:45 AM	28	32	0	0	56	0	3	0	65	0	0	0	184
	8:00 AM	42	36	0	0	61	2	3	0	63	0	0	0	207
	8:15 AM	28	40	0	0	57	4	2	0	63	0	0	0	194
	8:30 AM	25	31	0	0	61	3	1	0	30	0	0	0	151
	8:45 AM	22	32	0	0	58	2	2	0	40	0	0	0	156
	VOLUMES	222	355	0	0	496	20	24	0	407	0	0	0	1,524
	APPROACH %	38%	62%	0%	0%	96%	4%	6%	0%	94%	0%	0%	0%	
	APP/DEPART	577	/	379	516	/	903	431	/	0	0	/	242	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	105	216	0	0	259	9	16	0	211	0	0	0	816
	APPROACH %	33%	67%	0%	0%	97%	3%	7%	0%	93%	0%	0%	0%	
	PEAK HR FACTOR		0.608			0.817			0.835			0.000		0.876
	APP/DEPART	321	/	232	268	/	470	227	/	0	0	/	114	0
PM	4:00 PM	33	67	0	0	44	3	1	0	39	0	0	0	187
	4:15 PM	47	69	0	0	47	4	3	0	38	0	0	0	208
	4:30 PM	51	73	0	0	56	3	1	0	43	0	0	0	227
	4:45 PM	51	66	0	0	61	0	1	0	40	0	0	0	219
	5:00 PM	61	74	0	0	50	3	1	0	41	0	0	0	230
	5:15 PM	75	58	0	0	42	6	1	0	36	0	0	0	218
	5:30 PM	56	74	0	0	49	3	3	0	41	0	0	0	226
	5:45 PM	49	69	0	0	43	1	2	0	35	0	0	0	199
	VOLUMES	423	550	0	0	392	23	13	0	313	0	0	0	1,715
	APPROACH %	43%	57%	0%	0%	94%	6%	4%	0%	96%	0%	0%	0%	
	APP/DEPART	973	/	563	415	/	705	327	/	0	0	/	447	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	238	271	0	0	209	12	4	0	160	0	0	0	894
	APPROACH %	47%	53%	0%	0%	95%	5%	2%	0%	98%	0%	0%	0%	
	PEAK HR FACTOR		0.943			0.906			0.932			0.000		0.972
	APP/DEPART	509	/	275	221	/	369	164	/	0	0	/	250	0

U-TURNS				
NB X	SB X	EB X	WB X	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
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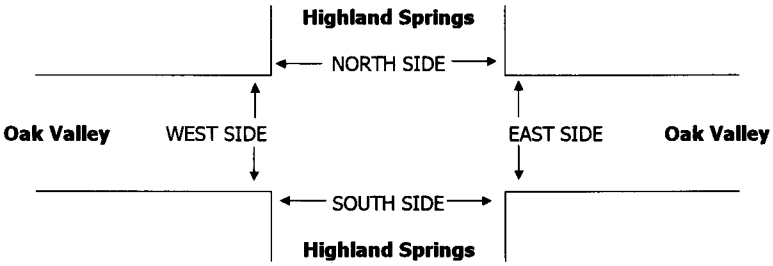
0	0	0	0	0
0	0	1	0	1



		PEDESTRIAN + BIKE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM	0	0	0	0	0
	7:15 AM	0	0	0	0	0
	7:30 AM	0	0	0	0	0
	7:45 AM	0	0	0	0	0
	8:00 AM	0	0	0	0	0
	8:15 AM	0	0	0	0	0
	8:30 AM	0	0	0	0	0
	8:45 AM	0	0	0	0	0
	TOTAL	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	0	0	0
	TOTAL	0	0	0	0	0

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

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

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City of Banning
N/S: Highland Springs Avenue
E/W: Wilson Street
Weather: Sunny

File Name : BANHSWIAM
Site Code : 00000015
Start Date : 2/5/2013
Page No : 1

Groups Printed- Total Volume

	Highland Springs Avenue Southbound				Wilson Street Westbound				Highland Springs Avenue Northbound				Wilson Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	25	121	0	146	36	14	74	124	8	45	17	70	5	5	10	20	360
07:15 AM	42	112	9	163	20	6	38	64	5	38	16	59	3	7	20	30	316
07:30 AM	44	94	13	151	35	27	26	88	16	35	23	74	1	14	17	32	345
07:45 AM	48	124	31	203	26	28	37	91	27	36	22	85	5	21	39	65	444
Total	159	451	53	663	117	75	175	367	56	154	78	288	14	47	86	147	1465
08:00 AM	31	110	57	198	35	43	33	111	19	54	31	104	12	27	33	72	485
08:15 AM	45	103	6	154	48	22	30	100	12	42	33	87	5	27	30	62	403
08:30 AM	24	96	2	122	36	19	26	81	8	52	35	95	1	28	26	55	353
08:45 AM	26	90	1	117	35	16	31	82	8	55	24	87	1	18	21	40	326
Total	126	399	66	591	154	100	120	374	47	203	123	373	19	100	110	229	1567
Grand Total	285	850	119	1254	271	175	295	741	103	357	201	661	33	147	196	376	3032
Apprch %	22.7	67.8	9.5		36.6	23.6	39.8		15.6	54	30.4		8.8	39.1	52.1		
Total %	9.4	28	3.9	41.4	8.9	5.8	9.7	24.4	3.4	11.8	6.6	21.8	1.1	4.8	6.5	12.4	

	Highland Springs Avenue Southbound				Wilson Street Westbound				Highland Springs Avenue Northbound				Wilson Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**48**	**124**	31	**203**	26	28	**37**	91	**27**	36	22	85	5	21	**39**	65	444
08:00 AM	31	110	**57**	198	35	**43**	33	**111**	19	**54**	31	**104**	**12**	27	33	**72**	**485**
08:15 AM	45	103	6	154	**48**	22	30	100	12	42	33	87	5	27	30	62	403
08:30 AM	24	96	2	122	36	19	26	81	8	52	**35**	95	1	**28**	26	55	353
Total Volume	148	433	96	677	145	112	126	383	66	184	121	371	23	103	128	254	1685
% App. Total	21.9	64	14.2		37.9	29.2	32.9		17.8	49.6	32.6		9.1	40.6	50.4		
PHF	.771	.873	.421	.834	.755	.651	.851	.863	.611	.852	.864	.892	.479	.920	.821	.882	.869

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City of Banning
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File Name : BANHSWIAM
Site Code : 00000015
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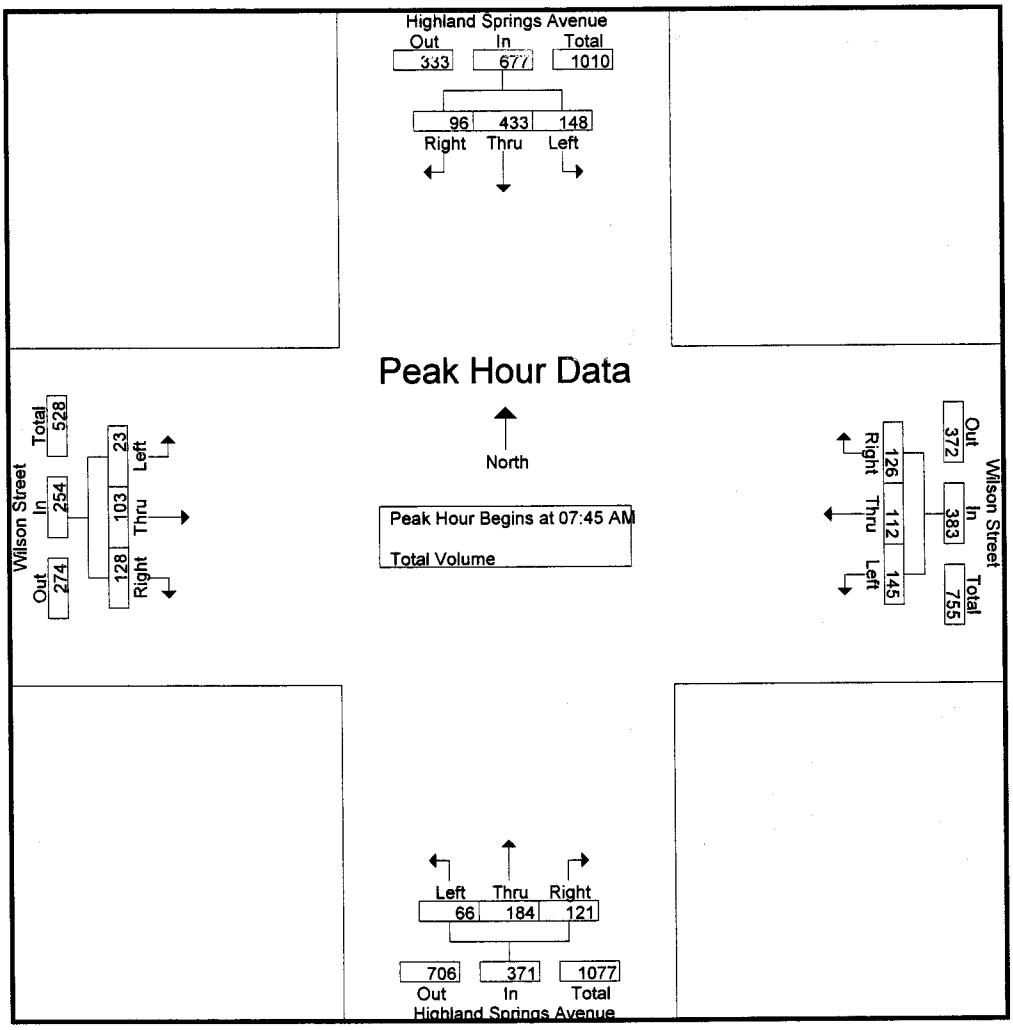

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				08:00 AM				07:45 AM			
+0 mins.	42	112	9	163	35	27	26	88	**19**	54	31	**104**	5	21	**39**	65
+15 mins.	44	94	13	151	26	28	**37**	91	12	42	33	87	**12**	27	33	**72**
+30 mins.	**48**	**124**	31	**203**	35	**43**	33	**111**	8	52	**35**	95	5	27	30	62
+45 mins.	31	110	**57**	198	**48**	22	30	100	8	**55**	24	87	1	**28**	26	55
Total Volume	165	440	110	715	144	120	126	390	47	203	123	373	23	103	128	254
% App. Total	23.1	61.5	15.4		36.9	30.8	32.3		12.6	54.4	33		9.1	40.6	50.4	
PHF	.859	.887	.482	.881	.750	.698	.851	.878	.618	.923	.879	.897	.479	.920	.821	.882

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City of Banning
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File Name : BANHSWIPM
Site Code : 00000015
Start Date : 2/5/2013
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Groups Printed- Total Volume

	Highland Springs Avenue Southbound				Wilson Street Westbound				Highland Springs Avenue Northbound				Wilson Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	42	73	2	117	37	17	40	94	14	124	49	187	6	24	8	38	436
04:15 PM	31	72	2	105	36	16	26	78	9	108	65	182	4	22	18	44	409
04:30 PM	27	67	2	96	38	18	29	85	14	90	44	148	3	15	17	35	364
04:45 PM	26	72	0	98	45	19	36	100	15	138	49	202	5	18	13	36	436
Total	126	284	6	416	156	70	131	357	52	460	207	719	18	79	56	153	1645
05:00 PM	24	73	1	98	49	15	36	100	18	118	40	176	3	15	14	32	406
05:15 PM	32	65	2	99	33	15	34	82	18	130	58	206	3	17	17	37	424
05:30 PM	26	75	2	103	40	17	37	94	8	144	50	202	3	15	6	24	423
05:45 PM	36	87	2	125	34	23	47	104	24	150	54	228	3	19	11	33	490
Total	118	300	7	425	156	70	154	380	68	542	202	812	12	66	48	126	1743
Grand Total	244	584	13	841	312	140	285	737	120	1002	409	1531	30	145	104	279	3388
Apprch %	29	69.4	1.5		42.3	19	38.7		7.8	65.4	26.7		10.8	52	37.3		
Total %	7.2	17.2	0.4	24.8	9.2	4.1	8.4	21.8	3.5	29.6	12.1	45.2	0.9	4.3	3.1	8.2	

	Highland Springs Avenue Southbound				Wilson Street Westbound				Highland Springs Avenue Northbound				Wilson Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	24	73	1	98	**49**	15	36	100	18	118	40	176	**3**	15	14	32	406
05:15 PM	32	65	**2**	99	33	15	34	82	18	130	**58**	206	3	17	**17**	**37**	424
05:30 PM	26	75	2	103	40	17	37	94	8	144	50	202	3	15	6	24	423
05:45 PM	**36**	**87**	2	**125**	34	**23**	**47**	**104**	**24**	**150**	54	**228**	3	**19**	11	33	**490**
Total Volume	118	300	7	425	156	70	154	380	68	542	202	812	12	66	48	126	1743
% App. Total	27.8	70.6	1.6		41.1	18.4	40.5		8.4	66.7	24.9		9.5	52.4	38.1		
PHF	.819	.862	.875	.850	.796	.761	.819	.913	.708	.903	.871	.890	1.00	.868	.706	.851	.889

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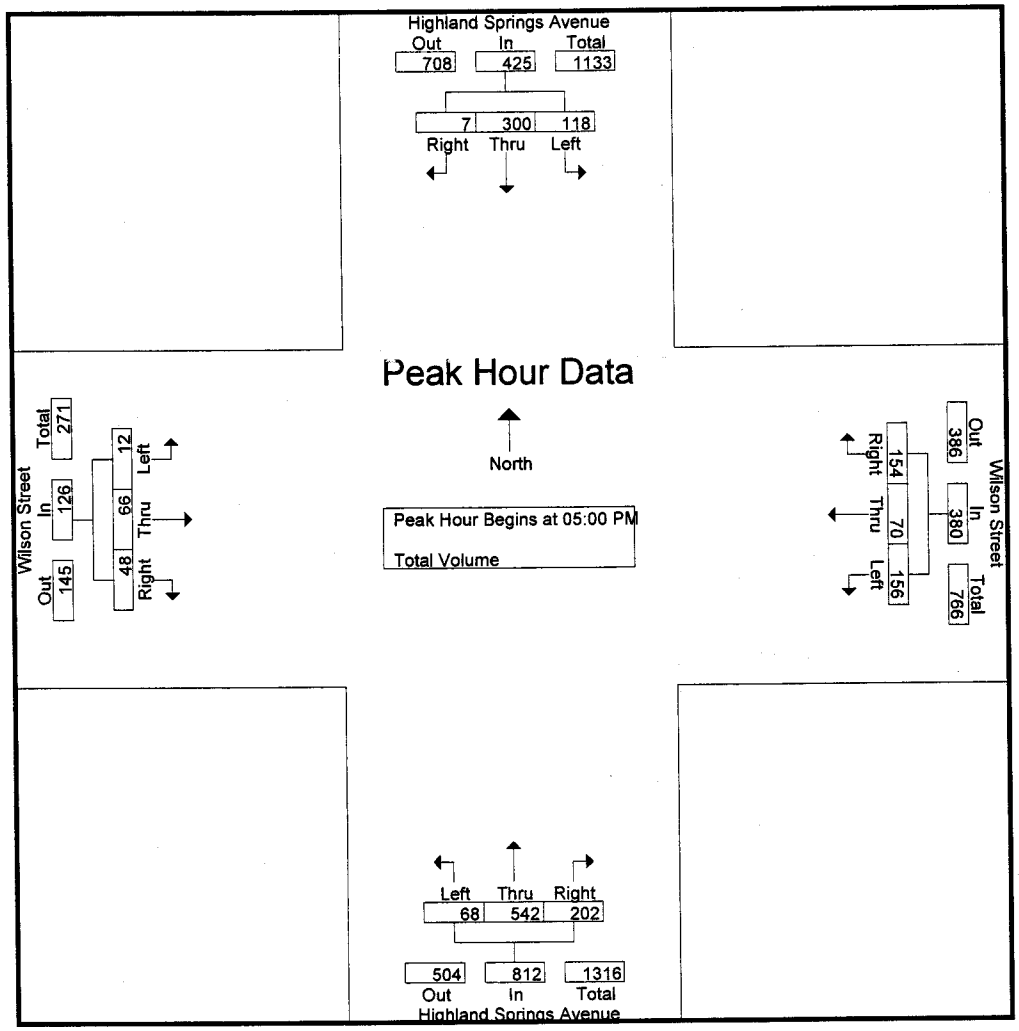

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	24	73	1	98	**49**	15	36	100	18	118	40	176	**6**	**24**	8	38
+15 mins.	32	65	**2**	99	33	15	34	82	18	130	**58**	206	4	22	**18**	**44**
+30 mins.	26	75	2	103	40	17	37	94	8	144	50	202	3	15	17	35
+45 mins.	**36**	**87**	2	**125**	34	**23**	**47**	**104**	**24**	**150**	54	**228**	5	18	13	36
Total Volume	118	300	7	425	156	70	154	380	68	542	202	812	18	79	56	153
% App. Total	27.8	70.6	1.6		41.1	18.4	40.5		8.4	66.7	24.9		11.8	51.6	36.6	
PHF	.819	.862	.875	.850	.796	.761	.819	.913	.708	.903	.871	.890	.750	.823	.778	.869

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City of Banning
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E/W: Ramsey Street
Weather: Sunny

File Name : BANHSRAAM
Site Code : 00000015
Start Date : 2/5/2013
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Groups Printed- Total Volume

	Highland Springs Avenue Southbound				Ramsey Street Westbound				Highland Springs Avenue Northbound				Ramsey Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	134	7	153	26	17	2	45	12	62	23	97	10	14	20	44	339
07:15 AM	13	117	2	132	31	9	6	46	15	66	24	105	8	17	29	54	337
07:30 AM	16	110	11	137	33	22	7	62	26	72	29	127	20	19	25	64	390
07:45 AM	42	119	16	177	45	24	7	76	32	129	57	218	24	36	27	87	558
Total	83	480	36	599	135	72	22	229	85	329	133	547	62	86	101	249	1624
08:00 AM	29	117	12	158	34	28	3	65	21	118	41	180	18	38	37	93	496
08:15 AM	29	110	16	155	45	31	12	88	21	69	36	126	20	39	42	101	470
08:30 AM	23	110	26	159	35	28	17	80	22	90	32	144	20	43	44	107	490
08:45 AM	26	94	23	143	46	45	12	103	31	88	38	157	18	37	48	103	506
Total	107	431	77	615	160	132	44	336	95	365	147	607	76	157	171	404	1962
Grand Total	190	911	113	1214	295	204	66	565	180	694	280	1154	138	243	272	653	3586
Apprch %	15.7	75	9.3		52.2	36.1	11.7		15.6	60.1	24.3		21.1	37.2	41.7		
Total %	5.3	25.4	3.2	33.9	8.2	5.7	1.8	15.8	5	19.4	7.8	32.2	3.8	6.8	7.6	18.2	

	Highland Springs Avenue Southbound				Ramsey Street Westbound				Highland Springs Avenue Northbound				Ramsey Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**42**	**119**	16	**177**	**45**	24	7	76	**32**	**129**	**57**	**218**	**24**	36	27	87	**558**
08:00 AM	29	117	12	158	34	28	3	65	21	118	41	180	18	38	37	93	496
08:15 AM	29	110	16	155	45	**31**	12	**88**	21	69	36	126	20	39	42	101	470
08:30 AM	23	110	**26**	159	35	28	**17**	80	22	90	32	144	20	**43**	**44**	**107**	490
Total Volume	123	456	70	649	159	111	39	309	96	406	166	668	82	156	150	388	2014
% App. Total	19	70.3	10.8		51.5	35.9	12.6		14.4	60.8	24.9		21.1	40.2	38.7		
PHF	.732	.958	.673	.917	.883	.895	.574	.878	.750	.787	.728	.766	.854	.907	.852	.907	.902

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City of Banning
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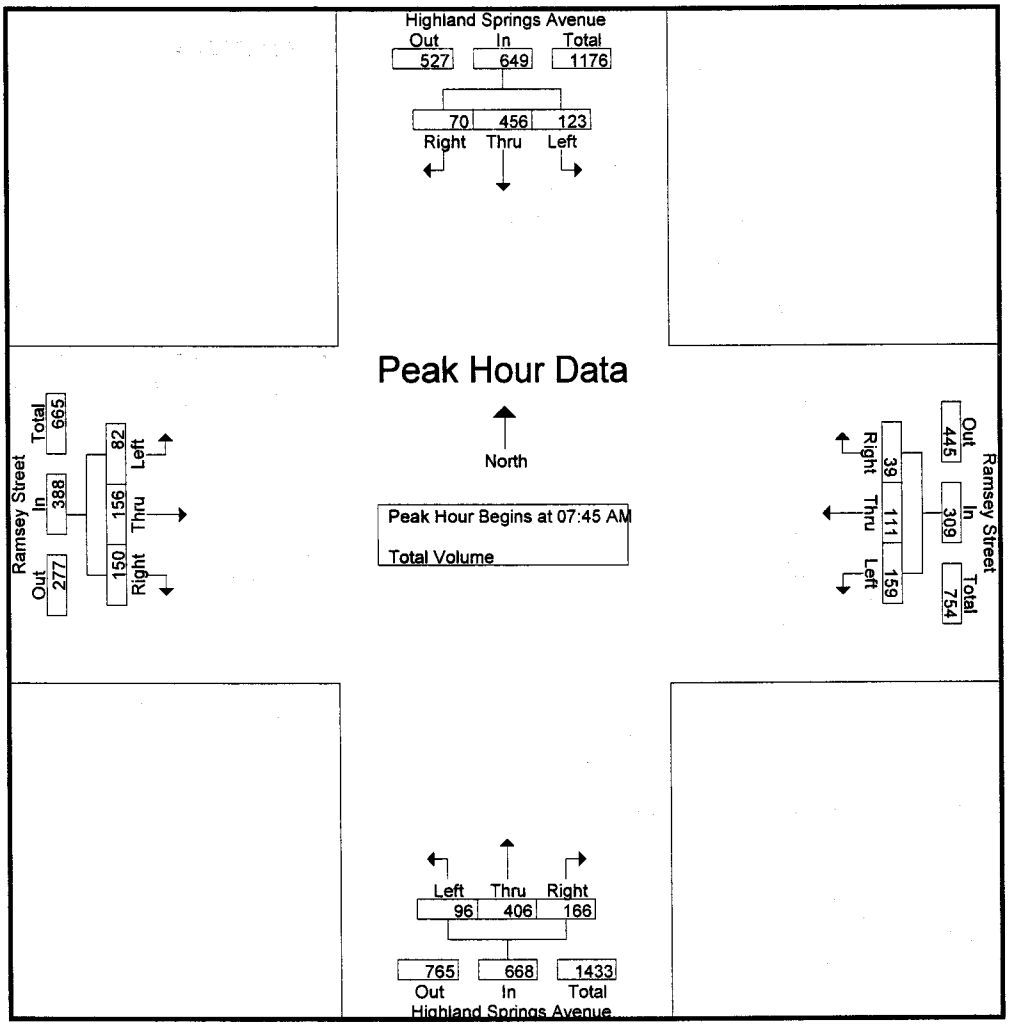

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	**42**	**119**	16	**177**	34	28	3	65	**32**	**129**	**57**	**218**	18	38	37	93
+15 mins.	29	117	12	158	45	31	12	88	21	118	41	180	**20**	39	42	101
+30 mins.	29	110	16	155	35	28	**17**	80	21	69	36	126	20	**43**	44	**107**
+45 mins.	23	110	**26**	159	**46**	**45**	12	**103**	22	90	32	144	18	37	**48**	103
Total Volume	123	456	70	649	160	132	44	336	96	406	166	668	76	157	171	404
% App. Total	19	70.3	10.8		47.6	39.3	13.1		14.4	60.8	24.9		18.8	38.9	42.3	
PHF	.732	.958	.673	.917	.870	.733	.647	.816	.750	.787	.728	.766	.950	.913	.891	.944

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City of Banning
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File Name : BANHSRAPM
Site Code : 00000015
Start Date : 2/5/2013
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Groups Printed- Total Volume

	Highland Springs Avenue Southbound				Ramsey Street Westbound				Highland Springs Avenue Northbound				Ramsey Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	82	31	133	60	61	18	139	41	130	39	210	45	66	43	154	636
04:15 PM	23	113	18	154	50	56	19	125	45	141	45	231	42	60	44	146	656
04:30 PM	18	99	21	138	62	67	19	148	38	113	36	187	37	55	52	144	617
04:45 PM	12	116	21	149	67	57	27	151	41	133	33	207	43	45	39	127	634
Total	73	410	91	574	239	241	83	563	165	517	153	835	167	226	178	571	2543
05:00 PM	23	127	19	169	87	79	22	188	31	126	52	209	51	58	38	147	713
05:15 PM	21	96	14	131	68	58	18	144	41	149	50	240	33	58	45	136	651
05:30 PM	11	100	20	131	39	50	15	104	38	162	40	240	34	55	46	135	610
05:45 PM	16	89	29	134	48	36	16	100	50	190	37	277	45	45	25	115	626
Total	71	412	82	565	242	223	71	536	160	627	179	966	163	216	154	533	2600
Grand Total	144	822	173	1139	481	464	154	1099	325	1144	332	1801	330	442	332	1104	5143
Apprch %	12.6	72.2	15.2		43.8	42.2	14		18	63.5	18.4		29.9	40	30.1		
Total %	2.8	16	3.4	22.1	9.4	9	3	21.4	6.3	22.2	6.5	35	6.4	8.6	6.5	21.5	

	Highland Springs Avenue Southbound				Ramsey Street Westbound				Highland Springs Avenue Northbound				Ramsey Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**23**	113	18	154	50	56	19	125	**45**	**141**	45	**231**	42	**60**	44	146	656
04:30 PM	18	99	**21**	138	62	67	19	148	38	113	36	187	37	55	**52**	144	617
04:45 PM	12	116	21	149	67	57	**27**	151	41	133	33	207	43	45	39	127	634
05:00 PM	23	**127**	19	**169**	**87**	**79**	22	**188**	31	126	**52**	209	**51**	58	38	**147**	**713**
Total Volume	76	455	79	610	266	259	87	612	155	513	166	834	173	218	173	564	2620
% App. Total	12.5	74.6	13		43.5	42.3	14.2		18.6	61.5	19.9		30.7	38.7	30.7		
PHF	.826	.896	.940	.902	.764	.820	.806	.814	.861	.910	.798	.903	.848	.908	.832	.959	.919

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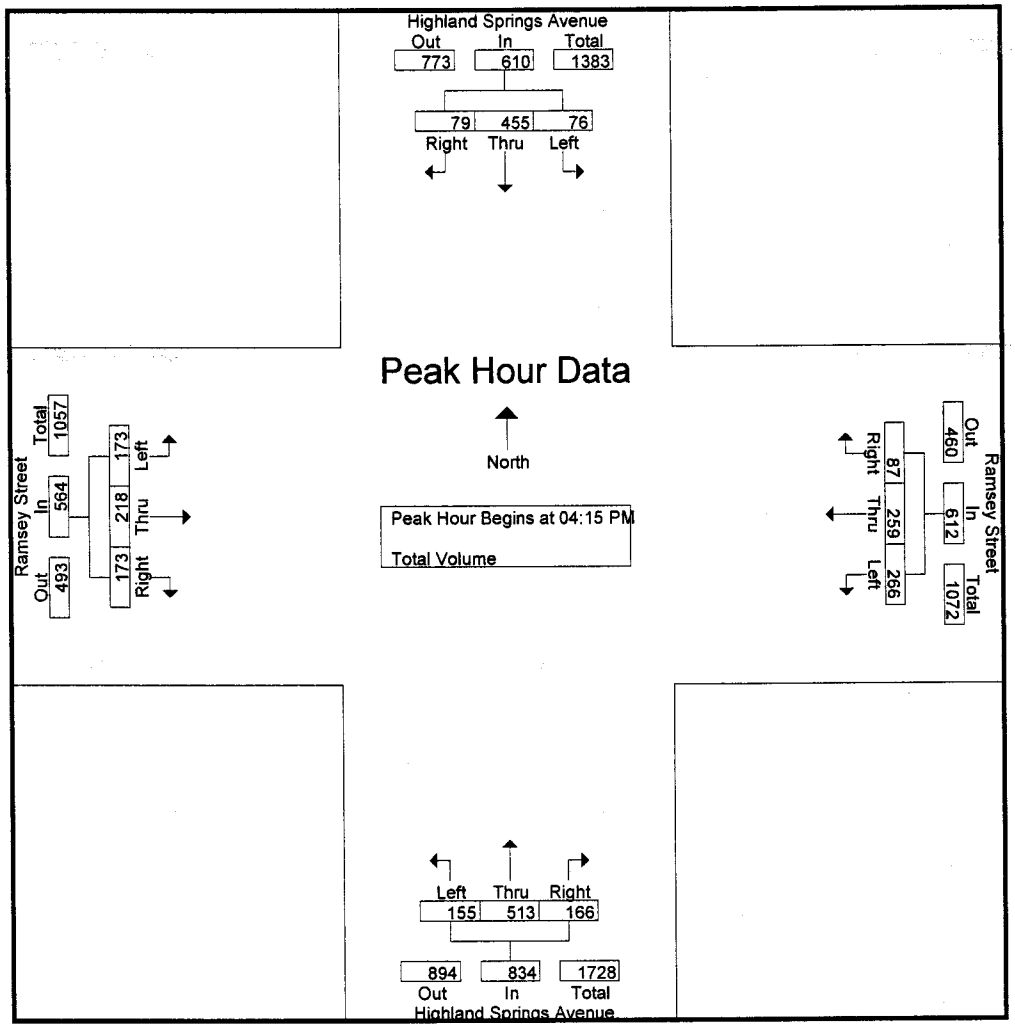

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				05:00 PM				04:00 PM			
+0 mins.	**23**	113	18	154	62	67	19	148	31	126	**52**	209	**45**	**66**	43	**154**
+15 mins.	18	99	**21**	138	67	57	**27**	151	41	149	50	240	42	60	44	146
+30 mins.	12	116	21	149	**87**	**79**	22	**188**	38	162	40	240	37	55	**52**	144
+45 mins.	23	**127**	19	**169**	68	58	18	144	**50**	**190**	37	**277**	43	45	39	127
Total Volume	76	455	79	610	284	261	86	631	160	627	179	966	167	226	178	571
% App. Total	12.5	74.6	13		45	41.4	13.6		16.6	64.9	18.5		29.2	39.6	31.2	
PHF	.826	.896	.940	.902	.816	.826	.796	.839	.800	.825	.861	.872	.928	.856	.856	.927

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City of Banning
N/S: Highland Springs Avenue
E/W: I-10 Westbound Ramps
Weather: Sunny

File Name : BANHS10WAM
Site Code : 00000015
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Groups Printed- Total Volume

	Highland Springs Avenue Southbound				I-10 Westbound Off Ramp Westbound				Highland Springs Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	82	123	205	18	0	28	46	81	93	0	174	0	0	0	0	425
07:15 AM	0	86	93	179	45	2	26	73	55	76	0	131	0	0	0	0	383
07:30 AM	0	107	84	191	35	0	27	62	56	139	0	195	0	0	0	0	448
07:45 AM	0	131	73	204	41	0	57	98	36	195	0	231	0	0	0	0	533
Total	0	406	373	779	139	2	138	279	228	503	0	731	0	0	0	0	1789
08:00 AM	0	128	80	208	38	0	31	69	61	169	0	230	0	0	0	0	507
08:15 AM	0	127	79	206	35	1	37	73	55	122	0	177	0	0	0	0	456
08:30 AM	0	150	69	219	40	1	28	69	56	144	0	200	0	0	0	0	488
08:45 AM	0	129	64	193	48	0	37	85	55	152	0	207	0	0	0	0	485
Total	0	534	292	826	161	2	133	296	227	587	0	814	0	0	0	0	1936
Grand Total	0	940	665	1605	300	4	271	575	455	1090	0	1545	0	0	0	0	3725
Apprch %	0	58.6	41.4		52.2	0.7	47.1		29.4	70.6	0		0	0	0		
Total %	0	25.2	17.9	43.1	8.1	0.1	7.3	15.4	12.2	29.3	0	41.5	0	0	0	0	

	Highland Springs Avenue Southbound				I-10 Westbound Off Ramp Westbound				Highland Springs Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	131	73	204	**41**	0	**57**	**98**	36	**195**	0	**231**	0	0	0	0	**533**
08:00 AM	0	128	**80**	208	38	0	31	69	**61**	169	0	230	0	0	0	0	507
08:15 AM	0	127	79	206	35	**1**	37	73	55	122	0	177	0	0	0	0	456
08:30 AM	0	**150**	69	**219**	40	1	28	69	56	144	0	200	0	0	0	0	488
Total Volume	0	536	301	837	154	2	153	309	208	630	0	838	0	0	0	0	1984
% App. Total	0	64	36		49.8	0.6	49.5		24.8	75.2	0		0	0	0		
PHF	.000	.893	.941	.955	.939	.500	.671	.788	.852	.808	.000	.907	.000	.000	.000	.000	.931

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City of Banning
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E/W: I-10 Westbound Ramps
Weather: Sunny

File Name : BANHS10WAM
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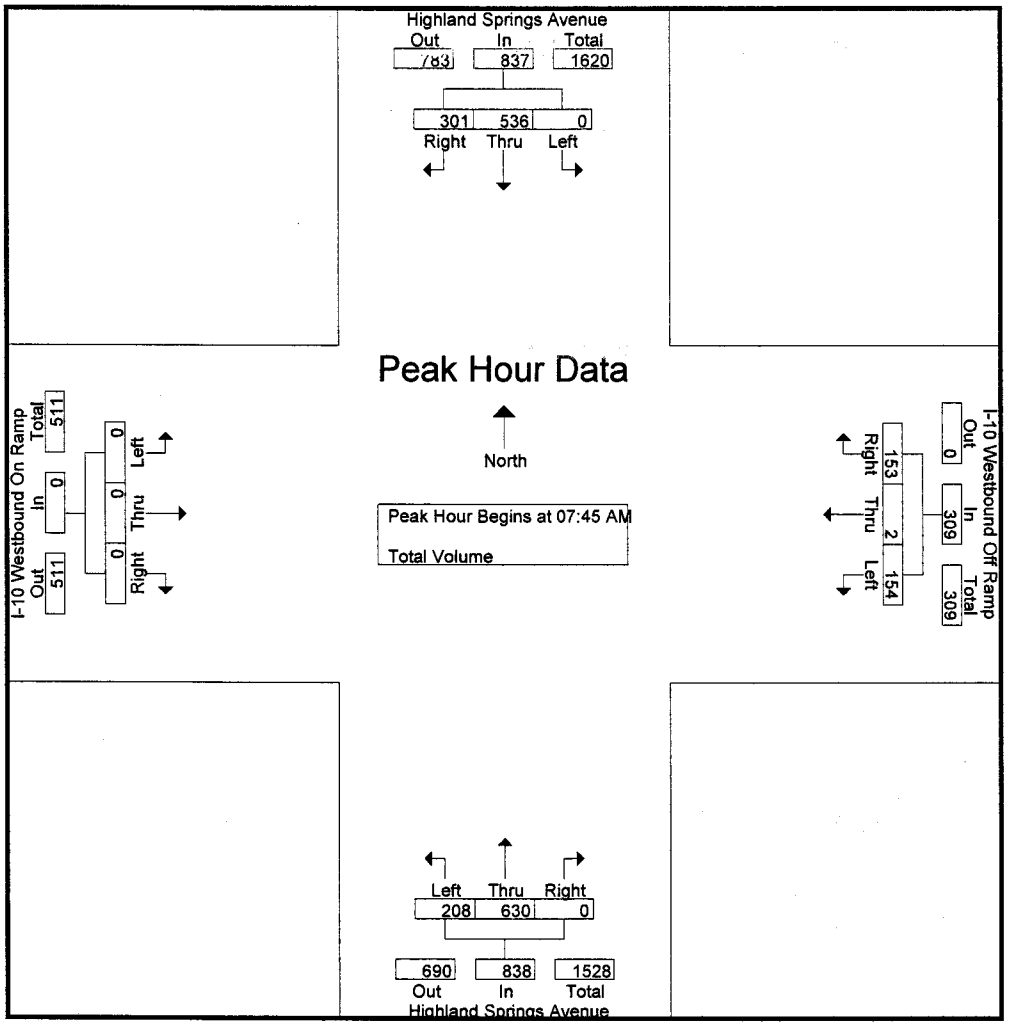

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:00 AM			
+0 mins.	0	131	73	204	**41**	0	**57**	**98**	36	**195**	0	**231**	0	0	0	0
+15 mins.	0	128	**80**	208	38	0	31	69	**61**	169	0	230	0	0	0	0
+30 mins.	0	127	79	206	35	**1**	37	73	55	122	0	177	0	0	0	0
+45 mins.	0	**150**	69	**219**	40	1	28	69	56	144	0	200	0	0	0	0
Total Volume	0	536	301	837	154	2	153	309	208	630	0	838	0	0	0	0
% App. Total	0	64	36		49.8	0.6	49.5		24.8	75.2	0		0	0	0	
PHF	.000	.893	.941	.955	.939	.500	.671	.788	.852	.808	.000	.907	.000	.000	.000	.000

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Groups Printed- Total Volume

	Highland Springs Avenue Southbound				I-10 Westbound Off Ramp Westbound				Highland Springs Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	168	53	221	76	0	60	136	91	207	0	298	0	0	0	0	655
04:15 PM	0	153	72	225	92	0	65	157	56	208	0	264	0	0	0	0	646
04:30 PM	0	175	80	255	79	0	59	138	80	190	0	270	0	0	0	0	663
04:45 PM	0	152	68	220	87	0	66	153	57	198	0	255	0	0	0	0	628
Total	0	648	273	921	334	0	250	584	284	803	0	1087	0	0	0	0	2592
05:00 PM	0	196	102	298	73	2	55	130	69	244	0	313	0	0	0	0	741
05:15 PM	0	156	78	234	83	0	64	147	73	213	0	286	0	0	0	0	667
05:30 PM	0	153	68	221	74	0	68	142	68	241	0	309	0	0	0	0	672
05:45 PM	0	127	51	178	97	1	78	176	77	229	0	306	0	0	0	0	660
Total	0	632	299	931	327	3	265	595	287	927	0	1214	0	0	0	0	2740
Grand Total	0	1280	572	1852	661	3	515	1179	571	1730	0	2301	0	0	0	0	5332
Apprch %	0	69.1	30.9		56.1	0.3	43.7		24.8	75.2	0		0	0	0		
Total %	0	24	10.7	34.7	12.4	0.1	9.7	22.1	10.7	32.4	0	43.2	0	0	0	0	

	Highland Springs Avenue Southbound				I-10 Westbound Off Ramp Westbound				Highland Springs Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**196**	**102**	**298**	73	**2**	55	130	69	**244**	0	**313**	0	0	0	0	**741**
05:15 PM	0	156	78	234	83	0	64	147	73	213	0	286	0	0	0	0	667
05:30 PM	0	153	68	221	74	0	68	142	68	241	0	309	0	0	0	0	672
05:45 PM	0	127	51	178	**97**	1	**78**	**176**	**77**	229	0	306	0	0	0	0	660
Total Volume	0	632	299	931	327	3	265	595	287	927	0	1214	0	0	0	0	2740
% App. Total	0	67.9	32.1		55	0.5	44.5		23.6	76.4	0		0	0	0		
PHF	.000	.806	.733	.781	.843	.375	.849	.845	.932	.950	.000	.970	.000	.000	.000	.000	.924

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File Name : BANHS10WPM
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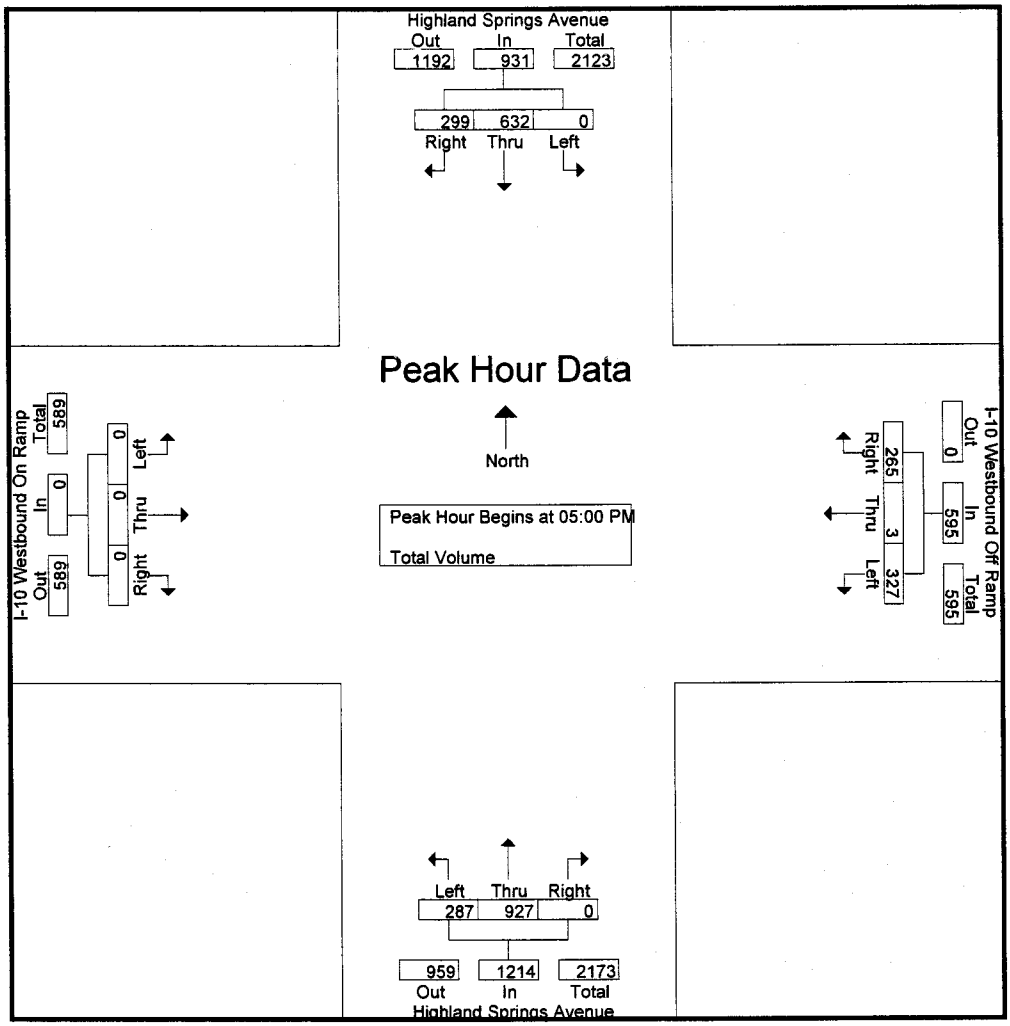

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	175	80	255	73	**2**	55	130	69	**244**	0	**313**	0	0	0	0
+15 mins.	0	152	68	220	83	0	64	147	73	213	0	286	0	0	0	0
+30 mins.	0	**196**	**102**	**298**	74	0	68	142	68	241	0	309	0	0	0	0
+45 mins.	0	156	78	234	**97**	1	**78**	**176**	**77**	229	0	306	0	0	0	0
Total Volume	0	679	328	1007	327	3	265	595	287	927	0	1214	0	0	0	0
% App. Total	0	67.4	32.6		55	0.5	44.5		23.6	76.4	0		0	0	0	
PHF	.000	.866	.804	.845	.843	.375	.849	.845	.932	.950	.000	.970	.000	.000	.000	.000

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Weather: Sunny

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Groups Printed- Total Volume

	Highland Springs Avenue Southbound				I-10 Eastbound On Ramp Westbound				Highland Springs Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	33	58	0	91	0	0	0	0	0	152	55	207	41	0	50	91	389
07:15 AM	51	82	0	133	0	0	0	0	0	86	64	150	39	1	49	89	372
07:30 AM	41	102	0	143	0	0	0	0	0	133	55	188	72	0	58	130	461
07:45 AM	47	120	0	167	0	0	0	0	0	121	51	172	92	1	90	183	522
Total	172	362	0	534	0	0	0	0	0	492	225	717	244	2	247	493	1744
08:00 AM	35	123	0	158	0	0	0	0	0	155	63	218	87	0	72	159	535
08:15 AM	40	136	0	176	0	0	0	0	0	103	85	188	61	2	74	137	501
08:30 AM	36	149	0	185	0	0	0	0	0	143	59	202	64	0	69	133	520
08:45 AM	26	150	0	176	0	0	0	0	0	138	62	200	68	0	73	141	517
Total	137	558	0	695	0	0	0	0	0	539	269	808	280	2	288	570	2073
Grand Total	309	920	0	1229	0	0	0	0	0	1031	494	1525	524	4	535	1063	3817
Apprch %	25.1	74.9	0		0	0	0		0	67.6	32.4		49.3	0.4	50.3		
Total %	8.1	24.1	0	32.2	0	0	0	0	0	27	12.9	40	13.7	0.1	14	27.8	

	Highland Springs Avenue Southbound				I-10 Eastbound On Ramp Westbound				Highland Springs Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**47**	120	0	167	0	0	0	0	0	121	51	172	**92**	1	**90**	**183**	522
08:00 AM	35	123	0	158	0	0	0	0	0	**155**	63	**218**	87	0	72	159	**535**
08:15 AM	40	136	0	176	0	0	0	0	0	103	**85**	188	61	**2**	74	137	501
08:30 AM	36	**149**	0	**185**	0	0	0	0	0	143	59	202	64	0	69	133	520
Total Volume	158	528	0	686	0	0	0	0	0	522	258	780	304	3	305	612	2078
% App. Total	23	77	0		0	0	0		0	66.9	33.1		49.7	0.5	49.8		
PHF	.840	.886	.000	.927	.000	.000	.000	.000	.000	.842	.759	.894	.826	.375	.847	.836	.971

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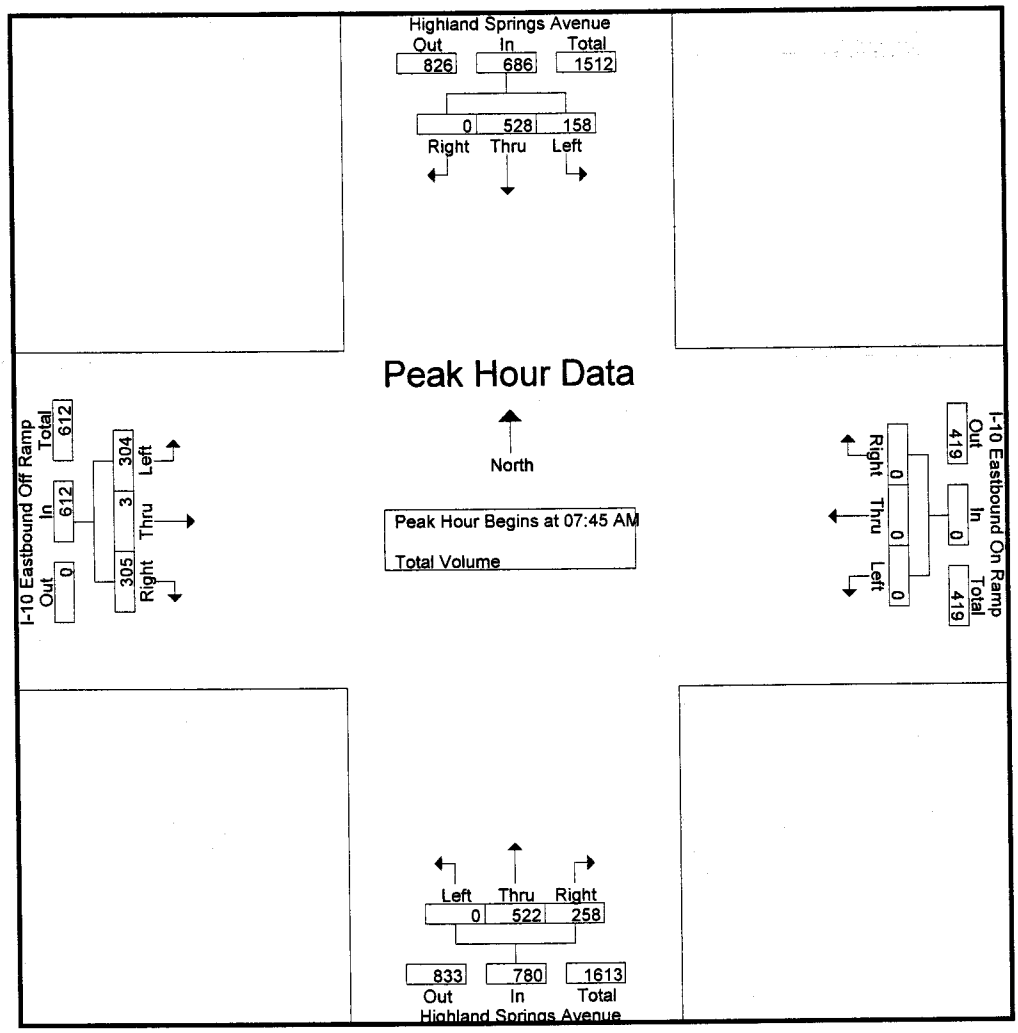

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				08:00 AM				07:45 AM			
+0 mins.	35	123	0	158	0	0	0	0	0	**155**	63	**218**	**92**	1	**90**	**183**
+15 mins.	**40**	136	0	176	0	0	0	0	0	103	**85**	188	87	0	72	159
+30 mins.	36	149	0	**185**	0	0	0	0	0	143	59	202	61	**2**	74	137
+45 mins.	26	**150**	0	176	0	0	0	0	0	138	62	200	64	0	69	133
Total Volume	137	558	0	695	0	0	0	0	0	539	269	808	304	3	305	612
% App. Total	19.7	80.3	0		0	0	0		0	66.7	33.3		49.7	0.5	49.8	
PHF	.856	.930	.000	.939	.000	.000	.000	.000	.000	.869	.791	.927	.826	.375	.847	.836

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City of Banning
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Groups Printed- Total Volume

	Highland Springs Avenue Southbound				I-10 Eastbound On Ramp Westbound				Highland Springs Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	224	0	255	0	0	0	0	0	221	89	310	61	1	88	150	715
04:15 PM	32	214	0	246	0	0	0	0	0	171	87	258	83	0	115	198	702
04:30 PM	20	219	0	239	0	0	0	0	0	204	100	304	75	0	90	165	708
04:45 PM	29	211	0	240	0	0	0	0	0	176	77	253	89	1	109	199	692
Total	112	868	0	980	0	0	0	0	0	772	353	1125	308	2	402	712	2817
05:00 PM	41	212	0	253	0	0	0	0	0	209	94	303	87	13	121	221	777
05:15 PM	53	196	0	249	0	0	0	0	0	195	94	289	86	0	107	193	731
05:30 PM	39	187	0	226	0	0	0	0	0	200	102	302	106	0	108	214	742
05:45 PM	27	184	0	211	0	0	0	0	0	228	87	315	97	0	107	204	730
Total	160	779	0	939	0	0	0	0	0	832	377	1209	376	13	443	832	2980
Grand Total	272	1647	0	1919	0	0	0	0	0	1604	730	2334	684	15	845	1544	5797
Apprch %	14.2	85.8	0		0	0	0		0	68.7	31.3		44.3	1	54.7		
Total %	4.7	28.4	0	33.1	0	0	0	0	0	27.7	12.6	40.3	11.8	0.3	14.6	26.6	

	Highland Springs Avenue Southbound				I-10 Eastbound On Ramp Westbound				Highland Springs Avenue Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	41	**212**	0	**253**	0	0	0	0	0	209	94	303	87	**13**	**121**	**221**	**777**
05:15 PM	**53**	196	0	249	0	0	0	0	0	195	94	289	86	0	107	193	731
05:30 PM	39	187	0	226	0	0	0	0	0	200	**102**	302	**106**	0	108	214	742
05:45 PM	27	184	0	211	0	0	0	0	0	**228**	87	**315**	97	0	107	204	730
Total Volume	160	779	0	939	0	0	0	0	0	832	377	1209	376	13	443	832	2980
% App. Total	17	83	0		0	0	0		0	68.8	31.2		45.2	1.6	53.2		
PHF	.755	.919	.000	.928	.000	.000	.000	.000	.000	.912	.924	.960	.887	.250	.915	.941	.959

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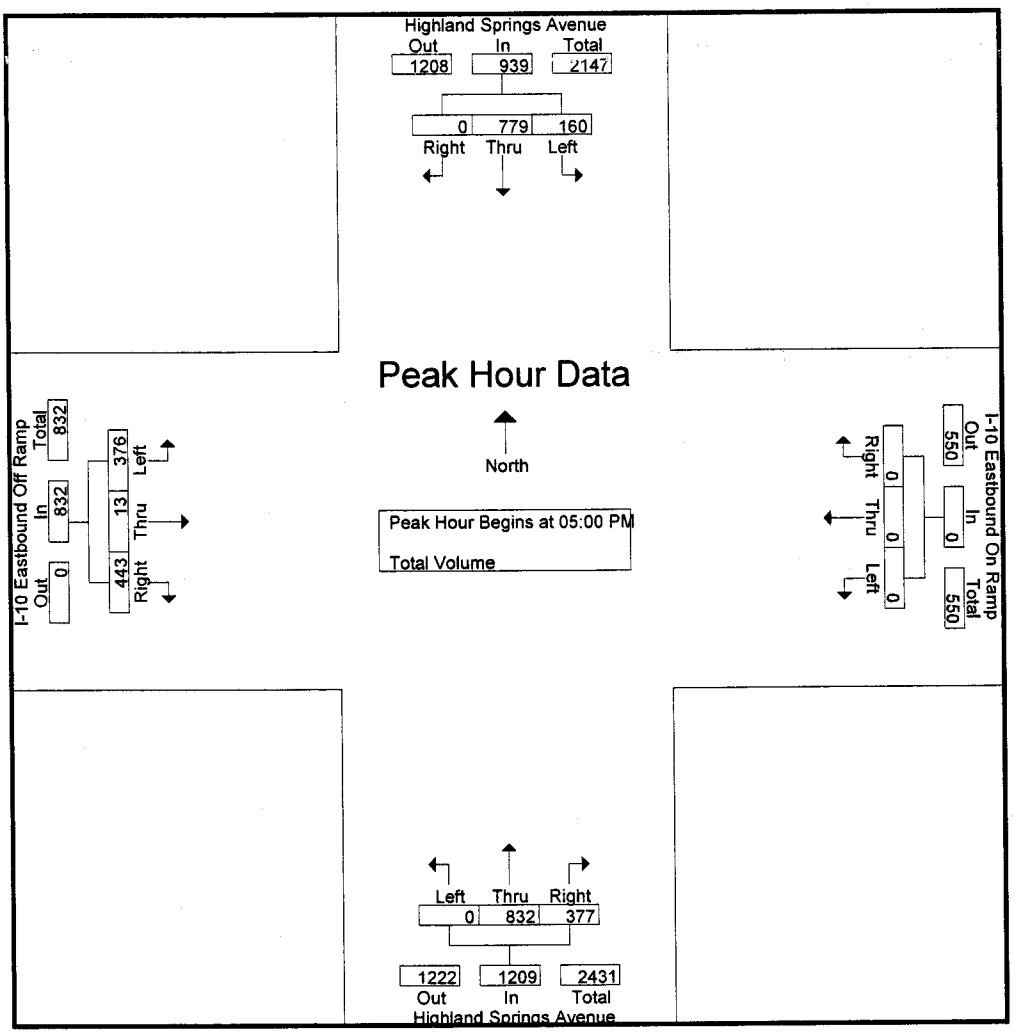

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	20	**219**	0	239	0	0	0	0	0	209	94	303	87	**13**	**121**	**221**
+15 mins.	29	211	0	240	0	0	0	0	0	195	94	289	86	0	107	193
+30 mins.	41	212	0	**253**	0	0	0	0	0	200	**102**	302	**106**	0	108	214
+45 mins.	**53**	196	0	249	0	0	0	0	0	**228**	87	**315**	97	0	107	204
Total Volume	143	838	0	981	0	0	0	0	0	832	377	1209	376	13	443	832
% App. Total	14.6	85.4	0		0	0	0		0	68.8	31.2		45.2	1.6	53.2	
PHF	.675	.957	.000	.969	.000	.000	.000	.000	.000	.912	.924	.960	.887	.250	.915	.941

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Groups Printed- Total Volume

	Highland Springs Avenue Southbound				Sun Lakes Boulevard Westbound				Highland Springs Avenue Northbound				Sun Lakes Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	26	5	43	1	7	39	47	2	43	2	47	41	9	4	54	191
07:15 AM	19	20	18	57	1	3	31	35	1	39	2	42	47	3	5	55	189
07:30 AM	12	38	15	65	1	4	37	42	4	53	1	58	41	7	13	61	226
07:45 AM	20	60	15	95	4	4	39	47	6	44	3	53	47	9	10	66	261
Total	63	144	53	260	7	18	146	171	13	179	8	200	176	28	32	236	867
08:00 AM	30	36	23	89	4	8	43	55	3	55	1	59	44	6	11	61	264
08:15 AM	17	51	16	84	5	13	66	84	5	56	3	64	22	5	7	34	266
08:30 AM	25	41	11	77	1	8	61	70	3	53	2	58	28	5	3	36	241
08:45 AM	21	32	13	66	2	14	49	65	8	56	3	67	35	14	6	55	253
Total	93	160	63	316	12	43	219	274	19	220	9	248	129	30	27	186	1024
Grand Total	156	304	116	576	19	61	365	445	32	399	17	448	305	58	59	422	1891
Apprch %	27.1	52.8	20.1		4.3	13.7	82		7.1	89.1	3.8		72.3	13.7	14		
Total %	8.2	16.1	6.1	30.5	1	3.2	19.3	23.5	1.7	21.1	0.9	23.7	16.1	3.1	3.1	22.3	

	Highland Springs Avenue Southbound				Sun Lakes Boulevard Westbound				Highland Springs Avenue Northbound				Sun Lakes Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	20	**60**	15	**95**	4	4	39	47	**6**	44	**3**	53	**47**	**9**	10	**66**	261
08:00 AM	**30**	36	**23**	89	4	8	43	55	3	55	1	59	44	6	**11**	61	264
08:15 AM	17	51	16	84	**5**	**13**	**66**	**84**	5	**56**	3	**64**	22	5	7	34	**266**
08:30 AM	25	41	11	77	1	8	61	70	3	53	2	58	28	5	3	36	241
Total Volume	92	188	65	345	14	33	209	256	17	208	9	234	141	25	31	197	1032
% App. Total	26.7	54.5	18.8		5.5	12.9	81.6		7.3	88.9	3.8		71.6	12.7	15.7		
PHF	.767	.783	.707	.908	.700	.635	.792	.762	.708	.929	.750	.914	.750	.694	.705	.746	.970

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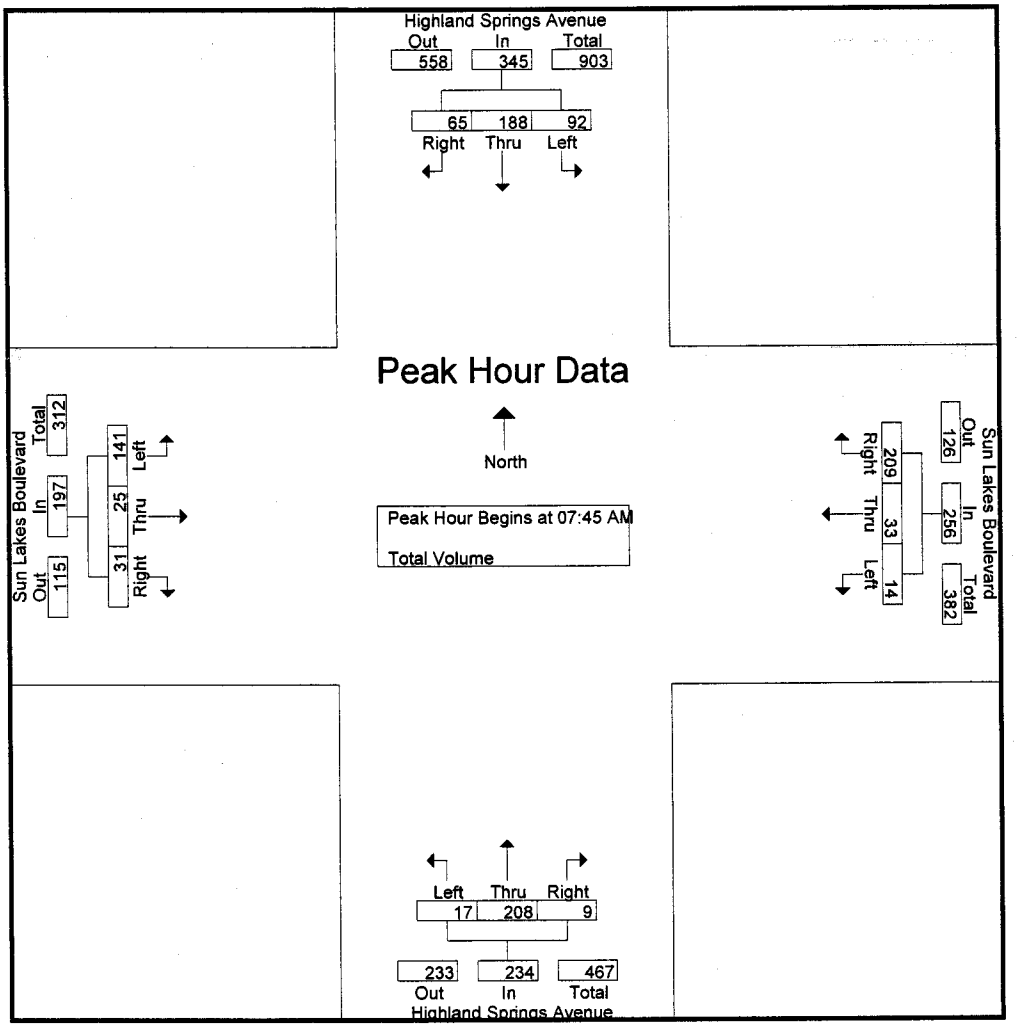

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				08:00 AM				07:15 AM			
+0 mins.	20	**60**	15	**95**	4	8	43	55	3	55	1	59	**47**	3	5	55
+15 mins.	**30**	36	**23**	89	**5**	13	**66**	**84**	5	**56**	**3**	64	41	7	**13**	61
+30 mins.	17	51	16	84	1	8	61	70	3	53	2	58	47	**9**	10	**66**
+45 mins.	25	41	11	77	2	**14**	49	65	**8**	56	3	**67**	44	6	11	61
Total Volume	92	188	65	345	12	43	219	274	19	220	9	248	179	25	39	243
% App. Total	26.7	54.5	18.8		4.4	15.7	79.9		7.7	88.7	3.6		73.7	10.3	16	
PHF	.767	.783	.707	.908	.600	.768	.830	.815	.594	.982	.750	.925	.952	.694	.750	.920

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City of Banning
N/S: Highland Springs Avenue
E/W: Sun Lakes Boulevard
Weather: Sunny

File Name : BANHSSLPM
Site Code : 00000015
Start Date : 2/5/2013
Page No : 1

Groups Printed- Total Volume

	Highland Springs Avenue Southbound				Sun Lakes Boulevard Westbound				Highland Springs Avenue Northbound				Sun Lakes Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	47	54	24	125	4	13	40	57	5	42	1	48	27	14	10	51	281
04:15 PM	35	64	29	128	1	10	36	47	5	40	3	48	32	34	7	73	296
04:30 PM	50	49	23	122	4	12	49	65	5	60	4	69	21	15	7	43	299
04:45 PM	47	54	31	132	4	10	32	46	5	49	3	57	21	23	11	55	290
Total	179	221	107	507	13	45	157	215	20	191	11	222	101	86	35	222	1166
05:00 PM	46	55	35	136	3	13	41	57	10	55	3	68	31	18	4	53	314
05:15 PM	45	48	37	130	4	9	36	49	8	55	3	66	31	9	4	44	289
05:30 PM	40	53	39	132	3	7	34	44	5	36	2	43	21	11	9	41	260
05:45 PM	28	55	35	118	1	11	36	48	4	45	3	52	24	12	10	46	264
Total	159	211	146	516	11	40	147	198	27	191	11	229	107	50	27	184	1127
Grand Total	338	432	253	1023	24	85	304	413	47	382	22	451	208	136	62	406	2293
Apprch %	33	42.2	24.7		5.8	20.6	73.6		10.4	84.7	4.9		51.2	33.5	15.3		
Total %	14.7	18.8	11	44.6	1	3.7	13.3	18	2	16.7	1	19.7	9.1	5.9	2.7	17.7	

	Highland Springs Avenue Southbound				Sun Lakes Boulevard Westbound				Highland Springs Avenue Northbound				Sun Lakes Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	35	**64**	29	128	1	10	36	47	5	40	3	48	**32**	**34**	7	**73**	296
04:30 PM	**50**	49	23	122	**4**	12	**49**	**65**	5	**60**	**4**	**69**	21	15	7	43	299
04:45 PM	47	54	31	132	4	10	32	46	5	49	3	57	21	23	**11**	55	290
05:00 PM	46	55	**35**	**136**	3	**13**	41	57	**10**	55	3	68	31	18	4	53	**314**
Total Volume	178	222	118	518	12	45	158	215	25	204	13	242	105	90	29	224	1199
% App. Total	34.4	42.9	22.8		5.6	20.9	73.5		10.3	84.3	5.4		46.9	40.2	12.9		
PHF	.890	.867	.843	.952	.750	.865	.806	.827	.625	.850	.813	.877	.820	.662	.659	.767	.955

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City of Banning
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File Name : BANHSSLPM
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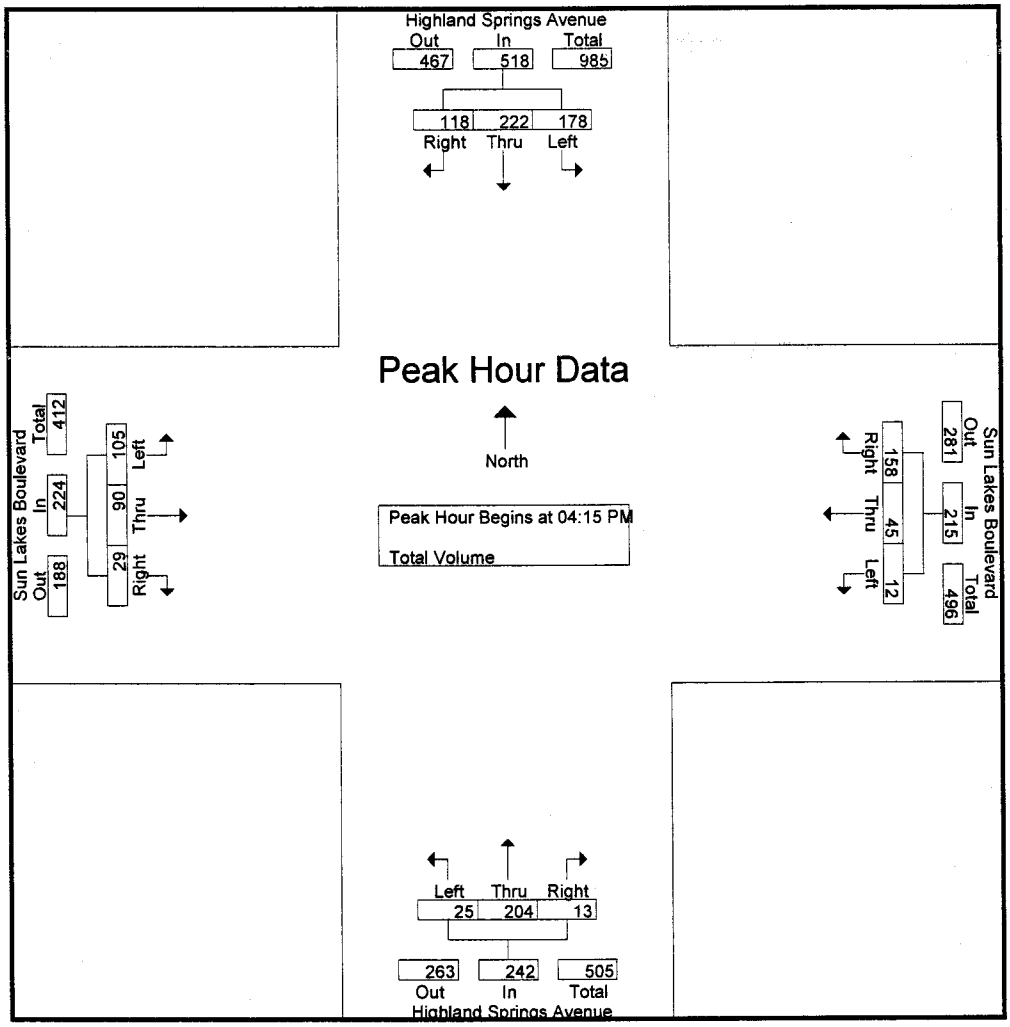

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				04:15 PM			
+0 mins.	**47**	54	31	132	**4**	12	**49**	**65**	5	**60**	**4**	**69**	**32**	**34**	7	**73**
+15 mins.	46	**55**	35	**136**	4	10	32	46	5	49	3	57	21	15	7	43
+30 mins.	45	48	37	130	3	**13**	41	57	**10**	55	3	68	21	23	**11**	55
+45 mins.	40	53	**39**	132	4	9	36	49	8	55	3	66	31	18	4	53
Total Volume	178	210	142	530	15	44	158	217	28	219	13	260	105	90	29	224
% App. Total	33.6	39.6	26.8		6.9	20.3	72.8		10.8	84.2	5		46.9	40.2	12.9	
PHF	.947	.955	.910	.974	.938	.846	.806	.835	.700	.913	.813	.942	.820	.662	.659	.767

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City of Banning
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File Name : BANHHWIAM
Site Code : 00000015
Start Date : 2/5/2013
Page No : 1

Groups Printed- Total Volume

	Highland Home Road Southbound				Wilson Street Westbound				Highland Home Road Northbound				Wilson Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	6	7	8	92	1	101	8	1	3	12	3	37	0	40	160
07:15 AM	0	1	5	6	11	94	0	105	4	0	10	14	1	72	3	76	201
07:30 AM	2	3	2	7	8	73	1	82	5	0	3	8	3	64	4	71	168
07:45 AM	2	1	3	6	4	71	0	75	2	0	5	7	0	54	1	55	143
Total	5	5	16	26	31	330	2	363	19	1	21	41	7	227	8	242	672
08:00 AM	0	1	4	5	10	93	0	103	4	0	9	13	1	76	3	80	201
08:15 AM	1	1	1	3	3	79	1	83	3	0	11	14	2	78	3	83	183
08:30 AM	0	0	5	5	5	65	2	72	2	0	5	7	1	61	2	64	148
08:45 AM	1	0	3	4	3	66	0	69	2	1	5	8	0	61	1	62	143
Total	2	2	13	17	21	303	3	327	11	1	30	42	4	276	9	289	675
Grand Total	7	7	29	43	52	633	5	690	30	2	51	83	11	503	17	531	1347
Apprch %	16.3	16.3	67.4		7.5	91.7	0.7		36.1	2.4	61.4		2.1	94.7	3.2		
Total %	0.5	0.5	2.2	3.2	3.9	47	0.4	51.2	2.2	0.1	3.8	6.2	0.8	37.3	1.3	39.4	

	Highland Home Road Southbound				Wilson Street Westbound				Highland Home Road Northbound				Wilson Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	**5**	6	**11**	**94**	0	**105**	4	0	**10**	**14**	1	72	3	76	**201**
07:30 AM	**2**	**3**	2	**7**	8	73	**1**	82	**5**	0	3	8	**3**	64	**4**	71	168
07:45 AM	2	1	3	6	4	71	0	75	2	0	5	7	0	54	1	55	143
08:00 AM	0	1	4	5	10	93	0	103	4	0	9	13	1	**76**	3	**80**	201
Total Volume	4	6	14	24	33	331	1	365	15	0	27	42	5	266	11	282	713
% App. Total	16.7	25	58.3		9	90.7	0.3		35.7	0	64.3		1.8	94.3	3.9		
PHF	.500	.500	.700	.857	.750	.880	.250	.869	.750	.000	.675	.750	.417	.875	.688	.881	.887

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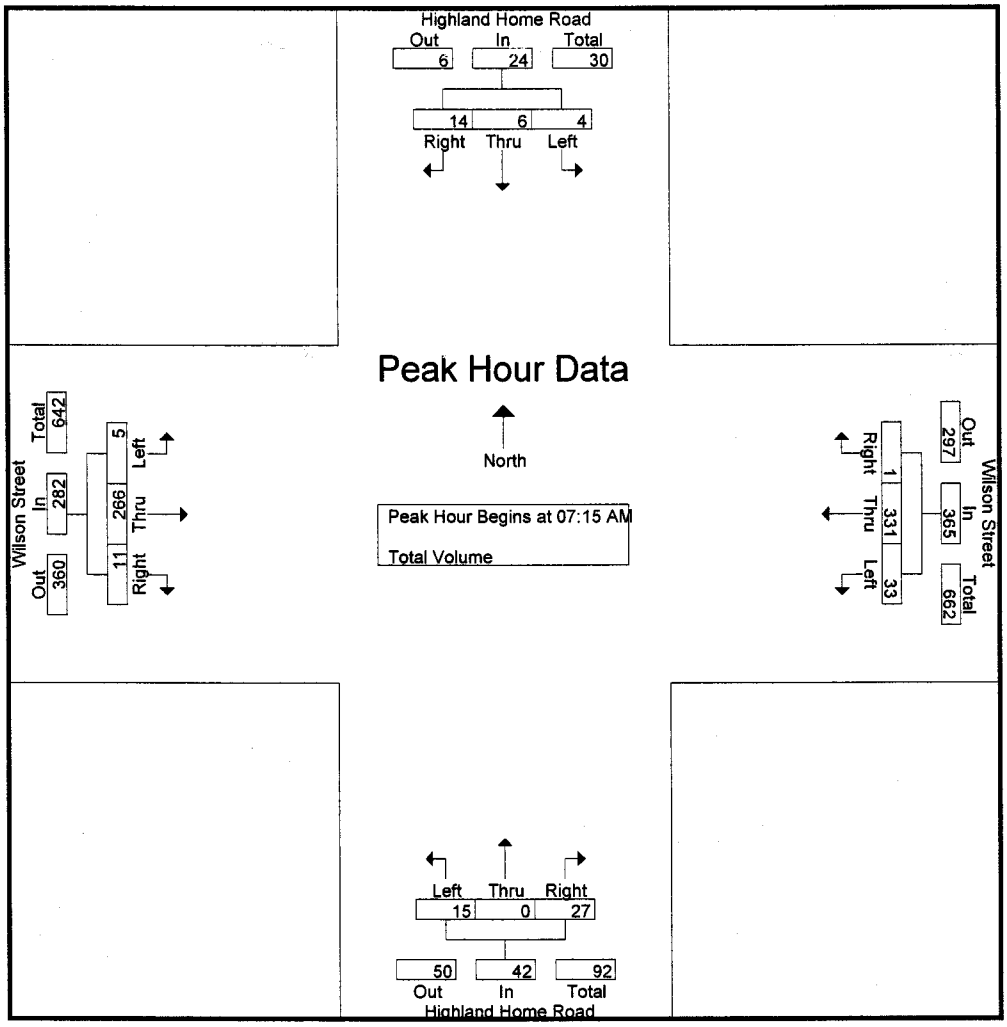

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	1	0	**6**	**7**	**11**	**94**	0	**105**	4	0	**10**	**14**	**3**	64	**4**	71
+15 mins.	0	1	5	6	8	73	**1**	82	**5**	0	3	8	0	54	1	55
+30 mins.	**2**	**3**	2	7	4	71	0	75	2	0	5	7	1	76	3	80
+45 mins.	2	1	3	6	10	93	0	103	4	0	9	13	2	**78**	3	**83**
Total Volume	5	5	16	26	33	331	1	365	15	0	27	42	6	272	11	289
% App. Total	19.2	19.2	61.5		9	90.7	0.3		35.7	0	64.3		2.1	94.1	3.8	
PHF	.625	.417	.667	.929	.750	.880	.250	.869	.750	.000	.675	.750	.500	.872	.688	.870

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Site Code : 00000015
Start Date : 2/5/2013
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Groups Printed- Total Volume

	Highland Home Road Southbound				Wilson Street Westbound				Highland Home Road Northbound				Wilson Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	0	2	4	74	0	78	2	1	10	13	0	102	3	105	198
04:15 PM	1	0	0	1	5	63	0	68	4	0	14	18	1	94	1	96	183
04:30 PM	0	2	1	3	3	66	1	70	1	0	15	16	3	62	0	65	154
04:45 PM	1	0	0	1	6	80	1	87	2	1	10	13	1	73	3	77	178
Total	3	3	1	7	18	283	2	303	9	2	49	60	5	331	7	343	713
05:00 PM	1	0	1	2	10	72	0	82	2	1	12	15	0	79	1	80	179
05:15 PM	0	0	1	1	6	59	0	65	4	0	19	23	2	79	1	82	171
05:30 PM	0	0	1	1	7	67	0	74	1	1	13	15	0	72	0	72	162
05:45 PM	0	1	1	2	3	66	0	69	5	1	8	14	3	83	1	87	172
Total	1	1	4	6	26	264	0	290	12	3	52	67	5	313	3	321	684
Grand Total	4	4	5	13	44	547	2	593	21	5	101	127	10	644	10	664	1397
Apprch %	30.8	30.8	38.5		7.4	92.2	0.3		16.5	3.9	79.5		1.5	97	1.5		
Total %	0.3	0.3	0.4	0.9	3.1	39.2	0.1	42.4	1.5	0.4	7.2	9.1	0.7	46.1	0.7	47.5	

	Highland Home Road Southbound				Wilson Street Westbound				Highland Home Road Northbound				Wilson Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	1	0	2	4	74	0	78	2	**1**	10	13	0	**102**	**3**	**105**	**198**
04:15 PM	1	0	0	1	5	63	0	68	**4**	0	14	**18**	1	94	1	96	183
04:30 PM	0	**2**	**1**	**3**	3	66	**1**	70	1	0	**15**	16	**3**	62	0	65	154
04:45 PM	1	0	0	1	**6**	**80**	1	**87**	2	1	10	13	1	73	3	77	178
Total Volume	3	3	1	7	18	283	2	303	9	2	49	60	5	331	7	343	713
% App. Total	42.9	42.9	14.3		5.9	93.4	0.7		15	3.3	81.7		1.5	96.5	2		
PHF	.750	.375	.250	.583	.750	.884	.500	.871	.563	.500	.817	.833	.417	.811	.583	.817	.900

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City of Banning
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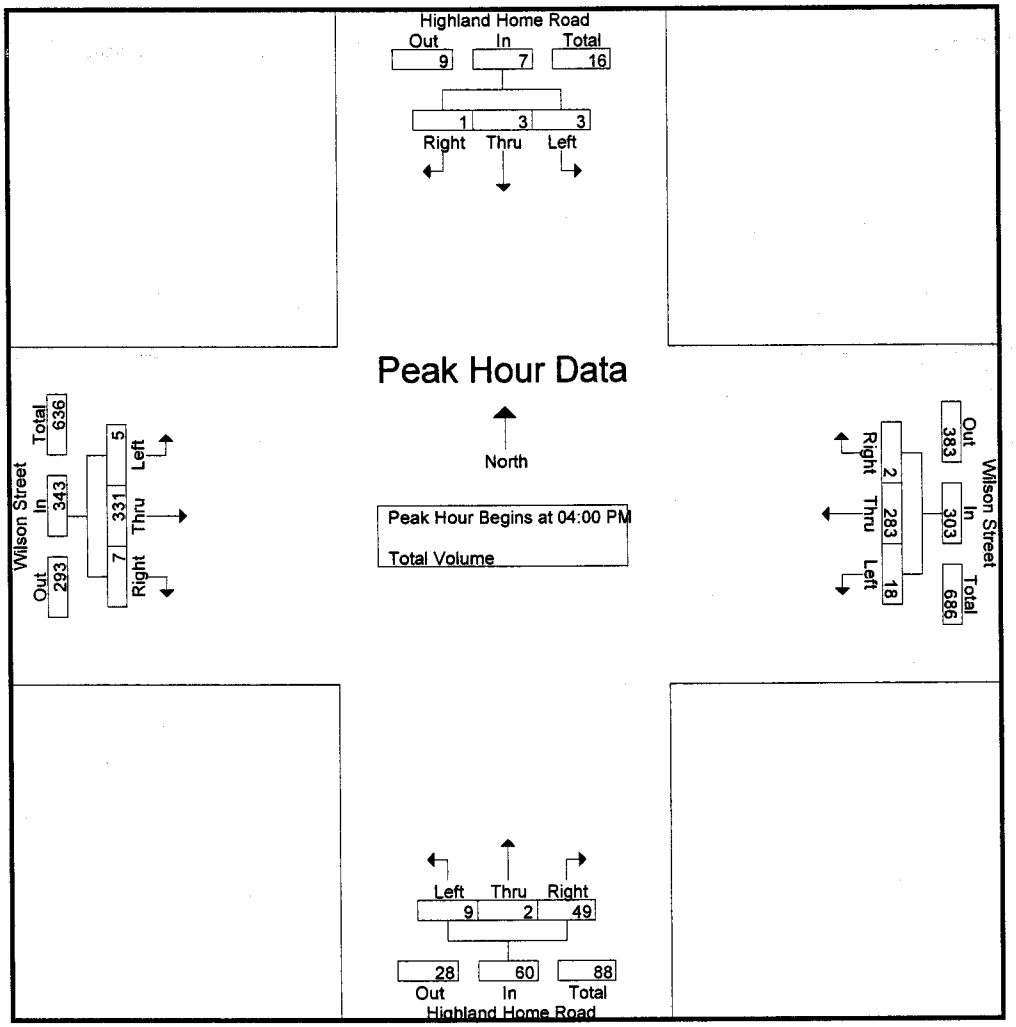

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:30 PM				04:00 PM			
+0 mins.	**1**	1	0	2	6	**80**	**1**	**87**	1	0	15	16	0	**102**	**3**	**105**
+15 mins.	1	0	0	1	**10**	72	0	82	2	**1**	10	13	1	94	1	96
+30 mins.	0	**2**	**1**	**3**	6	59	0	65	2	1	12	15	**3**	62	0	65
+45 mins.	1	0	0	1	7	67	0	74	**4**	0	**19**	**23**	1	73	3	77
Total Volume	3	3	1	7	29	278	1	308	9	2	56	67	5	331	7	343
% App. Total	42.9	42.9	14.3		9.4	90.3	0.3		13.4	3	83.6		1.5	96.5	2	
PHF	.750	.375	.250	.583	.725	.869	.250	.885	.563	.500	.737	.728	.417	.811	.583	.817

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City of Banning
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File Name : BANHHRAAM
Site Code : 00000015
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Groups Printed- Total Volume

	Highland Home Road Southbound				Ramsey Street Westbound				Private Drive Northbound				Ramsey Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	0	13	17	0	29	2	31	0	0	0	0	5	32	0	37	85
07:15 AM	7	0	18	25	0	27	3	30	0	0	0	0	5	34	0	39	94
07:30 AM	5	0	12	17	0	33	0	33	0	0	0	0	4	43	0	47	97
07:45 AM	2	0	14	16	0	48	2	50	0	0	0	0	7	53	1	61	127
Total	18	0	57	75	0	137	7	144	0	0	0	0	21	162	1	184	403
08:00 AM	5	0	15	20	1	40	1	42	0	0	0	0	5	59	1	65	127
08:15 AM	4	0	5	9	1	59	0	60	0	0	0	0	10	59	0	69	138
08:30 AM	2	0	4	6	0	70	4	74	0	0	0	0	7	70	0	77	157
08:45 AM	6	0	3	9	2	80	4	86	0	0	0	0	8	69	0	77	172
Total	17	0	27	44	4	249	9	262	0	0	0	0	30	257	1	288	594
Grand Total	35	0	84	119	4	386	16	406	0	0	0	0	51	419	2	472	997
Apprch %	29.4	0	70.6		1	95.1	3.9		0	0	0		10.8	88.8	0.4		
Total %	3.5	0	8.4	11.9	0.4	38.7	1.6	40.7	0	0	0	0	5.1	42	0.2	47.3	

	Highland Home Road Southbound				Ramsey Street Westbound				Private Drive Northbound				Ramsey Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	0	**15**	**20**	1	40	1	42	0	0	0	0	5	59	**1**	65	127
08:15 AM	4	0	5	9	1	59	0	60	0	0	0	0	**10**	59	0	69	138
08:30 AM	2	0	4	6	0	70	**4**	74	0	0	0	0	7	**70**	0	**77**	157
08:45 AM	**6**	0	3	9	**2**	**80**	4	**86**	0	0	0	0	8	69	0	77	**172**
Total Volume	17	0	27	44	4	249	9	262	0	0	0	0	30	257	1	288	594
% App. Total	38.6	0	61.4		1.5	95	3.4		0	0	0		10.4	89.2	0.3		
PHF	.708	.000	.450	.550	.500	.778	.563	.762	.000	.000	.000	.000	.750	.918	.250	.935	.863

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City of Banning
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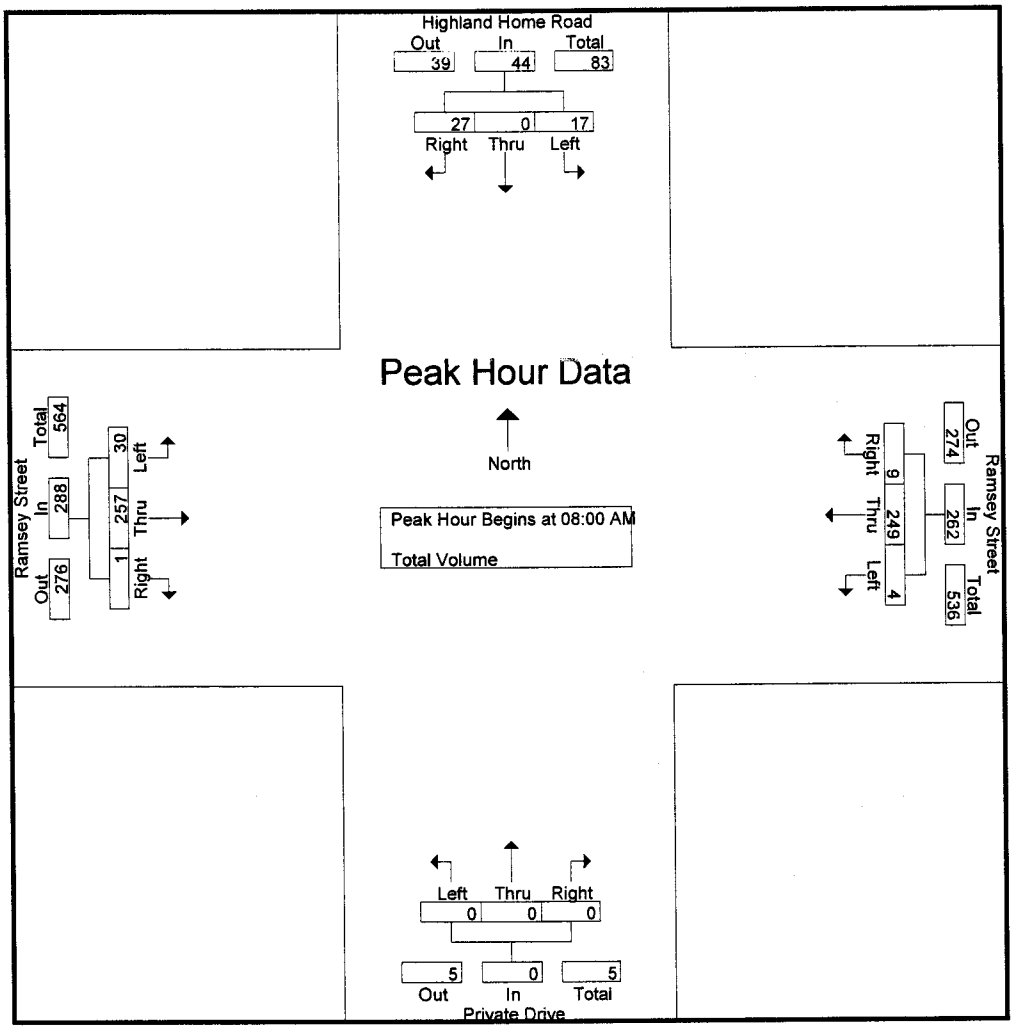

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:00 AM				08:00 AM			
+0 mins.	**7**	0	**18**	**25**	1	40	1	42	0	0	0	0	5	59	**1**	65
+15 mins.	5	0	12	17	1	59	0	60	0	0	0	0	**10**	59	0	69
+30 mins.	2	0	14	16	0	70	**4**	74	0	0	0	0	7	**70**	0	**77**
+45 mins.	5	0	15	20	**2**	**80**	4	**86**	0	0	0	0	8	69	0	77
Total Volume	19	0	59	78	4	249	9	262	0	0	0	0	30	257	1	288
% App. Total	24.4	0	75.6		1.5	95	3.4		0	0	0		10.4	89.2	0.3	
PHF	.679	.000	.819	.780	.500	.778	.563	.762	.000	.000	.000	.000	.750	.918	.250	.935

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City of Banning
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Groups Printed- Total Volume

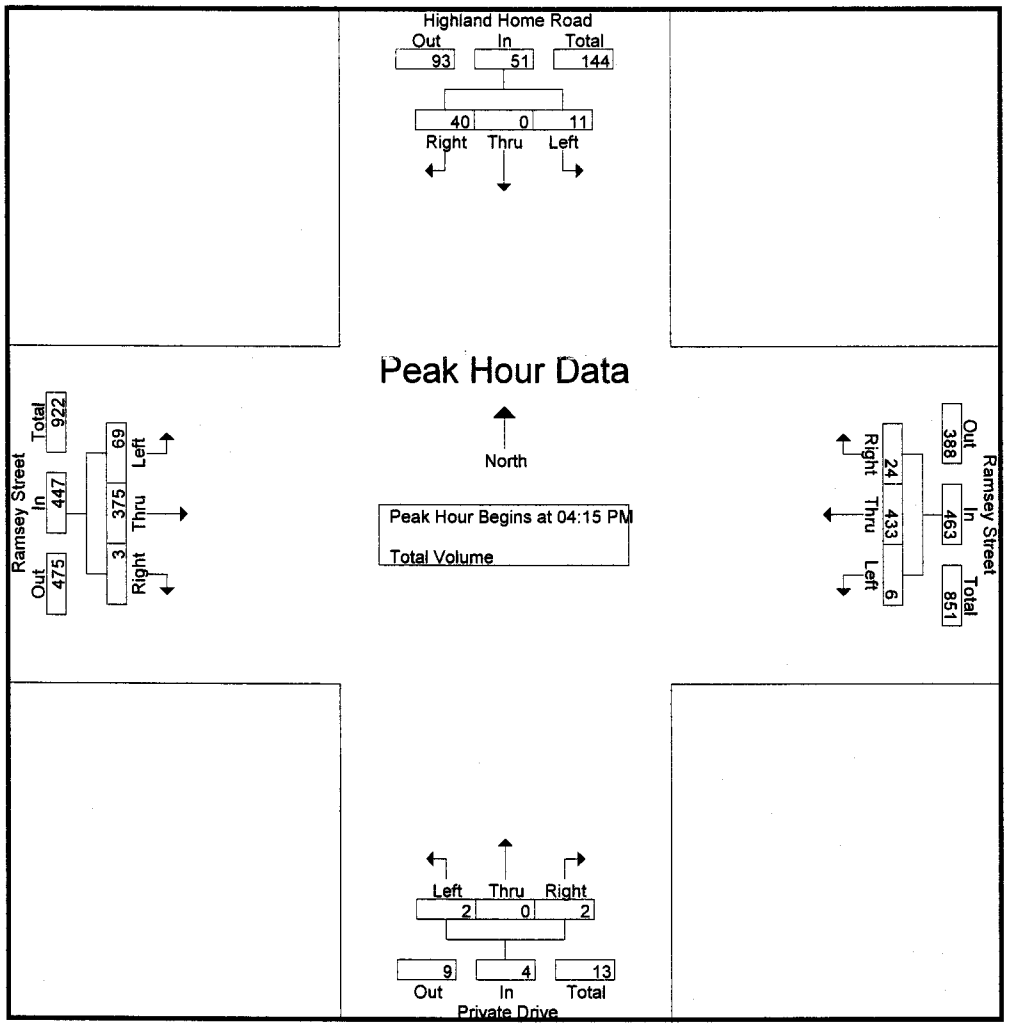
	Highland Home Road Southbound				Ramsey Street Westbound				Private Drive Northbound				Ramsey Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	0	11	14	1	89	3	93	0	0	0	0	23	91	0	114	221
04:15 PM	4	0	8	12	3	98	7	108	0	0	0	0	18	98	0	116	236
04:30 PM	3	0	11	14	0	106	3	109	0	0	0	0	17	86	0	103	226
04:45 PM	3	0	8	11	2	118	5	125	1	0	1	2	16	78	0	94	232
Total	13	0	38	51	6	411	18	435	1	0	1	2	74	353	0	427	915
05:00 PM	1	0	13	14	1	111	9	121	1	0	1	2	18	113	3	134	271
05:15 PM	12	0	10	22	1	84	7	92	0	0	0	0	28	90	0	118	232
05:30 PM	3	0	9	12	0	77	8	85	0	0	0	0	20	93	0	113	210
05:45 PM	3	0	7	10	0	71	9	80	0	0	0	0	13	75	0	88	178
Total	19	0	39	58	2	343	33	378	1	0	1	2	79	371	3	453	891
Grand Total	32	0	77	109	8	754	51	813	2	0	2	4	153	724	3	880	1806
Apprch %	29.4	0	70.6		1	92.7	6.3		50	0	50		17.4	82.3	0.3		
Total %	1.8	0	4.3	6	0.4	41.7	2.8	45	0.1	0	0.1	0.2	8.5	40.1	0.2	48.7	

	Highland Home Road Southbound				Ramsey Street Westbound				Private Drive Northbound				Ramsey Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**4**	0	8	12	**3**	98	7	108	0	0	0	0	**18**	98	0	116	236
04:30 PM	3	0	11	**14**	0	106	3	109	0	0	0	0	17	86	0	103	226
04:45 PM	3	0	8	11	2	**118**	5	**125**	**1**	0	**1**	**2**	16	78	0	94	232
05:00 PM	1	0	**13**	14	1	111	**9**	121	1	0	1	2	18	**113**	**3**	**134**	**271**
Total Volume	11	0	40	51	6	433	24	463	2	0	2	4	69	375	3	447	965
% App. Total	21.6	0	78.4		1.3	93.5	5.2		50	0	50		15.4	83.9	0.7		
PHF	.688	.000	.769	.911	.500	.917	.667	.926	.500	.000	.500	.500	.958	.830	.250	.834	.890

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

City of Banning
N/S: Highland Home Road
E/W: Ramsey Street
Weather: Sunny

File Name : BANHHRAPM
Site Code : 00000015
Start Date : 2/5/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				04:15 PM				04:45 PM			
+0 mins.	3	0	11	14	**3**	98	7	108	0	0	0	0	16	78	0	94
+15 mins.	3	0	8	11	0	106	3	109	0	0	0	0	18	**113**	**3**	**134**
+30 mins.	1	0	**13**	14	2	**118**	5	**125**	**1**	0	**1**	**2**	**28**	90	0	118
+45 mins.	**12**	0	10	**22**	1	111	**9**	121	1	0	1	2	20	93	0	113
Total Volume	19	0	42	61	6	433	24	463	2	0	2	4	82	374	3	459
% App. Total	31.1	0	68.9		1.3	93.5	5.2		50	0	50		17.9	81.5	0.7	
PHF	.396	.000	.808	.693	.500	.917	.667	.926	.500	.000	.500	.500	.732	.827	.250	.856

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6028_001 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

AM

NS/EW Streets:	Highland Home Road			Highland Home Road			Sun Lakes Boulevard			Sun Lakes Boulevard			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	1								3				4
7:15 AM	0								3				3
7:30 AM	2								6				8
7:45 AM	0								3				3
8:00 AM	1								4				5
8:15 AM	3								3				6
8:30 AM	5								7				12
8:45 AM	1								3				4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	13	0	0	0	0	0	0	0	32	0	0	0	45
APPROACH %'s :	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	10	0	0	0	0	0	0	0	17	0	0	0	27
PEAK HR FACTOR :		0.500			0.000			0.607			0.000		0.563

CONTROL : All-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6028_001 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

PM

NS/EW Streets:	Highland Home Road			Highland Home Road			Sun Lakes Boulevard			Sun Lakes Boulevard			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	2								3				5
4:15 PM	6								6				12
4:30 PM	3								11				14
4:45 PM	3								1				4
5:00 PM	2								3				5
5:15 PM	11								3				14
5:30 PM	1								7				8
5:45 PM	7								2				9

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	35	0	0	0	0	0	0	0	36	0	0	0	71
APPROACH %'s :	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	19	0	0	0	0	0	0	0	18	0	0	0	37
PEAK HR FACTOR :		0.432			0.000			0.409			0.000		0.661

CONTROL : All-Way Stop

ITM Peak Hour Summary

Prepared by:

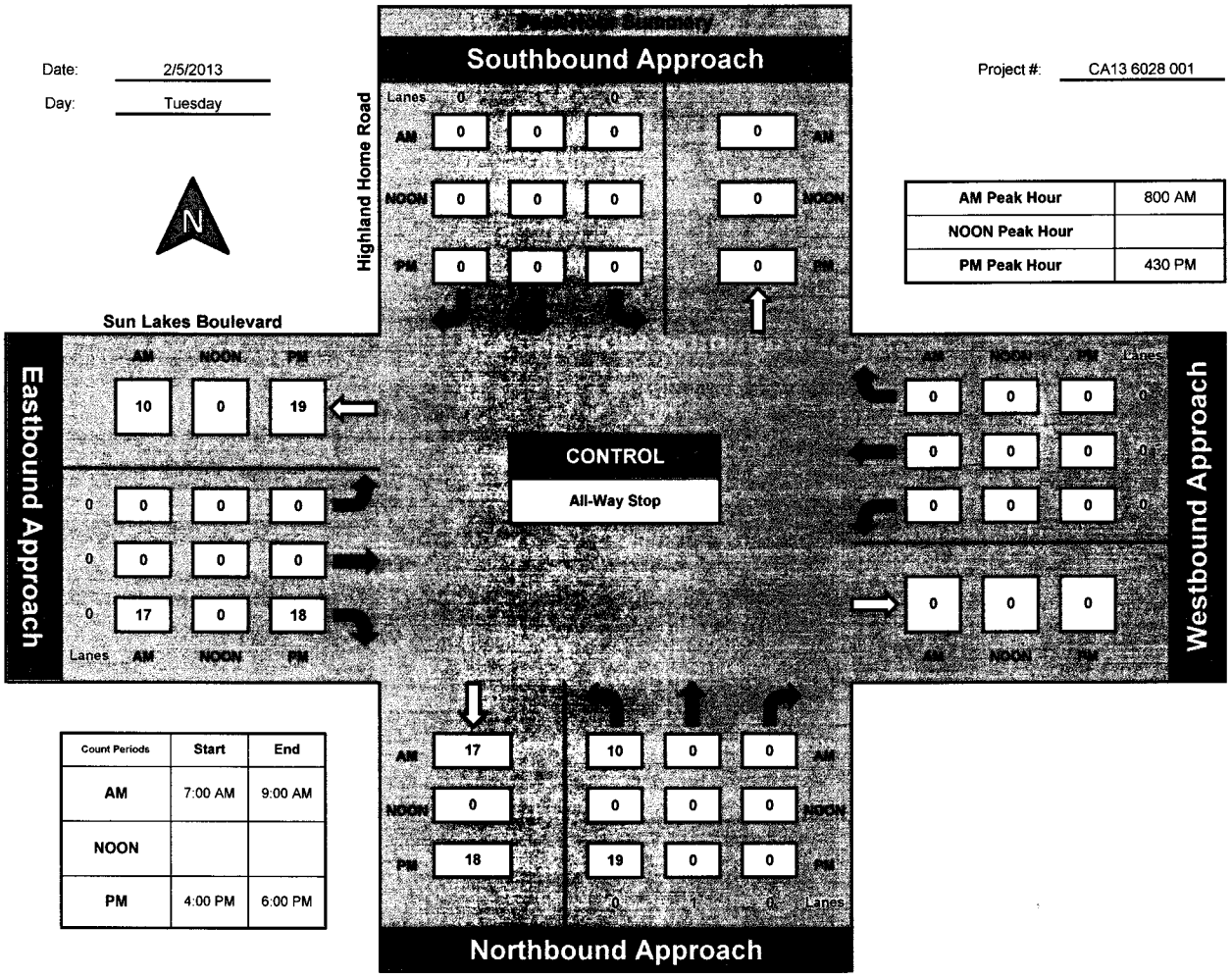
National Data & Surveying Services

Highland Home Road and Sun Lakes Boulevard , City of Banning

Date: 2/5/2013

Day: Tuesday

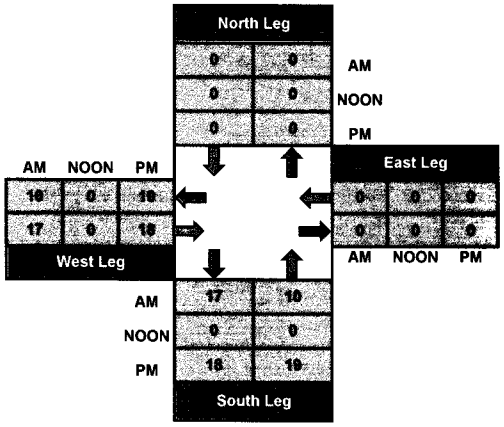
Project #: CA13 6028 001



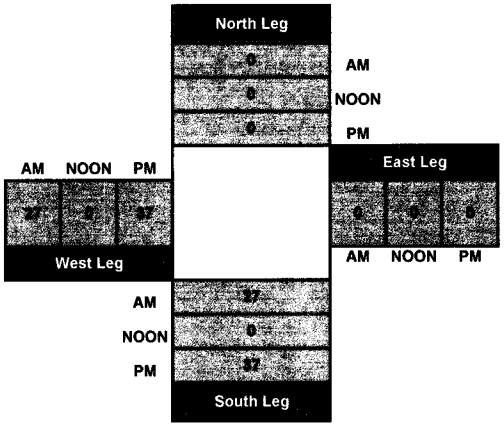
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_001 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

AM

NS/EW Streets:	Sunset Ave			Sunset Ave			Wilson St			Wilson St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1.5	0.5	1	1	0	1	1	0	
7:00 AM	27	0	9	0	10	2	2	33	42	10	38	0	173
7:15 AM	13	1	14	1	12	3	1	45	50	10	25	0	175
7:30 AM	27	1	4	3	4	3	1	35	44	19	59	1	201
7:45 AM	24	3	7	0	7	1	1	32	41	8	35	1	160
8:00 AM	32	0	5	1	8	4	6	40	43	6	36	0	181
8:15 AM	24	4	4	1	11	4	0	37	55	9	32	0	181
8:30 AM	31	6	8	1	8	2	2	55	42	7	49	0	211
8:45 AM	18	2	8	0	4	2	3	48	36	14	38	0	173
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	196	17	59	7	64	21	16	325	353	83	312	2	1455
APPROACH %'s :	72.06%	6.25%	21.69%	7.61%	69.57%	22.83%	2.31%	46.83%	50.86%	20.91%	78.59%	0.50%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	105	12	25	3	31	12	11	180	176	36	155	0	746
PEAK HR FACTOR :		0.789			0.719			0.927			0.853		0.884

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_001 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

PM

NS/EW Streets:	Sunset Ave			Sunset Ave			Wilson St			Wilson St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1.5	0.5	1	1	0	1	1	0	
4:00 PM	34	6	14		3			47	37	11	33	0	185
4:15 PM	42	5	14		1			48	55	11	28	0	204
4:30 PM	51	10	17		1			25	26	14	32	2	178
4:45 PM	54	9	18		4			55	38	12	33	2	225
5:00 PM	39	9	15		2			33	49	11	30	0	188
5:15 PM	38	9	21		3			45	25	13	29	2	185
5:30 PM	48	8	18		1			40	35	7	38	0	195
5:45 PM	42	8	10		3			59	32	9	31	0	194
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	348	64	127	0	18	0	0	352	297	88	254	6	1554
APPROACH %'s :	64.56%	11.87%	23.56%	0.00%	100.00%	0.00%	0.00%	54.24%	45.76%	25.29%	72.99%	1.72%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	186	33	64	0	8	0	0	161	168	48	123	4	795
PEAK HR FACTOR :		0.873			0.500			0.799			0.911		0.883

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

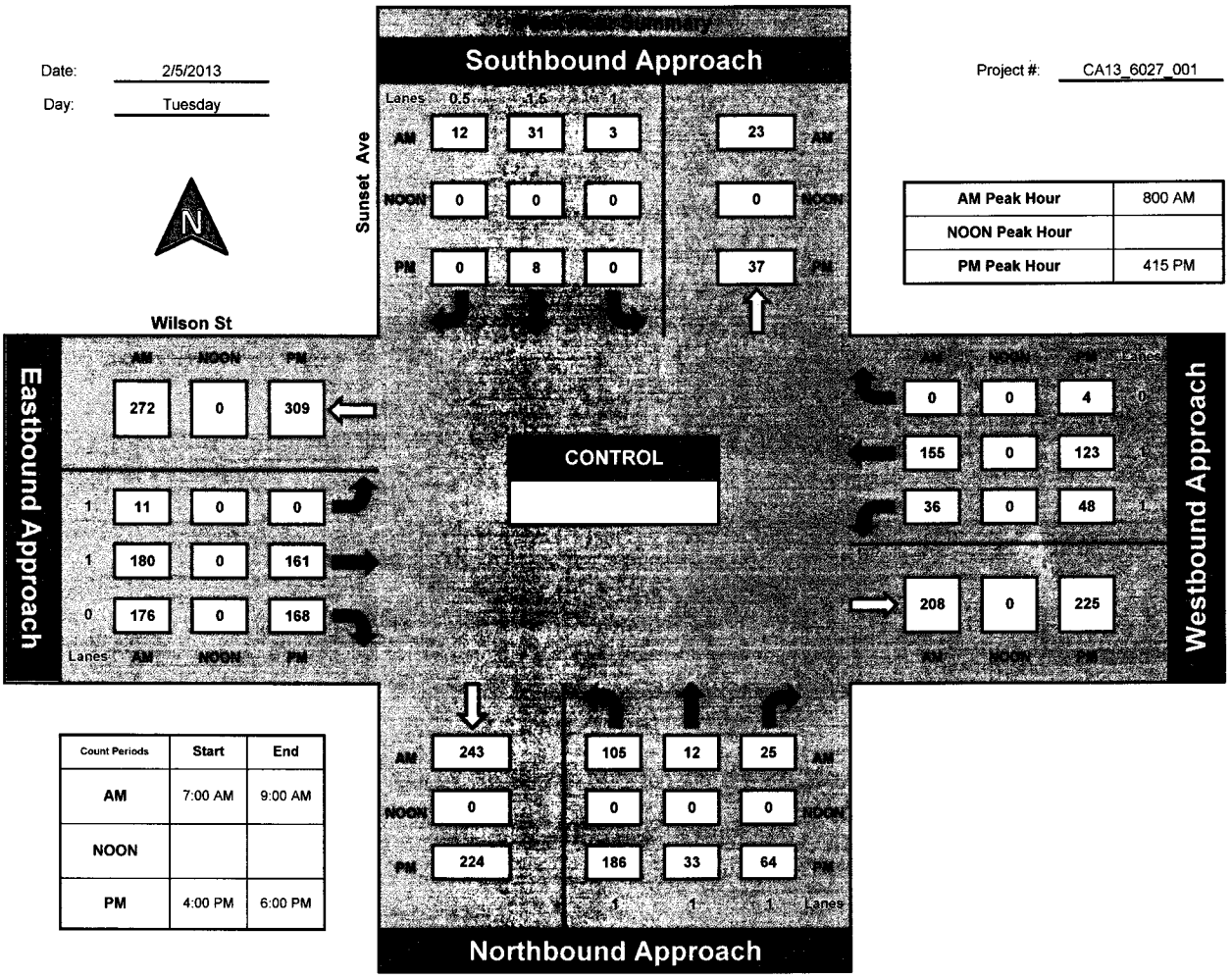
Sunset Ave and Wilson St , City of Banning

Date: 2/5/2013

Day: Tuesday

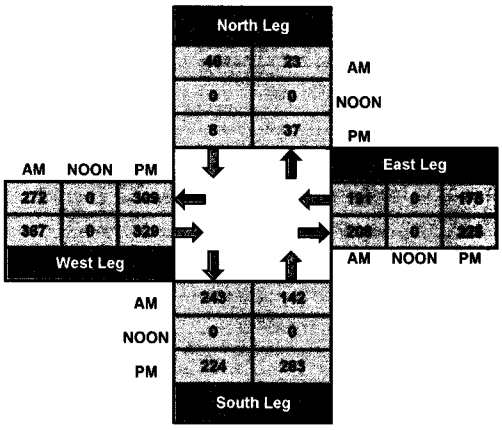
Project #: CA13_6027_001

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	415 PM

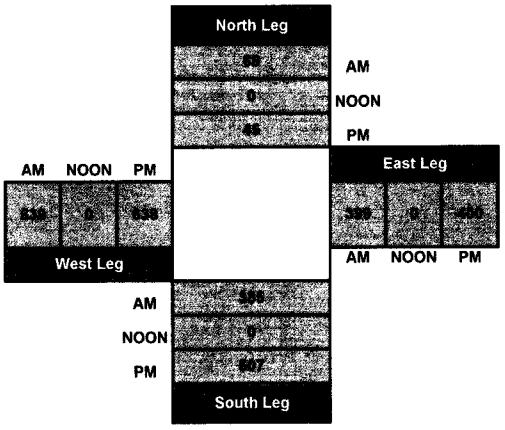


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_002 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

AM

NS/EW Streets:	Sunset Ave			Sunset Ave			Ramsey St			Ramsey St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	8	31	16	6	58	9	3	22	15	12	9	3	192
7:15 AM	16	28	16	9	86	6	6	15	16	19	8	3	228
7:30 AM	13	37	23	14	55	6	8	25	19	14	26	4	244
7:45 AM	20	21	20	13	41	14	6	29	14	9	25	6	218
8:00 AM	17	20	15	19	40	13	6	46	18	12	21	5	232
8:15 AM	23	32	17	21	63	7	8	41	25	10	28	7	282
8:30 AM	29	31	17	17	57	10	8	36	14	10	53	13	295
8:45 AM	23	22	24	17	42	11	17	34	13	16	50	5	274
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	149	222	148	116	442	76	62	248	134	102	220	46	1965
APPROACH %'s :	28.71%	42.77%	28.52%	18.30%	69.72%	11.99%	13.96%	55.86%	30.18%	27.72%	59.78%	12.50%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	92	105	73	74	202	41	39	157	70	48	152	30	1083
PEAK HR FACTOR :		0.877			0.871			0.899			0.757		0.918

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_002 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

PM

NS/EW Streets:	Sunset Ave			Sunset Ave			Ramsey St			Ramsey St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
4:00 PM	36	66	19	23	40	7	12	53	30	21	69	11	387
4:15 PM	31	55	16	25	50	6	18	50	24	21	72	17	385
4:30 PM	33	78	22	16	47	9	10	62	19	28	65	18	407
4:45 PM	23	67	18	22	51	13	16	48	19	30	79	19	405
5:00 PM	30	50	8	22	50	7	24	63	27	18	89	14	402
5:15 PM	21	70	13	25	45	15	27	50	18	11	48	12	355
5:30 PM	34	77	13	13	49	6	17	50	19	17	51	12	358
5:45 PM	19	66	18	18	32	5	18	45	18	14	49	11	313
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	227	529	127	164	364	68	142	421	174	160	522	114	3012
APPROACH %'s :	25.71%	59.91%	14.38%	27.52%	61.07%	11.41%	19.27%	57.12%	23.61%	20.10%	65.58%	14.32%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	117	250	64	85	198	35	68	223	89	97	305	68	1599
PEAK HR FACTOR :		0.810			0.924			0.833			0.918		0.982

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

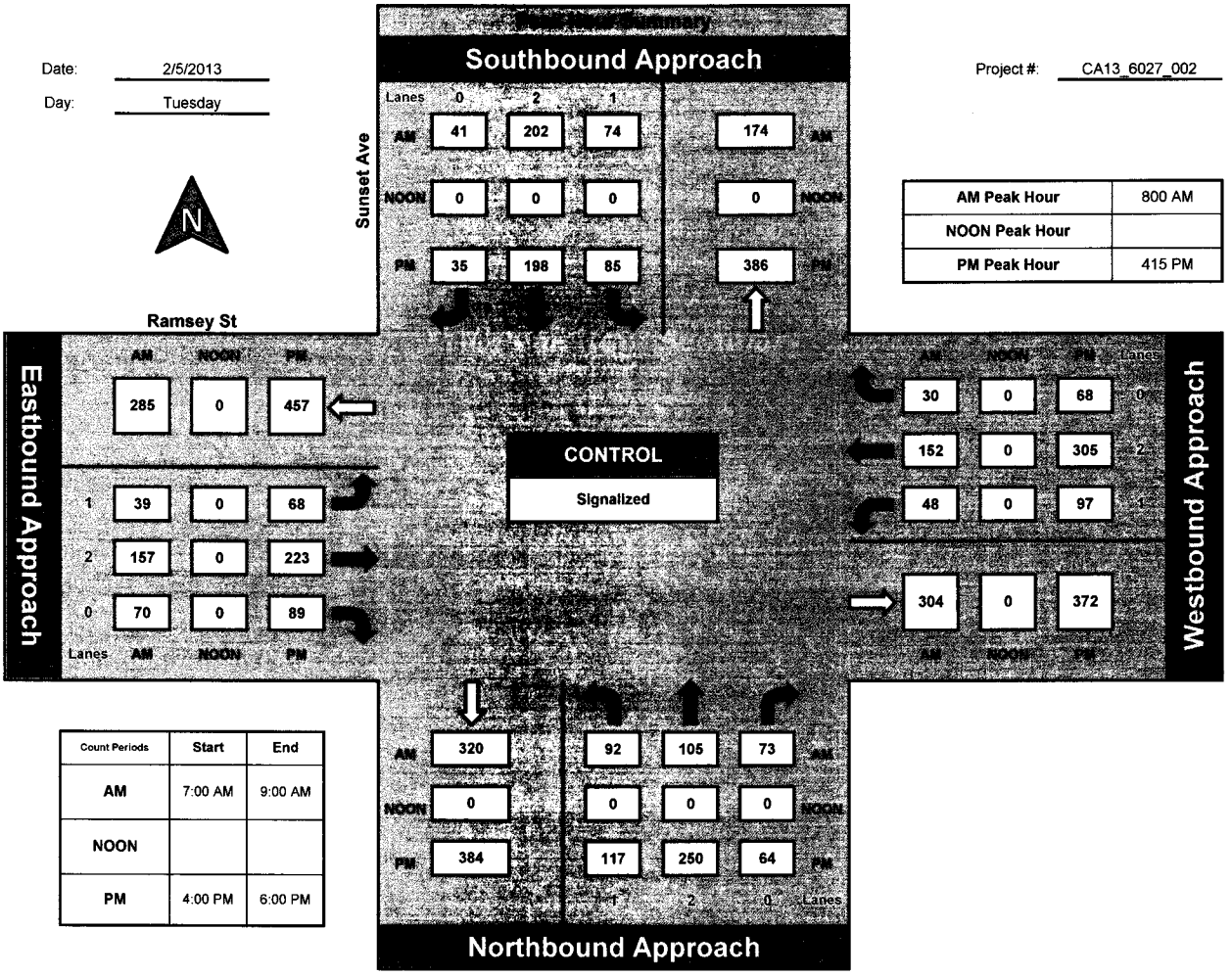
National Data & Surveying Services

Sunset Ave and Ramsey St , City of Banning

Date: 2/5/2013

Day: Tuesday

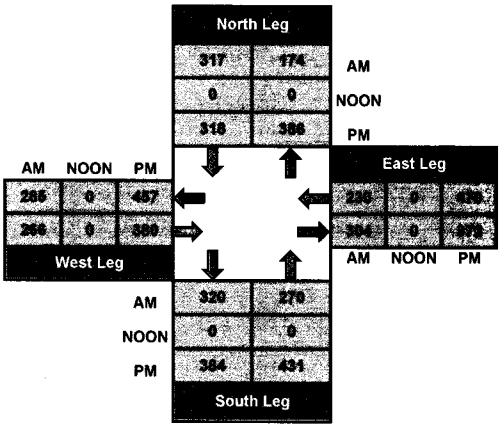
Project #: CA13_6027_002



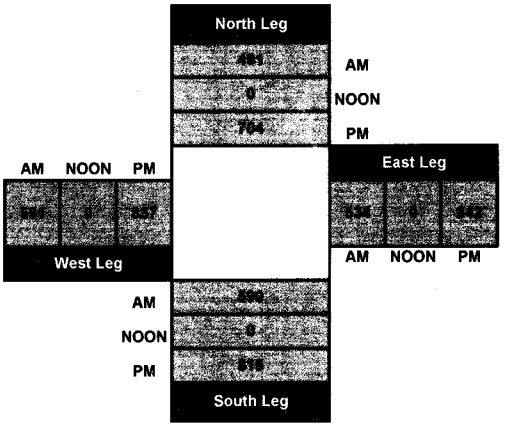
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6161_001 **Day:** THURSDAY

City: City of Banning **Date:** 12/6/2012

AM

NS/EW Streets:	Sunset Ave			Sunset Ave			I-10 Fwy WB Ramps			I-10 Fwy WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	0	0	0	1	0	
7:00 AM	7	31			28	48				0	0	16	130
7:15 AM	11	40			67	42				3	0	11	174
7:30 AM	15	52			55	37				0	0	29	188
7:45 AM	15	39			45	45				0	0	24	168
8:00 AM	12	42			35	30				0	0	22	141
8:15 AM	3	35			50	34				2	0	16	140
8:30 AM	18	54			52	39				3	0	22	188
8:45 AM	17	48			39	43				3	2	22	174
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	98	341	0	0	371	318	0	0	0	11	2	162	1303
APPROACH %'s :	22.32%	77.68%	0.00%	0.00%	53.85%	46.15%	#DIV/0!	#DIV/0!	#DIV/0!	6.29%	1.14%	92.57%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	53	173	0	0	202	154	0	0	0	3	0	86	671
PEAK HR FACTOR :		0.843			0.817			0.000			0.767		0.892

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6161_001 **Day:** THURSDAY

City: City of Banning **Date:** 12/6/2012

PM

NS/EW Streets:	Sunset Ave			Sunset Ave			I-10 Fwy WB Ramps			I-10 Fwy WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	0	0	0	1	0	
4:00 PM	16	81			53	50				3	1	42	246
4:15 PM	19	76			50	41				2	0	39	227
4:30 PM	4	80			59	39				4	1	43	230
4:45 PM	21	81			50	50				1	0	45	248
5:00 PM	15	78			62	51				3	0	34	243
5:15 PM	10	70			43	26				7	0	35	191
5:30 PM	9	65			37	42				4	1	45	203
5:45 PM	8	89			47	40				1	1	31	217
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	102	620	0	0	401	339	0	0	0	25	4	314	1805
APPROACH %'s :	14.13%	85.87%	0.00%	0.00%	54.19%	45.81%	#DIV/0!	#DIV/0!	#DIV/0!	7.29%	1.17%	91.55%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	60	318	0	0	212	180	0	0	0	10	2	169	951
PEAK HR FACTOR :		0.926			0.951			0.000			0.943		0.959

CONTROL : 1-Way Stop (WB)

ITM Peak Hour Summary

Prepared by:

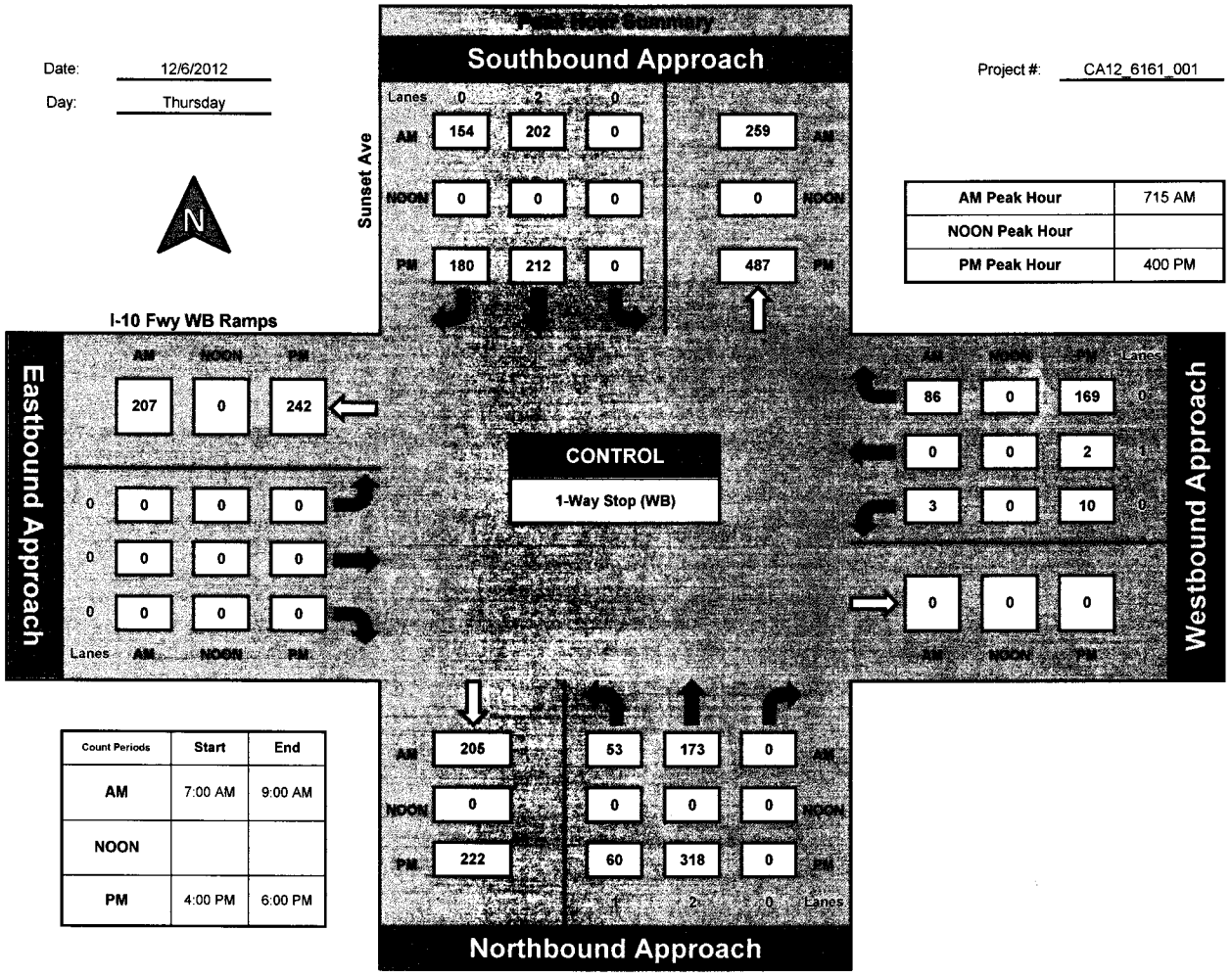
National Data & Surveying Services

Sunset Ave and I-10 Fwy WB Ramps , City of Banning

Date: 12/6/2012

Day: Thursday

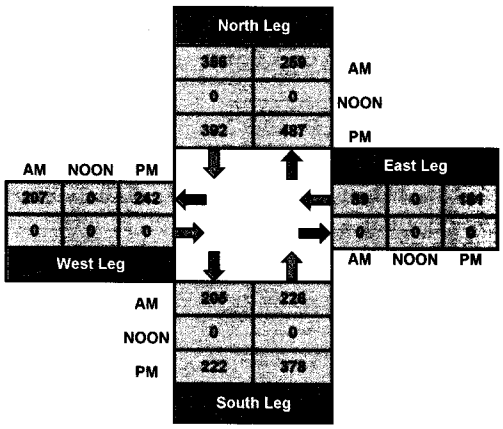
Project #: CA12_6161_001



AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



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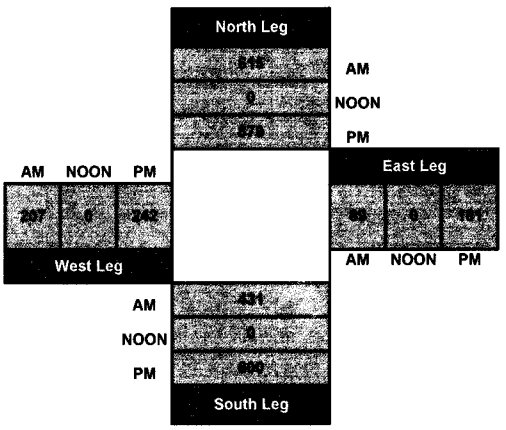


Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6161_002 **Day:** THURSDAY

City: City of Banning **Date:** 12/6/2012

AM

NS/EW Streets:	Sunset Ave			Sunset Ave			I-10 Fwy EB Ramps			I-10 Fwy EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	0	0	
7:00 AM		16	0	16	12		21	1	11				77
7:15 AM		22	1	47	23		29	1	7				130
7:30 AM		30	0	33	21		37	0	11				132
7:45 AM		24	1	32	13		29	0	7				106
8:00 AM		21	1	25	10		33	0	7				97
8:15 AM		12	2	38	15		27	1	16				111
8:30 AM		34	2	34	20		38	1	13				142
8:45 AM		25	1	27	15		40	0	13				121
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	184	8	252	129	0	254	4	85	0	0	0	916
APPROACH %'s :	0.00%	95.83%	4.17%	66.14%	33.86%	0.00%	74.05%	1.17%	24.78%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	92	6	124	60	0	138	2	49	0	0	0	471
PEAK HR FACTOR :		0.681			0.852			0.892			0.000		0.829

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6161_002 **Day:** THURSDAY

City: City of Banning **Date:** 12/6/2012

PM

NS/EW Streets:	Sunset Ave			Sunset Ave			I-10 Fwy EB Ramps			I-10 Fwy EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	0	0	
4:00 PM		39	3	34	22		58	0	23				179
4:15 PM		36	4	28	24		59	1	13				165
4:30 PM		21	2	28	36		62	1	12				162
4:45 PM		43	5	27	24		59	0	16				174
5:00 PM		39	6	34	31		54	3	25				192
5:15 PM		22	2	24	26		58	0	19				151
5:30 PM		17	0	27	15		56	0	17				132
5:45 PM		18	1	31	17		80	0	13				160
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	235	23	233	195	0	486	5	138	0	0	0	1315
APPROACH %'s :	0.00%	91.09%	8.91%	54.44%	45.56%	0.00%	77.27%	0.79%	21.94%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	139	17	117	115	0	234	5	66	0	0	0	693
PEAK HR FACTOR :		0.813			0.892			0.930			0.000		0.902

CONTROL : 1-Way Stop (EB)

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

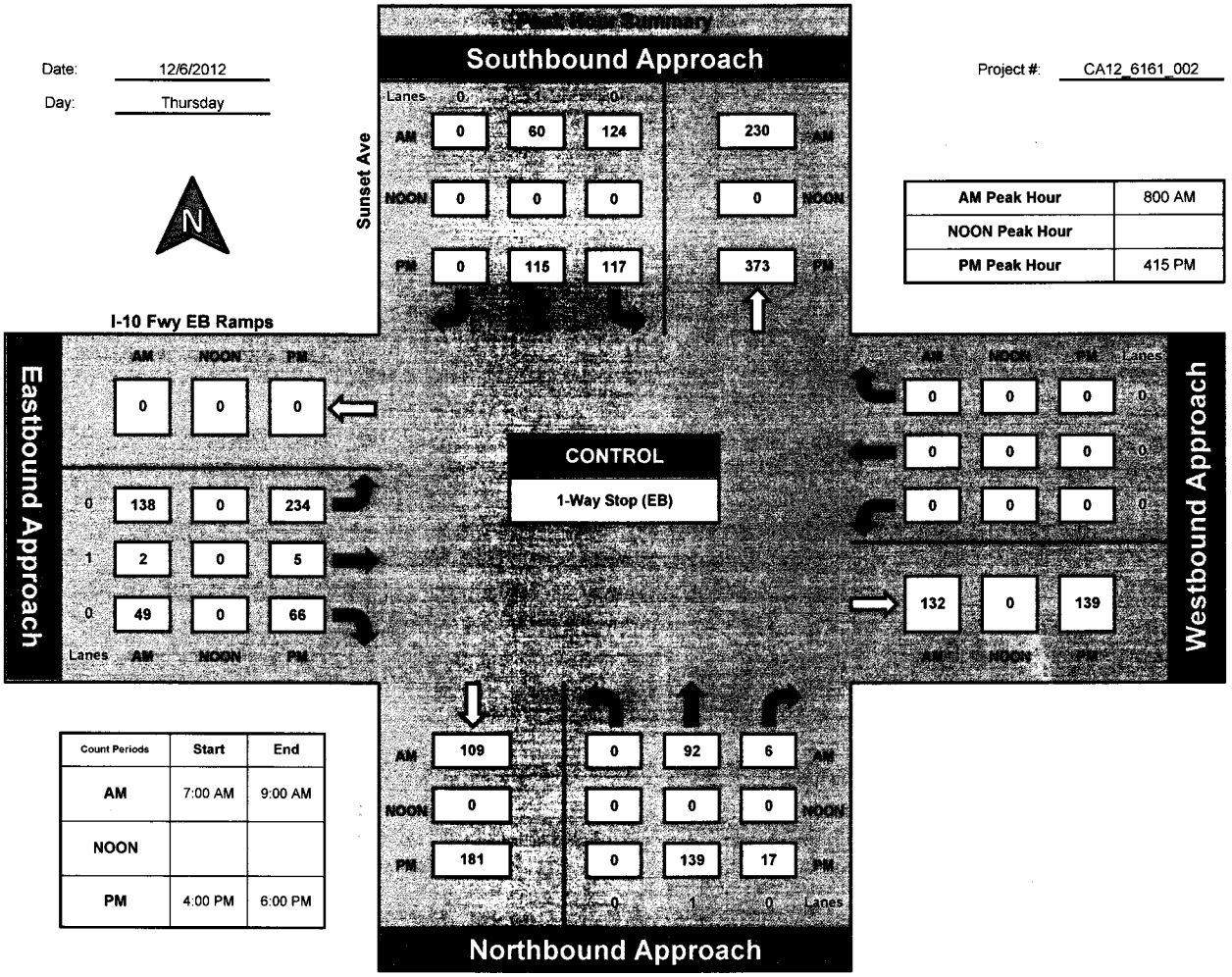
Sunset Ave and I-10 Fwy EB Ramps , City of Banning

Date: 12/6/2012

Day: Thursday

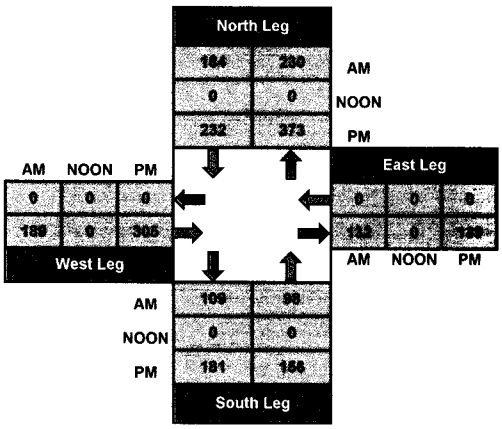
Project #: CA12_6161_002

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	415 PM

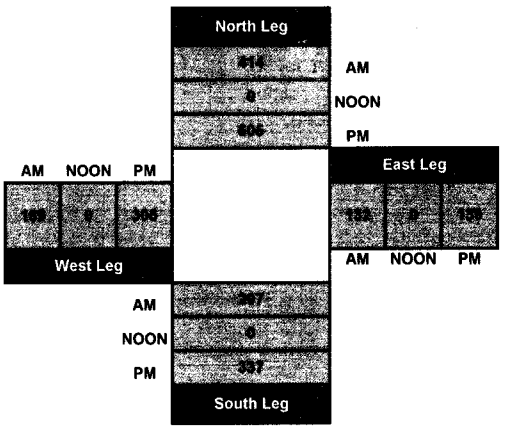


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_003 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

AM

NS/EW Streets:	Sunset Ave			Sunset Ave			Lincoln St			Lincoln St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
7:00 AM		10	1	10	12					3		7	43
7:15 AM		12	0	24	9					1		8	54
7:30 AM		4	1	26	1					0		14	46
7:45 AM		12	0	22	3					0		12	49
8:00 AM		7	1	16	1					0		14	39
8:15 AM		10	1	26	3					4		13	57
8:30 AM		10	3	18	3					1		18	53
8:45 AM		6	0	19	6					0		17	48
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	71	7	161	38	0	0	0	0	9	0	103	389
APPROACH %'s :	0.00%	91.03%	8.97%	80.90%	19.10%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	8.04%	0.00%	91.96%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	39	5	82	10	0	0	0	0	5	0	57	198
PEAK HR FACTOR :		0.846			0.793			0.000			0.816		0.868

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_003 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

PM

NS/EW Streets:	Sunset Ave			Sunset Ave			Lincoln St			Lincoln St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
4:00 PM		11	1	21	31					0		18	82
4:15 PM		14	0	20	34					0		9	77
4:30 PM		19	0	20	26					1		24	90
4:45 PM		11	2	11	21					1		22	68
5:00 PM		15	0	12	32					0		13	72
5:15 PM		8	0	12	21					1		9	51
5:30 PM		19	2	20	16					1		14	72
5:45 PM		14	0	7	23					0		10	54

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	111	5	123	204	0	0	0	0	4	0	119	566
APPROACH %'s :	0.00%	95.69%	4.31%	37.61%	62.39%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	3.25%	0.00%	96.75%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	55	3	72	112	0	0	0	0	2	0	73	317
PEAK HR FACTOR :		0.763			0.852			0.000			0.750		0.881

CONTROL : 1-Way Stop (WB)

ITM Peak Hour Summary

Prepared by:

NDS

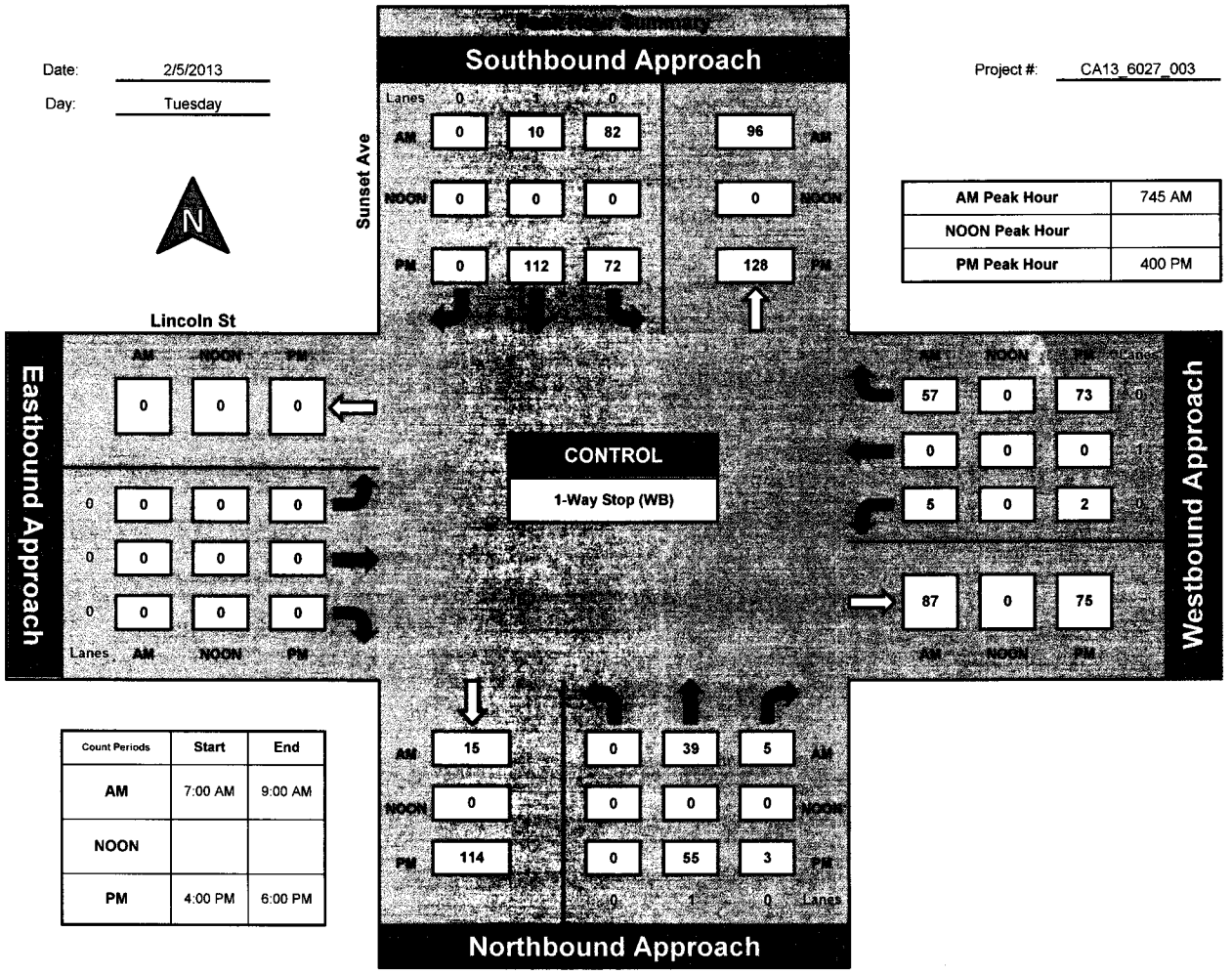
National Data & Surveying Services

Sunset Ave and Lincoln St , City of Banning

Date: 2/5/2013

Day: Tuesday

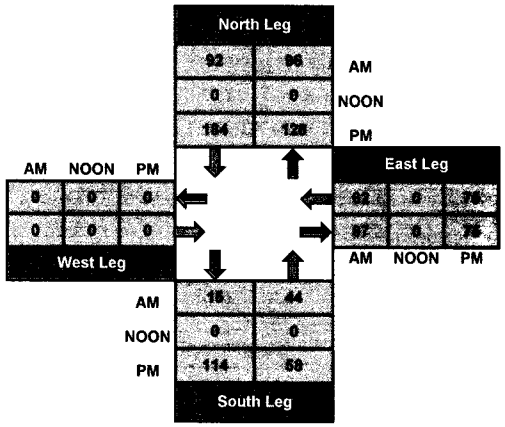
Project #: CA13_6027_003



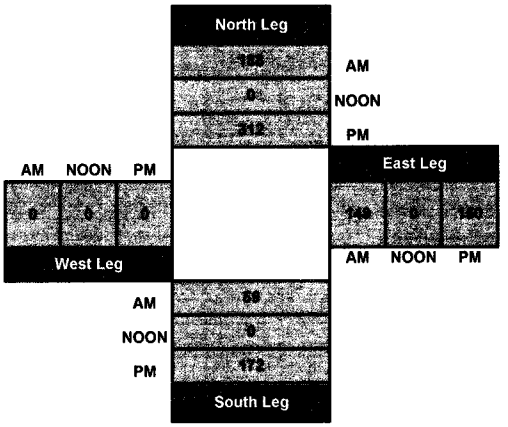
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_004 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

AM

NS/EW Streets:	Sunset Ave			Sunset Ave			Westward Ave			Westward Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM		2	1	8	2			0		2	0	2	17
7:15 AM		5	1	8	2			0		2	0	0	18
7:30 AM		0	1	0	0			0		0	1	0	2
7:45 AM		0	5	1	0			1		3	2	0	12
8:00 AM		2	1	0	1			2		2	1	0	9
8:15 AM		0	3	2	1			0		2	0	0	8
8:30 AM		2	4	0	1			0		1	1	0	9
8:45 AM		0	3	0	1			0		2	2	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	11	19	19	8	0	0	3	0	14	7	2	83
APPROACH %'s :	0.00%	36.67%	63.33%	70.37%	29.63%	0.00%	0.00%	100.00%	0.00%	60.87%	30.43%	8.70%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	7	8	17	4	0	0	1	0	7	3	2	49
PEAK HR FACTOR :		0.625			0.525			0.250			0.600		0.681

CONTROL : 3-Way Stop (NB/SB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_004 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

PM

NS/EW Streets:	Sunset Ave			Sunset Ave			Westward Ave			Westward Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM		2	1	14	6					1		3	27
4:15 PM		4	1	11	5					0		3	24
4:30 PM		5	1	5	4					0		3	18
4:45 PM		2	1	8	1					1		4	17
5:00 PM		0	0	11	3					0		6	20
5:15 PM		1	3	9	3					1		5	22
5:30 PM		5	0	6	1					1		8	21
5:45 PM		3	0	12	3					0		2	20

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	22	7	76	26	0	0	0	0	4	0	34	169
APPROACH %'s :	0.00%	75.86%	24.14%	74.51%	25.49%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	10.53%	0.00%	89.47%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	13	4	38	16	0	0	0	0	2	0	13	86
PEAK HR FACTOR :		0.708			0.675			0.000			0.750		0.796

CONTROL : 3-Way Stop (NB/SB/WB)

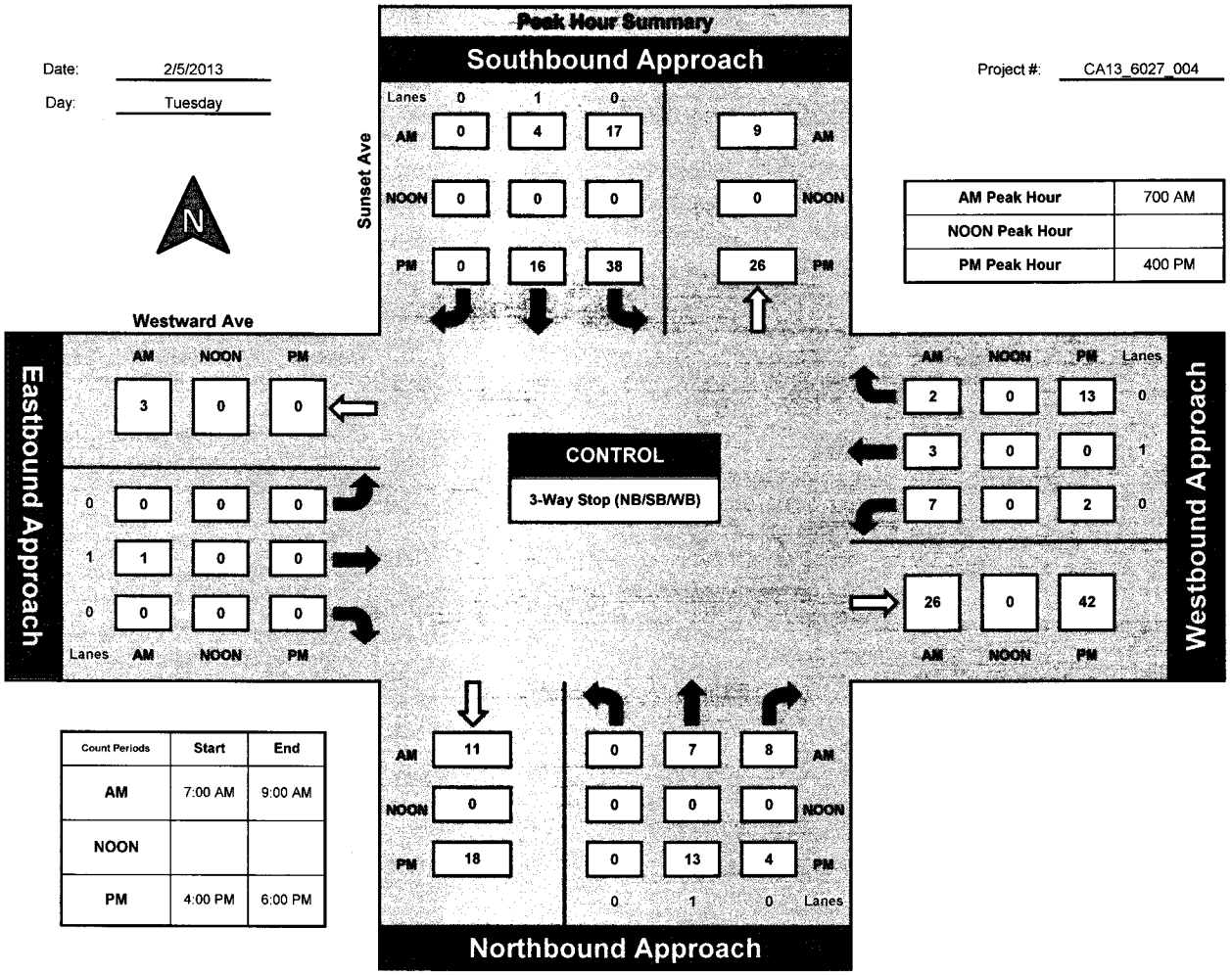
ITM Peak Hour Summary

Prepared by:

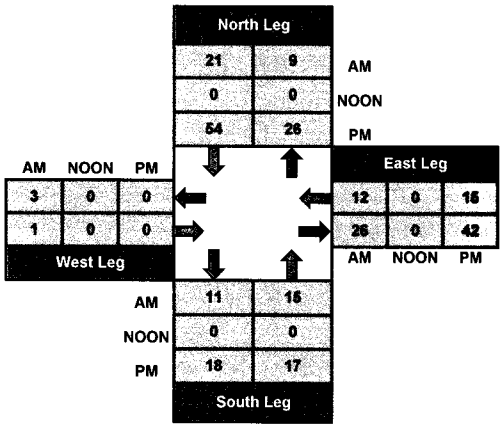
NDS

National Data & Surveying Services

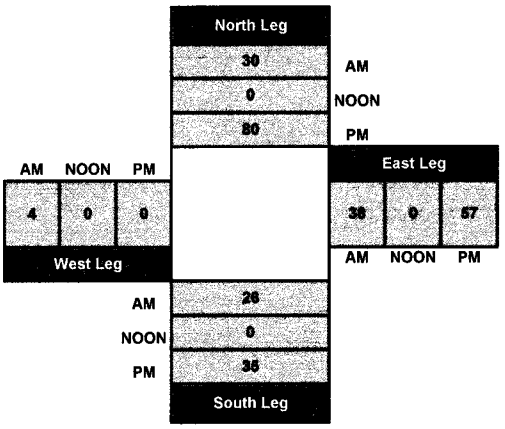
Sunset Ave and Westward Ave , City of Banning



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_005 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

AM

NS/EW Streets:	22nd St			22nd St			Ramsey St			Ramsey St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	0	1	0	1	2	0	1	2	0	
7:00 AM	10	9	38	2	10	3	3	25	25	24	21	3	173
7:15 AM	21	6	43	6	15	0	2	34	32	25	17	0	201
7:30 AM	18	4	38	1	13	3	2	40	22	23	37	3	204
7:45 AM	14	7	29	4	7	0	2	51	17	23	33	1	188
8:00 AM	19	4	40	2	12	2	0	48	21	27	31	1	207
8:15 AM	14	7	42	2	8	1	0	53	11	30	47	4	219
8:30 AM	26	12	41	7	11	6	3	62	19	35	55	0	277
8:45 AM	21	9	49	5	10	4	2	61	22	30	45	3	261
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	143	58	320	29	86	19	14	374	169	217	286	15	1730
APPROACH %'s :	27.45%	11.13%	61.42%	21.64%	64.18%	14.18%	2.51%	67.15%	30.34%	41.89%	55.21%	2.90%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	80	32	172	16	41	13	5	224	73	122	178	8	964
PEAK HR FACTOR :		0.899			0.729			0.888			0.856		0.870

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_005 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

PM

NS/EW Streets:	22nd St			22nd St			Ramsey St			Ramsey St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	0	1	0	1	2	0	1	2	0	
4:00 PM	17	17	55	4	12	2	2	83	11	34	74	2	313
4:15 PM	21	15	60	9	13	2	6	78	13	58	81	8	364
4:30 PM	15	16	62	4	12	2	4	79	23	48	75	11	351
4:45 PM	15	8	55	7	7	2	5	66	15	46	85	10	321
5:00 PM	13	11	56	6	8	3	8	68	18	58	90	7	346
5:15 PM	13	10	60	8	7	0	2	90	15	71	54	8	338
5:30 PM	15	11	57	3	6	0	3	66	14	51	58	6	290
5:45 PM	12	11	47	10	13	2	3	52	19	40	52	6	267
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	121	99	452	51	78	13	33	582	128	406	569	58	2590
APPROACH %'s :	18.01%	14.73%	67.26%	35.92%	54.93%	9.15%	4.44%	78.33%	17.23%	39.30%	55.08%	5.61%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	64	50	233	26	40	9	23	291	69	210	331	36	1382
PEAK HR FACTOR :		0.904			0.781			0.903			0.931		0.949

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

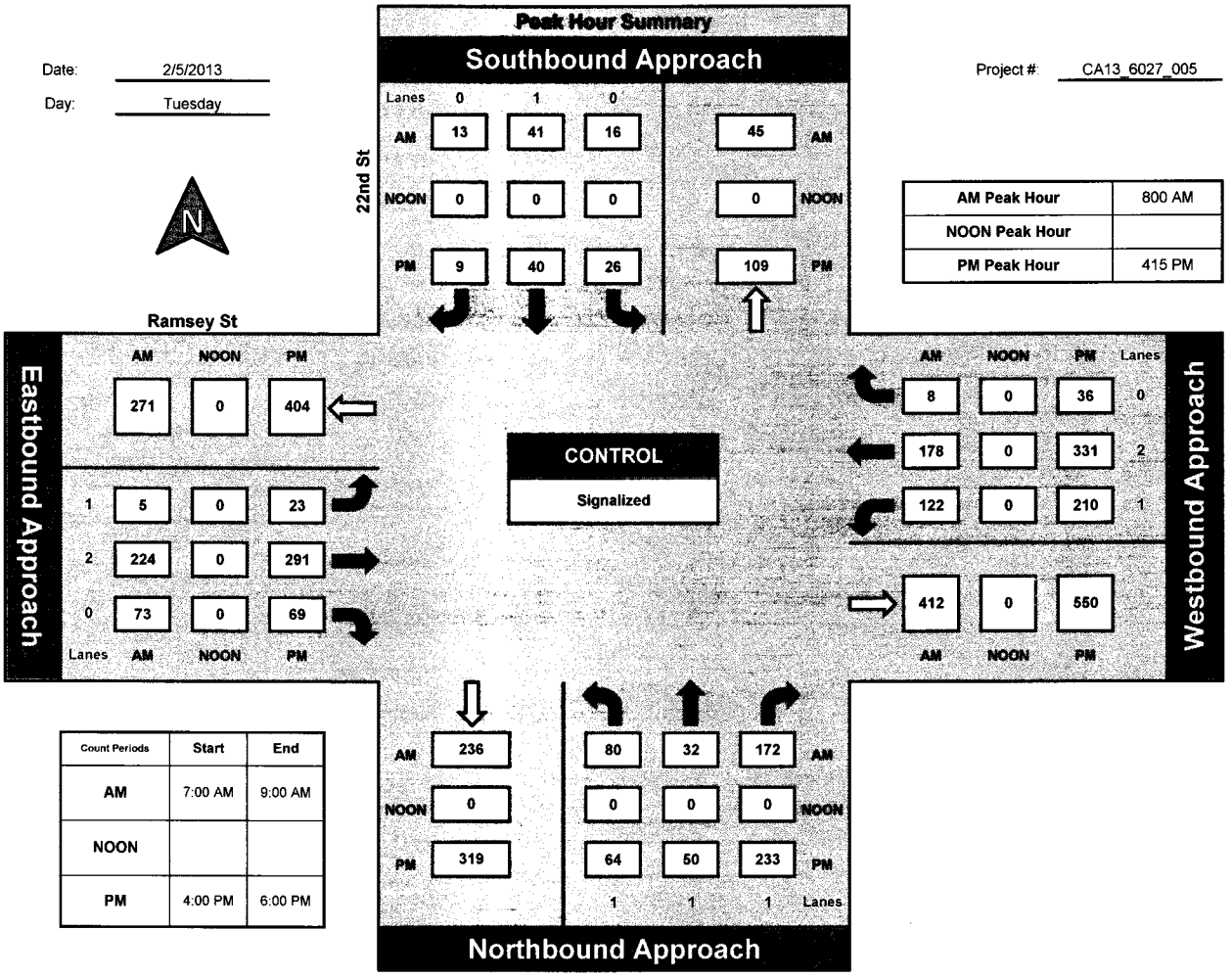
National Data & Surveying Services

22nd St and Ramsey St , City of Banning

Date: 2/5/2013

Day: Tuesday

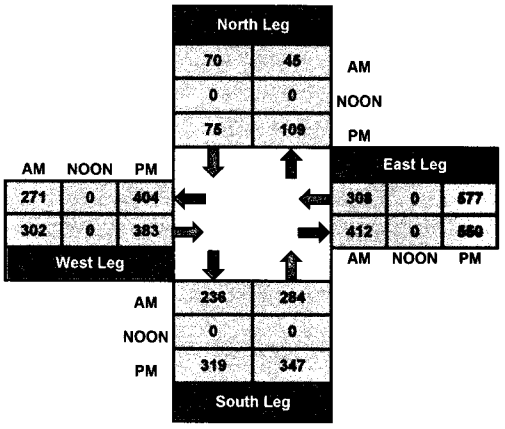
Project #: CA13_6027_005



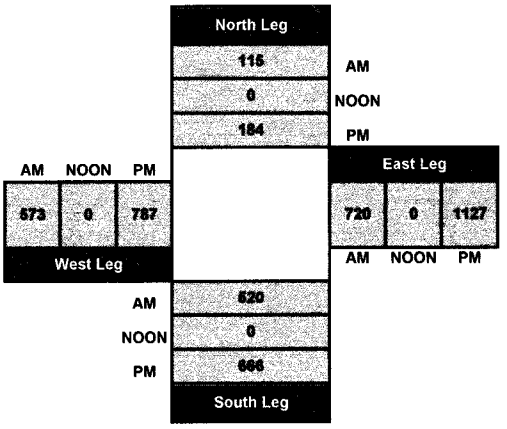
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_006 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

AM

NS/EW Streets:	22nd St			22nd St			I-10 Freeway WB Ramps			I-10 Freeway WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	0	0	0	1	0	
7:00 AM	5	58			30	39				1	1	18	152
7:15 AM	8	61			46	34				5	0	13	167
7:30 AM	8	48			40	29				2	1	18	146
7:45 AM	15	48			22	30				1	0	14	130
8:00 AM	5	45			30	35				1	1	26	143
8:15 AM	6	66			17	43				4	0	17	153
8:30 AM	9	64			33	49				2	2	35	194
8:45 AM	6	50			23	43				3	0	26	151
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	62	440	0	0	241	302	0	0	0	19	5	167	1236
APPROACH %'s :	12.35%	87.65%	0.00%	0.00%	44.38%	55.62%	#DIV/0!	#DIV/0!	#DIV/0!	9.95%	2.62%	87.43%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	26	225	0	0	103	170	0	0	0	10	3	104	641
PEAK HR FACTOR :		0.860			0.832			0.000			0.750		0.826

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_006 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

PM

NS/EW Streets:	22nd St			22nd St			I-10 Freeway WB Ramps			I-10 Freeway WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	0	0	0	1	0	
4:00 PM	8	78			22	55				2	0	26	191
4:15 PM	7	74			34	49				5	0	27	196
4:30 PM	11	83			30	54				4	0	31	213
4:45 PM	8	63			24	55				3	0	24	177
5:00 PM	11	66			25	66				2	0	31	201
5:15 PM	5	73			23	76				1	2	18	198
5:30 PM	10	67			23	54				5	0	29	188
5:45 PM	5	58			32	51				1	0	24	171
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	65	562	0	0	213	460	0	0	0	23	2	210	1535
APPROACH %'s :	10.37%	89.63%	0.00%	0.00%	31.65%	68.35%	#DIV/0!	#DIV/0!	#DIV/0!	9.79%	0.85%	89.36%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	35	285	0	0	102	251	0	0	0	10	2	104	789
PEAK HR FACTOR :		0.851			0.891			0.000			0.829		0.926

CONTROL : 1-Way Stop (WB)

ITM Peak Hour Summary

Prepared by:

NDS

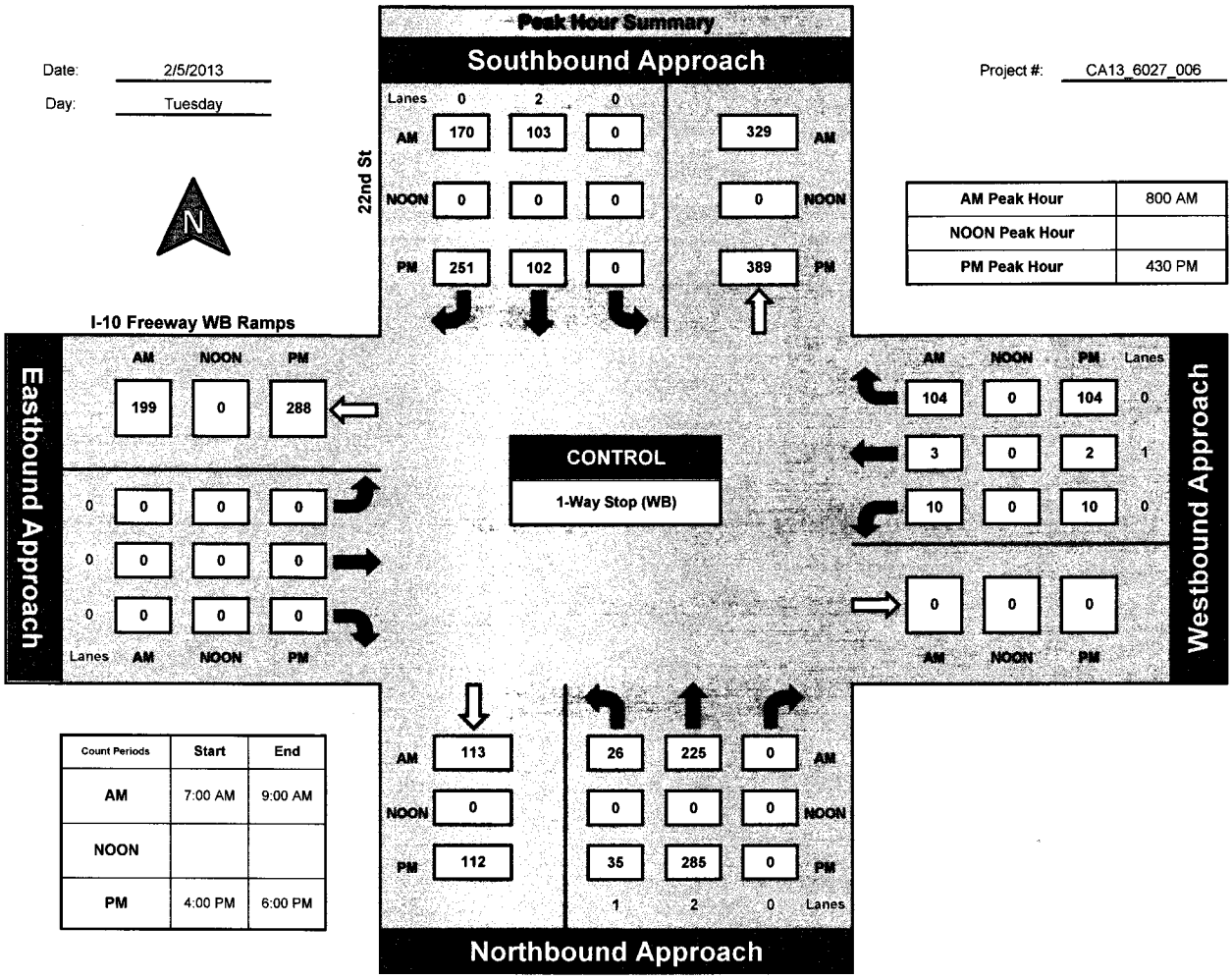
National Data & Surveying Services

22nd St and I-10 Freeway WB Ramps , City of Banning

Date: 2/5/2013

Day: Tuesday

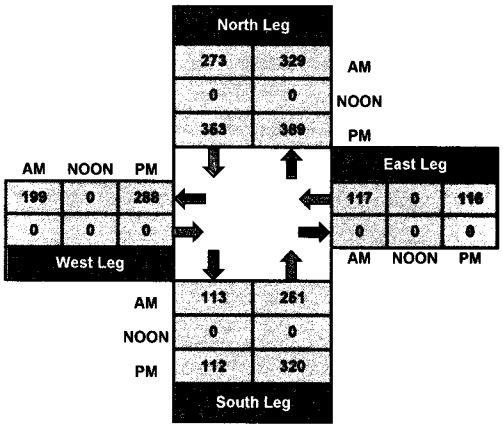
Project #: CA13_6027_006



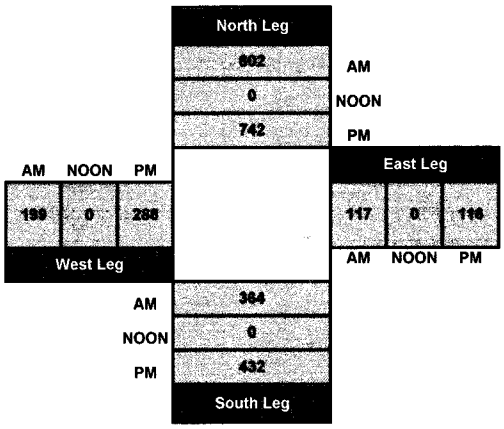
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_007 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

AM

NS/EW Streets:	22nd St			22nd St			I-10 Freeway EB Ramps			I-10 Freeway EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	1	0	0	0	0	
7:00 AM		17	2	20	12		49		4				104
7:15 AM		21	5	21	32		51		6				136
7:30 AM		14	3	28	13		41		3				102
7:45 AM		23	3	12	9		39		5				91
8:00 AM		11	5	21	10		40		7				94
8:15 AM		23	4	11	11		51		2				102
8:30 AM		24	3	20	15		46		8				116
8:45 AM		30	2	10	15		27		0				84

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	163	27	143	117	0	344	0	35	0	0	0	829
APPROACH %'s :	0.00%	85.79%	14.21%	55.00%	45.00%	0.00%	90.77%	0.00%	9.23%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	75	13	81	66	0	180	0	18	0	0	0	433
PEAK HR FACTOR :		0.846			0.693			0.868			0.000		0.796

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_007 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

PM

NS/EW Streets:	22nd St			22nd St			I-10 Freeway EB Ramps			I-10 Freeway EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	1	0	0	0	0	
4:00 PM		24	5	15	10		63		5				122
4:15 PM		22	2	18	19		55		3				119
4:30 PM		32	2	14	20		60		9				137
4:45 PM		24	1	15	12		50		6				108
5:00 PM		17	2	14	14		60		5				112
5:15 PM		20	0	16	9		60		6				111
5:30 PM		15	2	9	20		59		5				110
5:45 PM		16	4	15	16		48		8				107
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	170	18	116	120	0	455	0	47	0	0	0	926
APPROACH %'s :	0.00%	90.43%	9.57%	49.15%	50.85%	0.00%	90.64%	0.00%	9.36%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	102	10	62	61	0	228	0	23	0	0	0	486
PEAK HR FACTOR :		0.824			0.831			0.909			0.000		0.887

CONTROL : 1-Way Stop (EB)

ITM Peak Hour Summary

Prepared by:

NDS

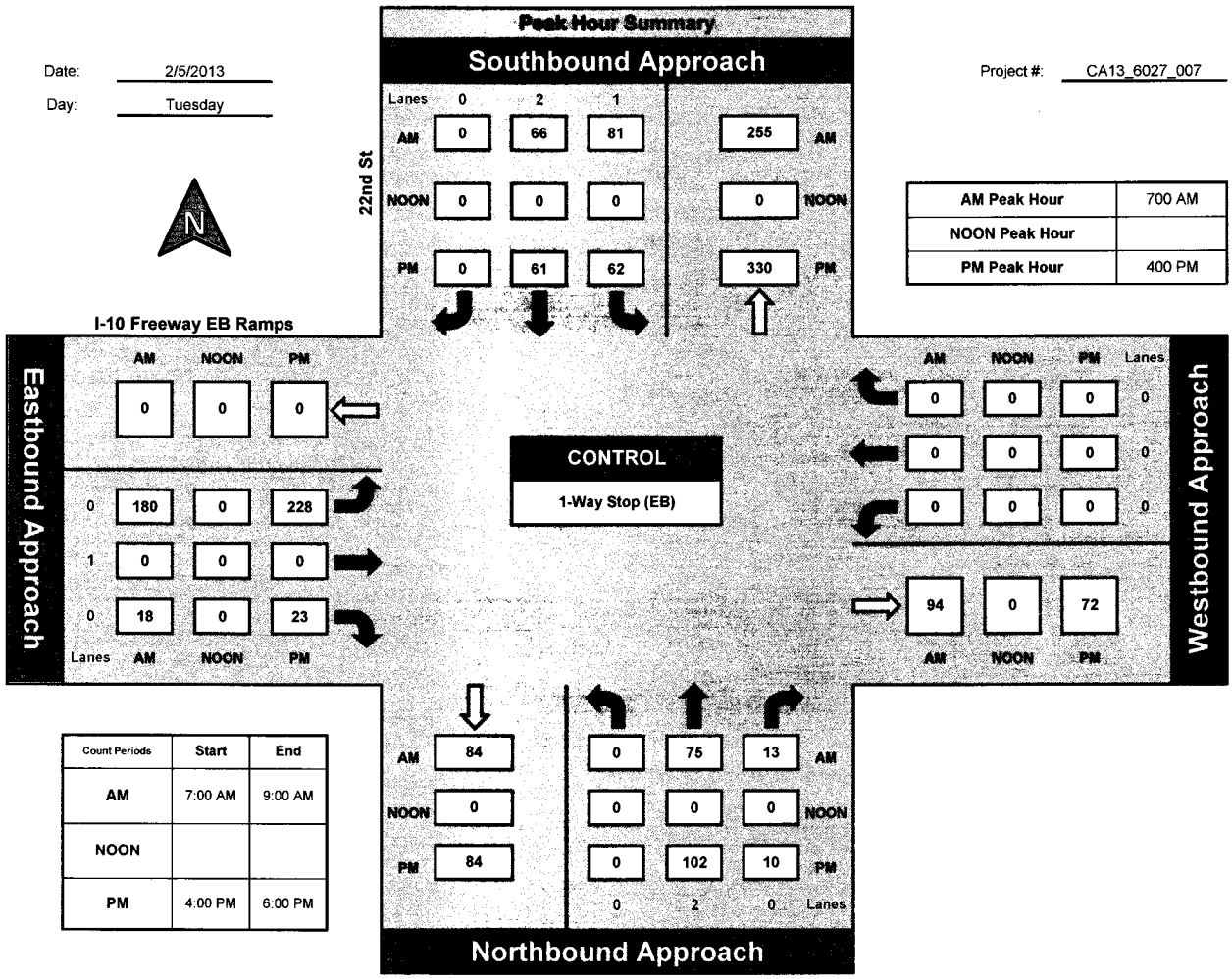
National Data & Surveying Services

22nd St and I-10 Freeway EB Ramps , City of Banning

Date: 2/5/2013

Day: Tuesday

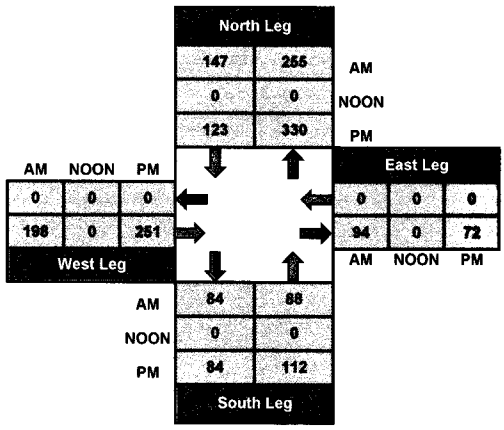
Project #: CA13_6027_007



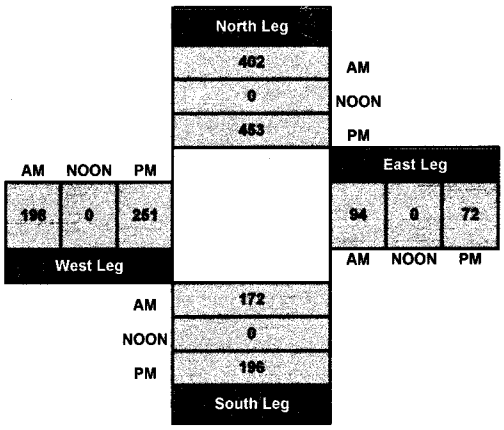
AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_008 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

AM

NS/EW Streets:	22nd Street			22nd Street			Lincoln St			Lincoln St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	1	12	0	5	5	3	5	9	4	1	4	3	52
7:15 AM	1	12	5	3	27	9	7	15	9	1	4	6	99
7:30 AM	4	8	0	4	6	6	4	7	2	0	9	7	57
7:45 AM	3	10	1	7	2	5	3	11	3	3	5	12	65
8:00 AM	2	5	0	7	5	8	6	7	1	0	3	6	50
8:15 AM	0	11	1	2	10	1	8	11	4	2	2	10	62
8:30 AM	2	12	3	8	9	5	5	15	1	3	2	10	75
8:45 AM	1	14	2	4	7	3	7	3	3	4	8	7	63
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	14	84	12	40	71	40	45	78	27	14	37	61	523
APPROACH %'s :	12.73%	76.36%	10.91%	26.49%	47.02%	26.49%	30.00%	52.00%	18.00%	12.50%	33.04%	54.46%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	9	42	6	19	40	23	19	42	18	5	22	28	273
PEAK HR FACTOR :		0.792			0.526			0.637			0.688		0.689

CONTROL : All-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_008 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

PM

NS/EW Streets:	22nd Street			22nd Street			Lincoln St			Lincoln St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	10	3	3	7	5	6	13	2	2	7	11	69
4:15 PM	0	9	2	7	9	6	7	12	1	1	9	5	68
4:30 PM	0	23	3	8	9	11	5	6	2	1	9	9	86
4:45 PM	2	7	0	5	9	6	7	12	2	1	12	7	70
5:00 PM	1	4	1	2	11	1	6	9	1	3	8	13	60
5:15 PM	1	7	2	6	10	3	5	4	0	2	5	6	51
5:30 PM	1	12	4	4	12	7	4	10	4	2	6	1	67
5:45 PM	0	8	1	5	12	6	5	4	1	3	6	6	57
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	80	16	40	79	45	45	70	13	15	62	58	528
APPROACH %'s :	4.95%	79.21%	15.84%	24.39%	48.17%	27.44%	35.16%	54.69%	10.16%	11.11%	45.93%	42.96%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	2	49	8	23	34	28	25	43	7	5	37	32	293
PEAK HR FACTOR :		0.567			0.759			0.893			0.925		0.852

CONTROL : All-Way Stop

ITM Peak Hour Summary

Prepared by:

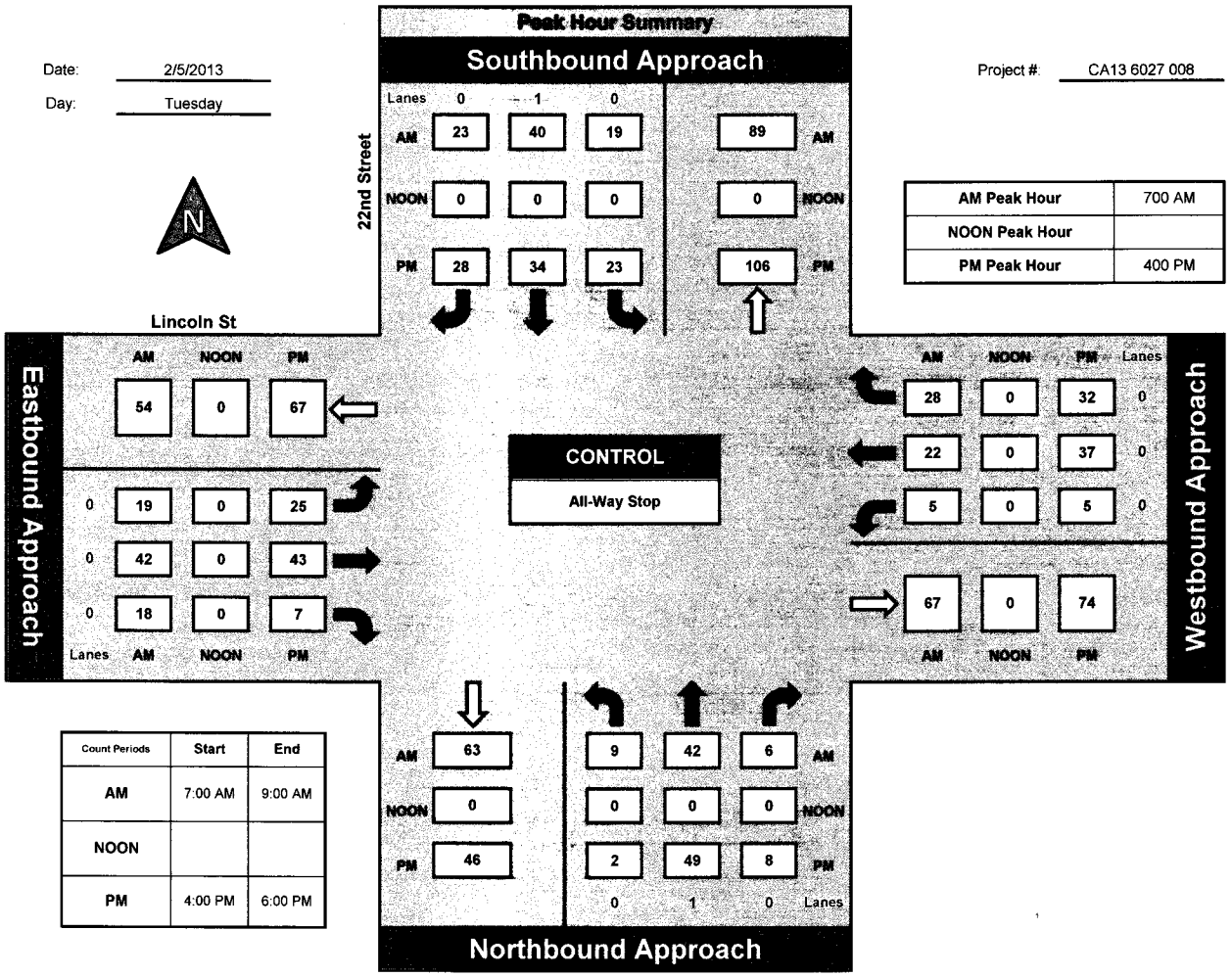
National Data & Surveying Services

22nd Street and Lincoln St , City of Banning

Date: 2/5/2013

Day: Tuesday

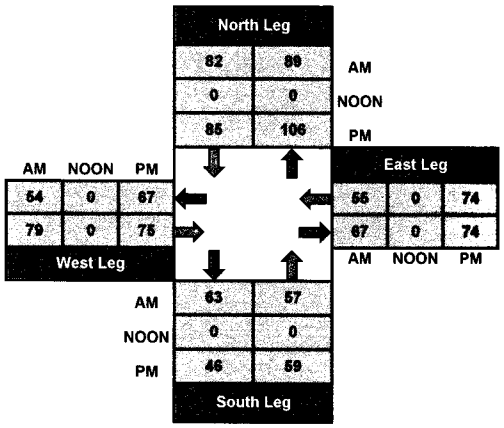
Project #: CA13 6027 008



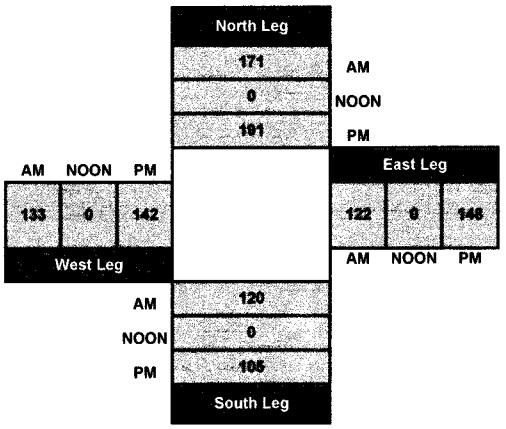
AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_009 **Day:** TUESDAY

City: City of Banning **Date:** 2/5/2013

AM

NS/EW Streets:	22nd Street			22nd Street			Westward Avenue			Westward Avenue			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	3	0	11	0	2	0	11		0	4	6	37
7:15 AM	1	0	0	31	1	0	3	10		0	6	7	59
7:30 AM	0	1	1	4	0	2	0	4		1	3	12	28
7:45 AM	0	3	0	2	1	4	3	1		1	2	9	26
8:00 AM	0	0	1	3	0	2	1	0		0	2	3	12
8:15 AM	0	2	0	6	0	7	3	0		0	4	3	25
8:30 AM	0	0	0	6	1	3	2	2		0	5	8	27
8:45 AM	0	2	0	3	2	4	4	1		0	2	4	22
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	11	2	66	5	24	16	29	0	2	28	52	236
APPROACH %'s :	7.14%	78.57%	14.29%	69.47%	5.26%	25.26%	35.56%	64.44%	0.00%	2.44%	34.15%	63.41%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	1	7	1	48	2	8	6	26	0	2	15	34	150
PEAK HR FACTOR :		0.750			0.453			0.615			0.797		0.636

CONTROL : All-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6027_009

Day: TUESDAY

City: City of Banning

Date: 2/5/2013

PM

NS/EW Streets:	22nd Street			22nd Street			Westward Avenue			Westward Avenue			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0		5	0	2	2	7	2	0	3	7	28
4:15 PM	0	0		6	1	4	3	6	1	0	5	8	34
4:30 PM	0	0		8	0	1	14	10	0	0	2	6	41
4:45 PM	0	1		2	1	2	5	5	1	0	3	1	21
5:00 PM	2	0		7	0	2	3	12	1	0	5	1	33
5:15 PM	0	0		2	2	2	2	5	0	0	3	4	20
5:30 PM	0	1		8	2	1	5	3	0	2	6	2	30
5:45 PM	0	3		7	0	2	0	1	1	0	2	2	18

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	5	0	45	6	16	34	49	6	2	29	31	225
APPROACH %'s :	28.57%	71.43%	0.00%	67.16%	8.96%	23.88%	38.20%	55.06%	6.74%	3.23%	46.77%	50.00%	

PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	2	1	0	23	2	9	25	33	3	0	15	16	129
PEAK HR FACTOR :		0.375			0.773			0.635			0.596		0.787

CONTROL : All-Way Stop

ITM Peak Hour Summary

Prepared by:

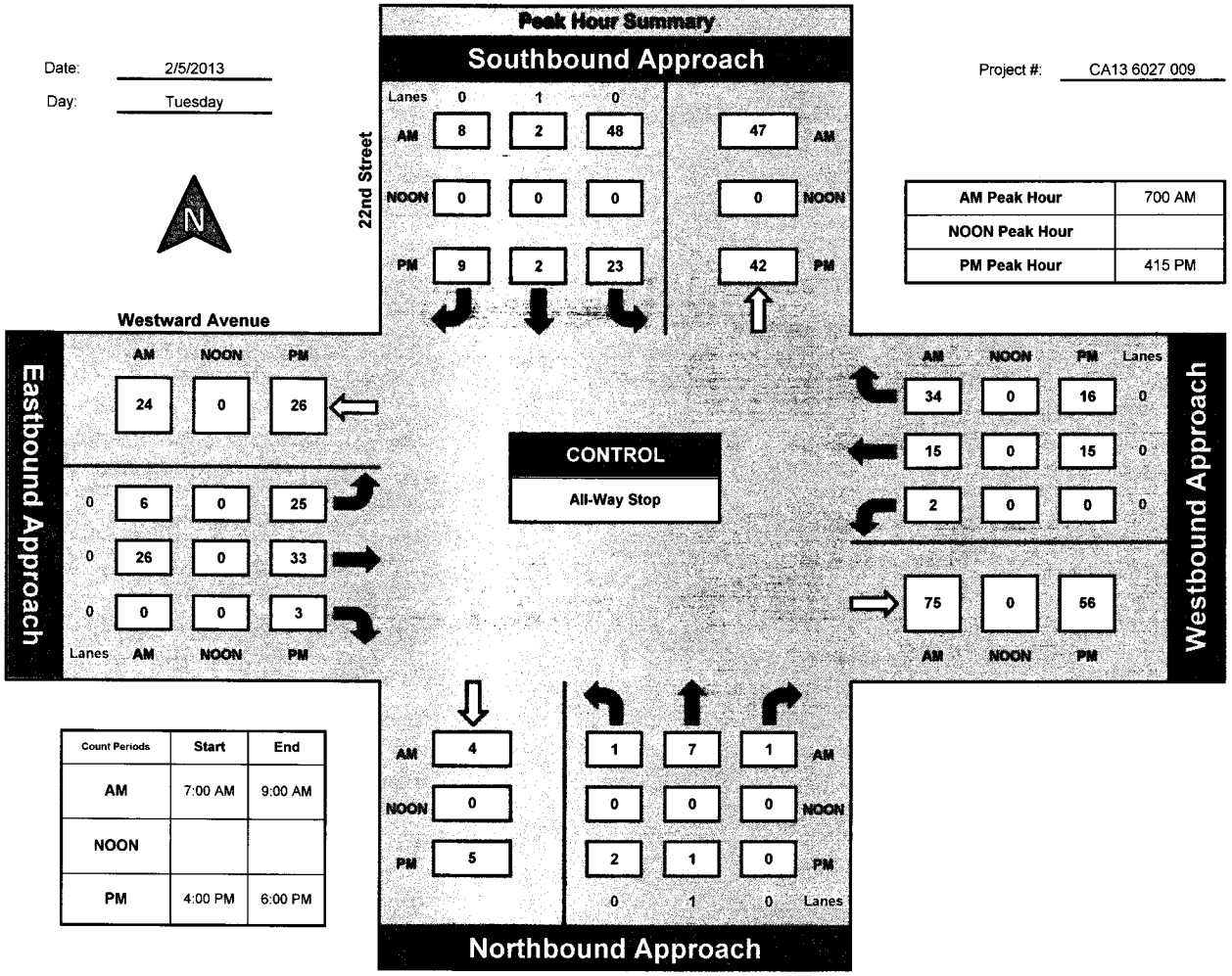
National Data & Surveying Services

22nd Street and Westward Avenue , City of Banning

Date: 2/5/2013

Day: Tuesday

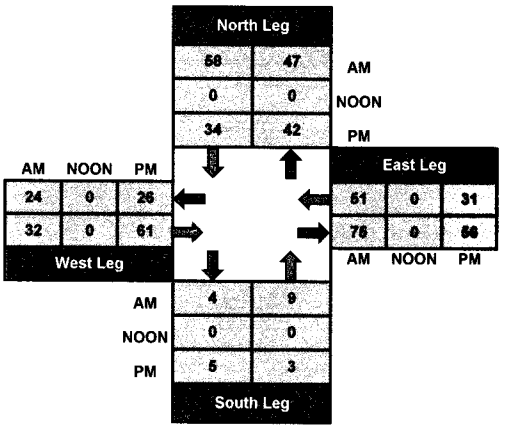
Project #: CA13 6027 009



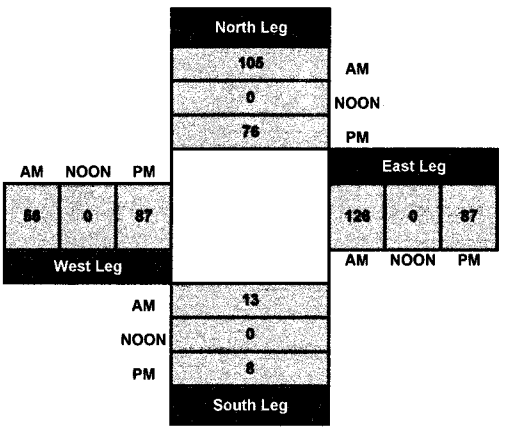
AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



INTERSECTION TURNING MOVEMENT COUNTS

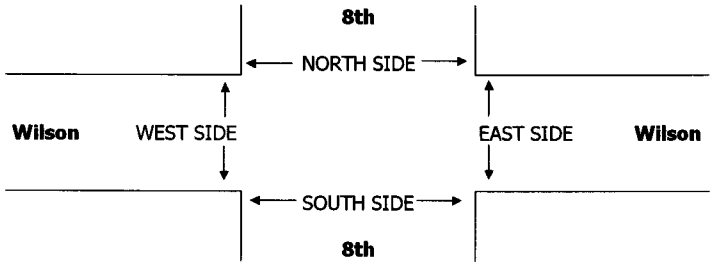
PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE:	LOCATION:	Beaumont Banning	PROJECT #:	SC0301
Thu, Jan 30, 14	NORTH & SOUTH:	8th	LOCATION #:	6
	EAST & WEST:	Wilson	CONTROL:	Stop 4 ways

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND 8th			SOUTHBOUND 8th			EASTBOUND Wilson			WESTBOUND Wilson				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	2	15	6	0	27	11	1	18	8	9	14	0	111	0	0	0	0	0
	7:15 AM	4	11	4	2	40	5	2	24	7	22	19	2	142	0	0	0	0	0
	7:30 AM	7	21	5	3	16	6	6	41	7	12	29	2	155	0	0	0	0	0
	7:45 AM	11	7	6	1	19	12	6	27	14	7	31	2	143	0	0	0	0	0
	8:00 AM	8	9	6	3	22	8	6	19	6	6	16	1	110	0	0	0	0	0
	8:15 AM	4	15	8	4	20	10	5	27	9	13	26	3	144	0	0	0	0	0
	8:30 AM	6	16	10	0	26	6	9	32	8	15	27	1	156	0	0	0	0	0
	8:45 AM	18	12	10	7	24	12	3	34	20	14	35	1	190	0	0	0	0	0
	VOLUMES	60	106	55	20	194	70	38	222	79	98	197	12	1,151	0	0	0	0	0
	APPROACH %	27%	48%	25%	7%	68%	25%	11%	65%	23%	32%	64%	4%						
	APP/DEPART	221	/	156	284	/	371	339	/	297	307	/	327	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	36	52	34	14	92	36	23	112	43	48	104	6	600					
	APPROACH %	30%	43%	28%	10%	65%	25%	13%	63%	24%	30%	66%	4%						
	PEAK HR FACTOR		0.763			0.826			0.781			0.790		0.789					
	APP/DEPART	122	/	81	142	/	183	178	/	160	158	/	176	0					
PM	4:00 PM	4	25	12	0	17	7	6	34	7	9	21	0	142	0	0	0	0	0
	4:15 PM	6	32	20	0	11	8	11	14	4	11	14	0	131	0	0	0	0	0
	4:30 PM	9	27	11	0	22	6	12	18	5	15	21	5	151	0	0	0	0	0
	4:45 PM	4	31	16	2	15	8	6	25	5	8	16	2	138	0	0	0	0	0
	5:00 PM	3	36	16	0	21	9	12	24	9	14	22	2	168	0	0	0	0	0
	5:15 PM	7	26	9	0	26	11	17	24	12	12	22	1	167	0	0	0	0	0
	5:30 PM	12	34	15	0	16	10	11	36	9	13	26	1	183	0	0	0	0	0
	5:45 PM	3	29	15	2	23	8	9	32	10	10	23	1	165	0	0	0	0	0
	VOLUMES	48	240	114	4	151	67	84	207	61	92	165	12	1,245	0	0	0	0	0
	APPROACH %	12%	60%	28%	2%	68%	30%	24%	59%	17%	34%	61%	4%						
	APP/DEPART	402	/	336	222	/	304	352	/	325	269	/	280	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	25	125	55	2	86	38	49	116	40	49	93	5	683					
	APPROACH %	12%	61%	27%	2%	68%	30%	24%	57%	20%	33%	63%	3%						
	PEAK HR FACTOR		0.840			0.851			0.915			0.919		0.933					
	APP/DEPART	205	/	179	126	/	175	205	/	173	147	/	156	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Corona, CA 92878
(951) 268-6268

City of Banning
N/S: 8th Street
E/W: Ramsey Street
Weather: Sunny

File Name : BAN8RAAM
Site Code : 00000015
Start Date : 2/5/2013
Page No : 1

Groups Printed- Total Volume

	8th Street Southbound				Ramsey Street Westbound				8th Street Northbound				Ramsey Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	64	8	79	13	8	3	24	13	37	26	76	6	20	10	36	215
07:15 AM	9	96	8	113	30	18	3	51	12	66	31	109	5	45	23	73	346
07:30 AM	11	88	14	113	26	25	8	59	20	70	41	131	3	31	32	66	369
07:45 AM	3	43	8	54	30	25	3	58	14	22	45	81	6	36	23	65	258
Total	30	291	38	359	99	76	17	192	59	195	143	397	20	132	88	240	1188
08:00 AM	10	38	7	55	17	28	5	50	17	21	52	90	6	47	12	65	260
08:15 AM	7	39	13	59	28	36	2	66	23	26	54	103	6	35	10	51	279
08:30 AM	11	40	13	64	34	40	5	79	18	21	46	85	7	42	20	69	297
08:45 AM	10	63	19	92	19	43	6	68	38	55	46	139	5	37	20	62	361
Total	38	180	52	270	98	147	18	263	96	123	198	417	24	161	62	247	1197
Grand Total	68	471	90	629	197	223	35	455	155	318	341	814	44	293	150	487	2385
Apprch %	10.8	74.9	14.3		43.3	49	7.7		19	39.1	41.9		9	60.2	30.8		
Total %	2.9	19.7	3.8	26.4	8.3	9.4	1.5	19.1	6.5	13.3	14.3	34.1	1.8	12.3	6.3	20.4	

	8th Street Southbound				Ramsey Street Westbound				8th Street Northbound				Ramsey Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	**96**	8	**113**	**30**	18	3	51	12	66	31	109	5	45	23	**73**	346
07:30 AM	**11**	88	**14**	113	26	25	**8**	**59**	**20**	**70**	41	**131**	3	31	**32**	66	**369**
07:45 AM	3	43	8	54	30	25	3	58	14	22	45	81	**6**	36	23	65	258
08:00 AM	10	38	7	55	17	**28**	5	50	17	21	**52**	90	6	**47**	12	65	260
Total Volume	33	265	37	335	103	96	19	218	63	179	169	411	20	159	90	269	1233
% App. Total	9.9	79.1	11		47.2	44	8.7		15.3	43.6	41.1		7.4	59.1	33.5		
PHF	.750	.690	.661	.741	.858	.857	.594	.924	.788	.639	.813	.784	.833	.846	.703	.921	.835

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City of Banning
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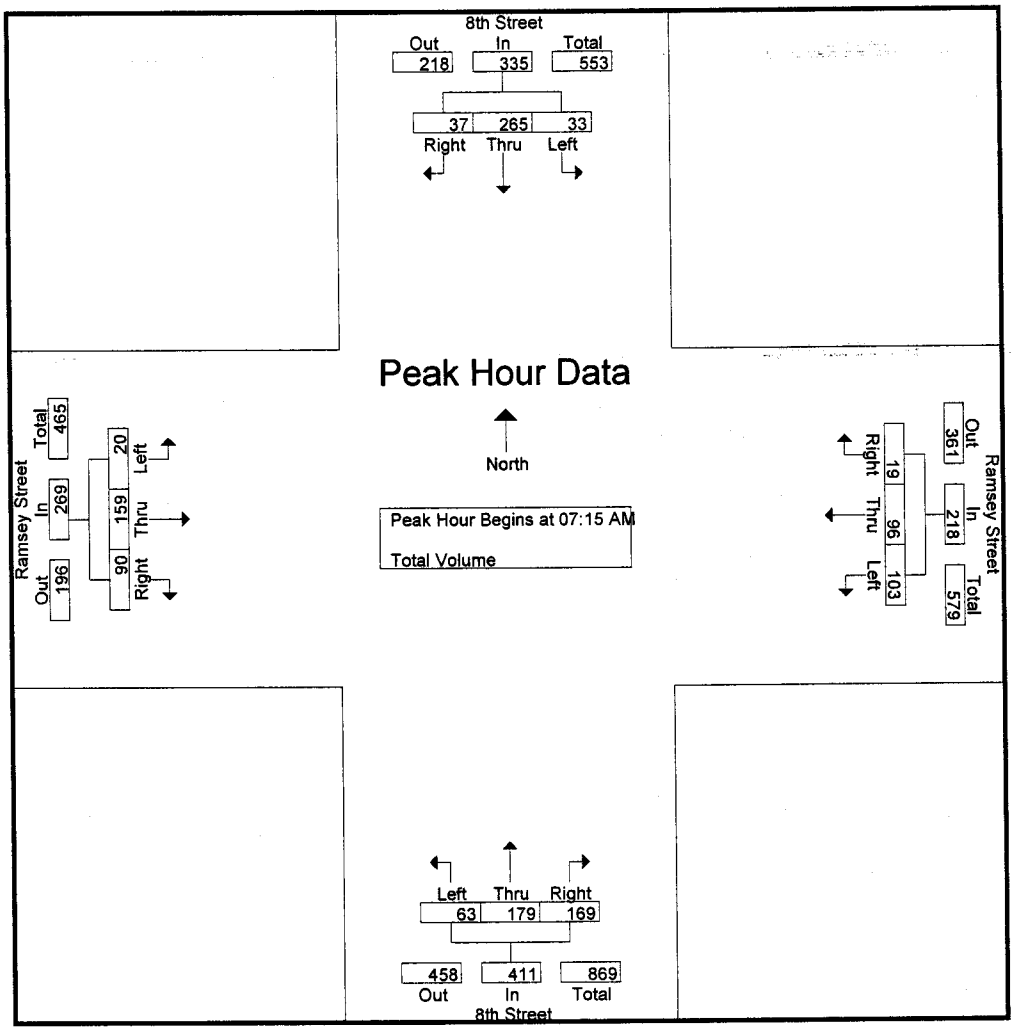
File Name : BAN8RAAM
Site Code : 00000015
Start Date : 2/5/2013
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				08:00 AM				07:15 AM			
+0 mins.	7	64	8	79	17	28	5	50	17	21	52	90	5	45	23	**73**
+15 mins.	9	**96**	8	**113**	28	36	2	66	23	26	**54**	103	3	31	**32**	66
+30 mins.	**11**	88	**14**	113	**34**	40	5	**79**	18	21	46	85	**6**	36	23	65
+45 mins.	3	43	8	54	19	**43**	**6**	68	**38**	**55**	46	**139**	6	**47**	12	65
Total Volume	30	291	38	359	98	147	18	263	96	123	198	417	20	159	90	269
% App. Total	8.4	81.1	10.6		37.3	55.9	6.8		23	29.5	47.5		7.4	59.1	33.5	
PHF	.682	.758	.679	.794	.721	.855	.750	.832	.632	.559	.917	.750	.833	.846	.703	.921

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City of Banning
N/S: 8th Street
E/W: Ramsey Street
Weather: Sunny

File Name : BAN8RAPM
Site Code : 00000015
Start Date : 2/5/2013
Page No : 1

Groups Printed- Total Volume

	8th Street Southbound				Ramsey Street Westbound				8th Street Northbound				Ramsey Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	35	15	59	44	54	8	106	33	42	44	119	22	62	44	128	412
04:15 PM	13	45	13	71	42	63	9	114	42	51	36	129	14	51	46	111	425
04:30 PM	12	56	23	91	41	58	10	109	50	35	23	108	32	58	43	133	441
04:45 PM	5	54	17	76	37	58	5	100	46	52	32	130	21	58	38	117	423
Total	39	190	68	297	164	233	32	429	171	180	135	486	89	229	171	489	1701
05:00 PM	9	33	15	57	45	57	14	116	29	52	35	116	27	43	40	110	399
05:15 PM	7	45	25	77	29	43	5	77	23	47	30	100	21	44	46	111	365
05:30 PM	7	48	12	67	57	55	12	124	32	51	31	114	27	44	35	106	411
05:45 PM	5	43	13	61	27	25	3	55	24	61	43	128	21	36	30	87	331
Total	28	169	65	262	158	180	34	372	108	211	139	458	96	167	151	414	1506
Grand Total	67	359	133	559	322	413	66	801	279	391	274	944	185	396	322	903	3207
Apprch %	12	64.2	23.8		40.2	51.6	8.2		29.6	41.4	29		20.5	43.9	35.7		
Total %	2.1	11.2	4.1	17.4	10	12.9	2.1	25	8.7	12.2	8.5	29.4	5.8	12.3	10	28.2	

	8th Street Southbound				Ramsey Street Westbound				8th Street Northbound				Ramsey Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	9	35	15	59	**44**	54	8	106	33	42	**44**	119	22	**62**	44	128	412
04:15 PM	**13**	45	13	71	42	**63**	9	**114**	42	51	36	129	14	51	**46**	111	425
04:30 PM	12	**56**	**23**	**91**	41	58	**10**	109	**50**	35	23	108	**32**	58	43	**133**	**441**
04:45 PM	5	54	17	76	37	58	5	100	46	**52**	32	**130**	21	58	38	117	423
Total Volume	39	190	68	297	164	233	32	429	171	180	135	486	89	229	171	489	1701
% App. Total	13.1	64	22.9		38.2	54.3	7.5		35.2	37	27.8		18.2	46.8	35		
PHF	.750	.848	.739	.816	.932	.925	.800	.941	.855	.865	.767	.935	.695	.923	.929	.919	.964

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City of Banning
N/S: 8th Street
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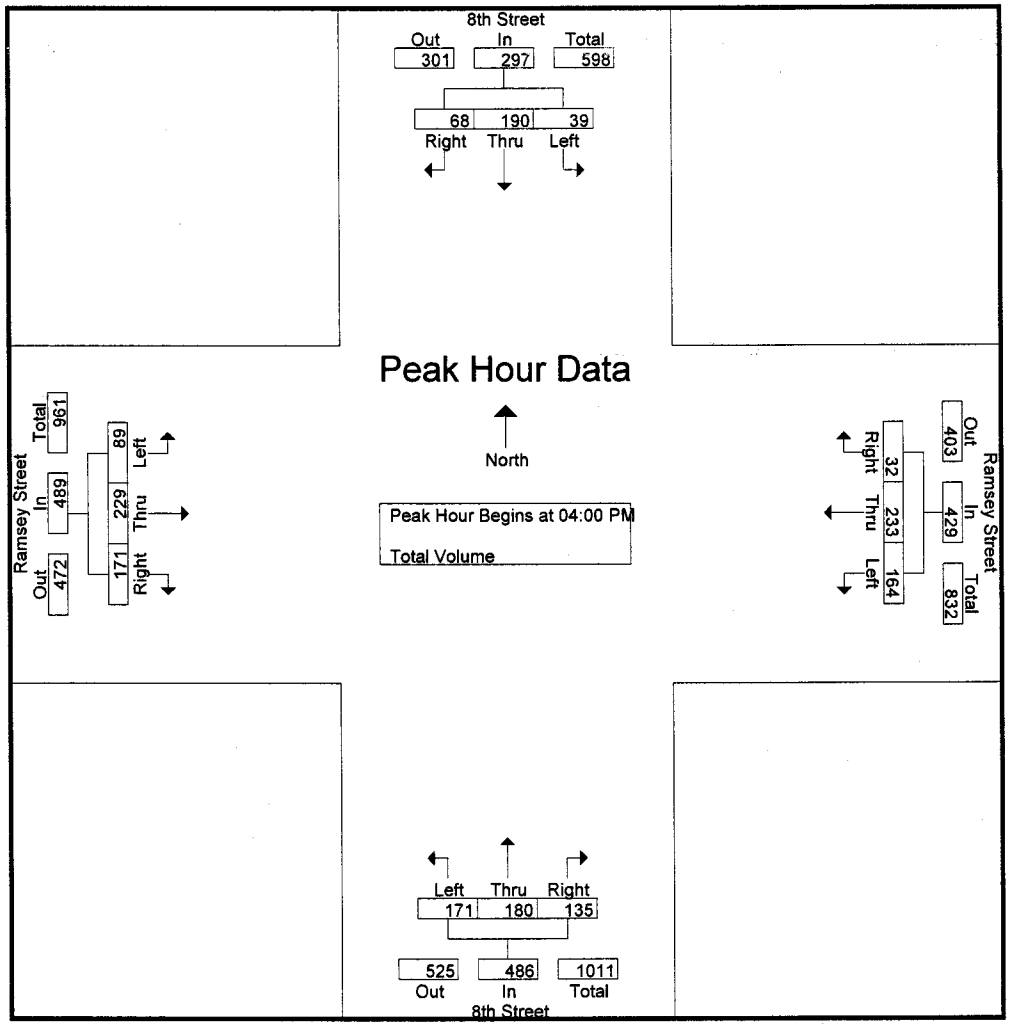
Site Code : 00000015
Start Date : 2/5/2013
Page No : 2



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

	04:30 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	**12**	**56**	23	**91**	42	**63**	9	114	33	42	**44**	119	22	**62**	44	128
+15 mins.	5	54	17	76	41	58	10	109	42	51	36	129	14	51	**46**	111
+30 mins.	9	33	15	57	37	58	5	100	**50**	35	23	108	**32**	58	43	**133**
+45 mins.	7	45	**25**	77	**45**	57	**14**	**116**	46	**52**	32	**130**	21	58	38	117
Total Volume	33	188	80	301	165	236	38	439	171	180	135	486	89	229	171	489
% App. Total	11	62.5	26.6		37.6	53.8	8.7		35.2	37	27.8		18.2	46.8	35	
PHF	.688	.839	.800	.827	.917	.937	.679	.946	.855	.865	.767	.935	.695	.923	.929	.919

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6161_003 **Day:** THURSDAY

City: City of Banning **Date:** 12/6/2012

AM

NS/EW Streets:	8th St			8th St			I-10 Fwy WB Ramps			I-10 Fwy WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
7:00 AM	39	69			53	49				3	1	14	228
7:15 AM	31	131			102	52				5	0	12	333
7:30 AM	39	112			89	62				0	0	13	315
7:45 AM	15	76			53	51				3	0	18	216
8:00 AM	23	77			36	46				3	1	12	198
8:15 AM	27	76			33	52				4	1	8	201
8:30 AM	25	86			43	51				5	0	16	226
8:45 AM	38	107			52	54				1	1	27	280
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	237	734	0	0	461	417	0	0	0	24	4	120	1997
APPROACH %'s :	24.41%	75.59%	0.00%	0.00%	52.51%	47.49%	#DIV/0!	#DIV/0!	#DIV/0!	16.22%	2.70%	81.08%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	124	388	0	0	297	214	0	0	0	11	1	57	1092
PEAK HR FACTOR :		0.790			0.830			0.000			0.821		0.820

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6161_003 **Day:** THURSDAY

City: City of Banning **Date:** 12/6/2012

PM

NS/EW Streets:	8th St			8th St			I-10 Fwy WB Ramps			I-10 Fwy WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
4:00 PM	38	101			57	70				3	0	38	307
4:15 PM	24	100			50	60				4	1	34	273
4:30 PM	44	87			66	67				5	0	31	300
4:45 PM	41	97			57	72				10	4	41	322
5:00 PM	41	99			64	87				5	0	40	336
5:15 PM	22	101			50	79				9	0	27	288
5:30 PM	30	83			52	102				4	0	39	310
5:45 PM	14	96			48	54				4	1	30	247
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	254	764	0	0	444	591	0	0	0	44	6	280	2383
APPROACH %'s :	24.95%	75.05%	0.00%	0.00%	42.90%	57.10%	#DIV/0!	#DIV/0!	#DIV/0!	13.33%	1.82%	84.85%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	134	380	0	0	223	340	0	0	0	28	4	147	1256
PEAK HR FACTOR :		0.918			0.914			0.000			0.814		0.935

CONTROL : 1-Way Stop (WB)

ITM Peak Hour Summary

Prepared by:

NDS

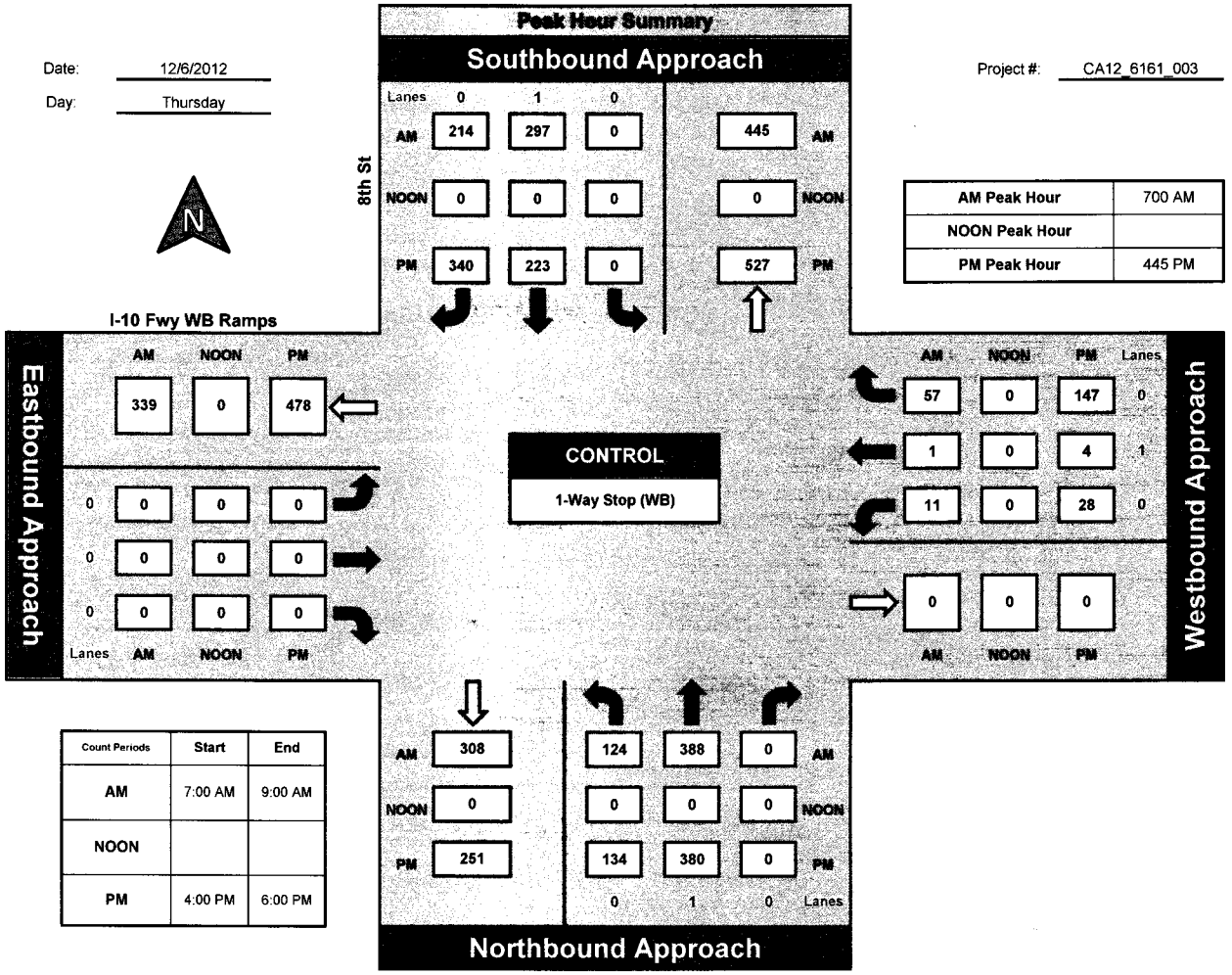
National Data & Surveying Services

8th St and I-10 Fwy WB Ramps , City of Banning

Date: 12/6/2012

Day: Thursday

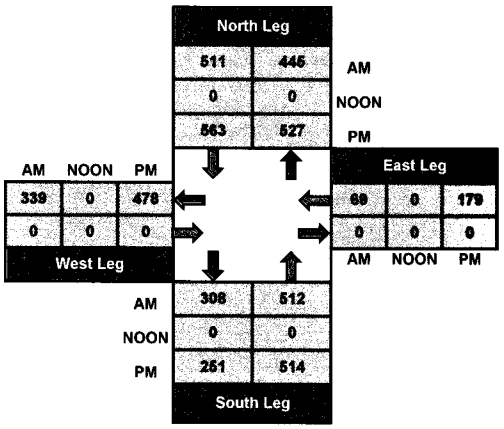
Project #: CA12_6161_003



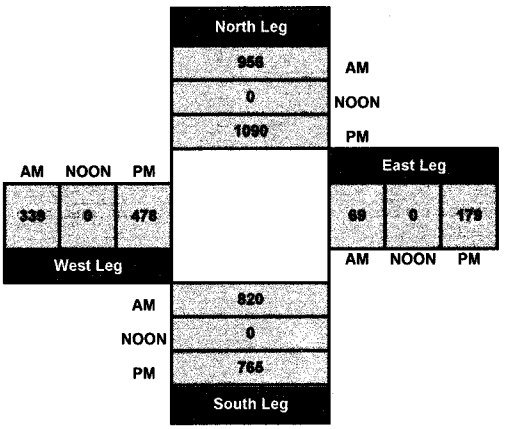
AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6161_004 **Day:** THURSDAY

City: City of Banning **Date:** 12/6/2012

AM

NS/EW Streets:	8th St			8th St			I-10 Fwy EB Ramps			I-10 Fwy EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	0	0	
7:00 AM		65	6	13	43		43	0	41				211
7:15 AM		94	4	22	85		68	0	47				320
7:30 AM		112	4	23	66		39	0	36				280
7:45 AM		37	11	26	31		53	0	34				192
8:00 AM		47	8	13	26		52	1	14				161
8:15 AM		40	14	16	21		63	0	27				181
8:30 AM		49	5	23	25		62	0	23				187
8:45 AM		83	6	29	23		62	1	17				221
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	527	58	165	320	0	442	2	239	0	0	0	1753
APPROACH %'s :	0.00%	90.09%	9.91%	34.02%	65.98%	0.00%	64.71%	0.29%	34.99%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	308	25	84	225	0	203	0	158	0	0	0	1003
PEAK HR FACTOR :		0.718			0.722			0.785			0.000		0.784

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6161_004 **Day:** THURSDAY

City: City of Banning **Date:** 12/6/2012

PM

NS/EW Streets:	8th St			8th St			I-10 Fwy EB Ramps			I-10 Fwy EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	0	0	
4:00 PM		69	10	23	38		71	1	39				251
4:15 PM		58	5	23	31		67	0	34				218
4:30 PM		72	5	35	36		59	0	23				230
4:45 PM		75	9	29	38		62	2	40				255
5:00 PM		76	6	35	33		64	1	34				249
5:15 PM		46	5	19	40		76	1	31				218
5:30 PM		50	3	25	30		62	0	38				208
5:45 PM		36	4	20	33		74	0	19				186

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	482	47	209	279	0	535	5	258	0	0	0	1815
APPROACH %'s :	0.00%	91.12%	8.88%	42.83%	57.17%	0.00%	67.04%	0.63%	32.33%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	274	29	110	143	0	259	3	136	0	0	0	954
PEAK HR FACTOR :		0.902			0.891			0.896			0.000		0.935

CONTROL : 1-Way Stop (EB)

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

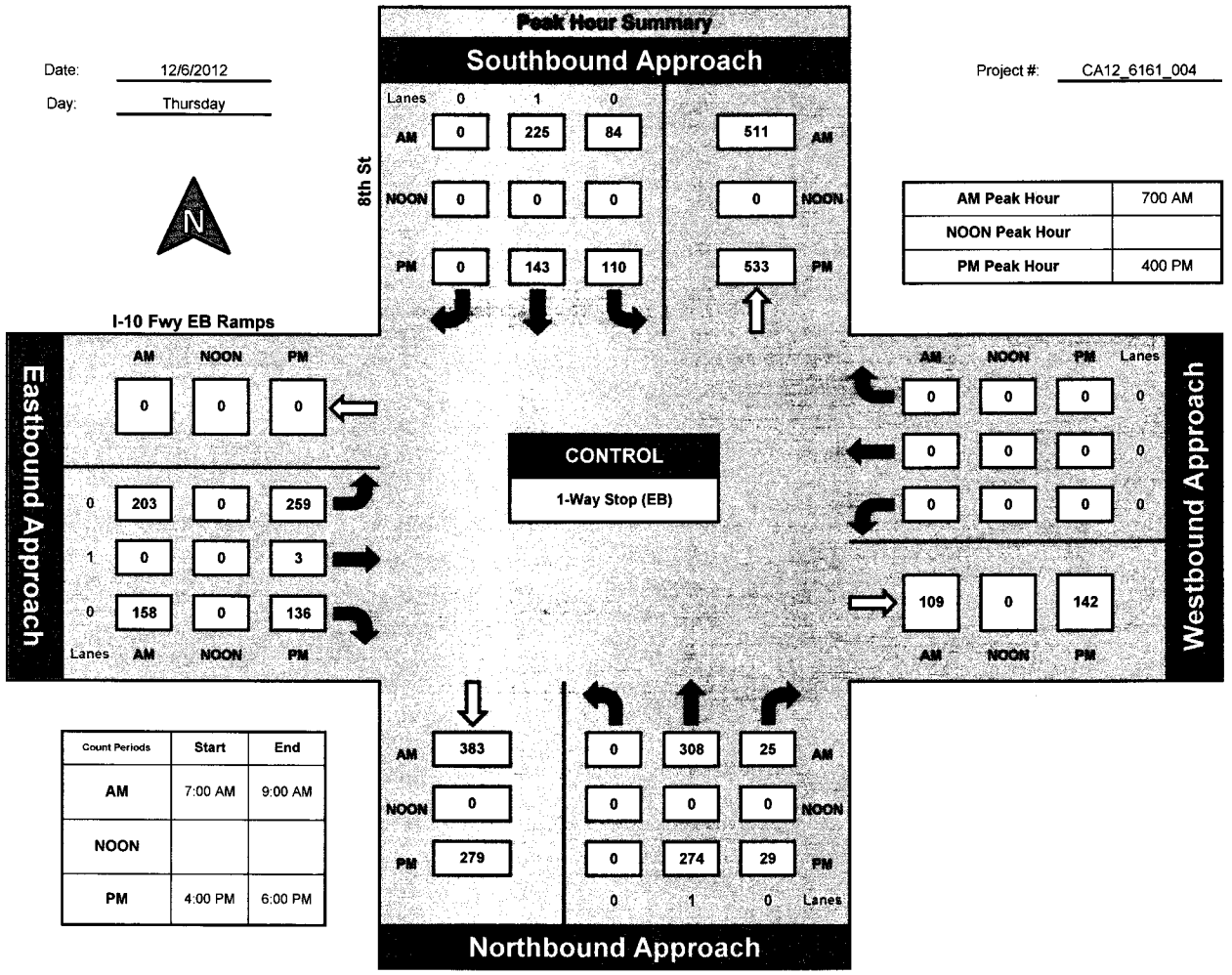
8th St and I-10 Fwy EB Ramps , City of Banning

Date: 12/6/2012

Day: Thursday

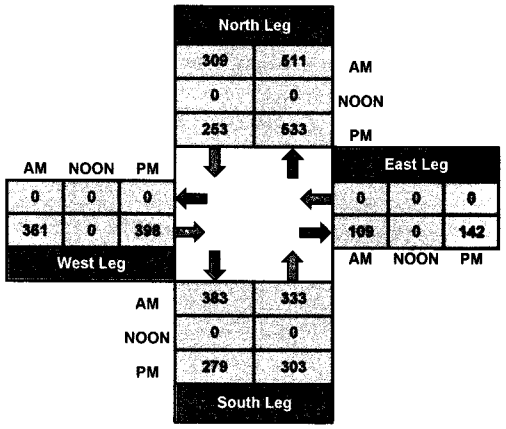
Project #: CA12_6161_004

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

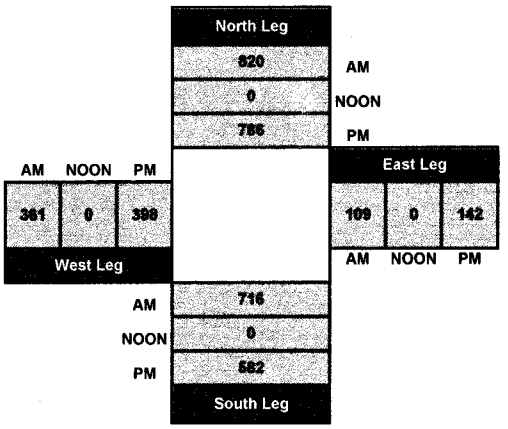


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6161_005 **Day:** THURSDAY

City: City of Banning **Date:** 12/6/2012

AM

NS/EW Streets:	8th St			8th St			Lincoln St			Lincoln St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0	24	1	29	52	4	6	6	3	0	6	44	175
7:15 AM	2	49	2	31	84	6	7	8	1	1	5	40	236
7:30 AM	1	62	0	32	72	13	10	6	5	1	12	33	247
7:45 AM	0	17	1	35	18	12	6	9	1	1	4	26	130
8:00 AM	1	10	1	19	10	10	12	0	1	0	12	31	107
8:15 AM	0	15	0	29	10	9	13	6	0	0	4	26	112
8:30 AM	0	15	0	23	11	12	12	9	0	0	7	26	115
8:45 AM	1	25	0	25	13	4	13	7	0	1	4	51	144
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	217	5	223	270	70	79	51	11	4	54	277	1266
APPROACH %'s :	2.20%	95.59%	2.20%	39.61%	47.96%	12.43%	56.03%	36.17%	7.80%	1.19%	16.12%	82.69%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	3	152	4	127	226	35	29	29	10	3	27	143	788
PEAK HR FACTOR :		0.631			0.802			0.810			0.865		0.798

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6161_005 **Day:** THURSDAY

City: City of Banning **Date:** 12/6/2012

PM

NS/EW Streets:	8th St			8th St			Lincoln St			Lincoln St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	0	20		47	17	14	15	4	2	1	10	42	172
4:15 PM	0	14		33	23	9	12	9	1	0	6	36	143
4:30 PM	1	16		25	28	11	11	5	0	0	9	46	152
4:45 PM	0	25		49	20	14	9	10	6	0	6	51	190
5:00 PM	1	17		36	18	12	12	8	0	0	7	50	161
5:15 PM	0	13		34	21	15	11	6	1	1	11	27	140
5:30 PM	1	11		42	15	11	8	9	1	0	6	34	138
5:45 PM	1	16		32	14	5	4	1	2	1	7	19	102
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	4	132	0	298	156	91	82	52	13	3	62	305	1198
APPROACH %'s :	2.94%	97.06%	0.00%	54.68%	28.62%	16.70%	55.78%	35.37%	8.84%	0.81%	16.76%	82.43%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	1	75	0	154	88	48	47	28	9	1	31	175	657
PEAK HR FACTOR :		0.760			0.873			0.840			0.908		0.864

CONTROL : 4-Way Stop

ITM Peak Hour Summary

Prepared by:

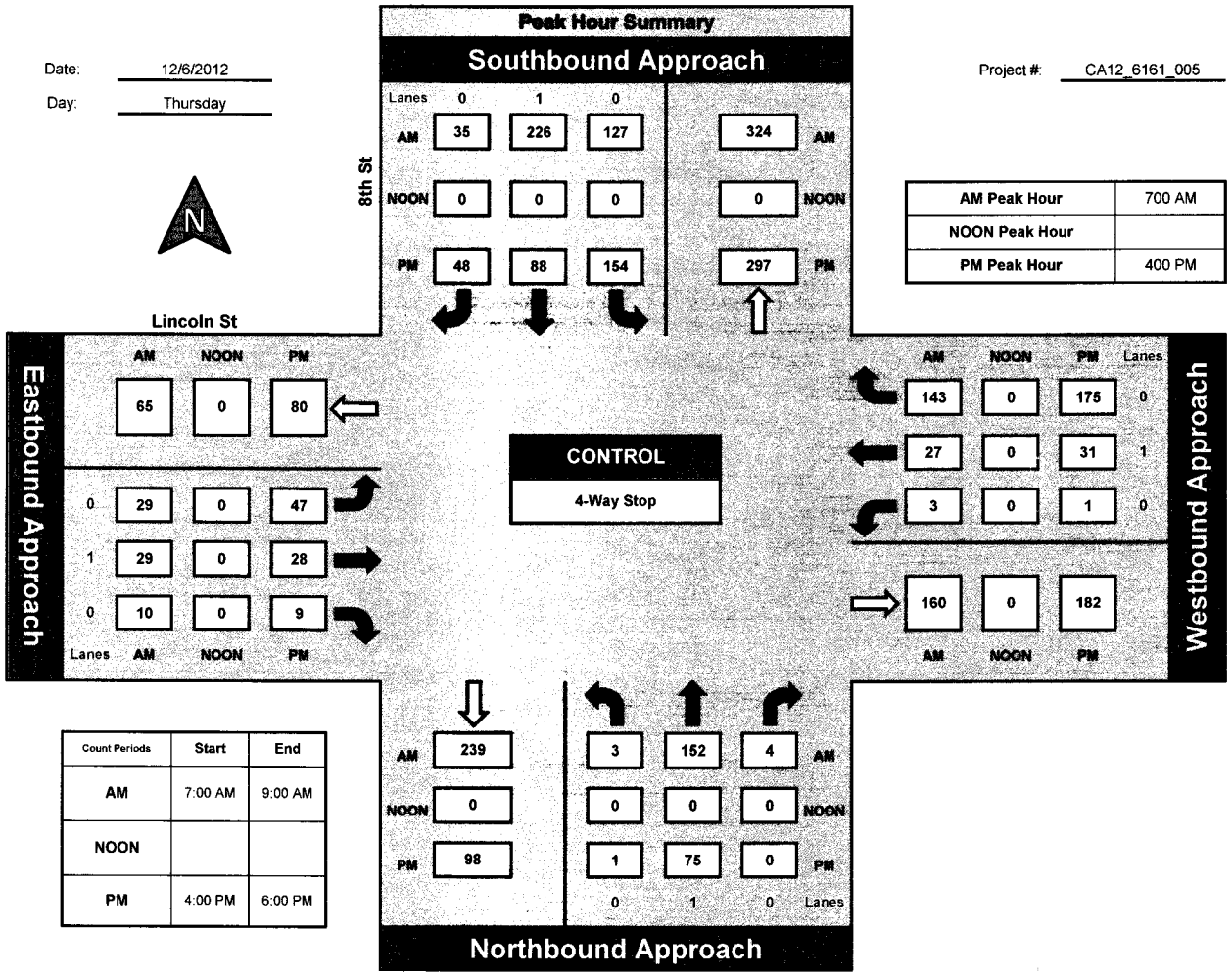
National Data & Surveying Services

8th St and Lincoln St , City of Banning

Date: 12/6/2012

Day: Thursday

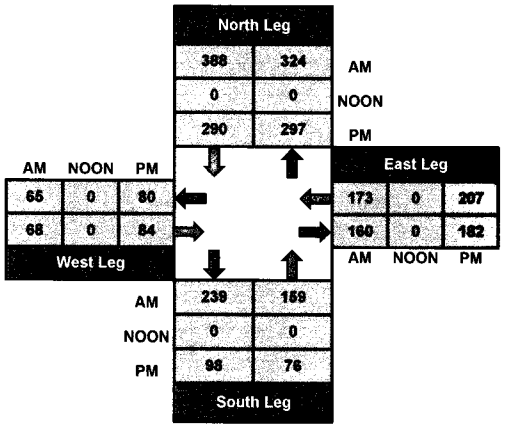
Project #: CA12_6161_005



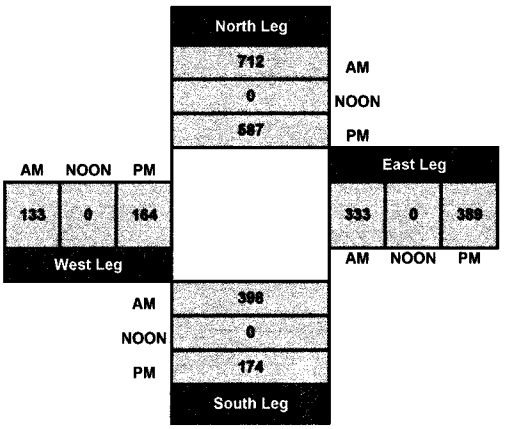
AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6161_006 **Day:** THURSDAY

City: City of Banning **Date:** 12/6/2012

AM

NS/EW Streets:	8th St			8th St			Westward Ave			Westward Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	1	0	0	1	0	
7:00 AM				49		1	4	18			8	20	100
7:15 AM				82		0	5	30			18	45	180
7:30 AM				67		2	4	32			19	60	184
7:45 AM				18		1	2	7			6	14	48
8:00 AM				7		2	1	5			2	9	26
8:15 AM				4		4	2	2			1	7	20
8:30 AM				9		1	4	3			3	8	28
8:45 AM				9		2	1	1			1	19	33
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	245	0	13	23	98	0	0	58	182	619
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	94.96%	0.00%	5.04%	19.01%	80.99%	0.00%	0.00%	24.17%	75.83%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	0	0	216	0	4	15	87	0	0	51	139	512
PEAK HR FACTOR :		0.000			0.671			0.708			0.601		0.696

CONTROL : 3-Way Stop (EB/WB/SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6161_006 **Day:** THURSDAY

City: City of Banning **Date:** 12/6/2012

PM

NS/EW Streets:	8th St			8th St			Westward Ave			Westward Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	1	0	0	1	0	
4:00 PM				12		5	4	6			2	16	45
4:15 PM				13		3	2	2			8	10	38
4:30 PM				7		4	1	5			6	7	30
4:45 PM				18		6	6	6			7	17	60
5:00 PM				14		2	1	14			10	22	63
5:15 PM				10		3	2	8			4	10	37
5:30 PM				7		1	2	3			2	8	23
5:45 PM				11		4	1	6			1	12	35
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	92	0	28	19	50	0	0	40	102	331
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	76.67%	0.00%	23.33%	27.54%	72.46%	0.00%	0.00%	28.17%	71.83%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	0	0	52	0	15	10	27	0	0	31	56	191
PEAK HR FACTOR :		0.000			0.698			0.617			0.680		0.758

CONTROL : 3-Way Stop (EB/WB/SB)

ITM Peak Hour Summary

Prepared by:

NDS

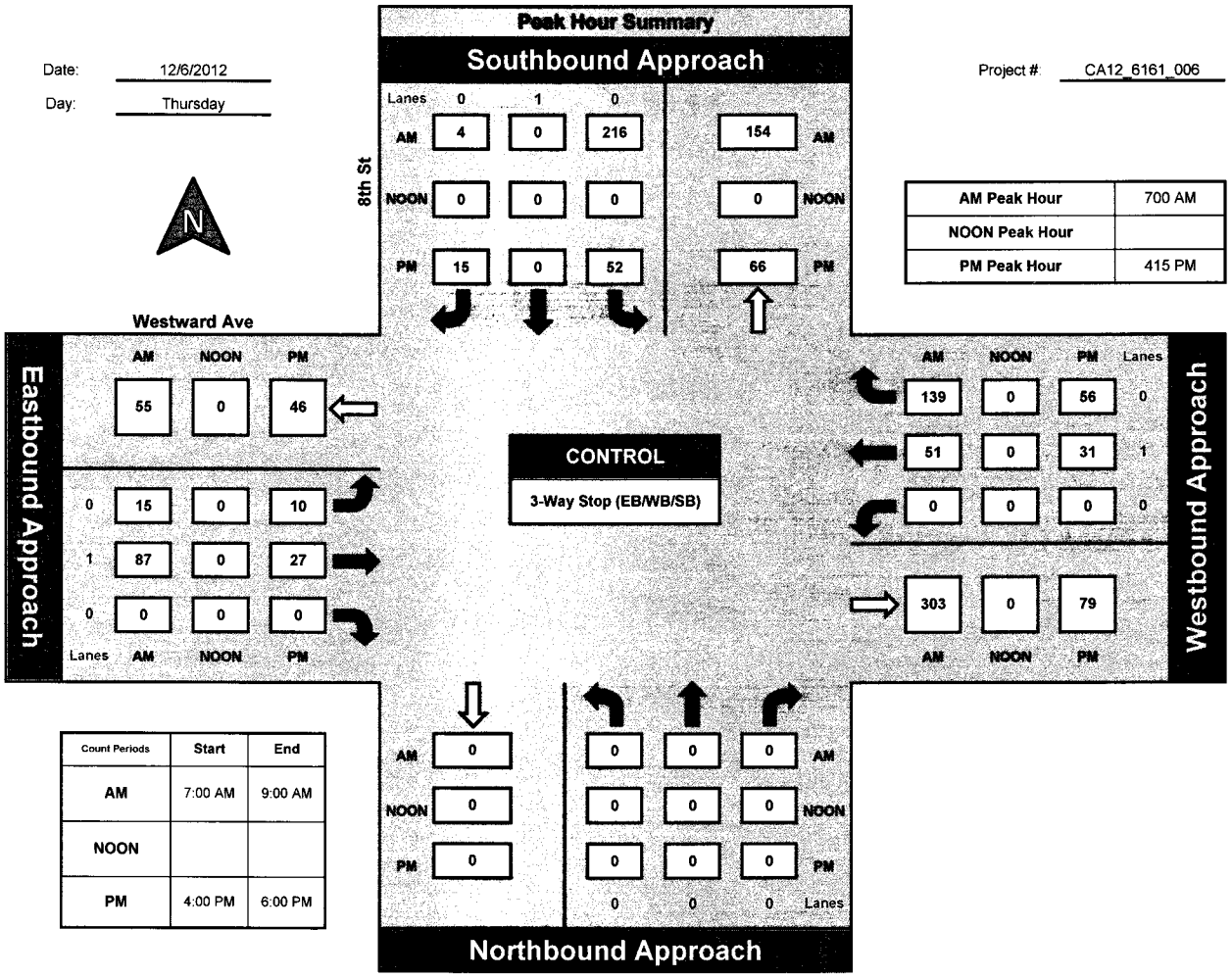
National Data & Surveying Services

8th St and Westward Ave , City of Banning

Date: 12/6/2012

Day: Thursday

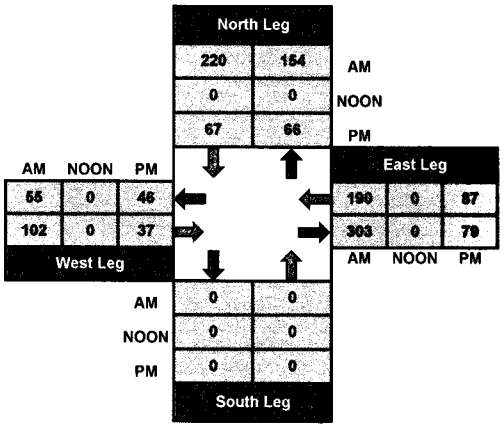
Project # CA12_6161_006



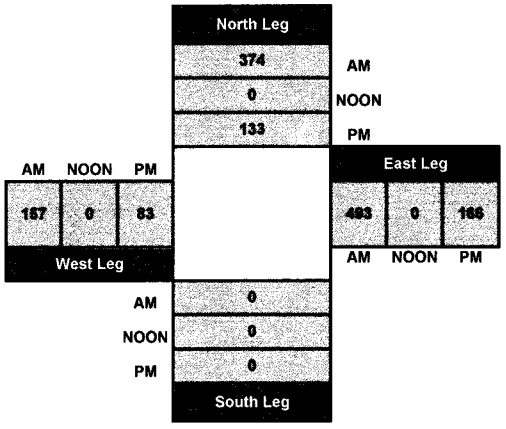
AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



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

City of Banning
N/S: San Gorgonio Avenue
E/W: Wilson Street
Weather: Sunny

File Name : BANSGWIAM
Site Code : 00000015
Start Date : 2/5/2013
Page No : 1

Groups Printed- Total Volume

	San Gorgonio Avenue Southbound				Wilson Street Westbound				San Gorgonio Avenue Northbound				Wilson Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	9	6	15	1	20	1	22	8	6	2	16	1	19	7	27	80
07:15 AM	1	13	7	21	8	34	1	43	16	10	15	41	3	37	18	58	163
07:30 AM	2	9	9	20	8	46	0	54	21	14	19	54	3	47	11	61	189
07:45 AM	0	11	7	18	1	14	1	16	2	11	2	15	4	21	9	34	83
Total	3	42	29	74	18	114	3	135	47	41	38	126	11	124	45	180	515
08:00 AM	4	9	4	17	5	24	0	29	1	7	7	15	2	14	5	21	82
08:15 AM	0	11	4	15	15	20	1	36	3	5	9	17	1	32	10	43	111
08:30 AM	1	22	2	25	12	31	2	45	7	8	12	27	2	24	3	29	126
08:45 AM	0	19	4	23	10	30	2	42	3	7	14	24	5	26	15	46	135
Total	5	61	14	80	42	105	5	152	14	27	42	83	10	96	33	139	454
Grand Total	8	103	43	154	60	219	8	287	61	68	80	209	21	220	78	319	969
Apprch %	5.2	66.9	27.9		20.9	76.3	2.8		29.2	32.5	38.3		6.6	69	24.5		
Total %	0.8	10.6	4.4	15.9	6.2	22.6	0.8	29.6	6.3	7	8.3	21.6	2.2	22.7	8	32.9	

	San Gorgonio Avenue Southbound				Wilson Street Westbound				San Gorgonio Avenue Northbound				Wilson Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	**13**	7	**21**	**8**	34	**1**	43	16	10	15	41	3	37	**18**	58	163
07:30 AM	2	9	**9**	20	8	**46**	0	**54**	**21**	**14**	**19**	**54**	3	**47**	11	**61**	**189**
07:45 AM	0	11	7	18	1	14	1	16	2	11	2	15	**4**	21	9	34	83
08:00 AM	**4**	9	4	17	5	24	0	29	1	7	7	15	2	14	5	21	82
Total Volume	7	42	27	76	22	118	2	142	40	42	43	125	12	119	43	174	517
% App. Total	9.2	55.3	35.5		15.5	83.1	1.4		32	33.6	34.4		6.9	68.4	24.7		
PHF	.438	.808	.750	.905	.688	.641	.500	.657	.476	.750	.566	.579	.750	.633	.597	.713	.684

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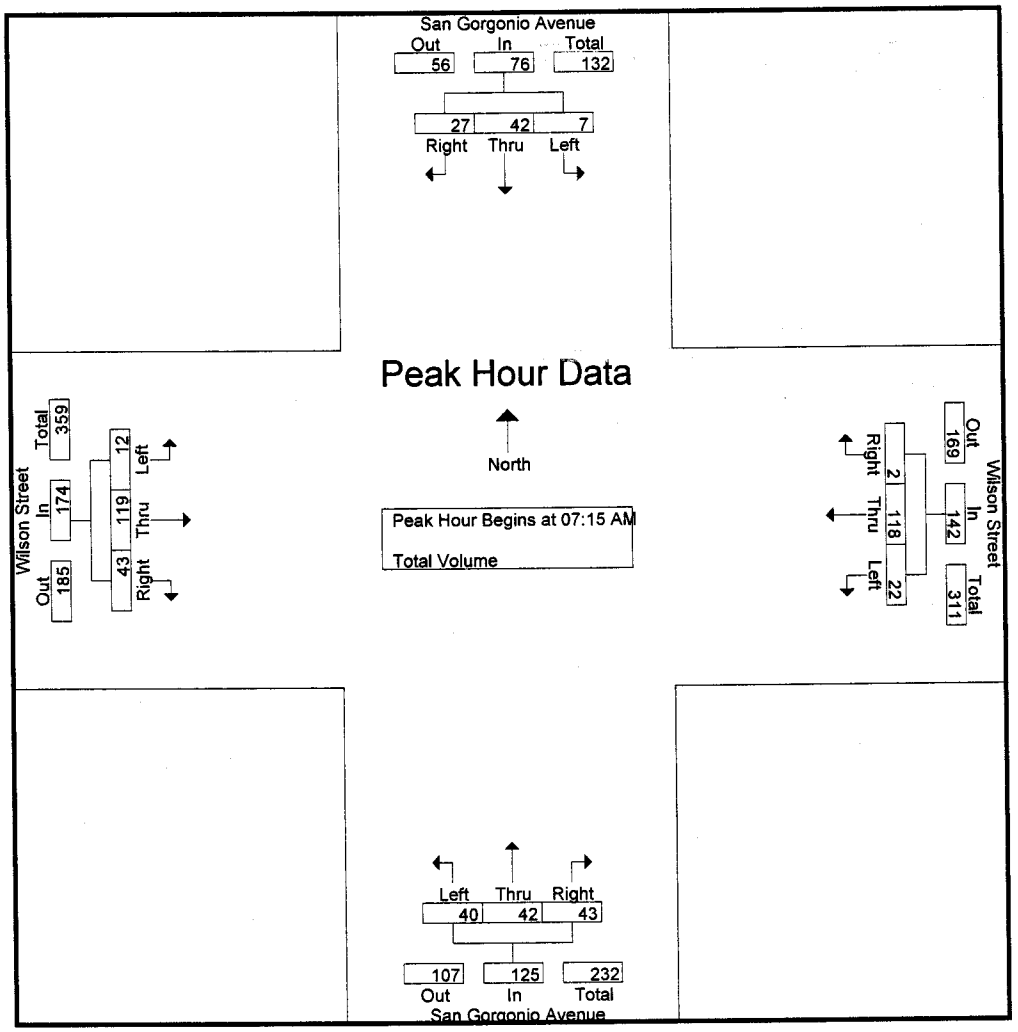
City of Banning
N/S: San Gorgonio Avenue
E/W: Wilson Street
Weather: Sunny

File Name : BANSGWIAM
Site Code : 00000015
Start Date : 2/5/2013
Page No : 2



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

	08:00 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	**4**	9	**4**	17	5	24	0	29	8	6	2	16	1	19	7	27
+15 mins.	0	11	4	15	**15**	20	1	36	16	10	15	41	3	37	**18**	58
+30 mins.	1	**22**	2	**25**	12	**31**	**2**	**45**	**21**	**14**	**19**	**54**	3	**47**	11	**61**
+45 mins.	0	19	4	23	10	30	2	42	2	11	2	15	**4**	21	9	34
Total Volume	5	61	14	80	42	105	5	152	47	41	38	126	11	124	45	180
% App. Total	6.2	76.2	17.5		27.6	69.1	3.3		37.3	32.5	30.2		6.1	68.9	25	
PHF	.313	.693	.875	.800	.700	.847	.625	.844	.560	.732	.500	.583	.688	.660	.625	.738

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City of Banning
N/S: San Gorgonio Avenue
E/W: Wilson Street
Weather: Sunny

File Name : BANSGWIPM
Site Code : 00000015
Start Date : 2/5/2013
Page No : 1

Groups Printed- Total Volume

	San Gorgonio Avenue Southbound				Wilson Street Westbound				San Gorgonio Avenue Northbound				Wilson Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	14	7	22	4	17	1	22	6	11	12	29	3	14	7	24	97
04:15 PM	2	11	2	15	4	23	0	27	8	14	11	33	2	30	5	37	112
04:30 PM	0	3	5	8	8	31	3	42	13	8	11	32	3	24	10	37	119
04:45 PM	1	9	3	13	1	16	0	17	7	11	10	28	2	23	10	35	93
Total	4	37	17	58	17	87	4	108	34	44	44	122	10	91	32	133	421
05:00 PM	2	12	3	17	7	21	2	30	2	14	6	22	8	23	10	41	110
05:15 PM	2	14	5	21	10	23	0	33	4	12	10	26	4	26	8	38	118
05:30 PM	1	9	3	13	9	18	0	27	7	21	17	45	8	33	10	51	136
05:45 PM	2	6	4	12	11	23	0	34	8	16	15	39	3	20	16	39	124
Total	7	41	15	63	37	85	2	124	21	63	48	132	23	102	44	169	488
Grand Total	11	78	32	121	54	172	6	232	55	107	92	254	33	193	76	302	909
Apprch %	9.1	64.5	26.4		23.3	74.1	2.6		21.7	42.1	36.2		10.9	63.9	25.2		
Total %	1.2	8.6	3.5	13.3	5.9	18.9	0.7	25.5	6.1	11.8	10.1	27.9	3.6	21.2	8.4	33.2	

	San Gorgonio Avenue Southbound				Wilson Street Westbound				San Gorgonio Avenue Northbound				Wilson Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**2**	12	3	17	7	21	**2**	30	2	14	6	22	**8**	23	10	41	110
05:15 PM	2	**14**	**5**	**21**	10	**23**	0	33	4	12	10	26	4	26	8	38	118
05:30 PM	1	9	3	13	9	18	0	27	7	**21**	**17**	**45**	8	**33**	10	**51**	**136**
05:45 PM	2	6	4	12	**11**	23	0	**34**	**8**	16	15	39	3	20	**16**	39	124
Total Volume	7	41	15	63	37	85	2	124	21	63	48	132	23	102	44	169	488
% App. Total	11.1	65.1	23.8		29.8	68.5	1.6		15.9	47.7	36.4		13.6	60.4	26		
PHF	.875	.732	.750	.750	.841	.924	.250	.912	.656	.750	.706	.733	.719	.773	.688	.828	.897

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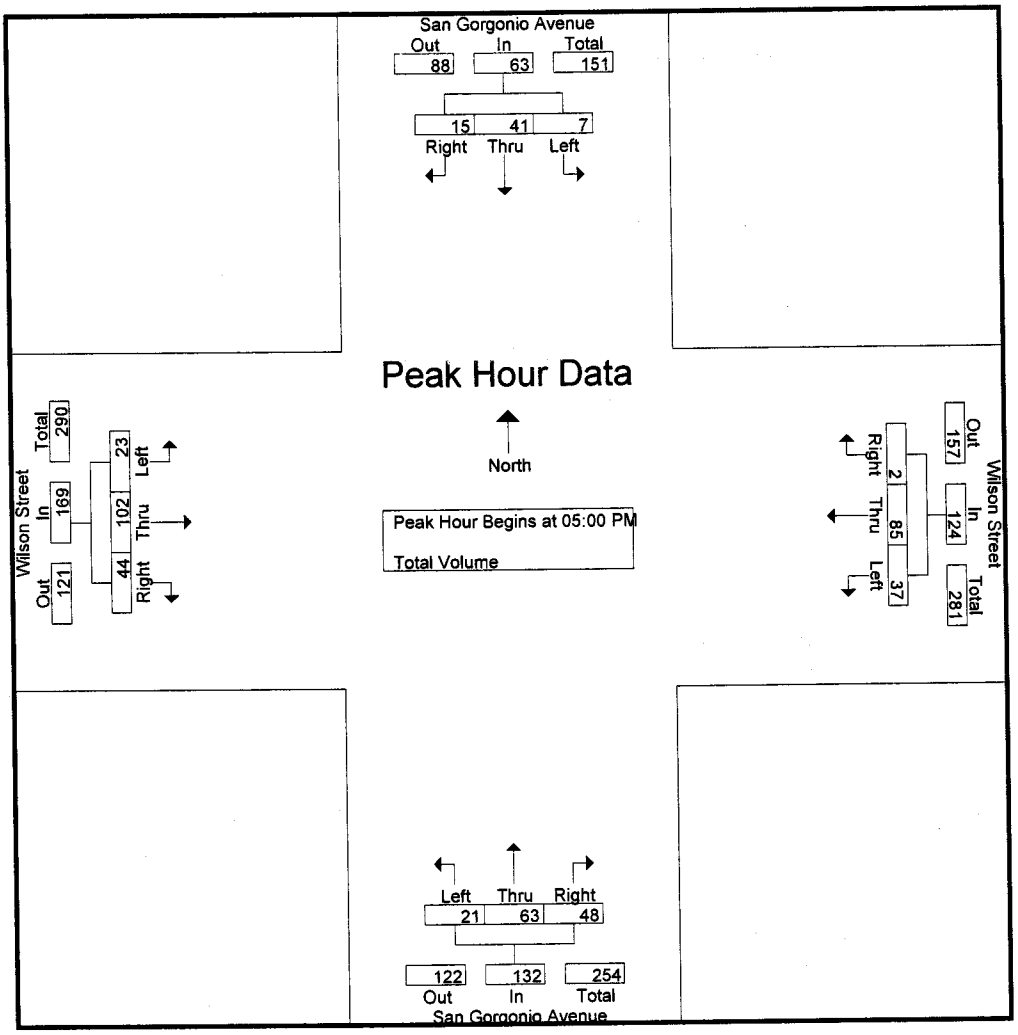
City of Banning
N/S: San Gorgonio Avenue
E/W: Wilson Street
Weather: Sunny

File Name : BANSGWIPM
Site Code : 00000015
Start Date : 2/5/2013
Page No : 2



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

	04:45 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	9	3	13	7	21	**2**	30	2	14	6	22	**8**	23	10	41
+15 mins.	**2**	12	3	17	10	**23**	0	33	4	12	10	26	4	26	8	38
+30 mins.	2	**14**	**5**	**21**	9	18	0	27	7	**21**	**17**	**45**	8	**33**	10	**51**
+45 mins.	1	9	3	13	**11**	23	0	**34**	**8**	16	15	39	3	20	**16**	39
Total Volume	6	44	14	64	37	85	2	124	21	63	48	132	23	102	44	169
% App. Total	9.4	68.8	21.9		29.8	68.5	1.6		15.9	47.7	36.4		13.6	60.4	26	
PHF	.750	.786	.700	.762	.841	.924	.250	.912	.656	.750	.706	.733	.719	.773	.688	.828

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City of Banning
N/S: San Gorgonio Avenue
E/W: Ramsey Street
Weather: Sunny

File Name : BANSGRAAM
Site Code : 00000015
Start Date : 2/5/2013
Page No : 1

Groups Printed- Total Volume

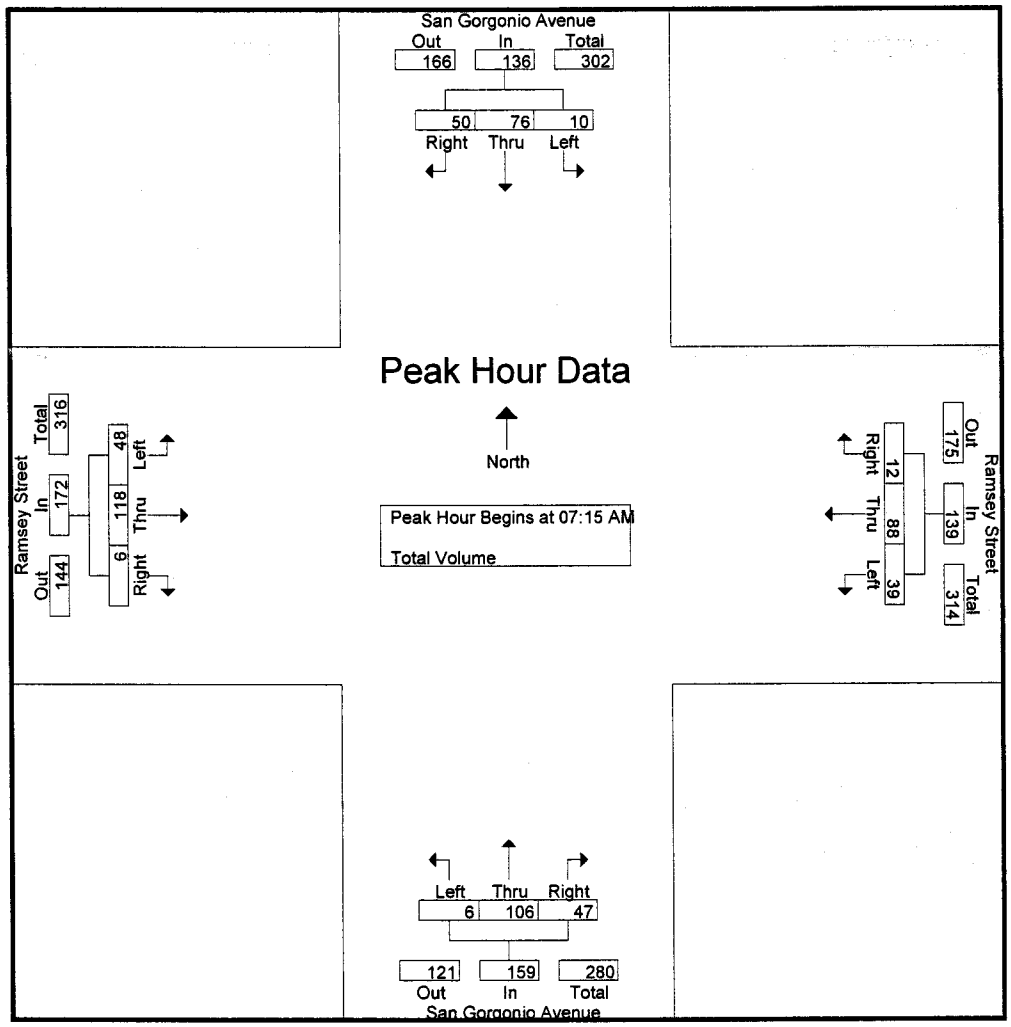
	San Gorgonio Avenue Southbound				Ramsey Street Westbound				San Gorgonio Avenue Northbound				Ramsey Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	16	3	20	7	7	1	15	2	21	5	28	10	11	0	21	84
07:15 AM	1	35	13	49	21	26	0	47	1	28	12	41	9	21	3	33	170
07:30 AM	2	27	21	50	9	16	5	30	4	53	28	85	10	35	2	47	212
07:45 AM	4	7	6	17	6	18	3	27	1	11	4	16	12	38	1	51	111
Total	8	85	43	136	43	67	9	119	8	113	49	170	41	105	6	152	577
08:00 AM	3	7	10	20	3	28	4	35	0	14	3	17	17	24	0	41	113
08:15 AM	3	7	12	22	0	36	4	40	2	9	2	13	16	43	2	61	136
08:30 AM	4	7	14	25	5	31	6	42	2	11	4	17	11	39	6	56	140
08:45 AM	5	11	11	27	3	34	6	43	4	8	6	18	5	32	9	46	134
Total	15	32	47	94	11	129	20	160	8	42	15	65	49	138	17	204	523
Grand Total	23	117	90	230	54	196	29	279	16	155	64	235	90	243	23	356	1100
Apprch %	10	50.9	39.1		19.4	70.3	10.4		6.8	66	27.2		25.3	68.3	6.5		
Total %	2.1	10.6	8.2	20.9	4.9	17.8	2.6	25.4	1.5	14.1	5.8	21.4	8.2	22.1	2.1	32.4	

	San Gorgonio Avenue Southbound				Ramsey Street Westbound				San Gorgonio Avenue Northbound				Ramsey Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	**35**	13	49	**21**	26	0	**47**	1	28	12	41	9	21	**3**	33	170
07:30 AM	2	27	**21**	**50**	9	16	**5**	30	**4**	**53**	**28**	**85**	10	35	2	47	**212**
07:45 AM	**4**	7	6	17	6	18	3	27	1	11	4	16	12	**38**	1	**51**	111
08:00 AM	3	7	10	20	3	**28**	4	35	0	14	3	17	**17**	24	0	41	113
Total Volume	10	76	50	136	39	88	12	139	6	106	47	159	48	118	6	172	606
% App. Total	7.4	55.9	36.8		28.1	63.3	8.6		3.8	66.7	29.6		27.9	68.6	3.5		
PHF	.625	.543	.595	.680	.464	.786	.600	.739	.375	.500	.420	.468	.706	.776	.500	.843	.715

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

City of Banning
N/S: San Gorgonio Avenue
E/W: Ramsey Street
Weather: Sunny

File Name : BANSGRAAM
Site Code : 00000015
Start Date : 2/5/2013
Page No : 2



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

	07:00 AM				08:00 AM				07:00 AM				07:45 AM			
+0 mins.	1	16	3	20	3	28	4	35	2	21	5	28	12	38	1	51
+15 mins.	1	**35**	13	49	0	**36**	4	40	1	28	12	41	**17**	24	0	41
+30 mins.	2	27	**21**	**50**	**5**	31	**6**	42	**4**	**53**	**28**	**85**	16	**43**	2	**61**
+45 mins.	**4**	7	6	17	3	34	6	**43**	1	11	4	16	11	39	**6**	56
Total Volume	8	85	43	136	11	129	20	160	8	113	49	170	56	144	9	209
% App. Total	5.9	62.5	31.6		6.9	80.6	12.5		4.7	66.5	28.8		26.8	68.9	4.3	
PHF	.500	.607	.512	.680	.550	.896	.833	.930	.500	.533	.438	.500	.824	.837	.375	.857

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City of Banning
N/S: San Gorgonio Avenue
E/W: Ramsey Street
Weather: Sunny

File Name : BANSGRAPM
Site Code : 00000015
Start Date : 2/5/2013
Page No : 1

Groups Printed- Total Volume

	San Gorgonio Avenue Southbound				Ramsey Street Westbound				San Gorgonio Avenue Northbound				Ramsey Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	8	20	31	5	48	10	63	4	17	11	32	14	56	7	77	203
04:15 PM	6	12	18	36	5	41	4	50	8	16	5	29	15	50	4	69	184
04:30 PM	5	7	14	26	6	54	7	67	5	27	4	36	7	45	6	58	187
04:45 PM	2	9	11	22	2	45	8	55	5	14	7	26	19	40	3	62	165
Total	16	36	63	115	18	188	29	235	22	74	27	123	55	191	20	266	739
05:00 PM	5	15	8	28	5	42	5	52	5	6	1	12	9	38	2	49	141
05:15 PM	3	5	12	20	1	32	7	40	6	7	4	17	11	37	1	49	126
05:30 PM	2	6	11	19	3	26	5	34	7	14	1	22	15	37	4	56	131
05:45 PM	2	8	10	20	3	19	8	30	3	16	4	23	17	18	4	39	112
Total	12	34	41	87	12	119	25	156	21	43	10	74	52	130	11	193	510
Grand Total	28	70	104	202	30	307	54	391	43	117	37	197	107	321	31	459	1249
Apprch %	13.9	34.7	51.5		7.7	78.5	13.8		21.8	59.4	18.8		23.3	69.9	6.8		
Total %	2.2	5.6	8.3	16.2	2.4	24.6	4.3	31.3	3.4	9.4	3	15.8	8.6	25.7	2.5	36.7	

	San Gorgonio Avenue Southbound				Ramsey Street Westbound				San Gorgonio Avenue Northbound				Ramsey Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	8	**20**	31	5	48	**10**	63	4	17	**11**	32	14	**56**	**7**	**77**	**203**
04:15 PM	**6**	**12**	18	**36**	5	41	4	50	**8**	16	5	29	15	50	4	69	184
04:30 PM	5	7	14	26	**6**	**54**	7	**67**	5	**27**	4	**36**	7	45	6	58	187
04:45 PM	2	9	11	22	2	45	8	55	5	14	7	26	**19**	40	3	62	165
Total Volume	16	36	63	115	18	188	29	235	22	74	27	123	55	191	20	266	739
% App. Total	13.9	31.3	54.8		7.7	80	12.3		17.9	60.2	22		20.7	71.8	7.5		
PHF	.667	.750	.788	.799	.750	.870	.725	.877	.688	.685	.614	.854	.724	.853	.714	.864	.910

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City of Banning
N/S: San Gorgonio Avenue
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File Name : BANSGRAPM
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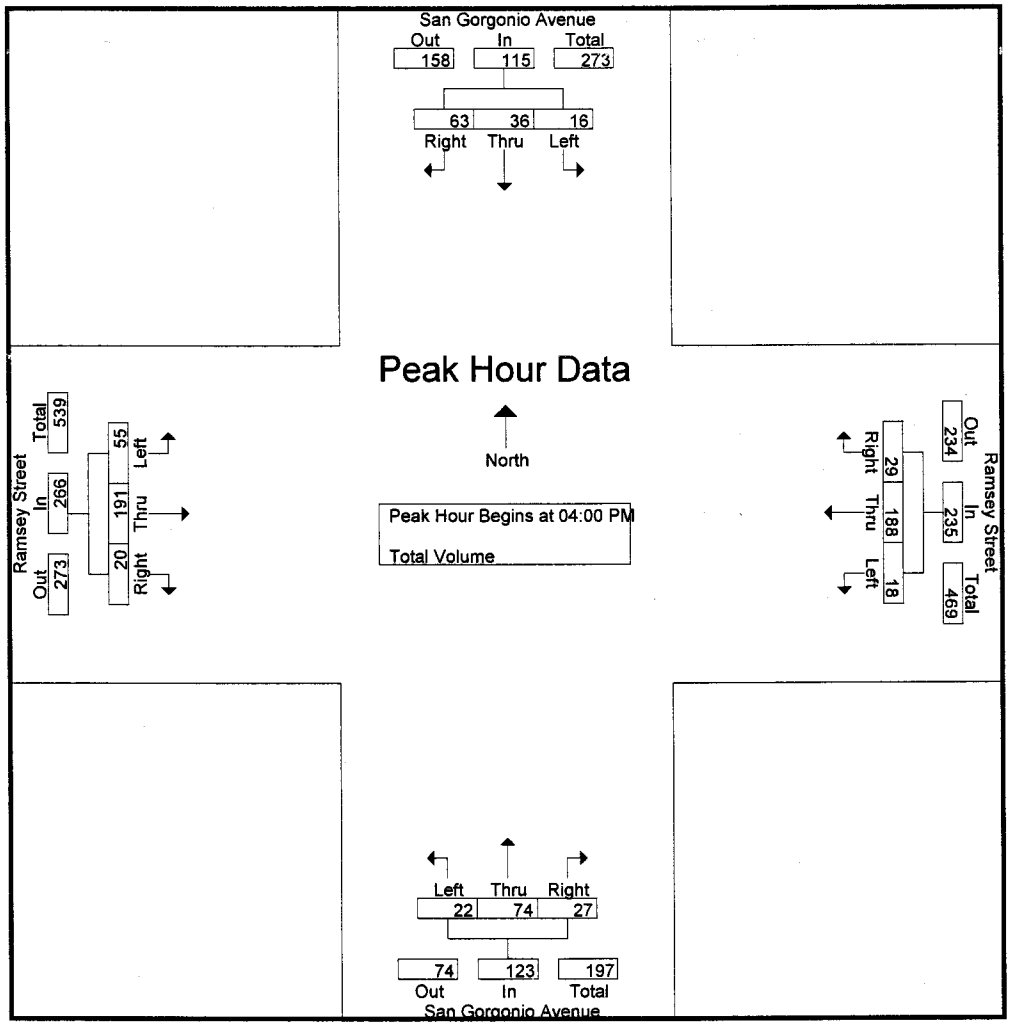
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	3	8	**20**	31	5	48	**10**	63	4	17	**11**	32	14	**56**	**7**	**77**
+15 mins.	**6**	**12**	18	**36**	5	41	4	50	**8**	16	5	29	15	50	4	69
+30 mins.	5	7	14	26	**6**	**54**	7	**67**	5	**27**	4	**36**	7	45	6	58
+45 mins.	2	9	11	22	2	45	8	55	5	14	7	26	**19**	40	3	62
Total Volume	16	36	63	115	18	188	29	235	22	74	27	123	55	191	20	266
% App. Total	13.9	31.3	54.8		7.7	80	12.3		17.9	60.2	22		20.7	71.8	7.5	
PHF	.667	.750	.788	.799	.750	.870	.725	.877	.688	.685	.614	.854	.724	.853	.714	.864

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6161_007 **Day:** THURSDAY

City: City of Banning **Date:** 12/6/2012

AM

NS/EW Streets:	San Gorgonio Ave			San Gorgonio Ave			Lincoln St			Lincoln St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	1	1	1	
7:00 AM	23	20	13	4	17	2	5	14	14	13	12	7	**144**
7:15 AM	19	70	11	1	49	3	3	17	12	29	10	1	**225**
7:30 AM	24	64	16	8	46	7	13	21	11	29	7	5	**251**
7:45 AM	17	10	5	2	9	3	7	23	14	3	6	0	**99**
8:00 AM	19	4	6	3	1	4	8	11	8	1	18	5	**88**
8:15 AM	10	11	3	2	9	4	9	12	12	2	11	6	**91**
8:30 AM	14	11	7	6	10	5	4	14	7	6	10	3	**97**
8:45 AM	21	12	11	2	6	5	6	17	10	4	16	3	**113**
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	147	202	72	28	147	33	55	129	88	87	90	30	1108
APPROACH %'s :	34.92%	47.98%	17.10%	13.46%	70.67%	15.87%	20.22%	47.43%	32.35%	42.03%	43.48%	14.49%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	83	164	45	15	121	15	28	75	51	74	35	13	719
PEAK HR FACTOR :		0.702			0.619			0.856			0.744		0.716

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6161_007 **Day:** THURSDAY

City: City of Banning **Date:** 12/6/2012

PM

NS/EW Streets:	San Gorgonio Ave			San Gorgonio Ave			Lincoln St			Lincoln St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	1	1	1	
4:00 PM	17	10	9	8	13	8	9	19	20	4	22	6	**145**
4:15 PM	18	9	9	2	9	5	6	15	18	9	18	3	**121**
4:30 PM	9	12	4	6	8	19	8	11	15	7	26	12	**137**
4:45 PM	29	10	8	6	9	10	7	20	26	10	12	6	**153**
5:00 PM	25	11	10	6	17	5	9	13	20	13	13	4	**146**
5:15 PM	11	15	4	5	11	1	6	14	23	9	10	2	**111**
5:30 PM	20	3	3	4	13	2	3	18	21	7	13	3	**110**
5:45 PM	15	5	3	3	14	4	1	10	21	3	7	2	**88**
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	144	75	50	40	94	54	49	120	164	62	121	38	1011
APPROACH %'s :	53.53%	27.88%	18.59%	21.28%	50.00%	28.72%	14.71%	36.04%	49.25%	28.05%	54.75%	17.19%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	81	42	31	20	43	39	30	59	79	39	69	25	557
PEAK HR FACTOR :		0.819			0.773			0.792			0.739		0.910

CONTROL : 4-Way Stop

ITM Peak Hour Summary

Prepared by:

NDS

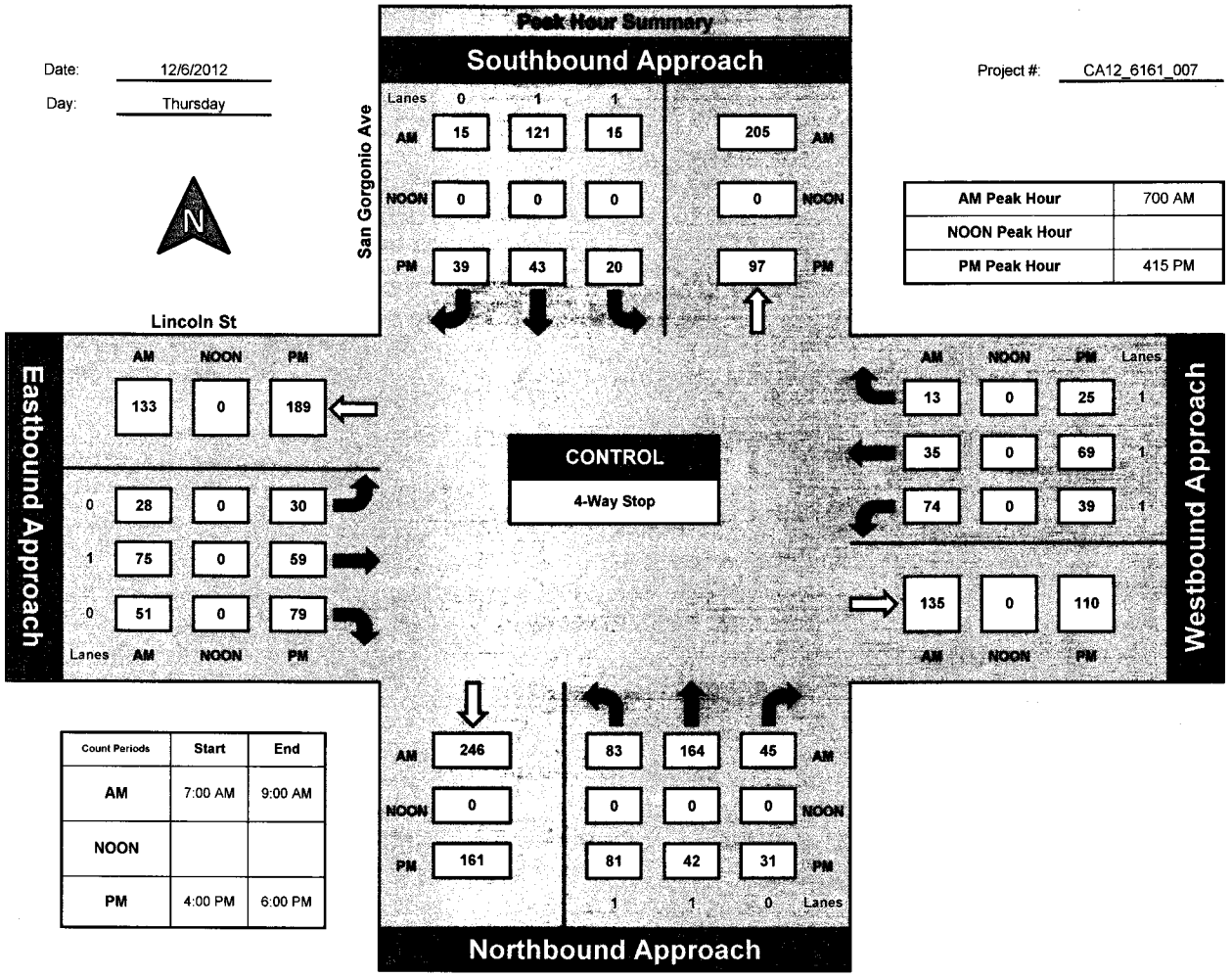
National Data & Surveying Services

San Gorgonio Ave and Lincoln St , City of Banning

Date: 12/6/2012

Day: Thursday

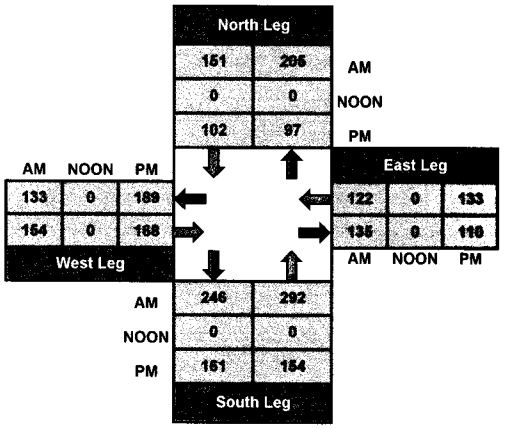
Project #: CA12_6161_007



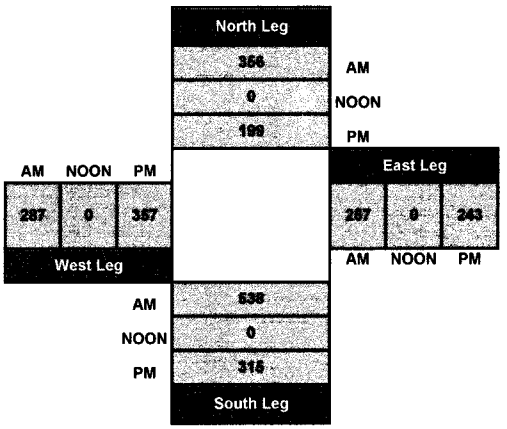
AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6161_008 **Day:** THURSDAY

City: City of Banning **Date:** 12/6/2012

AM

NS/EW Streets:	San Gorgonio Ave			San Gorgonio Ave			Westward Ave			Westward Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	0	1	0	0	0	0	
7:00 AM	3	27			18	28	28		3				107
7:15 AM	11	31			26	65	70		12				215
7:30 AM	10	45			34	59	57		26				231
7:45 AM	4	18			18	9	9		1				59
8:00 AM	1	21			8	2	7		4				43
8:15 AM	2	15			14	9	6		1				47
8:30 AM	2	19			11	9	11		1				53
8:45 AM	3	27			16	5	10		2				63
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	36	203	0	0	145	186	198	0	50	0	0	0	818
APPROACH %'s :	15.06%	84.94%	0.00%	0.00%	43.81%	56.19%	79.84%	0.00%	20.16%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	28	121	0	0	96	161	164	0	42	0	0	0	612
PEAK HR FACTOR :		0.677			0.691			0.620			0.000		0.662

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6161_008 **Day:** THURSDAY

City: City of Banning **Date:** 12/6/2012

PM

NS/EW Streets:	San Gorgonio Ave			San Gorgonio Ave			Westward Ave			Westward Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	0	1	0	0	0	0	
4:00 PM	1	26			18	11	8		9				73
4:15 PM	3	18			23	8	9		5				66
4:30 PM	5	15			23	5	5		7				60
4:45 PM	2	40			35	7	6		7				97
5:00 PM	2	22			28	19	18		5				94
5:15 PM	1	18			27	9	9		2				66
5:30 PM	0	17			31	7	3		4				62
5:45 PM	3	16			23	7	3		7				59

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	17	172	0	0	208	73	61	0	46	0	0	0	577
APPROACH %'s :	8.99%	91.01%	0.00%	0.00%	74.02%	25.98%	57.01%	0.00%	42.99%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	5	97	0	0	121	42	36	0	18	0	0	0	319
PEAK HR FACTOR :		0.607			0.867			0.587			0.000		0.822

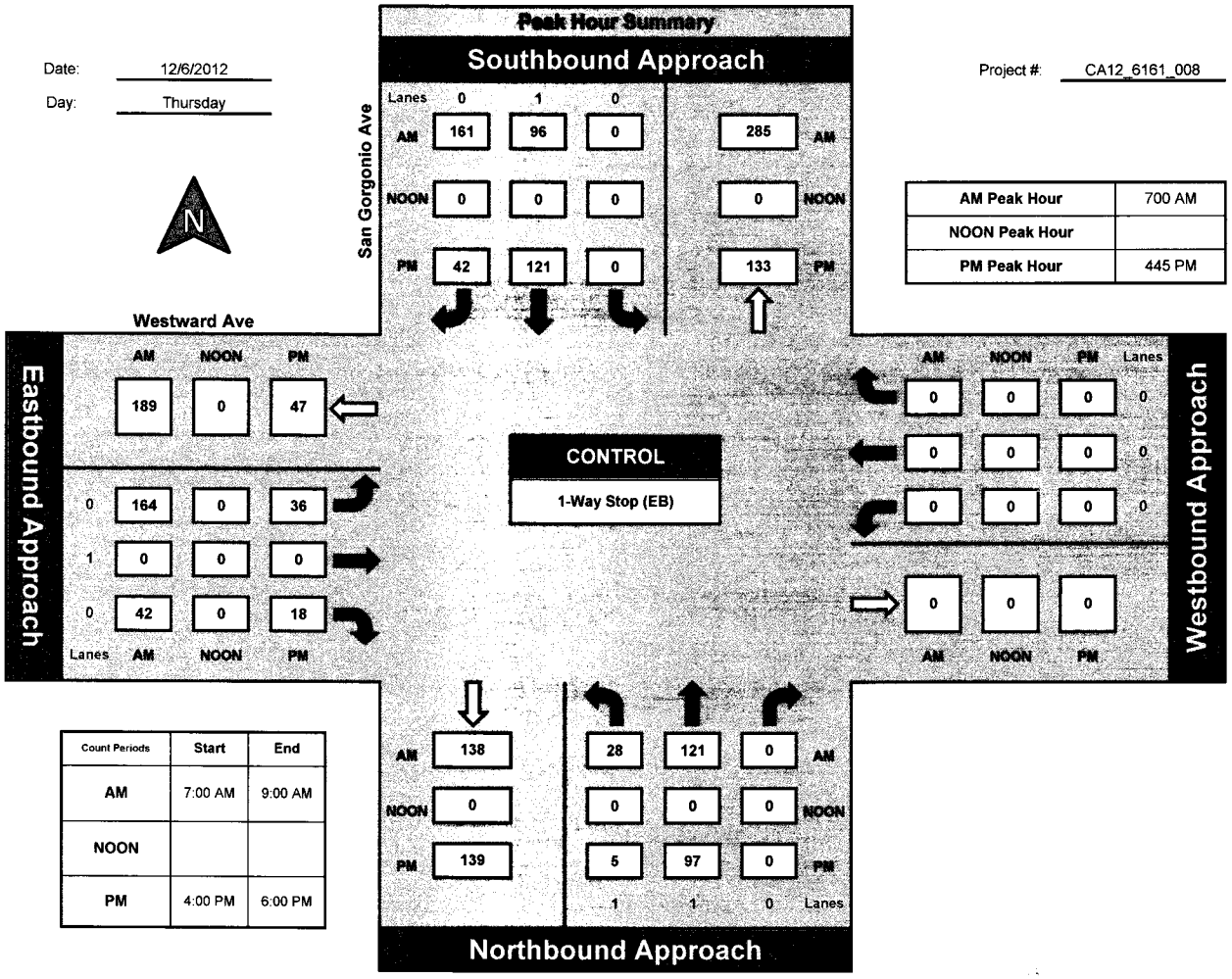
CONTROL : 1-Way Stop (EB)

ITM Peak Hour Summary

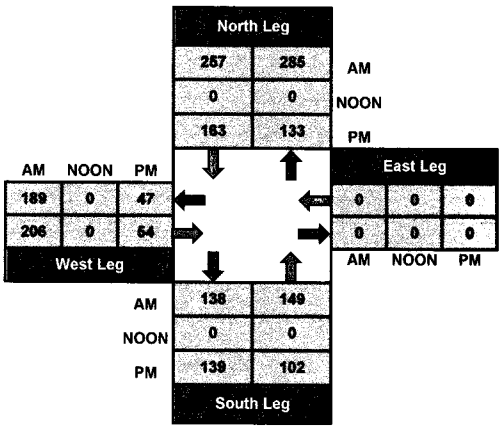
Prepared by:

National Data & Surveying Services

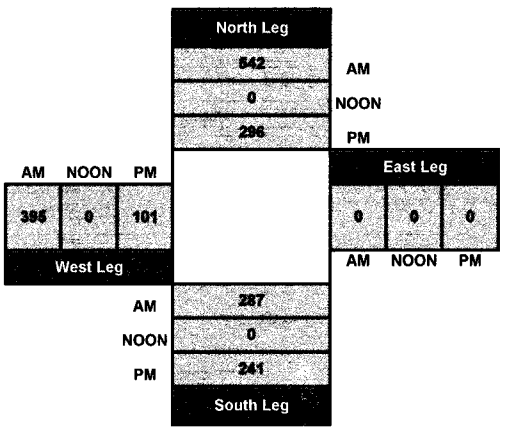
San Gorgonio Ave and Westward Ave , City of Banning



Total Ins & Outs



Total Volume Per Leg



INTERSECTION TURNING MOVEMENT COUNTS

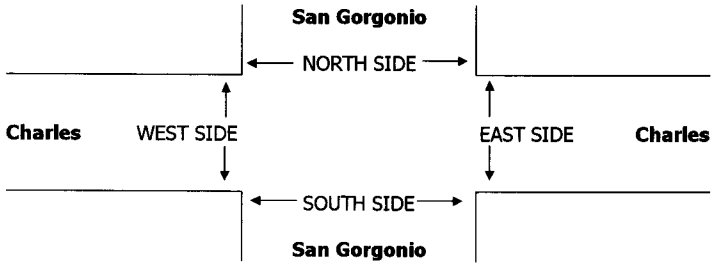
PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE:	LOCATION:	Beaumont Banning	PROJECT #:	SC0301
Thu, Jan 30, 14	NORTH & SOUTH:	San Gorgonio	LOCATION #:	7
	EAST & WEST:	Charles	CONTROL:	Stop 1 way W

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND San Gorgonio			SOUTHBOUND San Gorgonio			EASTBOUND Charles			WESTBOUND Charles				U-TURNS				
	LANES:	NL X	NT 1	NR 0	SL 0	ST 2	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	15	0	4	7	0	0	0	0	1	0	8	35	0	0	0	0	0
	7:15 AM	0	25	0	8	11	0	0	0	0	0	0	18	62	0	1	0	0	1
	7:30 AM	0	8	0	26	13	0	0	0	0	0	0	14	61	0	0	0	0	0
	7:45 AM	0	15	0	5	11	0	0	0	0	1	0	8	40	0	0	0	0	0
	8:00 AM	0	19	0	5	10	0	0	0	0	0	0	6	40	0	0	0	0	0
	8:15 AM	0	20	0	5	15	0	0	0	0	0	0	5	45	0	0	0	0	0
	8:30 AM	0	21	0	4	15	0	0	0	0	0	0	1	41	0	0	0	0	0
	8:45 AM	0	20	0	4	11	0	0	0	0	0	0	10	45	0	0	0	0	0
	VOLUMES	0	143	0	61	93	0	0	0	0	2	0	70	370	0	1	0	0	1
	APPROACH %	0%	100%	0%	40%	60%	0%	0%	0%	0%	3%	0%	97%						
	APP/DEPART	143	/	214	155	/	95	0	/	61	72	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	67	0	44	45	0	0	0	0	1	0	46	203					
	APPROACH %	0%	100%	0%	49%	51%	0%	0%	0%	0%	2%	0%	98%						
	PEAK HR FACTOR		0.670			0.571			0.000			0.653		0.819					
	APP/DEPART	67	/	113	89	/	46	0	/	44	47	/	0	0					
PM	4:00 PM	0	15	0	7	22	0	0	0	0	0	0	7	51	0	0	0	0	0
	4:15 PM	0	14	0	11	17	0	0	0	0	0	0	7	49	0	0	0	0	0
	4:30 PM	0	23	0	8	14	0	0	0	0	0	0	6	51	0	0	0	1	1
	4:45 PM	0	10	0	7	16	0	0	0	0	0	0	1	34	0	0	0	0	0
	5:00 PM	0	16	0	3	26	0	0	0	0	1	0	4	50	0	0	0	0	0
	5:15 PM	0	14	0	12	13	0	0	0	0	1	0	3	43	0	0	0	0	0
	5:30 PM	0	10	0	7	21	0	0	0	0	1	0	6	45	0	0	0	0	0
	5:45 PM	0	10	0	9	19	0	0	0	0	0	0	5	43	0	1	0	0	1
	VOLUMES	0	112	0	64	148	0	0	0	0	3	0	39	368	0	1	0	1	2
	APPROACH %	0%	100%	0%	30%	70%	0%	0%	0%	0%	7%	0%	93%						
	APP/DEPART	112	/	152	213	/	151	0	/	65	43	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	62	0	33	69	0	0	0	0	0	0	21	185					
	APPROACH %	0%	100%	0%	32%	68%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.674			0.879			0.000			0.750		0.907					
	APP/DEPART	62	/	83	102	/	69	0	/	33	21	/	0	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

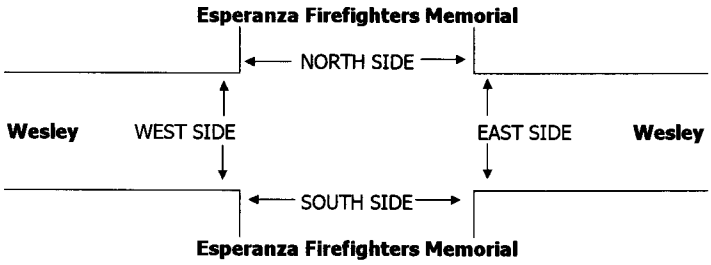
PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE:					
Thu, Jan 30, 14	LOCATION:	Beaumont Banning	PROJECT #:	SC0301	
	NORTH & SOUTH:	Esperanza Firefighters Memorial	LOCATION #:	8	
	EAST & WEST:	Wesley	CONTROL:	Stop 1 way W	

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Esperanza Firefighters Memorial			SOUTHBOUND Esperanza Firefighters Memorial			EASTBOUND Wesley			WESTBOUND Wesley				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	15	2	1	5	1	0	1	0	1	0	0	26	0	0	0	0	0
	7:15 AM	0	19	0	2	7	2	0	0	1	0	1	4	36	0	0	0	0	0
	7:30 AM	0	6	0	4	7	0	0	0	0	0	0	3	20	0	0	0	0	0
	7:45 AM	0	8	1	0	8	3	2	0	0	0	0	5	27	0	0	0	0	0
	8:00 AM	1	14	0	1	7	1	3	0	0	0	0	1	28	0	0	0	0	0
	8:15 AM	0	10	0	1	15	1	3	0	0	0	0	1	31	0	0	0	0	0
	8:30 AM	0	16	0	1	12	1	4	0	0	0	0	0	34	0	0	1	0	1
	8:45 AM	0	17	0	3	7	2	3	0	1	0	0	1	34	0	1	0	0	1
	VOLUMES	1	105	3	13	68	11	15	1	2	1	1	15	238	0	1	1	0	2
	APPROACH %	1%	96%	3%	14%	74%	12%	83%	6%	11%	6%	6%	88%						
	APP/DEPART	109	/	136	93	/	71	19	/	17	17	/	14	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	1	57	0	6	41	5	13	0	1	0	0	3	127					
	APPROACH %	2%	98%	0%	12%	79%	10%	93%	0%	7%	0%	0%	100%						
	PEAK HR FACTOR		0.853			0.765			0.875			0.750		0.934					
	APP/DEPART	58	/	73	52	/	42	14	/	6	3	/	6	0					
PM	4:00 PM	0	11	0	3	16	3	2	0	0	0	0	2	37	0	0	0	0	0
	4:15 PM	0	11	0	7	11	1	1	0	0	0	0	0	31	0	0	0	0	0
	4:30 PM	0	19	0	4	11	2	2	0	0	0	0	3	41	0	0	0	0	0
	4:45 PM	0	9	0	0	15	1	0	0	0	0	0	0	25	0	0	0	0	0
	5:00 PM	0	12	0	4	18	5	0	0	0	1	0	4	44	0	0	0	0	0
	5:15 PM	0	11	0	0	12	1	3	0	0	0	0	1	28	0	0	0	0	0
	5:30 PM	0	9	0	2	19	3	0	0	0	0	0	0	33	0	0	0	0	0
	5:45 PM	0	3	1	2	9	4	2	0	0	0	0	2	23	0	0	0	0	0
	VOLUMES	0	85	1	22	111	20	10	0	0	1	0	12	262	0	0	0	0	0
	APPROACH %	0%	99%	1%	14%	73%	13%	100%	0%	0%	8%	0%	92%						
	APP/DEPART	86	/	107	153	/	112	10	/	23	13	/	20	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	51	0	15	55	9	3	0	0	1	0	7	141					
	APPROACH %	0%	100%	0%	19%	70%	11%	100%	0%	0%	13%	0%	88%						
	PEAK HR FACTOR		0.671			0.731			0.375			0.400		0.801					
	APP/DEPART	51	/	61	79	/	56	3	/	15	8	/	9	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

City of Banning
N/S: San Gorgonio Ave / Old Idyllwild Rd
E/W: SR-243 Highway
Weather: Sunny

File Name : BANSG243AM
Site Code : 00000015
Start Date : 2/5/2013
Page No : 1

Groups Printed- Total Volume

	San Gorgonio Avenue Southbound			SR-243 Highway Westbound			Old Idyllwild Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	5	1	6	0	17	17	0	0	0	23
07:15 AM	12	0	12	0	15	15	1	0	1	28
07:30 AM	13	0	13	0	18	18	0	0	0	31
07:45 AM	8	0	8	0	8	8	1	0	1	17
Total	38	1	39	0	58	58	2	0	2	99
08:00 AM	6	0	6	0	13	13	0	0	0	19
08:15 AM	8	0	8	0	12	12	0	0	0	20
08:30 AM	5	1	6	0	14	14	1	0	1	21
08:45 AM	5	0	5	0	17	17	2	0	2	24
Total	24	1	25	0	56	56	3	0	3	84
Grand Total	62	2	64	0	114	114	5	0	5	183
Apprch %	96.9	3.1		0	100		100	0		
Total %	33.9	1.1	35	0	62.3	62.3	2.7	0	2.7	

	San Gorgonio Avenue Southbound			SR-243 Highway Westbound			Old Idyllwild Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	5	**1**	6	0	17	17	0	0	0	23
07:15 AM	12	0	12	0	15	15	**1**	0	**1**	28
07:30 AM	**13**	0	**13**	0	**18**	**18**	0	0	0	**31**
07:45 AM	8	0	8	0	8	8	1	0	1	17
Total Volume	38	1	39	0	58	58	2	0	2	99
% App. Total	97.4	2.6		0	100		100	0		
PHF	.731	.250	.750	.000	.806	.806	.500	.000	.500	.798

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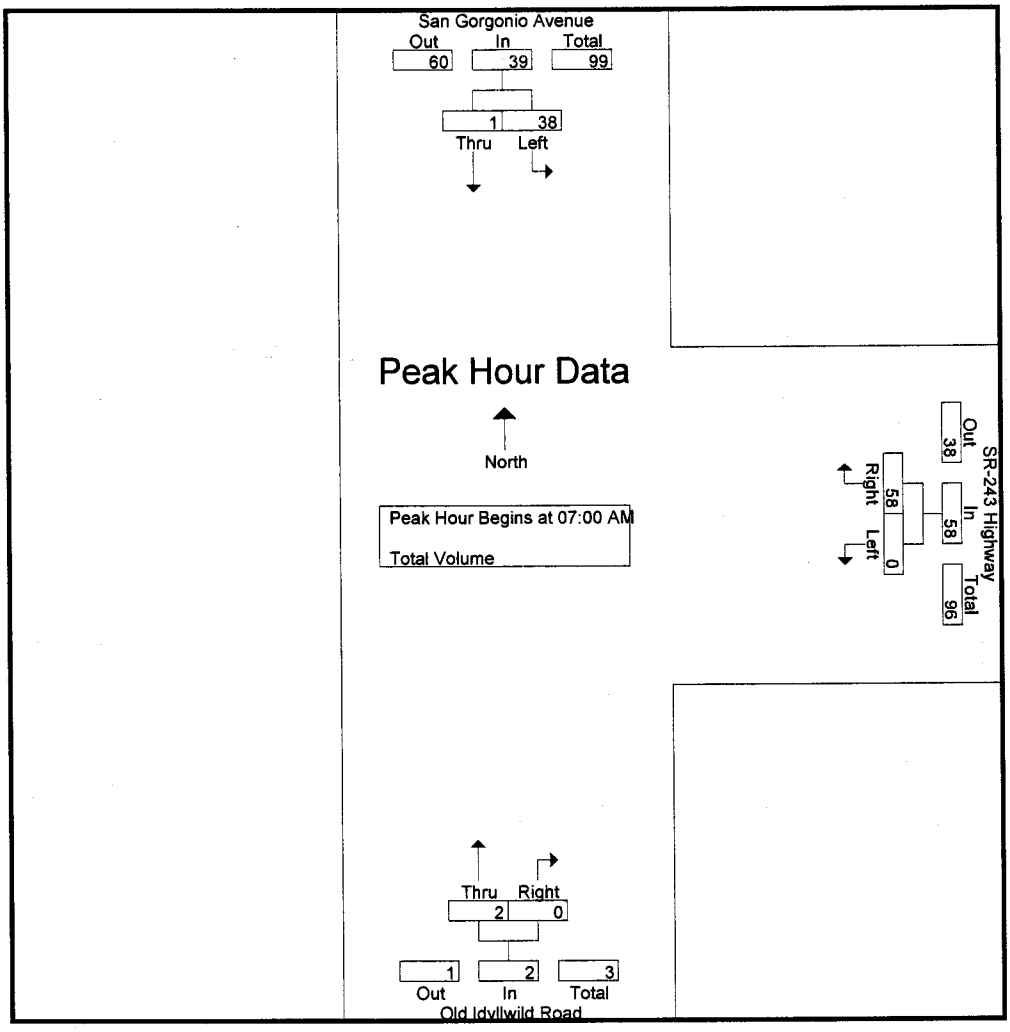
Weather: Sunny

File Name : BANSG243AM
Site Code : 00000015
Start Date : 2/5/2013
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			08:00 AM		
+0 mins.	5	**1**	6	0	17	17	0	0	0
+15 mins.	12	0	12	0	15	15	0	0	0
+30 mins.	**13**	0	**13**	0	**18**	**18**	1	0	1
+45 mins.	8	0	8	0	8	8	**2**	0	**2**
Total Volume	38	1	39	0	58	58	3	0	3
% App. Total	97.4	2.6		0	100		100	0	
PHF	.731	.250	.750	.000	.806	.806	.375	.000	.375

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City of Banning
N/S: San Gorgonio Ave / Old Idyllwild Rd
E/W: SR-243 Highway
Weather: Sunny

File Name : BANSG243PM
Site Code : 00000015
Start Date : 2/5/2013
Page No : 1

Groups Printed- Total Volume

	San Gorgonio Avenue Southbound			SR-243 Highway Westbound			Old Idyllwild Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	11	0	11	0	11	11	1	0	1	23
04:15 PM	15	0	15	0	9	9	1	0	1	25
04:30 PM	14	0	14	0	16	16	0	0	0	30
04:45 PM	6	0	6	0	7	7	0	0	0	13
Total	46	0	46	0	43	43	2	0	2	91
05:00 PM	14	0	14	0	16	16	0	0	0	30
05:15 PM	15	1	16	0	12	12	0	0	0	28
05:30 PM	23	1	24	0	16	16	0	0	0	40
05:45 PM	17	0	17	0	4	4	1	0	1	22
Total	69	2	71	0	48	48	1	0	1	120
Grand Total	115	2	117	0	91	91	3	0	3	211
Apprch %	98.3	1.7		0	100		100	0		
Total %	54.5	0.9	55.5	0	43.1	43.1	1.4	0	1.4	

	San Gorgonio Avenue Southbound			SR-243 Highway Westbound			Old Idyllwild Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	14	0	14	0	**16**	**16**	0	0	0	30
05:15 PM	15	**1**	16	0	12	12	0	0	0	28
05:30 PM	**23**	1	**24**	0	16	16	0	0	0	**40**
05:45 PM	17	0	17	0	4	4	**1**	0	**1**	22
Total Volume	69	2	71	0	48	48	1	0	1	120
% App. Total	97.2	2.8		0	100		100	0		
PHF	.750	.500	.740	.000	.750	.750	.250	.000	.250	.750

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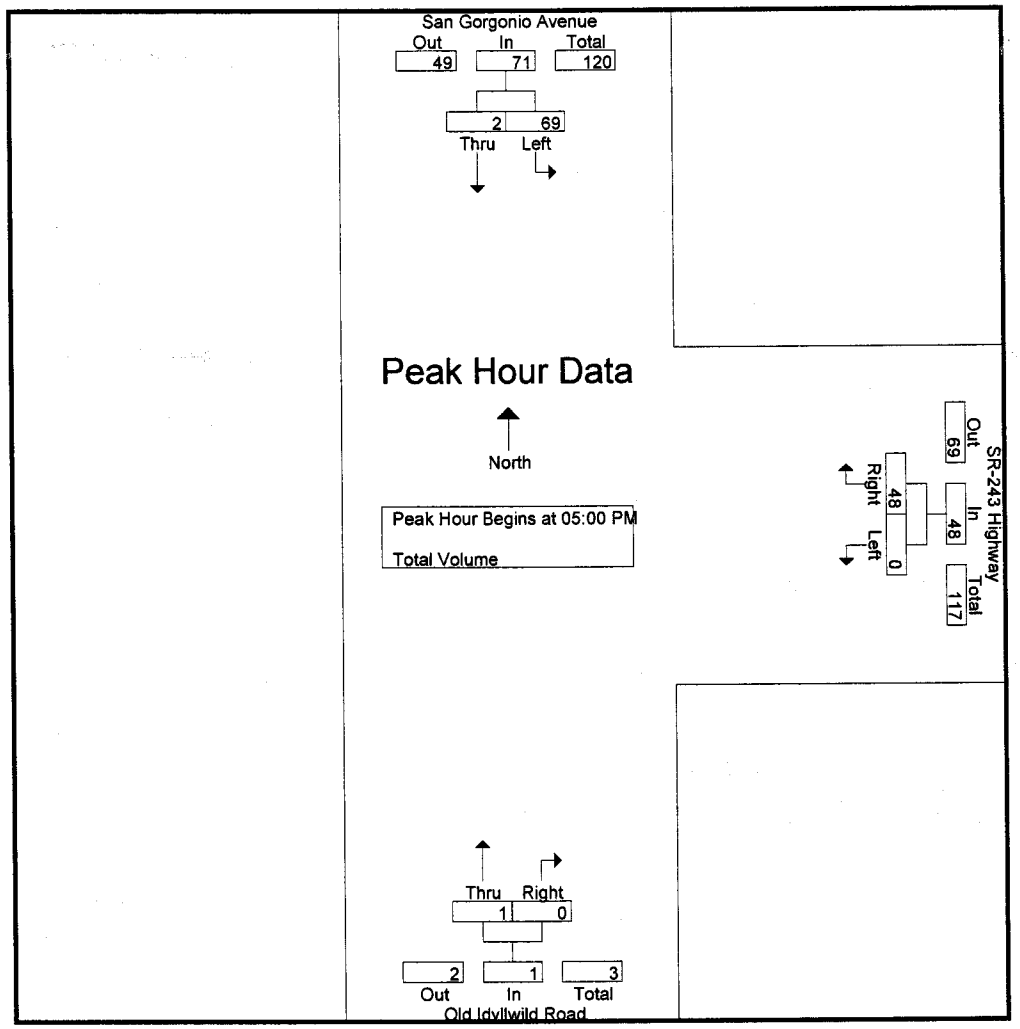


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:30 PM			04:00 PM		
+0 mins.	14	0	14	0	**16**	**16**	**1**	0	**1**
+15 mins.	15	**1**	16	0	7	7	1	0	1
+30 mins.	**23**	1	**24**	0	16	16	0	0	0
+45 mins.	17	0	17	0	12	12	0	0	0
Total Volume	69	2	71	0	51	51	2	0	2
% App. Total	97.2	2.8		0	100		100	0	
PHF	.750	.500	.740	.000	.797	.797	.500	.000	.500

APPENDIX C

Future Growth Increment Worksheets

INTERSECTION	LEG	MODEL 2007 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2017 ADT
Beaumont Avenue/SR-79 (NS) / 1st Street (EW) - #1	North	37,782	22,600	75,462	50,900	26,600
	South	39,585	25,700	87,416	61,600	30,800
	East	5,162	11,800	18,951	22,100	13,300
	West	1,424	5,000	1,973	5,500	5,100
Beaumont Avenue/SR-79 (NS) / Potrero Boulevard (EW) - #2	North	39,585	25,700	87,416	61,600	30,800
	South	39,585	25,700	87,416	61,600	30,800
	East	-	-	-	-	-
	West	-	-	-	-	-
Beaumont Avenue/SR-79 (NS) / California Avenue (EW) - #3	North	39,529	27,400	91,997	66,800	33,000
	South	44,817	31,000	106,247	77,100	37,600
	East	-		-	-	-
	West	5,589	3,700	14,362	10,300	4,600
Michigan Avenue (NS) / 1st Street (EW) - #4	North	-	-	-	-	-
	South	-	3,300	-	3,600	3,300
	East	5,303	8,700	19,283	19,200	10,200
	West	5,303	10,700	19,283	21,200	12,200
Pennsylvania Avenue (NS) / 1st Street (EW) - #5	North	3,458	8,400	12,962	15,500	9,400
	South	2,767	-	5,930	2,400	300
	East	1,594	9,900	6,427	13,500	10,400
	West	5,303	8,700	19,283	19,200	10,200
Highland Springs Avenue (NS) / 14th Street (EW) - #6	North	3,665	6,100	33,355	28,400	9,300
	South	3,665	6,100	33,355	28,400	9,300
	East	-	-	-	-	-
	West	-	-	-	-	-
Highland Springs Avenue (NS) / Oak Valley Parkway (EW) - #7	North	3,665	6,000	33,355	28,300	9,200
	South	5,577	10,500	19,135	20,700	12,000
	East	-	-	-	-	-
	West	2,490	5,000	6,919	8,300	5,500
Highland Springs Avenue (NS) / 8th Street/Wilson Street (EW) - #8	North	6,027	13,600	25,438	28,200	15,700
	South	5,918	15,800	25,086	30,200	17,900
	East	3,542	9,200	23,612	24,300	11,400
	West	3,503	3,300	18,164	14,300	4,900
Highland Springs Avenue (NS) / 6th Street/Ramsey Street (EW) - #9	North	5,918	16,600	25,086	31,000	18,700
	South	9,225	20,700	21,667	30,000	22,000
	East	4,760	12,900	20,512	24,700	14,600
	West	3,031	12,700	24,822	29,000	15,000
Highland Springs Avenue (NS) / I-10 Freeway WB Ramps (EW) - #10	North	9,225	25,500	21,667	35,600	26,800
	South	9,850	26,100	26,535	39,700	27,900
	East	3,100	7,100	8,117	11,200	7,600
	West	3,794	7,100	6,822	9,600	7,400
Highland Springs Avenue (NS) / I-10 Freeway EB Ramps (EW) - #11	North	9,850	25,800	26,535	39,400	27,600
	South	10,502	29,200	31,398	46,200	31,400
	East	1,995	6,600	8,138	11,600	7,300
	West	4,300	10,000	6,356	11,700	10,200

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2017 ADT
Highland Springs Avenue (NS) / 1st Street/Sun Lakes Boulevard (EW) - #12	North	10,406	11,800	28,238	26,300	14,400
	South	8,001	6,100	29,641	23,700	9,300
	East	3,313	6,000	20,950	20,400	8,600
	West	1,548	4,900	12,999	14,200	6,600
Highland Home Road (NS) / Wilson Street (EW) -#14	North	-	200	-	200	200
	South	1,900	1,100	4,339	3,100	1,500
	East	5,190	8,200	38,247	35,100	13,100
	West	3,567	7,600	30,469	29,500	11,600
Highland Home Road (NS) / Ramsey Street (EW) -#15	North	1,900	1,700	4,339	3,700	2,100
	South	-	200	-	200	200
	East	2,603	10,200	22,799	26,700	13,200
	West	4,087	11,100	22,799	26,300	13,900
Highland Home Road (NS) / Sun Lakes Boulevard (EW) -#16	North	-		-	-	-
	South	-	400	9,993	8,500	1,900
	East	-		-	-	-
	West	-	400	9,993	8,500	1,900
Sunset Avenue (NS) / Wilson Street (EW) - #18	North	1,226	500	5,234	3,800	1,100
	South	3,152	6,100	13,377	14,400	7,600
	East	4,663	4,800	31,047	26,300	8,700
	West	3,982	7,700	25,923	25,600	11,000
Sunset Avenue (NS) / Ramsey Street (EW) - #19	North	6,208	8,400	15,714	16,100	9,800
	South	9,258	9,800	32,490	28,700	13,200
	East	3,376	10,100	18,232	22,200	12,300
	West	2,603	10,000	22,799	26,500	13,000
Sunset Avenue (NS) / I-10 Freeway WB Ramps (EW) - #20	North	9,258	10,500	32,490	29,400	13,900
	South	6,373	7,200	24,250	21,800	9,800
	East	1,152	2,200	4,152	4,600	2,600
	West	3,439	2,900	9,278	7,700	3,800
Sunset Avenue (NS) / I-10 Freeway EB Ramps (EW) - #21	North	6,373	7,300	24,250	21,900	9,900
	South	2,763	4,000	19,476	17,600	6,500
	East	958	1,700	989	1,900	1,700
	West	3,054	3,700	6,893	6,800	4,300
Sunset Avenue (NS) / Lincoln Street (EW) - #22	North	2,885	3,700	19,476	17,200	6,200
	South	1,307	2,100	15,431	13,600	4,200
	East	2,508	1,800	20,186	16,200	4,400
	West	-	-	-	-	-

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2017 ADT
Sunset Avenue (NS) / Westward Avenue (EW) - #23	North	223	1,000	15,431	13,400	3,300
	South	-	400	780	1,000	500
	East	223	700	3,976	3,800	1,300
	West	-		-	-	-
Sunset Avenue (NS) / D Street (EW) - #24	North	-	400	343	700	500
	South	-	400	343	700	500
	East	-		-	-	-
	West	-		-	-	-
A Street (NS) / Westward Avenue (EW) - #25	North	-		-	-	-
	South	-		-	-	-
	East	203	700	4,082	3,900	1,300
	West	203	700	4,082	3,900	1,300
22nd Street (NS) / Ramsey Street (EW) - #26	North	277	2,200	1,400	3,100	2,400
	South	3,704	8,000	8,019	11,500	8,600
	East	3,637	13,500	17,950	25,200	15,600
	West	1,974	9,400	16,380	21,100	11,500
22nd Street (NS) / I-10 Freeway WB Ramps (EW) - #27	North	3,704	8,900	8,019	12,400	9,500
	South	2,703	5,200	4,153	6,400	5,400
	East	388	1,400	3,539	4,000	1,900
	West	1,628	3,500	2,347	4,100	3,600
22nd Street (NS) / I-10 Freeway EB Ramps (EW) - #28	North	2,703	5,400	4,153	6,600	5,600
	South	2,532	2,400	2,692	2,600	2,400
	East	275	900	153	1,000	900
	West	2,565	3,000	3,286	3,600	3,100
22nd Street (NS) / Lincoln Street (EW) - #29	North	2,532	2,300	2,692	2,500	2,300
	South	699	1,300	2,692	2,900	1,600
	East	4,118	1,800	20,186	14,900	4,200
	West	2,508	1,700	20,186	16,100	4,300
22nd Street (NS) / Westward Avenue (EW) - #30	North	709	900	2,692	2,500	1,200
	South	-	100	786	700	200
	East	707	1,000	5,505	4,900	1,700
	West	449	1,000	4,082	4,000	1,500
8th Street (NS) / Wilson Street (EW) - #31	North	-	3,700	-	4,100	3,800
	South	2,994	4,600	3,251	5,100	4,700
	East	4,479	3,800	24,184	19,900	6,700
	West	4,503	4,300	23,965	20,200	7,200
8th Street (NS) / Ramsey Street (EW) - #32	North	2,509	7,200	3,084	7,900	7,300
	South	6,733	12,100	8,800	13,800	12,400
	East	3,476	10,000	12,351	17,200	11,300
	West	2,227	11,500	13,909	21,000	13,200
8th Street (NS) / I-10 Freeway WB Ramps (EW) - #33	North	6,733	13,100	8,800	14,800	13,400
	South	5,910	9,200	10,178	12,700	9,800
	East	1,536	2,100	5,194	5,100	2,600
	West	2,796	5,700	1,262	6,300	5,800

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2017 ADT
8th Street (NS) / I-10 Freeway EB Ramps (EW) - #34	North	5,910	9,400	10,178	12,900	10,000
	South	5,158	7,000	8,848	10,000	7,500
	East	1,260	1,700	2,597	2,800	1,900
	West	3,097	4,800	2,313	5,300	4,900
8th Street (NS) / Lincoln Street (EW) - #35	North	5,158	7,000	8,848	10,000	7,500
	South	381	2,100	2,621	3,900	2,400
	East	3,765	4,700	14,272	13,300	6,300
	West	3,106	2,000	17,931	14,100	4,200
8th Street (NS) / Westward Avenue (EW) - #36	North	381	1,600	2,621	3,400	1,900
	South	-	-	547	400	100
	East	450	2,000	5,312	6,000	2,700
	West	1,081	1,000	5,921	4,900	1,700
San Gorgonio Avenue (NS) / Wilson Street (EW) - #37	North	3,737	1,800	14,564	10,600	3,400
	South	1,933	3,000	5,049	5,500	3,500
	East	1,202	3,400	20,506	19,100	6,300
	West	3,610	3,500	22,399	18,800	6,300
San Gorgonio Avenue (NS) / Ramsey Street (EW) - #38	North	2,964	3,300	4,689	4,700	3,600
	South	1,484	2,400	4,870	5,200	2,900
	East	860	5,600	11,993	14,700	7,200
	West	2,362	6,500	11,704	14,100	7,900
San Gorgonio Avenue (NS) / Lincoln Street (EW) - #39	North	1,484	2,400	4,870	5,200	2,900
	South	9,047	3,800	9,766	4,400	3,900
	East	5,176	2,900	16,044	11,800	4,500
	West	3,765	4,300	14,272	12,900	5,900
San Gorgonio Avenue (NS) / Westward Avenue (EW) - #40	North	9,599	3,600	12,683	6,100	4,100
	South	10,057	2,900	11,615	4,200	3,100
	East	-	-	-	-	-
	West	450	1,200	4,839	4,800	1,900
San Gorgonio Avenue (NS) / Charles Street (EW) - #41	North	9,047	2,200	11,615	4,300	2,600
	South	9,599	1,600	9,371	1,800	1,600
	East	1,166	600	2,676	1,800	800
	West	-	-	-	-	-
San Gorgonio Avenue (NS) / Wesley Street (EW) - #42	North	8,316	1,700	9,136	2,400	1,800
	South	9,955	1,300	10,148	1,500	1,300
	East	1,643	300	1,273	300	300
	West	-	100	-	100	100
San Gorgonio Avenue/Old Idyllwild Road (NS) / SR-243 (EW) - #43	North	9,542	1,400	10,148	1,900	1,500
	South	-	-	-	-	-
	East	9,542	1,400	10,148	1,900	1,500
	West	-	-	-	-	-
San Gorgonio Avenue (NS) / C Street (EW) - #44	North	9,542	1,400	10,148	1,900	1,500
	South	9,542	1,400	10,676	2,300	1,600
	East	-	-	-	-	-
	West	-	-	529	400	100

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2007 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2019 ADT
Beaumont Avenue/SR-79 (NS) / 1st Street (EW) - #1	North	37,782	22,600	75,462	50,900	29,300
	South	39,585	25,700	87,416	61,600	34,200
	East	5,162	11,800	18,951	22,100	14,300
	West	1,424	5,000	1,973	5,500	5,100
Beaumont Avenue/SR-79 (NS) / Potrero Boulevard (EW) - #2	North	39,585	25,700	87,416	61,600	34,200
	South	39,585	25,700	87,416	61,600	34,200
	East	-	-	-	-	-
	West	-	-	-	-	-
Beaumont Avenue/SR-79 (NS) / California Avenue (EW) - #3	North	39,529	27,400	91,997	66,800	36,800
	South	44,817	31,000	106,247	77,100	42,000
	East	-		-	-	-
	West	5,589	3,700	14,362	10,300	5,300
Michigan Avenue (NS) / 1st Street (EW) - #4	North	-	-	-	-	-
	South	-	3,300	-	3,600	3,400
	East	5,303	8,700	19,283	19,200	11,200
	West	5,303	10,700	19,283	21,200	13,200
Pennsylvania Avenue (NS) / 1st Street (EW) - #5	North	3,458	8,400	12,962	15,500	10,100
	South	2,767	-	5,930	2,400	600
	East	1,594	9,900	6,427	13,500	10,800
	West	5,303	8,700	19,283	19,200	11,200
Highland Springs Avenue (NS) / 14th Street (EW) - #6	North	3,665	6,100	33,355	28,400	11,400
	South	3,665	6,100	33,355	28,400	11,400
	East	-	-	-	-	-
	West	-	-	-	-	-
Highland Springs Avenue (NS) / Oak Valley Parkway (EW) - #7	North	3,665	6,000	33,355	28,300	11,300
	South	5,577	10,500	19,135	20,700	12,900
	East	-	-	-	-	-
	West	2,490	5,000	6,919	8,300	5,800
Highland Springs Avenue (NS) / 8th Street/Wilson Street (EW) - #8	North	6,027	13,600	25,438	28,200	17,100
	South	5,918	15,800	25,086	30,200	19,200
	East	3,542	9,200	23,612	24,300	12,800
	West	3,503	3,300	18,164	14,300	5,900
Highland Springs Avenue (NS) / 6th Street/Ramsey Street (EW) - #9	North	5,918	16,600	25,086	31,000	20,000
	South	9,225	20,700	21,667	30,000	22,900
	East	4,760	12,900	20,512	24,700	15,700
	West	3,031	12,700	24,822	29,000	16,600
Highland Springs Avenue (NS) / I-10 Freeway WB Ramps (EW) - #10	North	9,225	25,500	21,667	35,600	27,700
	South	9,850	26,100	26,535	39,700	29,100
	East	3,100	7,100	8,117	11,200	8,000
	West	3,794	7,100	6,822	9,600	7,600
Highland Springs Avenue (NS) / I-10 Freeway EB Ramps (EW) - #11	North	9,850	25,800	26,535	39,400	28,800
	South	10,502	29,200	31,398	46,200	32,900
	East	1,995	6,600	8,138	11,600	7,700
	West	4,300	10,000	6,356	11,700	10,400

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2019 ADT
Highland Springs Avenue (NS) / 1st Street/Sun Lakes Boulevard (EW) - #12	North	10,406	11,800	28,238	26,300	15,800
	South	8,001	6,100	29,641	23,700	10,900
	East	3,313	6,000	20,950	20,400	9,900
	West	1,548	4,900	12,999	14,200	7,400
Highland Home Road (NS) / Wilson Street (EW) -#14	North	-	200	-	200	200
	South	1,900	1,100	4,339	3,100	1,600
	East	5,190	8,200	38,247	35,100	15,500
	West	3,567	7,600	30,469	29,500	13,600
Highland Home Road (NS) / Ramsey Street (EW) -#15	North	1,900	1,700	4,339	3,700	2,200
	South	-	200	-	200	200
	East	2,603	10,200	22,799	26,700	14,700
	West	4,087	11,100	22,799	26,300	15,300
Highland Home Road (NS) / Sun Lakes Boulevard (EW) -#16	North	-		-	-	-
	South	-	400	9,993	8,500	2,600
	East	-		-	-	-
	West	-	400	9,993	8,500	2,600
Sunset Avenue (NS) / Wilson Street (EW) - #18	North	1,226	500	5,234	3,800	1,400
	South	3,152	6,100	13,377	14,400	8,400
	East	4,663	4,800	31,047	26,300	10,700
	West	3,982	7,700	25,923	25,600	12,600
Sunset Avenue (NS) / Ramsey Street (EW) - #19	North	6,208	8,400	15,714	16,100	10,500
	South	9,258	9,800	32,490	28,700	15,000
	East	3,376	10,100	18,232	22,200	13,400
	West	2,603	10,000	22,799	26,500	14,500
Sunset Avenue (NS) / I-10 Freeway WB Ramps (EW) - #20	North	9,258	10,500	32,490	29,400	15,700
	South	6,373	7,200	24,250	21,800	11,200
	East	1,152	2,200	4,152	4,600	2,900
	West	3,439	2,900	9,278	7,700	4,200
Sunset Avenue (NS) / I-10 Freeway EB Ramps (EW) - #21	North	6,373	7,300	24,250	21,900	11,300
	South	2,763	4,000	19,476	17,600	7,700
	East	958	1,700	989	1,900	1,700
	West	3,054	3,700	6,893	6,800	4,600
Sunset Avenue (NS) / Lincoln Street (EW) - #22	North	2,885	3,700	19,476	17,200	7,400
	South	1,307	2,100	15,431	13,600	5,200
	East	2,508	1,800	20,186	16,200	5,700
	West	-	-	-	-	-

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2019 ADT
Sunset Avenue (NS) / Westward Avenue (EW) - #23	North	223	1,000	15,431	13,400	4,400
	South	-	400	780	1,000	600
	East	223	700	3,976	3,800	1,500
	West	-		-	-	-
Sunset Avenue (NS) / D Street (EW) - #24	North	-	400	343	700	500
	South	-	400	343	700	500
	East	-		-	-	-
	West	-		-	-	-
A Street (NS) / Westward Avenue (EW) - #25	North	-		-	-	-
	South	-		-	-	-
	East	203	700	4,082	3,900	1,600
	West	203	700	4,082	3,900	1,600
22nd Street (NS) / Ramsey Street (EW) - #26	North	277	2,200	1,400	3,100	2,400
	South	3,704	8,000	8,019	11,500	9,000
	East	3,637	13,500	17,950	25,200	16,700
	West	1,974	9,400	16,380	21,100	12,600
22nd Street (NS) / I-10 Freeway WB Ramps (EW) - #27	North	3,704	8,900	8,019	12,400	9,900
	South	2,703	5,200	4,153	6,400	5,500
	East	388	1,400	3,539	4,000	2,100
	West	1,628	3,500	2,347	4,100	3,700
22nd Street (NS) / I-10 Freeway EB Ramps (EW) - #28	North	2,703	5,400	4,153	6,600	5,700
	South	2,532	2,400	2,692	2,600	2,500
	East	275	900	153	1,000	900
	West	2,565	3,000	3,286	3,600	3,200
22nd Street (NS) / Lincoln Street (EW) - #29	North	2,532	2,300	2,692	2,500	2,400
	South	699	1,300	2,692	2,900	1,700
	East	4,118	1,800	20,186	14,900	5,400
	West	2,508	1,700	20,186	16,100	5,600
22nd Street (NS) / Westward Avenue (EW) - #30	North	709	900	2,692	2,500	1,300
	South	-	100	786	700	300
	East	707	1,000	5,505	4,900	2,100
	West	449	1,000	4,082	4,000	1,800
8th Street (NS) / Wilson Street (EW) - #31	North	-	3,700	-	4,100	3,800
	South	2,994	4,600	3,251	5,100	4,700
	East	4,479	3,800	24,184	19,900	8,200
	West	4,503	4,300	23,965	20,200	8,600
8th Street (NS) / Ramsey Street (EW) - #32	North	2,509	7,200	3,084	7,900	7,400
	South	6,733	12,100	8,800	13,800	12,600
	East	3,476	10,000	12,351	17,200	12,000
	West	2,227	11,500	13,909	21,000	14,100
8th Street (NS) / I-10 Freeway WB Ramps (EW) - #33	North	6,733	13,100	8,800	14,800	13,600
	South	5,910	9,200	10,178	12,700	10,100
	East	1,536	2,100	5,194	5,100	2,900
	West	2,796	5,700	1,262	6,300	5,900

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2019 ADT
8th Street (NS) / I-10 Freeway EB Ramps (EW) - #34	North	5,910	9,400	10,178	12,900	10,300
	South	5,158	7,000	8,848	10,000	7,800
	East	1,260	1,700	2,597	2,800	2,000
	West	3,097	4,800	2,313	5,300	4,900
8th Street (NS) / Lincoln Street (EW) - #35	North	5,158	7,000	8,848	10,000	7,800
	South	381	2,100	2,621	3,900	2,600
	East	3,765	4,700	14,272	13,300	7,000
	West	3,106	2,000	17,931	14,100	5,300
8th Street (NS) / Westward Avenue (EW) - #36	North	381	1,600	2,621	3,400	2,100
	South	-	-	547	400	100
	East	450	2,000	5,312	6,000	3,100
	West	1,081	1,000	5,921	4,900	2,100
San Gorgonio Avenue (NS) / Wilson Street (EW) - #37	North	3,737	1,800	14,564	10,600	4,200
	South	1,933	3,000	5,049	5,500	3,700
	East	1,202	3,400	20,506	19,100	7,700
	West	3,610	3,500	22,399	18,800	7,700
San Gorgonio Avenue (NS) / Ramsey Street (EW) - #38	North	2,964	3,300	4,689	4,700	3,700
	South	1,484	2,400	4,870	5,200	3,200
	East	860	5,600	11,993	14,700	8,100
	West	2,362	6,500	11,704	14,100	8,600
San Gorgonio Avenue (NS) / Lincoln Street (EW) - #39	North	1,484	2,400	4,870	5,200	3,200
	South	9,047	3,800	9,766	4,400	4,000
	East	5,176	2,900	16,044	11,800	5,300
	West	3,765	4,300	14,272	12,900	6,600
San Gorgonio Avenue (NS) / Westward Avenue (EW) - #40	North	9,599	3,600	12,683	6,100	4,300
	South	10,057	2,900	11,615	4,200	3,200
	East	-	-	-	-	-
	West	450	1,200	4,839	4,800	2,200
San Gorgonio Avenue (NS) / Charles Street (EW) - #41	North	9,047	2,200	11,615	4,300	2,800
	South	9,599	1,600	9,371	1,800	1,600
	East	1,166	600	2,676	1,800	900
	West	-	-	-	-	-
San Gorgonio Avenue (NS) / Wesley Street (EW) - #42	North	8,316	1,700	9,136	2,400	1,900
	South	9,955	1,300	10,148	1,500	1,300
	East	1,643	300	1,273	300	300
	West	-	100	-	100	100
San Gorgonio Avenue/Old Idyllwild Road (NS) / SR-243 (EW) - #43	North	9,542	1,400	10,148	1,900	1,500
	South	-	-	-	-	-
	East	9,542	1,400	10,148	1,900	1,500
	West	-	-	-	-	-
San Gorgonio Avenue (NS) / C Street (EW) - #44	North	9,542	1,400	10,148	1,900	1,500
	South	9,542	1,400	10,676	2,300	1,700
	East	-	-	-	-	-
	West	-	-	529	400	100

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2007 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2022 ADT
Beaumont Avenue/SR-79 (NS) / 1st Street (EW) - #1	North	37,782	22,600	76,292	51,500	33,600
	South	39,585	25,700	87,852	61,900	39,500
	East	5,162	11,800	18,669	21,900	15,700
	West	1,424	5,000	1,916	5,500	5,200
Beaumont Avenue/SR-79 (NS) / California Avenue (EW) - #3	North	39,529	27,400	93,070	67,600	42,700
	South	44,817	31,000	107,019	77,700	48,800
	East	-		-	-	-
	West	5,589	3,700	14,061	10,100	6,100
Michigan Avenue (NS) / 1st Street (EW) - #4	North	-	-	-	-	-
	South	-	3,300	-	3,600	3,400
	East	5,303	8,700	18,996	19,000	12,600
	West	5,303	10,700	18,996	21,000	14,600
Pennsylvania Avenue (NS) / 1st Street (EW) - #5	North	3,458	8,400	12,779	15,400	11,100
	South	2,767	-	6,149	2,500	1,000
	East	1,594	9,900	6,470	13,600	11,300
	West	5,303	8,700	18,996	19,000	12,600
Highland Springs Avenue (NS) / 14th Street (EW) - #6	North	3,665	6,100	24,312	21,600	12,000
	South	3,665	6,100	16,273	15,600	9,700
	East	-	-	17,063	12,800	4,900
	West	-	-	-	-	-
Highland Springs Avenue (NS) / Oak Valley Parkway (EW) - #7	North	3,665	6,000	16,273	15,500	9,600
	South	5,577	10,500	19,228	20,700	14,400
	East	-	-	-	-	-
	West	2,490	5,000	6,939	8,300	6,300
Highland Springs Avenue (NS) / 8th Street/Wilson Street (EW) - #8	North	6,027	13,600	25,422	28,100	19,100
	South	5,918	15,800	25,240	30,300	21,300
	East	3,542	9,200	23,756	24,400	15,000
	West	3,503	3,300	18,147	14,300	7,500
Highland Springs Avenue (NS) / 6th Street/Ramsey Street (EW) - #9	North	5,918	16,600	25,240	31,100	22,100
	South	9,225	20,700	21,483	29,900	24,200
	East	4,760	12,900	20,639	24,800	17,400
	West	3,031	12,700	25,000	29,200	19,000
Highland Springs Avenue (NS) / I-10 Freeway WB Ramps (EW) - #10	North	9,225	25,500	21,483	35,500	29,000
	South	9,850	26,100	26,101	39,300	30,700
	East	3,100	7,100	8,098	11,200	8,500
	West	3,794	7,100	6,938	9,700	8,000
Highland Springs Avenue (NS) / I-10 Freeway EB Ramps (EW) - #11	North	9,850	25,800	26,101	39,000	30,400
	South	10,502	29,200	30,250	45,300	34,800
	East	1,995	6,600	7,398	11,000	8,100
	West	4,300	10,000	6,416	11,700	10,600

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2022 ADT
Highland Springs Avenue (NS) / 1st Street/Sun Lakes Boulevard (EW) - #12	North	10,406	11,800	27,099	25,400	17,400
	South	8,001	6,100	29,279	23,400	13,200
	East	3,313	6,000	21,987	21,200	12,200
	West	1,548	4,900	13,329	14,500	8,800
Highland Home Road (NS) / 14th Street (EW) - #13	North	-	-	8,838	7,200	2,900
	South	-	-	10,213	8,300	3,400
	East	-	-	-	-	-
	West	-	-	16,798	13,700	5,600
Highland Home Road (NS) / Wilson Street (EW) -#14	North	-	200	10,213	8,500	3,600
	South	1,900	1,100	4,747	3,400	2,000
	East	5,190	8,200	32,800	30,700	17,400
	West	3,567	7,600	25,466	25,400	14,900
Highland Home Road (NS) / Ramsey Street (EW) -#15	North	1,900	1,700	4,747	4,000	2,600
	South	-	200	-	200	200
	East	2,603	10,200	23,193	27,000	17,100
	West	4,087	11,100	23,193	26,700	17,500
Highland Home Road (NS) / Sun Lakes Boulevard (EW) -#16	North	-		-	-	-
	South	-	400	11,073	9,400	4,100
	East	-		-	-	-
	West	-	400	11,073	9,400	4,100
Sunset Avenue (NS) / Wilson Street (EW) - #18	North	1,226	500	5,228	3,800	1,800
	South	3,152	6,100	13,213	14,300	9,500
	East	4,663	4,800	30,654	26,000	13,500
	West	3,982	7,700	25,601	25,300	14,900
Sunset Avenue (NS) / Ramsey Street (EW) - #19	North	6,208	8,400	15,572	16,000	11,500
	South	9,258	9,800	33,279	29,400	17,800
	East	3,376	10,100	17,555	21,700	14,800
	West	2,603	10,000	23,193	26,800	16,900
Sunset Avenue (NS) / I-10 Freeway WB Ramps (EW) - #20	North	9,258	10,500	33,279	30,100	18,500
	South	6,373	7,200	25,944	23,100	13,700
	East	1,152	2,200	3,444	4,100	3,000
	West	3,439	2,900	9,304	7,700	4,900
Sunset Avenue (NS) / I-10 Freeway EB Ramps (EW) - #21	North	6,373	7,300	25,944	23,200	13,800
	South	2,763	4,000	21,801	19,500	10,300
	East	958	1,700	962	1,900	1,800
	West	3,054	3,700	6,954	6,900	5,000
Sunset Avenue (NS) / Lincoln Street (EW) - #22	North	2,885	3,700	21,801	19,100	10,000
	South	1,307	2,100	15,897	14,000	7,000
	East	2,508	1,800	21,015	16,900	8,000
	West	-	-	-	-	-

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2022 ADT
Sunset Avenue (NS) / Westward Avenue (EW) - #23	North	223	1,000	15,897	13,800	6,200
	South	-	400	858	1,100	700
	East	223	700	6,345	5,700	2,700
	West	-		-	-	-
Sunset Avenue (NS) / D Street (EW) - #24	North	-	400	345	700	500
	South	-	400	345	700	500
	East	-		-	-	-
	West	-		-	-	-
A Street (NS) / Westward Avenue (EW) - #25	North	-		-	-	-
	South	-		-	-	-
	East	203	700	6,387	5,700	2,800
	West	203	700	6,387	5,700	2,800
22nd Street (NS) / Ramsey Street (EW) - #26	North	277	2,200	1,493	3,200	2,600
	South	3,704	8,000	8,076	11,600	9,500
	East	3,637	13,500	17,782	25,000	18,200
	West	1,974	9,400	15,852	20,700	14,000
22nd Street (NS) / I-10 Freeway WB Ramps (EW) - #27	North	3,704	8,900	8,076	12,500	10,400
	South	2,703	5,200	4,082	6,300	5,700
	East	388	1,400	3,012	3,500	2,300
	West	1,628	3,500	2,223	4,000	3,700
22nd Street (NS) / I-10 Freeway EB Ramps (EW) - #28	North	2,703	5,400	4,082	6,500	5,900
	South	2,532	2,400	2,179	2,600	2,500
	East	275	900	168	1,000	900
	West	2,565	3,000	3,228	3,500	3,200
22nd Street (NS) / Lincoln Street (EW) - #29	North	2,532	2,300	2,179	2,500	2,400
	South	699	1,300	2,179	2,500	1,800
	East	4,118	1,800	21,015	15,600	7,400
	West	2,508	1,700	21,015	16,800	7,900
22nd Street (NS) / Westward Avenue (EW) - #30	North	709	900	2,179	2,100	1,400
	South	-	100	786	700	400
	East	707	1,000	7,977	6,900	3,400
	West	449	1,000	6,387	5,800	3,000
8th Street (NS) / Wilson Street (EW) - #31	North	-	3,700	-	4,100	3,900
	South	2,994	4,600	3,055	5,100	4,800
	East	4,479	3,800	23,379	19,200	10,100
	West	4,503	4,300	23,049	19,400	10,500
8th Street (NS) / Ramsey Street (EW) - #32	North	2,509	7,200	2,959	7,900	7,500
	South	6,733	12,100	10,068	14,800	13,200
	East	3,476	10,000	11,445	16,500	12,700
	West	2,227	11,500	13,906	21,000	15,400
8th Street (NS) / I-10 Freeway WB Ramps (EW) - #33	North	6,733	13,100	10,068	15,800	14,200
	South	5,910	9,200	9,623	12,200	10,400
	East	1,536	2,100	4,072	4,200	2,900
	West	2,796	5,700	1,673	6,300	5,900

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2022 ADT
8th Street (NS) / I-10 Freeway EB Ramps (EW) - #34	North	5,910	9,400	9,623	12,400	10,600
	South	5,158	7,000	7,978	9,300	7,900
	East	1,260	1,700	2,463	2,700	2,100
	West	3,097	4,800	2,531	5,300	5,000
8th Street (NS) / Lincoln Street (EW) - #35	North	5,158	7,000	7,978	9,300	7,900
	South	381	2,100	2,133	3,500	2,700
	East	3,765	4,700	16,588	15,100	9,000
	West	3,106	2,000	18,567	14,600	7,200
8th Street (NS) / Westward Avenue (EW) - #36	North	381	1,600	2,133	3,000	2,200
	South	-	-	901	700	300
	East	450	2,000	8,769	8,800	4,800
	West	1,081	1,000	8,747	7,200	3,600
San Gorgonio Avenue (NS) / Wilson Street (EW) - #37	North	3,737	1,800	14,729	10,800	5,500
	South	1,933	3,000	5,162	5,600	4,100
	East	1,202	3,400	19,368	18,200	9,500
	West	3,610	3,500	21,545	18,100	9,500
San Gorgonio Avenue (NS) / Ramsey Street (EW) - #38	North	2,964	3,300	4,642	4,700	3,900
	South	1,484	2,400	4,416	4,800	3,400
	East	860	5,600	10,784	13,700	8,900
	West	2,362	6,500	10,893	13,500	9,300
San Gorgonio Avenue (NS) / Lincoln Street (EW) - #39	North	1,484	2,400	4,416	4,800	3,400
	South	9,047	3,800	7,592	4,200	4,000
	East	5,176	2,900	16,729	12,300	6,800
	West	3,765	4,300	16,588	14,700	8,600
San Gorgonio Avenue (NS) / Westward Avenue (EW) - #40	North	9,599	3,600	10,997	4,700	4,100
	South	10,057	2,900	11,424	4,000	3,400
	East	-	-	-	-	-
	West	450	1,200	8,266	7,600	3,800
San Gorgonio Avenue (NS) / Charles Street (EW) - #41	North	9,047	2,200	9,077	2,400	2,300
	South	9,599	1,600	7,882	1,800	1,700
	East	1,166	600	6,810	5,200	2,500
	West	-	-	-	-	-
San Gorgonio Avenue (NS) / Wesley Street (EW) - #42	North	8,316	1,700	7,585	1,900	1,800
	South	9,955	1,300	9,706	1,400	1,400
	East	1,643	300	3,555	1,900	900
	West	-	100	-	100	100
San Gorgonio Avenue/Old Idyllwild Road (NS) / SR-243 (EW) - #43	North	9,542	1,400	9,706	1,500	1,500
	South	-	-	-	-	-
	East	9,542	1,400	9,706	1,500	1,500
	West	-	-	-	-	-
San Gorgonio Avenue (NS) / C Street (EW) - #44	North	9,542	1,400	9,706	1,500	1,500
	South	9,542	1,400	10,702	2,300	1,800
	East	-	-	-	-	-
	West	-	-	1,003	800	300

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2007 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2025 ADT
Beaumont Avenue/SR-79 (NS) / 1st Street (EW) - #1	North	37,782	22,600	76,292	51,500	37,700
	South	39,585	25,700	87,852	61,900	44,700
	East	5,162	11,800	18,669	21,900	17,100
	West	1,424	5,000	1,916	5,500	5,300
Beaumont Avenue/SR-79 (NS) / Potrero Boulevard (EW) - #2	North	39,585	25,700	87,852	61,900	44,700
	South	39,585	25,700	87,852	61,900	44,700
	East	-	-	-	-	-
	West	-	-	-	-	-
Beaumont Avenue/SR-79 (NS) / California Avenue (EW) - #3	North	39,529	27,400	93,070	67,600	48,400
	South	44,817	31,000	107,019	77,700	55,400
	East	-		-	-	-
	West	5,589	3,700	14,061	10,100	7,000
Michigan Avenue (NS) / 1st Street (EW) - #4	North	-	-	-	-	-
	South	-	3,300	-	3,600	3,500
	East	5,303	8,700	18,996	19,000	14,100
	West	5,303	10,700	18,996	21,000	16,100
Pennsylvania Avenue (NS) / 1st Street (EW) - #5	North	3,458	8,400	12,779	15,400	12,100
	South	2,767	-	6,149	2,500	1,300
	East	1,594	9,900	6,470	13,600	11,800
	West	5,303	8,700	18,996	19,000	14,100
Highland Springs Avenue (NS) / 14th Street (EW) - #6	North	3,665	6,100	24,312	21,600	14,200
	South	3,665	6,100	16,273	15,600	11,100
	East	-	-	17,063	12,800	6,700
	West	-	-	-	-	-
Highland Springs Avenue (NS) / Oak Valley Parkway (EW) - #7	North	3,665	6,000	16,273	15,500	11,000
	South	5,577	10,500	19,228	20,700	15,900
	East	-	-	-	-	-
	West	2,490	5,000	6,939	8,300	6,700
Highland Springs Avenue (NS) / 8th Street/Wilson Street (EW) - #8	North	6,027	13,600	25,422	28,100	21,200
	South	5,918	15,800	25,240	30,300	23,400
	East	3,542	9,200	23,756	24,400	17,100
	West	3,503	3,300	18,147	14,300	9,100
Highland Springs Avenue (NS) / 6th Street/Ramsey Street (EW) - #9	North	5,918	16,600	25,240	31,100	24,200
	South	9,225	20,700	21,483	29,900	25,500
	East	4,760	12,900	20,639	24,800	19,100
	West	3,031	12,700	25,000	29,200	21,300
Highland Springs Avenue (NS) / I-10 Freeway WB Ramps (EW) - #10	North	9,225	25,500	21,483	35,500	30,300
	South	9,850	26,100	26,101	39,300	32,500
	East	3,100	7,100	8,098	11,200	9,100
	West	3,794	7,100	6,938	9,700	8,300
Highland Springs Avenue (NS) / I-10 Freeway EB Ramps (EW) - #11	North	9,850	25,800	26,101	39,000	32,200
	South	10,502	29,200	30,250	45,300	37,000
	East	1,995	6,600	7,398	11,000	8,700
	West	4,300	10,000	6,416	11,700	10,800

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2025 ADT
Highland Springs Avenue (NS) / 1st Street/Sun Lakes Boulevard (EW) - #12	North	10,406	11,800	27,099	25,400	19,200
	South	8,001	6,100	29,279	23,400	15,600
	East	3,313	6,000	21,987	21,200	14,300
	West	1,548	4,900	13,329	14,500	10,100
Highland Home Road (NS) / 14th Street (EW) - #13	North	-	-	8,838	7,200	3,900
	South	-	-	10,213	8,300	4,500
	East	-	-	-	-	-
	West	-	-	16,798	13,700	7,500
Highland Home Road (NS) / Wilson Street (EW) -#14	North	-	200	10,213	8,500	4,700
	South	1,900	1,100	4,747	3,400	2,400
	East	5,190	8,200	32,800	30,700	20,500
	West	3,567	7,600	25,466	25,400	17,300
Highland Home Road (NS) / Ramsey Street (EW) -#15	North	1,900	1,700	4,747	4,000	3,000
	South	-	200	-	200	200
	East	2,603	10,200	23,193	27,000	19,400
	West	4,087	11,100	23,193	26,700	19,600
Highland Home Road (NS) / Sun Lakes Boulevard (EW) -#16	North	-		-	-	-
	South	-	400	11,073	9,400	5,300
	East	-		-	-	-
	West	-	400	11,073	9,400	5,300
Sunset Avenue (NS) / Wilson Street (EW) - #18	North	1,226	500	5,228	3,800	2,300
	South	3,152	6,100	13,213	14,300	10,600
	East	4,663	4,800	30,654	26,000	16,400
	West	3,982	7,700	25,601	25,300	17,300
Sunset Avenue (NS) / Ramsey Street (EW) - #19	North	6,208	8,400	15,572	16,000	12,600
	South	9,258	9,800	33,279	29,400	20,500
	East	3,376	10,100	17,555	21,700	16,400
	West	2,603	10,000	23,193	26,800	19,200
Sunset Avenue (NS) / I-10 Freeway WB Ramps (EW) - #20	North	9,258	10,500	33,279	30,100	21,200
	South	6,373	7,200	25,944	23,100	15,900
	East	1,152	2,200	3,444	4,100	3,200
	West	3,439	2,900	9,304	7,700	5,500
Sunset Avenue (NS) / I-10 Freeway EB Ramps (EW) - #21	North	6,373	7,300	25,944	23,200	16,000
	South	2,763	4,000	21,801	19,500	12,500
	East	958	1,700	962	1,900	1,800
	West	3,054	3,700	6,954	6,900	5,400
Sunset Avenue (NS) / Lincoln Street (EW) - #22	North	2,885	3,700	21,801	19,100	12,100
	South	1,307	2,100	15,897	14,000	8,600
	East	2,508	1,800	21,015	16,900	10,000
	West	-	-	-	-	-

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2025 ADT
Sunset Avenue (NS) / Westward Avenue (EW) - #23	North	223	1,000	15,897	13,800	8,000
	South	-	400	858	1,100	800
	East	223	700	6,345	5,700	3,400
	West	-		-	-	-
Sunset Avenue (NS) / D Street (EW) - #24	North	-	400	345	700	600
	South	-	400	345	700	600
	East	-		-	-	-
	West	-		-	-	-
A Street (NS) / Westward Avenue (EW) - #25	North	-		-	-	-
	South	-		-	-	-
	East	203	700	6,387	5,700	3,400
	West	203	700	6,387	5,700	3,400
22nd Street (NS) / Ramsey Street (EW) - #26	North	277	2,200	1,493	3,200	2,700
	South	3,704	8,000	8,076	11,600	9,900
	East	3,637	13,500	17,782	25,000	19,800
	West	1,974	9,400	15,852	20,700	15,600
22nd Street (NS) / I-10 Freeway WB Ramps (EW) - #27	North	3,704	8,900	8,076	12,500	10,800
	South	2,703	5,200	4,082	6,300	5,800
	East	388	1,400	3,012	3,500	2,600
	West	1,628	3,500	2,223	4,000	3,800
22nd Street (NS) / I-10 Freeway EB Ramps (EW) - #28	North	2,703	5,400	4,082	6,500	6,000
	South	2,532	2,400	2,179	2,600	2,500
	East	275	900	168	1,000	900
	West	2,565	3,000	3,228	3,500	3,300
22nd Street (NS) / Lincoln Street (EW) - #29	North	2,532	2,300	2,179	2,500	2,400
	South	699	1,300	2,179	2,500	2,000
	East	4,118	1,800	21,015	15,600	9,300
	West	2,508	1,700	21,015	16,800	9,900
22nd Street (NS) / Westward Avenue (EW) - #30	North	709	900	2,179	2,100	1,600
	South	-	100	786	700	400
	East	707	1,000	7,977	6,900	4,200
	West	449	1,000	6,387	5,800	3,600
8th Street (NS) / Wilson Street (EW) - #31	North	-	3,700	-	4,100	3,900
	South	2,994	4,600	3,055	5,100	4,900
	East	4,479	3,800	23,379	19,200	12,200
	West	4,503	4,300	23,049	19,400	12,500
8th Street (NS) / Ramsey Street (EW) - #32	North	2,509	7,200	2,959	7,900	7,600
	South	6,733	12,100	10,068	14,800	13,600
	East	3,476	10,000	11,445	16,500	13,500
	West	2,227	11,500	13,906	21,000	16,700
8th Street (NS) / I-10 Freeway WB Ramps (EW) - #33	North	6,733	13,100	10,068	15,800	14,600
	South	5,910	9,200	9,623	12,200	10,900
	East	1,536	2,100	4,072	4,200	3,200
	West	2,796	5,700	1,673	6,300	6,000

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2025 ADT
8th Street (NS) / I-10 Freeway EB Ramps (EW) - #34	North	5,910	9,400	9,623	12,400	11,100
	South	5,158	7,000	7,978	9,300	8,300
	East	1,260	1,700	2,463	2,700	2,200
	West	3,097	4,800	2,531	5,300	5,100
8th Street (NS) / Lincoln Street (EW) - #35	North	5,158	7,000	7,978	9,300	8,300
	South	381	2,100	2,133	3,500	2,900
	East	3,765	4,700	16,588	15,100	10,400
	West	3,106	2,000	18,567	14,600	8,900
8th Street (NS) / Westward Avenue (EW) - #36	North	381	1,600	2,133	3,000	2,400
	South	-	-	901	700	400
	East	450	2,000	8,769	8,800	5,700
	West	1,081	1,000	8,747	7,200	4,400
San Gorgonio Avenue (NS) / Wilson Street (EW) - #37	North	3,737	1,800	14,729	10,800	6,700
	South	1,933	3,000	5,162	5,600	4,400
	East	1,202	3,400	19,368	18,200	11,500
	West	3,610	3,500	21,545	18,100	11,500
San Gorgonio Avenue (NS) / Ramsey Street (EW) - #38	North	2,964	3,300	4,642	4,700	4,000
	South	1,484	2,400	4,416	4,800	3,700
	East	860	5,600	10,784	13,700	10,000
	West	2,362	6,500	10,893	13,500	10,300
San Gorgonio Avenue (NS) / Lincoln Street (EW) - #39	North	1,484	2,400	4,416	4,800	3,700
	South	9,047	3,800	7,592	4,200	4,000
	East	5,176	2,900	16,729	12,300	8,000
	West	3,765	4,300	16,588	14,700	10,000
San Gorgonio Avenue (NS) / Westward Avenue (EW) - #40	North	9,599	3,600	10,997	4,700	4,200
	South	10,057	2,900	11,424	4,000	3,500
	East	-	-	-	-	-
	West	450	1,200	8,266	7,600	4,700
San Gorgonio Avenue (NS) / Charles Street (EW) - #41	North	9,047	2,200	9,077	2,400	2,300
	South	9,599	1,600	7,882	1,800	1,700
	East	1,166	600	6,810	5,200	3,100
	West	-	-	-	-	-
San Gorgonio Avenue (NS) / Wesley Street (EW) - #42	North	8,316	1,700	7,585	1,900	1,800
	South	9,955	1,300	9,706	1,400	1,400
	East	1,643	300	3,555	1,900	1,100
	West	-	100	-	100	100
San Gorgonio Avenue/Old Idyllwild Road (NS) / SR-243 (EW) - #43	North	9,542	1,400	9,706	1,500	1,500
	South	-	-	-	-	-
	East	9,542	1,400	9,706	1,500	1,500
	West	-	-	-	-	-
San Gorgonio Avenue (NS) / C Street (EW) - #44	North	9,542	1,400	9,706	1,500	1,500
	South	9,542	1,400	10,702	2,300	1,900
	East	-	-	-	-	-
	West	-	-	1,003	800	400

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2007 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2029 ADT
Beaumont Avenue/SR-79 (NS) / 1st Street (EW) - #1	North	37,782	22,600	76,292	51,500	43,200
	South	39,585	25,700	87,852	61,900	51,600
	East	5,162	11,800	18,669	21,900	19,000
	West	1,424	5,000	1,916	5,500	5,400
Beaumont Avenue/SR-79 (NS) / Potrero Boulevard (EW) - #2	North	39,585	25,700	87,852	61,900	51,600
	South	39,585	25,700	87,852	61,900	51,600
	East	-	-	-	-	-
	West	-	-	-	-	-
Beaumont Avenue/SR-79 (NS) / California Avenue (EW) - #3	North	39,529	27,400	93,070	67,600	56,100
	South	44,817	31,000	107,019	77,700	64,300
	East	-		-	-	-
	West	5,589	3,700	14,061	10,100	8,200
Michigan Avenue (NS) / 1st Street (EW) - #4	North	-	-	-	-	-
	South	-	3,300	-	3,600	3,500
	East	5,303	8,700	18,996	19,000	16,000
	West	5,303	10,700	18,996	21,000	18,000
Pennsylvania Avenue (NS) / 1st Street (EW) - #5	North	3,458	8,400	12,779	15,400	13,400
	South	2,767	-	6,149	2,500	1,800
	East	1,594	9,900	6,470	13,600	12,500
	West	5,303	8,700	18,996	19,000	16,000
Highland Springs Avenue (NS) / 14th Street (EW) - #6	North	3,665	6,100	24,312	21,600	17,200
	South	3,665	6,100	16,273	15,600	12,900
	East	-	-	17,063	12,800	9,100
	West	-	-	-	-	-
Highland Springs Avenue (NS) / Oak Valley Parkway (EW) - #7	North	3,665	6,000	16,273	15,500	12,800
	South	5,577	10,500	19,228	20,700	17,800
	East	-	-	-	-	-
	West	2,490	5,000	6,939	8,300	7,400
Highland Springs Avenue (NS) / 8th Street/Wilson Street (EW) - #8	North	6,027	13,600	25,422	28,100	24,000
	South	5,918	15,800	25,240	30,300	26,200
	East	3,542	9,200	23,756	24,400	20,000
	West	3,503	3,300	18,147	14,300	11,100
Highland Springs Avenue (NS) / 6th Street/Ramsey Street (EW) - #9	North	5,918	16,600	25,240	31,100	27,000
	South	9,225	20,700	21,483	29,900	27,300
	East	4,760	12,900	20,639	24,800	21,400
	West	3,031	12,700	25,000	29,200	24,500
Highland Springs Avenue (NS) / I-10 Freeway WB Ramps (EW) - #10	North	9,225	25,500	21,483	35,500	32,100
	South	9,850	26,100	26,101	39,300	34,800
	East	3,100	7,100	8,098	11,200	9,800
	West	3,794	7,100	6,938	9,700	8,800
Highland Springs Avenue (NS) / I-10 Freeway EB Ramps (EW) - #11	North	9,850	25,800	26,101	39,000	34,500
	South	10,502	29,200	30,250	45,300	39,800
	East	1,995	6,600	7,398	11,000	9,500
	West	4,300	10,000	6,416	11,700	11,100

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2029 ADT
Highland Springs Avenue (NS) / 1st Street/Sun Lakes Boulevard (EW) - #12	North	10,406	11,800	27,099	25,400	21,700
	South	8,001	6,100	29,279	23,400	18,700
	East	3,313	6,000	21,987	21,200	17,100
	West	1,548	4,900	13,329	14,500	11,900
Highland Home Road (NS) / 14th Street (EW) - #13	North	-	-	8,838	7,200	5,200
	South	-	-	10,213	8,300	6,100
	East	-	-	-	-	-
	West	-	-	16,798	13,700	10,000
Highland Home Road (NS) / Wilson Street (EW) -#14	North	-	200	10,213	8,500	6,300
	South	1,900	1,100	4,747	3,400	2,800
	East	5,190	8,200	32,800	30,700	24,600
	West	3,567	7,600	25,466	25,400	20,600
Highland Home Road (NS) / Ramsey Street (EW) -#15	North	1,900	1,700	4,747	4,000	3,400
	South	-	200	-	200	200
	East	2,603	10,200	23,193	27,000	22,400
	West	4,087	11,100	23,193	26,700	22,400
Highland Home Road (NS) / Sun Lakes Boulevard (EW) -#16	North	-		-	-	-
	South	-	400	11,073	9,400	7,000
	East	-		-	-	-
	West	-	400	11,073	9,400	7,000
Lincoln Street (NS) / Westward Avenue (EW) - #17	North	-	-	-	-	-
	South	-	-	-	-	-
	East	-	-	-	-	-
	West	-	-	-	-	-
Sunset Avenue (NS) / Wilson Street (EW) - #18	North	1,226	500	5,228	3,800	2,900
	South	3,152	6,100	13,213	14,300	12,100
	East	4,663	4,800	30,654	26,000	20,200
	West	3,982	7,700	25,601	25,300	20,500
Sunset Avenue (NS) / Ramsey Street (EW) - #19	North	6,208	8,400	15,572	16,000	13,900
	South	9,258	9,800	33,279	29,400	24,000
	East	3,376	10,100	17,555	21,700	18,500
	West	2,603	10,000	23,193	26,800	22,200
Sunset Avenue (NS) / I-10 Freeway WB Ramps (EW) - #20	North	9,258	10,500	33,279	30,100	24,700
	South	6,373	7,200	25,944	23,100	18,800
	East	1,152	2,200	3,444	4,100	3,600
	West	3,439	2,900	9,304	7,700	6,400
Sunset Avenue (NS) / I-10 Freeway EB Ramps (EW) - #21	North	6,373	7,300	25,944	23,200	18,900
	South	2,763	4,000	21,801	19,500	15,300
	East	958	1,700	962	1,900	1,800
	West	3,054	3,700	6,954	6,900	6,000
Sunset Avenue (NS) / Lincoln Street (EW) - #22	North	2,885	3,700	21,801	19,100	14,900
	South	1,307	2,100	15,897	14,000	10,700
	East	2,508	1,800	21,015	16,900	12,800
	West	-	-	-	-	-

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2029 ADT
Sunset Avenue (NS) / Westward Avenue (EW) - #23	North	223	1,000	15,897	13,800	10,300
	South	-	400	858	1,100	900
	East	223	700	6,345	5,700	4,300
	West	-		-	-	-
Sunset Avenue (NS) / Westward Avenue (EW) - #23 With West Leg	North	1,307	1,000	4,803	3,800	3,100
	South	-	400	858	1,100	900
	East	223	700	6,345	5,700	4,300
	West	1,530		11,094	7,800	5,700
Sunset Avenue (NS) / D Street (EW) - #24	North	-	400	345	700	600
	South	-	400	345	700	600
	East	-		-	-	-
	West	-		-	-	-
A Street (NS) / Westward Avenue (EW) - #25	North	-		-	-	-
	South	-		-	-	-
	East	203	700	6,387	5,700	4,400
	West	203	700	6,387	5,700	4,400
22nd Street (NS) / Ramsey Street (EW) - #26	North	277	2,200	1,493	3,200	2,900
	South	3,704	8,000	8,076	11,600	10,600
	East	3,637	13,500	17,782	25,000	21,900
	West	1,974	9,400	15,852	20,700	17,600
22nd Street (NS) / I-10 Freeway WB Ramps (EW) - #27	North	3,704	8,900	8,076	12,500	11,500
	South	2,703	5,200	4,082	6,300	6,000
	East	388	1,400	3,012	3,500	3,000
	West	1,628	3,500	2,223	4,000	3,900
22nd Street (NS) / I-10 Freeway EB Ramps (EW) - #28	North	2,703	5,400	4,082	6,500	6,200
	South	2,532	2,400	2,179	2,600	2,600
	East	275	900	168	1,000	1,000
	West	2,565	3,000	3,228	3,500	3,400
22nd Street (NS) / Lincoln Street (EW) - #29	North	2,532	2,300	2,179	2,500	2,500
	South	699	1,300	2,179	2,500	2,200
	East	4,118	1,800	21,015	15,600	11,800
	West	2,508	1,700	21,015	16,800	12,700
22nd Street (NS) / Westward Avenue (EW) - #30	North	709	900	2,179	2,100	1,800
	South	-	100	786	700	600
	East	707	1,000	7,977	6,900	5,300
	West	449	1,000	6,387	5,800	4,500
8th Street (NS) / Wilson Street (EW) - #31	North	-	3,700	-	4,100	4,000
	South	2,994	4,600	3,055	5,100	4,900
	East	4,479	3,800	23,379	19,200	15,000
	West	4,503	4,300	23,049	19,400	15,300
8th Street (NS) / Ramsey Street (EW) - #32	North	2,509	7,200	2,959	7,900	7,700
	South	6,733	12,100	10,068	14,800	14,100
	East	3,476	10,000	11,445	16,500	14,700
	West	2,227	11,500	13,906	21,000	18,400
8th Street (NS) / I-10 Freeway WB Ramps (EW) - #33	North	6,733	13,100	10,068	15,800	15,100
	South	5,910	9,200	9,623	12,200	11,400
	East	1,536	2,100	4,072	4,200	3,600
	West	2,796	5,700	1,673	6,300	6,100

[1] Adjusted for minimum 10% growth over existing ADT volumes.

INTERSECTION	LEG	MODEL 2008 ADT	EXISTING 2014 ADT	MODEL 2035 ADT	FUTURE 2035 ADT[1]	INTERIM 2029 ADT
8th Street (NS) / I-10 Freeway EB Ramps (EW) - #34	North	5,910	9,400	9,623	12,400	11,600
	South	5,158	7,000	7,978	9,300	8,700
	East	1,260	1,700	2,463	2,700	2,400
	West	3,097	4,800	2,531	5,300	5,100
8th Street (NS) / Lincoln Street (EW) - #35	North	5,158	7,000	7,978	9,300	8,700
	South	381	2,100	2,133	3,500	3,100
	East	3,765	4,700	16,588	15,100	12,300
	West	3,106	2,000	18,567	14,600	11,200
8th Street (NS) / Westward Avenue (EW) - #36	North	381	1,600	2,133	3,000	2,600
	South	-	-	901	700	500
	East	450	2,000	8,769	8,800	6,900
	West	1,081	1,000	8,747	7,200	5,500
San Gorgonio Avenue (NS) / Wilson Street (EW) - #37	North	3,737	1,800	14,729	10,800	8,300
	South	1,933	3,000	5,162	5,600	4,900
	East	1,202	3,400	19,368	18,200	14,200
	West	3,610	3,500	21,545	18,100	14,100
San Gorgonio Avenue (NS) / Ramsey Street (EW) - #38	North	2,964	3,300	4,642	4,700	4,300
	South	1,484	2,400	4,416	4,800	4,100
	East	860	5,600	10,784	13,700	11,500
	West	2,362	6,500	10,893	13,500	11,600
San Gorgonio Avenue (NS) / Lincoln Street (EW) - #39	North	1,484	2,400	4,416	4,800	4,100
	South	9,047	3,800	7,592	4,200	4,100
	East	5,176	2,900	16,729	12,300	9,700
	West	3,765	4,300	16,588	14,700	11,900
San Gorgonio Avenue (NS) / Westward Avenue (EW) - #40	North	9,599	3,600	10,997	4,700	4,400
	South	10,057	2,900	11,424	4,000	3,700
	East	-	-	-	-	-
	West	450	1,200	8,266	7,600	5,800
San Gorgonio Avenue (NS) / Charles Street (EW) - #41	North	9,047	2,200	9,077	2,400	2,400
	South	9,599	1,600	7,882	1,800	1,700
	East	1,166	600	6,810	5,200	3,900
	West	-	-	-	-	-
San Gorgonio Avenue (NS) / Wesley Street (EW) - #42	North	8,316	1,700	7,585	1,900	1,800
	South	9,955	1,300	9,706	1,400	1,400
	East	1,643	300	3,555	1,900	1,400
	West	-	100	-	100	100
San Gorgonio Avenue/Old Idyllwild Road (NS) / SR-243 (EW) - #43	North	9,542	1,400	9,706	1,500	1,500
	South	-	-	-	-	-
	East	9,542	1,400	9,706	1,500	1,500
	West	-	-	-	-	-
San Gorgonio Avenue (NS) / C Street (EW) - #44	North	9,542	1,400	9,706	1,500	1,500
	South	9,542	1,400	10,702	2,300	2,100
	East	-	-	-	-	-
	West	-	-	1,003	800	600

[1] Adjusted for minimum 10% growth over existing ADT volumes.

BEAUMONT AVENUE (SR-79) (NS) / FIRST STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				26	653	104		
				<	v	>		
			30 ^				^	102
			92 >				<	144
			10 v				v	141
				<	^	>		
				68	745	392		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					783	877		
					v	^		
			238 <		IN =	2507 <		387
			132 >		OUT =	2507 >		588
					v	^		
					804	1205		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
			0 ^				^	0
			0 >				<	0
			0 v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				26	653	104		
				<	v	>		
			30 ^				^	102
			92 >				<	144
			10 v				v	141
				<	^	>		
				68	745	392		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					1057	1738		
					v	^		
			13 <		IN =	2954 <		112
			22 >		OUT =	2954 >		117
					v	^		
					1086	1763		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0		
					v	^		
			0 <		IN =	0 <		0
			0 >		OUT =	0 >		0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					402	660		
					v	^		
			5 <		IN =	1123 <		43
			8 >		OUT =	1123 >		44
					v	^		
					413	670		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					1731	2631		
					v	^		
			17 <		IN =	5350 <		424
			107 >		OUT =	5388 >		713
					v	^		
					2027	3088		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
			0 <		IN =	0 <		0
			0 >		OUT =	0 >		0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					658	1000		
					v	^		
			6 <		IN =	2033 <		161
			41 >		OUT =	2047 >		271
					v	^		
					770	1173		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					256	339		
					v	^		
			2 <			<		119
			32 >			>		226
					v	^		
					358	504		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					260	340		
					v	^		
			20 <		IN =	910 <		120
			30 >		OUT =	950 >		230
					v	^		
					360	500		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					200	260		
					v	^		
			20 <			<		90
			20 >			>		170
					v	^		
					270	380		

NEW PROJECTED VOLUMES (PCE'S): 2035

					980	1140		
					v	^		
			260 <			<		480
			150 >			>		760
					v	^		
					1070	1590		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					70	100		
					v	^		
			10 <			<		30
			10 >			>		70
					v	^		
					100	140		

INITIAL YEAR 2022 VOLUMES:

2022

					850	980		
					v	^		
			250 <		IN =	2760 <		420
			140 >		OUT =	2790 >		660
					v	^		
					900	1350		

BALANCED YEAR 2022 VOLUMES:

2022

					860	980		
					v	^		
			250 <		IN =	2780 <		420
			140 >		OUT =	2790 >		660
					v	^		
					900	1360		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				31	994	165		
				<	v	>		
			23 ^				^	110
			115 >				<	128
			62 v				v	258
				<	^	>		
				56	562	210		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					1190	695		
					v	^		
			215 <		IN =	2714 <		496
			200 >		OUT =	2714 >		490
					v	^		
					1314	828		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
			0 ^				^	0
			0 >				<	0
			0 v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				31	994	165		
				<	v	>		
			23 ^				^	110
			115 >				<	128
			62 v				v	258
				<	^	>		
				56	562	210		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					1710	1821		
					v	^		
			309 <		IN =	3693 <		629
			21 >		OUT =	3693 >		112
					v	^		
					1951	1833		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0		
					v	^		
			0 <		IN =	0 <		0
			0 >		OUT =	0 >		0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					479	370		
					v	^		
			87 <		IN =	1034 <		176
			6 >		OUT =	1034 >		31
					v	^		
					546	373		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					2716	2689		
					v	^		
			207 <		IN =	7123 <		1353
			68 >		OUT =	7124 >		797
					v	^		
					3431	2986		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
			0 <		IN =	0 <		0
			0 >		OUT =	0 >		0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					760	753		
					v	^		
			58 <		IN =	1994 <		379
			19 >		OUT =	1995 >		223
					v	^		
					961	836		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					282	383		
					v	^		
			-29 <			<		203
			13 >			>		192
					v	^		
					414	463		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					280	380		
					v	^		
			20 <		IN =	960 <		200
			20 >		OUT =	1000 >		190
					v	^		
					410	460		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					210	290		
					v	^		
			20 <			<		150
			20 >			>		140
					v	^		
					310	350		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1400	990		
					v	^		
			240 <			<		650
			220 >			>		630
					v	^		
					1620	1180		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					80	110		
					v	^		
			10 <			<		60
			10 >			>		50
					v	^		
					120	130		

INITIAL YEAR 2022 VOLUMES:

2022

					1270	810		
					v	^		
			230 <		IN =	3000 <		560
			210 >		OUT =	3010 >		540
					v	^		
					1430	960		

BALANCED YEAR 2022 VOLUMES:

2022

					1270	810		
					v	^		
			230 <		IN =	3000 <		560
			210 >		OUT =	3010 >		540
					v	^		
					1430	960		

BEAUMONT AVENUE (SR-79) (NS) / FIRST STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	68	SOUTH LEG		NORTH	LEFT	56	SOUTH LEG	
BOUND	THRU	745	IN ...	1,270	BOUND	THRU	562	IN ...	880
	RIGHT	392	OUT ...	900		RIGHT	210	OUT ...	1,350
SOUTH	LEFT	104	NORTH LEG		SOUTH	LEFT	165	NORTH LEG	
BOUND	THRU	653	IN ...	850	BOUND	THRU	994	IN ...	1,220
	RIGHT	26	OUT ...	920		RIGHT	31	OUT ...	740
EAST	LEFT	30	WEST LEG		EAST	LEFT	23	WEST LEG	
BOUND	THRU	92	IN ...	130	BOUND	THRU	115	IN ...	200
	RIGHT	10	OUT ...	250		RIGHT	62	OUT ...	220
WEST	LEFT	141	EAST LEG		WEST	LEFT	258	EAST LEG	
BOUND	THRU	144	IN ...	440	BOUND	THRU	128	IN ...	520
	RIGHT	102	OUT ...	620		RIGHT	110	OUT ...	510

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	68	69	NORTH LEG	NORTH	LEFT	56	57	NORTH LEG
BOUND	THRU	745	778	RATIO 6.7%	BOUND	THRU	562	599	RATIO 7.4%
	RIGHT	392	422	ADT 26,600		RIGHT	210	223	ADT 26,600
SOUTH	LEFT	104	108	SOUTH LEG	SOUTH	LEFT	165	171	SOUTH LEG
BOUND	THRU	653	718	RATIO 7.0%	BOUND	THRU	994	1,018	RATIO 7.2%
	RIGHT	26	25	ADT 30,800		RIGHT	31	31	ADT 30,800
EAST	LEFT	30	29	EAST LEG	EAST	LEFT	23	23	EAST LEG
BOUND	THRU	92	91	RATIO 8.0%	BOUND	THRU	115	115	RATIO 7.7%
	RIGHT	10	10	ADT 13,300		RIGHT	62	61	ADT 13,300
WEST	LEFT	141	171	WEST LEG	WEST	LEFT	258	271	WEST LEG
BOUND	THRU	144	156	RATIO 7.4%	BOUND	THRU	128	132	RATIO 8.2%
	RIGHT	102	113	ADT 5,100		RIGHT	110	117	ADT 5,100

BEAUMONT AVENUE (SR-79) (NS) / FIRST STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	68	SOUTH LEG		NORTH	LEFT	56	SOUTH LEG	
BOUND	THRU	745	IN ...	1,300	BOUND	THRU	562	IN ...	910
	RIGHT	392	OUT ...	960		RIGHT	210	OUT ...	1,380
SOUTH	LEFT	104	NORTH LEG		SOUTH	LEFT	165	NORTH LEG	
BOUND	THRU	653	IN ...	890	BOUND	THRU	994	IN ...	1,240
	RIGHT	26	OUT ...	940		RIGHT	31	OUT ...	770
EAST	LEFT	30	WEST LEG		EAST	LEFT	23	WEST LEG	
BOUND	THRU	92	IN ...	130	BOUND	THRU	115	IN ...	200
	RIGHT	10	OUT ...	250		RIGHT	62	OUT ...	220
WEST	LEFT	141	EAST LEG		WEST	LEFT	258	EAST LEG	
BOUND	THRU	144	IN ...	480	BOUND	THRU	128	IN ...	540
	RIGHT	102	OUT ...	640		RIGHT	110	OUT ...	530

YEAR 2019 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	68	66	NORTH LEG	NORTH	LEFT	56	57	NORTH LEG	
BOUND	THRU	745	789	RATIO 6.2%	BOUND	THRU	562	622	RATIO	6.9%
	RIGHT	392	439	ADT 29,300		RIGHT	210	235	ADT	29,300
SOUTH	LEFT	104	111	SOUTH LEG	SOUTH	LEFT	165	179	SOUTH LEG	
BOUND	THRU	653	754	RATIO 6.6%	BOUND	THRU	994	1,035	RATIO	6.7%
	RIGHT	26	24	ADT 34,200		RIGHT	31	30	ADT	34,200
EAST	LEFT	30	28	EAST LEG	EAST	LEFT	23	23	EAST LEG	
BOUND	THRU	92	91	RATIO 7.8%	BOUND	THRU	115	117	RATIO	7.5%
	RIGHT	10	11	ADT 14,300		RIGHT	62	61	ADT	14,300
WEST	LEFT	141	196	WEST LEG	WEST	LEFT	258	284	WEST LEG	
BOUND	THRU	144	160	RATIO 7.4%	BOUND	THRU	128	133	RATIO	8.2%
	RIGHT	102	123	ADT 5,100		RIGHT	110	125	ADT	5,100

BEAUMONT AVENUE (SR-79) (NS) / FIRST STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**68**	SOUTH LEG		NORTH	LEFT	**56**	SOUTH LEG	
BOUND	THRU	**745**	IN ...	**1,360**	BOUND	THRU	**562**	IN ...	**960**
	RIGHT	**392**	OUT ...	**900**		RIGHT	**210**	OUT ...	**1,430**
SOUTH	LEFT	**104**	NORTH LEG		SOUTH	LEFT	**165**	NORTH LEG	
BOUND	THRU	**653**	IN ...	**860**	BOUND	THRU	**994**	IN ...	**1,270**
	RIGHT	**26**	OUT ...	**980**		RIGHT	**31**	OUT ...	**810**
EAST	LEFT	**30**	WEST LEG		EAST	LEFT	**23**	WEST LEG	
BOUND	THRU	**92**	IN ...	**140**	BOUND	THRU	**115**	IN ...	**210**
	RIGHT	**10**	OUT ...	**250**		RIGHT	**62**	OUT ...	**230**
WEST	LEFT	**141**	EAST LEG		WEST	LEFT	**258**	EAST LEG	
BOUND	THRU	**144**	IN ...	**420**	BOUND	THRU	**128**	IN ...	**560**
	RIGHT	**102**	OUT ...	**660**		RIGHT	**110**	OUT ...	**540**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**68**	**74**	NORTH LEG	NORTH	LEFT	**56**	**61**	NORTH LEG
BOUND	THRU	**745**	**839**	RATIO **5.5%**	BOUND	THRU	**562**	**659**	RATIO **6.2%**
	RIGHT	**392**	**451**	ADT 33,600		RIGHT	**210**	**243**	ADT 33,600
SOUTH	LEFT	**104**	**111**	SOUTH LEG	SOUTH	LEFT	**165**	**176**	SOUTH LEG
BOUND	THRU	**653**	**727**	RATIO **5.7%**	BOUND	THRU	**994**	**1,067**	RATIO **6.1%**
	RIGHT	**26**	**26**	ADT 39,500		RIGHT	**31**	**31**	ADT 39,500
EAST	LEFT	**30**	**31**	EAST LEG	EAST	LEFT	**23**	**24**	EAST LEG
BOUND	THRU	**92**	**98**	RATIO **6.9%**	BOUND	THRU	**115**	**121**	RATIO **7.0%**
	RIGHT	**10**	**11**	ADT 15,700		RIGHT	**62**	**66**	ADT 15,700
WEST	LEFT	**141**	**162**	WEST LEG	WEST	LEFT	**258**	**297**	WEST LEG
BOUND	THRU	**144**	**150**	RATIO **7.5%**	BOUND	THRU	**128**	**138**	RATIO **8.5%**
	RIGHT	**102**	**110**	ADT 5,200		RIGHT	**110**	**127**	ADT 5,200

BEAUMONT AVENUE (SR-79) (NS) / FIRST STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	68	SOUTH LEG		NORTH	LEFT	56	SOUTH LEG	
BOUND	THRU	745	IN ...	1,410	BOUND	THRU	562	IN ...	1,010
	RIGHT	392	OUT ...	940		RIGHT	210	OUT ...	1,470
SOUTH	LEFT	104	NORTH LEG		SOUTH	LEFT	165	NORTH LEG	
BOUND	THRU	653	IN ...	880	BOUND	THRU	994	IN ...	1,300
	RIGHT	26	OUT ...	1,010		RIGHT	31	OUT ...	850
EAST	LEFT	30	WEST LEG		EAST	LEFT	23	WEST LEG	
BOUND	THRU	92	IN ...	140	BOUND	THRU	115	IN ...	210
	RIGHT	10	OUT ...	250		RIGHT	62	OUT ...	230
WEST	LEFT	141	EAST LEG		WEST	LEFT	258	EAST LEG	
BOUND	THRU	144	IN ...	440	BOUND	THRU	128	IN ...	580
	RIGHT	102	OUT ...	680		RIGHT	110	OUT ...	560

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	68	74	NORTH LEG	NORTH	LEFT	56	62	NORTH LEG
BOUND	THRU	745	866	RATIO 5.0%	BOUND	THRU	562	693	RATIO 5.7%
	RIGHT	392	473	ADT 37,700		RIGHT	210	258	ADT 37,700
SOUTH	LEFT	104	109	SOUTH LEG	SOUTH	LEFT	165	181	SOUTH LEG
BOUND	THRU	653	751	RATIO 5.3%	BOUND	THRU	994	1,093	RATIO 5.6%
	RIGHT	26	25	ADT 44,700		RIGHT	31	30	ADT 44,700
EAST	LEFT	30	31	EAST LEG	EAST	LEFT	23	24	EAST LEG
BOUND	THRU	92	98	RATIO 6.6%	BOUND	THRU	115	121	RATIO 6.7%
	RIGHT	10	12	ADT 17,100		RIGHT	62	65	ADT 17,100
WEST	LEFT	141	178	WEST LEG	WEST	LEFT	258	311	WEST LEG
BOUND	THRU	144	151	RATIO 7.4%	BOUND	THRU	128	138	RATIO 8.3%
	RIGHT	102	113	ADT 5,300		RIGHT	110	133	ADT 5,300

BEAUMONT AVENUE (SR-79) (NS) / FIRST STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**68**	SOUTH LEG		NORTH	LEFT	**56**	SOUTH LEG	
BOUND	THRU	**745**	IN ...	**1,480**	BOUND	THRU	**562**	IN ...	**1,080**
	RIGHT	**392**	OUT ...	**990**		RIGHT	**210**	OUT ...	**1,530**
SOUTH	LEFT	**104**	NORTH LEG		SOUTH	LEFT	**165**	NORTH LEG	
BOUND	THRU	**653**	IN ...	**920**	BOUND	THRU	**994**	IN ...	**1,340**
	RIGHT	**26**	OUT ...	**1,060**		RIGHT	**31**	OUT ...	**900**
EAST	LEFT	**30**	WEST LEG		EAST	LEFT	**23**	WEST LEG	
BOUND	THRU	**92**	IN ...	**150**	BOUND	THRU	**115**	IN ...	**210**
	RIGHT	**10**	OUT ...	**250**		RIGHT	**62**	OUT ...	**230**
WEST	LEFT	**141**	EAST LEG		WEST	LEFT	**258**	EAST LEG	
BOUND	THRU	**144**	IN ...	**450**	BOUND	THRU	**128**	IN ...	**610**
	RIGHT	**102**	OUT ...	**710**		RIGHT	**110**	OUT ...	**590**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**68**	**76**	NORTH LEG	NORTH	LEFT	**56**	**63**	NORTH LEG
BOUND	THRU	**745**	**911**	RATIO **4.6%**	BOUND	THRU	**562**	**738**	RATIO **5.2%**
	RIGHT	**392**	**495**	ADT 43,200		RIGHT	**210**	**282**	ADT 43,200
SOUTH	LEFT	**104**	**111**	SOUTH LEG	SOUTH	LEFT	**165**	**186**	SOUTH LEG
BOUND	THRU	**653**	**790**	RATIO **4.8%**	BOUND	THRU	**994**	**1,129**	RATIO **5.1%**
	RIGHT	**26**	**25**	ADT 51,600		RIGHT	**31**	**29**	ADT 51,600
EAST	LEFT	**30**	**33**	EAST LEG	EAST	LEFT	**23**	**24**	EAST LEG
BOUND	THRU	**92**	**104**	RATIO **6.1%**	BOUND	THRU	**115**	**121**	RATIO **6.3%**
	RIGHT	**10**	**13**	ADT 19,000		RIGHT	**62**	**66**	ADT 19,000
WEST	LEFT	**141**	**187**	WEST LEG	WEST	LEFT	**258**	**335**	WEST LEG
BOUND	THRU	**144**	**149**	RATIO **7.4%**	BOUND	THRU	**128**	**138**	RATIO **8.2%**
	RIGHT	**102**	**116**	ADT 5,400		RIGHT	**110**	**139**	ADT 5,400

BEAUMONT AVENUE (SR-79) (NS) / FIRST STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**68**	SOUTH LEG		NORTH	LEFT	**56**	SOUTH LEG	
BOUND	THRU	**745**	IN ...	**1,590**	BOUND	THRU	**562**	IN ...	**1,180**
	RIGHT	**392**	OUT ...	**1,070**		RIGHT	**210**	OUT ...	**1,620**
SOUTH	LEFT	**104**	NORTH LEG		SOUTH	LEFT	**165**	NORTH LEG	
BOUND	THRU	**653**	IN ...	**980**	BOUND	THRU	**994**	IN ...	**1,400**
	RIGHT	**26**	OUT ...	**1,140**		RIGHT	**31**	OUT ...	**990**
EAST	LEFT	**30**	WEST LEG		EAST	LEFT	**23**	WEST LEG	
BOUND	THRU	**92**	IN ...	**150**	BOUND	THRU	**115**	IN ...	**220**
	RIGHT	**10**	OUT ...	**260**		RIGHT	**62**	OUT ...	**240**
WEST	LEFT	**141**	EAST LEG		WEST	LEFT	**258**	EAST LEG	
BOUND	THRU	**144**	IN ...	**480**	BOUND	THRU	**128**	IN ...	**650**
	RIGHT	**102**	OUT ...	**760**		RIGHT	**110**	OUT ...	**630**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**68**	**80**	NORTH LEG	NORTH	LEFT	**56**	**67**	NORTH LEG
BOUND	THRU	**745**	**983**	RATIO **4.1%**	BOUND	THRU	**562**	**815**	RATIO **4.7%**
	RIGHT	**392**	**538**	ADT 51,500		RIGHT	**210**	**308**	ADT 51,500
SOUTH	LEFT	**104**	**117**	SOUTH LEG	SOUTH	LEFT	**165**	**194**	SOUTH LEG
BOUND	THRU	**653**	**851**	RATIO **4.3%**	BOUND	THRU	**994**	**1,188**	RATIO **4.5%**
	RIGHT	**26**	**25**	ADT 61,900		RIGHT	**31**	**30**	ADT 61,900
EAST	LEFT	**30**	**33**	EAST LEG	EAST	LEFT	**23**	**25**	EAST LEG
BOUND	THRU	**92**	**105**	RATIO **5.7%**	BOUND	THRU	**115**	**127**	RATIO **5.9%**
	RIGHT	**10**	**13**	ADT 21,900		RIGHT	**62**	**70**	ADT 21,900
WEST	LEFT	**141**	**206**	WEST LEG	WEST	LEFT	**258**	**362**	WEST LEG
BOUND	THRU	**144**	**155**	RATIO **7.5%**	BOUND	THRU	**128**	**144**	RATIO **8.4%**
	RIGHT	**102**	**124**	ADT 5,500		RIGHT	**110**	**150**	ADT 5,500

BEAUMONT AVENUE (SR-79) (NS) / POTRERO BOULEVARD (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				0	804	0			
				<	v	>			
		0	^				^	0	
		0	>				<	0	
		0	v				v	0	
				<	^	>			
				0	1205	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					804	1205			
					v	^			
		0	<	IN	=	2009	<	0	
		0	>	OUT	=	2009	>	0	
					v	^			
					804	1205			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0			
				<	v	>			
		0	^				^	0	
		0	>				<	0	
		0	v				v	0	
				<	^	>			

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

				0	0	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				0	804	0			
				<	v	>			
		0	^				^	0	
		0	>				<	0	
		0	v				v	0	
				<	^	>			
				0	1205	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					1086	1763			
					v	^			
		0	<	IN	=	2849	<	0	
		0	>	OUT	=	2849	>	0	
					v	^			
					1086	1763			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0			
					v	^			
		0	<	IN	=	0	<	0	
		0	>	OUT	=	0	>	0	
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					413	670			
					v	^			
		0	<	IN	=	1083	<	0	
		0	>	OUT	=	1083	>	0	
					v	^			
					413	670			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					2027	3988			
					v	^			
		91	<	IN	=	6132	<	442	
		198	>	OUT	=	6217	>	813	
					v	^			
					2142	4801			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0			
					v	^			
		0	<	IN	=	0	<	0	
		0	>	OUT	=	0	>	0	
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					770	1173			
					v	^			
		35	<	IN	=	2330	<	168	
		74	>	OUT	=	2362	>	340	
					v	^			
					814	1318			

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					358	504			
					v	^			
		35	<			<	168		
		74	>			>	340		
					v	^			
					401	648			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					360	500			
					v	^			
		30	<	IN	=	1250	<	170	
		70	>	OUT	=	1270	>	340	
					v	^			
					400	650			

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					270	380			
					v	^			
		20	<			<	130		
		50	>			>	260		
					v	^			
					300	490			

NEW PROJECTED VOLUMES (PCE'S): 2035

					1070	1590			
					v	^			
		20	<			<	130		
		50	>			>	260		
					v	^			
					1100	1700			

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					100	140			
					v	^			
		10	<			<	50		
		20	>			>	100		
					v	^			
					110	190			

INITIAL YEAR 2022 VOLUMES:

2022

					900	1350			
					v	^			
		10	<	IN	=	2370	<	50	
		20	>	OUT	=	2370	>	100	
					v	^			
					910	1400			

BALANCED YEAR 2022 VOLUMES:

2022

					900	1350			
					v	^			
		10	<	IN	=	2370	<	50	
		20	>	OUT	=	2370	>	100	
					v	^			
					910	1400			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				0	1314	0			
				<	v	>			
		0	^				^	0	
		0	>				<	0	
		0	v				v	0	
				<	^	>			
				0	828	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					1314	828			
					v	^			
		0	<	IN	=	2142	<	0	
		0	>	OUT	=	2142	>	0	
					v	^			
					1314	828			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0			
				<	v	>			
		0	^				^	0	
		0	>				<	0	
		0	v				v	0	
				<	^	>			

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

				0	0	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				0	1314	0			
				<	v	>			
		0	^				^	0	
		0	>				<	0	
		0	v				v	0	
				<	^	>			
				0	828	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					1951	1333			
					v	^			
		0	<	IN	=	3284	<	0	
		0	>	OUT	=	3284	>	0	
					v	^			
					1951	1333			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0			
					v	^			
		0	<	IN	=	0	<	0	
		0	>	OUT	=	0	>	0	
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					546	373			
					v	^			
		0	<	IN	=	920	<	0	
		0	>	OUT	=	920	>	0	
					v	^			
					546	373			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					3431	2986			
					v	^			
		247	<	IN	=	8433	<	1332	
		166	>	OUT	=	8432	>	543	
					v	^			
					4256	3464			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0			
					v	^			
		0	<	IN	=	0	<	0	
		0	>	OUT	=	0	>	0	
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					961	836			
					v	^			
		69	<	IN	=	2361	<	373	
		52	>	OUT	=	2361	>	264	
					v	^			
					1192	976			

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					414	463			
					v	^			
		69	<			<	373		
		52	>			>	264		
					v	^			
					645	602			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					410	460			
					v	^			
		70	<	IN	=	1430	<	370	
		50	>	OUT	=	1440	>	260	
					v	^			
					650	600			

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					310	350			
					v	^			
		50	<			<	280		
		40	>			>	200		
					v	^			
					490	450			

NEW PROJECTED VOLUMES (PCE'S): 2035

					1620	1180			
					v	^			
		50	<			<	280		
		40	>			>	200		
					v	^			
					1800	1280			

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					120	130			
					v	^			
		20	<			<	110		
		10	>			>	70		
					v	^			
					190	170			

INITIAL YEAR 2022 VOLUMES:

2022

					1430	960			
					v	^			
		20	<	IN	=	2550	<	110	
		10	>	OUT	=	2550	>	70	
					v	^			
					1500	1000			

BALANCED YEAR 2022 VOLUMES:

2022

					1430	960			
					v	^			
		20	<	IN	=	2550	<	110	
		10	>	OUT	=	2550	>	70	
					v	^			
					1500	1000			

BEAUMONT AVENUE (SR-79) (NS) / POTRERO BOULEVARD (EW)

STARTING POINT TURNING MOVEMENT DERIVATION (BASE YEAR VOLUMES) AT LOCATIONS WITHOUT EXISTING COUNTS

MORNING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 20 / 20 + 2* 1590 + 260
= 0.01

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 1590 / 20 + 2* 1590 + 260
= 0.92

NR> = NR / (NL + 2* NT + NR)
= 260 / 20 + 2* 1590 + 260
= 0.08

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 260 / 260 + 2* 1100 + 20
= 0.10

STv = 2* ST / (SL + 2* ST + SR)
= 2* 1100 / 260 + 2* 1100 + 20
= 0.89

SR< = SR / (SL + 2* ST + SR)
= 20 / 260 + 2* 1100 + 20
= 0.01

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 1590 / 1590 + 2* 260 + 1100
= 0.50

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 260 / 1590 + 2* 260 + 1100
= 0.16

ERv = ER / (EL + 2* ET + ER)
= 1100 / 1590 + 2* 260 + 1100
= 0.34

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 1100 / 1100 + 2* 20 + 1590
= 0.40

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 20 / 1100 + 2* 20 + 1590
= 0.01

WR^ = WR / (WL + 2* WT + WR)
= 1590 / 1100 + 2* 20 + 1590
= 0.58

ESTIMATED PERCENTAGES

1% 89% 10%
< v >
50% ^ 1.00 ^ 58%
16% > 1.00 1.00 > 1%
34% v 1.00 v 40%
< v >
1% 92% 8%

EVENING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 50 / 50 + 2* 1180 + 200
= 0.02

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 1180 / 50 + 2* 1180 + 200
= 0.90

NR> = NR / (NL + 2* NT + NR)
= 200 / 50 + 2* 1180 + 200
= 0.08

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 200 / 200 + 2* 1800 + 50
= 0.05

STv = 2* ST / (SL + 2* ST + SR)
= 2* 1800 / 200 + 2* 1800 + 50
= 0.94

SR< = SR / (SL + 2* ST + SR)
= 50 / 200 + 2* 1800 + 50
= 0.01

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 1180 / 1180 + 2* 200 + 1800
= 0.35

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 200 / 1180 + 2* 200 + 1800
= 0.12

ERv = ER / (EL + 2* ET + ER)
= 1800 / 1180 + 2* 200 + 1800
= 0.53

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 1800 / 1800 + 2* 50 + 1180
= 0.58

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 50 / 1800 + 2* 50 + 1180
= 0.03

WR^ = WR / (WL + 2* WT + WR)
= 1180 / 1800 + 2* 50 + 1180
= 0.38

ESTIMATED PERCENTAGES

1% 94% 5%
< v >
35% ^ 1.00 ^ 38%
12% > 1.00 1.00 > 3%
53% v 1.00 v 58%
< v >
2% 90% 8%

BEAUMONT AVENUE (SR-79) (NS) / POTRERO BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**1**	SOUTH LEG		NORTH	LEFT	**2**	SOUTH LEG	
BOUND	THRU	**92**	IN ...	**1,700**	BOUND	THRU	**90**	IN ...	**1,280**
	RIGHT	**8**	OUT ...	**1,100**		RIGHT	**8**	OUT ...	**1,800**
SOUTH	LEFT	**10**	NORTH LEG		SOUTH	LEFT	**5**	NORTH LEG	
BOUND	THRU	**89**	IN ...	**1,070**	BOUND	THRU	**94**	IN ...	**1,620**
	RIGHT	**1**	OUT ...	**1,590**		RIGHT	**1**	OUT ...	**1,180**
EAST	LEFT	**50**	WEST LEG		EAST	LEFT	**35**	WEST LEG	
BOUND	THRU	**16**	IN ...	**50**	BOUND	THRU	**12**	IN ...	**40**
	RIGHT	**34**	OUT ...	**20**		RIGHT	**53**	OUT ...	**50**
WEST	LEFT	**40**	EAST LEG		WEST	LEFT	**58**	EAST LEG	
BOUND	THRU	**1**	IN ...	**130**	BOUND	THRU	**3**	IN ...	**280**
	RIGHT	**58**	OUT ...	**260**		RIGHT	**38**	OUT ...	**200**

YEAR 2035 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**1**	**12**	NORTH LEG		NORTH	LEFT	**2**	**28**	NORTH LEG	
BOUND	THRU	**92**	**1,511**	RATIO	**5.2%**	BOUND	THRU	**90**	**1,097**	RATIO	**5.5%**
	RIGHT	**8**	**161**	ADT	51,600		RIGHT	**8**	**128**	ADT	51,600
SOUTH	LEFT	**10**	**90**	SOUTH LEG		SOUTH	LEFT	**5**	**67**	SOUTH LEG	
BOUND	THRU	**89**	**1,006**	RATIO	**5.0%**	BOUND	THRU	**94**	**1,572**	RATIO	**5.5%**
	RIGHT	**1**	**7**	ADT	55,500		RIGHT	**1**	**15**	ADT	55,500
EAST	LEFT	**50**	**19**	EAST LEG		EAST	LEFT	**35**	**10**	EAST LEG	
BOUND	THRU	**16**	**8**	RATIO	**3.6%**	BOUND	THRU	**12**	**4**	RATIO	**4.4%**
	RIGHT	**34**	**23**	ADT	11,000		RIGHT	**53**	**26**	ADT	11,000
WEST	LEFT	**40**	**71**	WEST LEG		WEST	LEFT	**58**	**202**	WEST LEG	
BOUND	THRU	**1**	**2**	RATIO	**3.4%**	BOUND	THRU	**3**	**7**	RATIO	**4.3%**
	RIGHT	**58**	**59**	ADT	2,100		RIGHT	**38**	**74**	ADT	2,100

BEAUMONT AVENUE (SR-79) (NS) / CALIFORNIA AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				2	772	0		
				<	v	>		
		0	^				^	0
		0	>				<	0
		69	v				v	0
				<	^	>		
				335	1204	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					774	1204		
					v	^		
		337	<	IN =		2382	<	0
		69	>	OUT =		2382	>	0
					v	^		
					841	1539		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
		0	^				^	0
		0	>				<	0
		0	v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				2	772	0		
				<	v	>		
		0	^				^	0
		0	>				<	0
		69	v				v	0
				<	^	>		
				335	1204	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					1086	**1759**		
					v	^		
		436	<	IN =		3317	<	**0**
		46	>	OUT =		3317	>	**0**
					v	^		
					1122	**2185**		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	**0**		
					v	^		
		0	<	IN =		0	<	0
		0	>	OUT =		0	>	0
					v	^		
					0	**0**		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: **0.38**
PHF FOR TRUCKS: **0.333**

					413	668		
					v	^		
		166	<	IN =		1260	<	0
		17	>	OUT =		1260	>	0
					v	^		
					426	830		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					2072	**3436**		
					v	^		
		743	<	IN =		6682	<	**0**
		432	>	OUT =		6682	>	**0**
					v	^		
					2503	**4178**		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	**0**		
					v	^		
		0	<	IN =		0	<	0
		0	>	OUT =		0	>	0
					v	^		
					0	**0**		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					787	1306		
					v	^		
		282	<	IN =		2539	<	0
		164	>	OUT =		2539	>	0
					v	^		
					951	1588		

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					375	637		
					v	^		
		117	<				<	0
		147	>				>	0
					v	^		
					525	757		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					370	640		
					v	^		
		120	<	IN =		1280	<	0
		150	>	OUT =		1280	>	0
					v	^		
					520	760		

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					280	480		
					v	^		
		90	<				<	0
		110	>				>	0
					v	^		
					390	570		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1050	1680		
					v	^		
		430	<				<	0
		180	>				>	0
					v	^		
					1230	2110		

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					110	180		
					v	^		
		30	<				<	0
		40	>				>	0
					v	^		
					150	220		

INITIAL YEAR 2022 VOLUMES:

2022

					880	1380		
					v	^		
		370	<	IN =		2750	<	0
		110	>	OUT =		2740	>	0
					v	^		
					990	1760		

BALANCED YEAR 2022 VOLUMES:

2022

					880	1390		
					v	^		
		370	<	IN =		2750	<	0
		110	>	OUT =		2750	>	0
					v	^		
					990	1760		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				1	1424	0		
				<	v	>		
		0	^				^	0
		0	>				<	0
		140	v				v	0
				<	^	>		
				166	855	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					1425	855		
					v	^		
		167	<	IN =		2586	<	0
		140	>	OUT =		2586	>	0
					v	^		
					1564	1021		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
		0	^				^	0
		0	>				<	0
		0	v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				1	1424	0		
				<	v	>		
		0	^				^	0
		0	>				<	0
		140	v				v	0
				<	^	>		
				166	855	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					1949	**1330**		
					v	^		
		226	<	IN =		4237	<	**0**
		748	>	OUT =		4236	>	**0**
					v	^		
					2680	**1540**		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	**0**		
					v	^		
		0	<	IN =		0	<	0
		0	>	OUT =		0	>	0
					v	^		
					0	**0**		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: **0.28**
PHF FOR TRUCKS: **0.25**

					546	372		
					v	^		
		63	<	IN =		1186	<	0
		209	>	OUT =		1186	>	0
					v	^		
					750	431		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					4189	**3350**		
					v	^		
		776	<	IN =		8838	<	**0**
		526	>	OUT =		8837	>	**0**
					v	^		
					4711	**4123**		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	**0**		
					v	^		
		0	<	IN =		0	<	**0**
		0	>	OUT =		0	>	**0**
					v	^		
					0	**0**		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1173	938		
					v	^		
		217	<	IN =		2475	<	0
		147	>	OUT =		2474	>	0
					v	^		
					1319	1154		

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					627	566		
					v	^		
		154	<				<	0
		-62	>				>	0
					v	^		
					569	723		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					630	570		
					v	^		
		150	<	IN =		1360	<	0
		10	>	OUT =		1290	>	0
					v	^		
					570	720		

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					470	430		
					v	^		
		110	<				<	0
		10	>				>	0
					v	^		
					430	540		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1900	1290		
					v	^		
		280	<				<	0
		150	>				>	0
					v	^		
					1990	1560		

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					180	160		
					v	^		
		40	<				<	0
		0	>				>	0
					v	^		
					160	210		

INITIAL YEAR 2022 VOLUMES:

2022

					1610	1020		
					v	^		
		210	<	IN =		2980	<	0
		140	>	OUT =		2950	>	0
					v	^		
					1720	1230		

BALANCED YEAR 2022 VOLUMES:

2022

					1610	1030		
					v	^		
		210	<	IN =		2980	<	0
		140	>	OUT =		2980	>	0
					v	^		
					1740	1230		

BEAUMONT AVENUE (SR-79) (NS) / CALIFORNIA AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**335**	SOUTH LEG		NORTH	LEFT	**166**	SOUTH LEG	
BOUND	THRU	**1,204**	IN ...	**1,620**	BOUND	THRU	**855**	IN ...	**1,100**
	RIGHT	**0**	OUT ...	**930**		RIGHT	**0**	OUT ...	**1,630**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**772**	IN ...	**840**	BOUND	THRU	**1,424**	IN ...	**1,500**
	RIGHT	**2**	OUT ...	**1,270**		RIGHT	**1**	OUT ...	**920**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**90**	BOUND	THRU	**0**	IN ...	**140**
	RIGHT	**69**	OUT ...	**350**		RIGHT	**140**	OUT ...	**190**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**335**	**348**	NORTH LEG	NORTH	LEFT	**166**	**189**	NORTH LEG
BOUND	THRU	**1,204**	**1,270**	RATIO **6.4%**	BOUND	THRU	**855**	**920**	RATIO **7.3%**
	RIGHT	**0**	**0**	ADT 33,000		RIGHT	**0**	**0**	ADT 33,000
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**772**	**840**	RATIO **6.8%**	BOUND	THRU	**1,424**	**1,491**	RATIO **7.3%**
	RIGHT	**2**	**2**	ADT 37,600		RIGHT	**1**	**1**	ADT 37,600
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**69**	**90**	ADT 0		RIGHT	**140**	**139**	ADT 0
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **9.6%**	BOUND	THRU	**0**	**0**	RATIO **7.2%**
	RIGHT	**0**	**0**	ADT 4,600		RIGHT	**0**	**0**	ADT 4,600

BEAUMONT AVENUE (SR-79) (NS) / CALIFORNIA AVENUE (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	**335**	SOUTH LEG		NORTH	LEFT	**166**	SOUTH LEG	
BOUND	THRU	**1,204**	IN ...	**1,680**	BOUND	THRU	**855**	IN ...	**1,150**
	RIGHT	**0**	OUT ...	**1,000**		RIGHT	**0**	OUT ...	**1,670**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**772**	IN ...	**890**	BOUND	THRU	**1,424**	IN ...	**1,540**
	RIGHT	**2**	OUT ...	**1,310**		RIGHT	**1**	OUT ...	**960**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**110**	BOUND	THRU	**0**	IN ...	**140**
	RIGHT	**69**	OUT ...	**360**		RIGHT	**140**	OUT ...	**200**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**335**	**358**	NORTH LEG	NORTH	LEFT	**166**	**199**	NORTH LEG
BOUND	THRU	**1,204**	**1,310**	RATIO **6.0%**	BOUND	THRU	**855**	**960**	RATIO **6.8%**
	RIGHT	**0**	**0**	ADT 36,800		RIGHT	**0**	**0**	ADT 36,800
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**772**	**890**	RATIO **6.4%**	BOUND	THRU	**1,424**	**1,531**	RATIO **6.7%**
	RIGHT	**2**	**2**	ADT 42,000		RIGHT	**1**	**1**	ADT 42,000
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**69**	**110**	ADT 0		RIGHT	**140**	**139**	ADT 0
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **8.9%**	BOUND	THRU	**0**	**0**	RATIO **6.4%**
	RIGHT	**0**	**0**	ADT 5,300		RIGHT	**0**	**0**	ADT 5,300

BEAUMONT AVENUE (SR-79) (NS) / CALIFORNIA AVENUE (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**335**	SOUTH LEG		NORTH	LEFT	**166**	SOUTH LEG	
BOUND	THRU	**1,204**	IN ...	**1,760**	BOUND	THRU	**855**	IN ...	**1,230**
	RIGHT	**0**	OUT ...	**990**		RIGHT	**0**	OUT ...	**1,740**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**772**	IN ...	**880**	BOUND	THRU	**1,424**	IN ...	**1,610**
	RIGHT	**2**	OUT ...	**1,390**		RIGHT	**1**	OUT ...	**1,030**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**110**	BOUND	THRU	**0**	IN ...	**140**
	RIGHT	**69**	OUT ...	**370**		RIGHT	**140**	OUT ...	**210**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2022 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**335**	**368**	NORTH LEG		NORTH	LEFT	**166**	**209**	NORTH LEG	
BOUND	THRU	**1,204**	**1,390**	RATIO	**5.3%**	BOUND	THRU	**855**	**1,030**	RATIO	**6.2%**
	RIGHT	**0**	**0**	ADT	42,700		RIGHT	**0**	**0**	ADT	42,700
SOUTH	LEFT	**0**	**0**	SOUTH LEG		SOUTH	LEFT	**0**	**0**	SOUTH LEG	
BOUND	THRU	**772**	**880**	RATIO	**5.6%**	BOUND	THRU	**1,424**	**1,601**	RATIO	**6.1%**
	RIGHT	**2**	**2**	ADT	48,800		RIGHT	**1**	**1**	ADT	48,800
EAST	LEFT	**0**	**0**	EAST LEG		EAST	LEFT	**0**	**0**	EAST LEG	
BOUND	THRU	**0**	**0**	RATIO	**#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO	**#DIV/0!**
	RIGHT	**69**	**110**	ADT	0		RIGHT	**140**	**139**	ADT	0
WEST	LEFT	**0**	**0**	WEST LEG		WEST	LEFT	**0**	**0**	WEST LEG	
BOUND	THRU	**0**	**0**	RATIO	**7.9%**	BOUND	THRU	**0**	**0**	RATIO	**5.7%**
	RIGHT	**0**	**0**	ADT	6,100		RIGHT	**0**	**0**	ADT	6,100

BEAUMONT AVENUE (SR-79) (NS) / CALIFORNIA AVENUE (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**335**	SOUTH LEG		NORTH	LEFT	**166**	SOUTH LEG	
BOUND	THRU	**1,204**	IN ...	**1,840**	BOUND	THRU	**855**	IN ...	**1,300**
	RIGHT	**0**	OUT ...	**1,040**		RIGHT	**0**	OUT ...	**1,800**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**772**	IN ...	**920**	BOUND	THRU	**1,424**	IN ...	**1,680**
	RIGHT	**2**	OUT ...	**1,460**		RIGHT	**1**	OUT ...	**1,090**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**130**	BOUND	THRU	**0**	IN ...	**140**
	RIGHT	**69**	OUT ...	**390**		RIGHT	**140**	OUT ...	**230**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**335**	**388**	NORTH LEG	NORTH	LEFT	**166**	**229**	NORTH LEG
BOUND	THRU	**1,204**	**1,460**	RATIO **4.9%**	BOUND	THRU	**855**	**1,090**	RATIO **5.7%**
	RIGHT	**0**	**0**	ADT 48,400		RIGHT	**0**	**0**	ADT 48,400
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**772**	**911**	RATIO **5.2%**	BOUND	THRU	**1,424**	**1,661**	RATIO **5.6%**
	RIGHT	**2**	**2**	ADT 55,400		RIGHT	**1**	**1**	ADT 55,400
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**69**	**129**	ADT 0		RIGHT	**140**	**139**	ADT 0
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **7.4%**	BOUND	THRU	**0**	**0**	RATIO **5.3%**
	RIGHT	**0**	**0**	ADT 7,000		RIGHT	**0**	**0**	ADT 7,000

BEAUMONT AVENUE (SR-79) (NS) / CALIFORNIA AVENUE (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**335**	SOUTH LEG		NORTH	LEFT	**166**	SOUTH LEG	
BOUND	THRU	**1,204**	IN ...	**1,950**	BOUND	THRU	**855**	IN ...	**1,410**
	RIGHT	**0**	OUT ...	**1,120**		RIGHT	**0**	OUT ...	**1,890**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**772**	IN ...	**970**	BOUND	THRU	**1,424**	IN ...	**1,770**
	RIGHT	**2**	OUT ...	**1,550**		RIGHT	**1**	OUT ...	**1,180**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**150**	BOUND	THRU	**0**	IN ...	**150**
	RIGHT	**69**	OUT ...	**400**		RIGHT	**140**	OUT ...	**250**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**335**	**398**	NORTH LEG	NORTH	LEFT	**166**	**248**	NORTH LEG
BOUND	THRU	**1,204**	**1,550**	RATIO **4.5%**	BOUND	THRU	**855**	**1,180**	RATIO **5.2%**
	RIGHT	**0**	**0**	ADT 56,100		RIGHT	**0**	**0**	ADT 56,100
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**772**	**970**	RATIO **4.8%**	BOUND	THRU	**1,424**	**1,742**	RATIO **5.2%**
	RIGHT	**2**	**2**	ADT 64,300		RIGHT	**1**	**2**	ADT 64,300
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**69**	**150**	ADT 0		RIGHT	**140**	**148**	ADT 0
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **6.7%**	BOUND	THRU	**0**	**0**	RATIO **4.9%**
	RIGHT	**0**	**0**	ADT 8,200		RIGHT	**0**	**0**	ADT 8,200

BEAUMONT AVENUE (SR-79) (NS) / CALIFORNIA AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**335**	SOUTH LEG		NORTH	LEFT	**166**	SOUTH LEG	
BOUND	THRU	**1,204**	IN ...	**2,110**	BOUND	THRU	**855**	IN ...	**1,560**
	RIGHT	**0**	OUT ...	**1,230**		RIGHT	**0**	OUT ...	**1,990**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**772**	IN ...	**1,050**	BOUND	THRU	**1,424**	IN ...	**1,900**
	RIGHT	**2**	OUT ...	**1,680**		RIGHT	**1**	OUT ...	**1,290**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**180**	BOUND	THRU	**0**	IN ...	**150**
	RIGHT	**69**	OUT ...	**430**		RIGHT	**140**	OUT ...	**280**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2035 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**335**	**428**	NORTH LEG		NORTH	LEFT	**166**	**278**	NORTH LEG	
BOUND	THRU	**1,204**	**1,680**	RATIO	**4.0%**	BOUND	THRU	**855**	**1,290**	RATIO	**4.6%**
	RIGHT	**0**	**0**	ADT	67,600		RIGHT	**0**	**0**	ADT	67,600
SOUTH	LEFT	**0**	**0**	SOUTH LEG		SOUTH	LEFT	**0**	**0**	SOUTH LEG	
BOUND	THRU	**772**	**1,050**	RATIO	**4.3%**	BOUND	THRU	**1,424**	**1,844**	RATIO	**4.6%**
	RIGHT	**2**	**2**	ADT	77,700		RIGHT	**1**	**2**	ADT	77,700
EAST	LEFT	**0**	**0**	EAST LEG		EAST	LEFT	**0**	**0**	EAST LEG	
BOUND	THRU	**0**	**0**	RATIO	**#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO	**#DIV/0!**
	RIGHT	**69**	**180**	ADT	0		RIGHT	**140**	**146**	ADT	0
WEST	LEFT	**0**	**0**	WEST LEG		WEST	LEFT	**0**	**0**	WEST LEG	
BOUND	THRU	**0**	**0**	RATIO	**6.0%**	BOUND	THRU	**0**	**0**	RATIO	**4.2%**
	RIGHT	**0**	**0**	ADT	10,100		RIGHT	**0**	**0**	ADT	10,100

MICHIGAN AVENUE (NS) / FIRST STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				0	0	0				
			<		v		>			
		0	^					^	0	
		408	>					<	152	
		100	v					v	25	
			<		^		>			
				166	0	41				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					0	0				
					v	^				
		318	<	IN	=	892	<		177	
		508	>	OUT	=	892	>		449	
					v	^				
					125	207				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

					0	0	0			
			<		v		>			
		0	^					^	0	
		0	>					<	0	
		0	v					v	0	

PCE FACTORS BY AXLE:

					<		^		>	
2:	1.5	3:	2.0	4+:	3.0		0	0	0	

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

					0	0	0			
			<		v		>			
		0	^					^	0	
		408	>					<	152	
		100	v					v	25	
			<		^		>			
					166	0	41			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					0	0				
					v	^				
		121	<	IN	=	239	<		121	
		118	>	OUT	=	239	>		118	
					v	^				
					0	0				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0				
					v	^				
		0	<	IN	=	0	<		0	
		0	>	OUT	=	0	>		0	
					v	^				
					0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					0	0				
					v	^				
		46	<	IN	=	91	<		46	
		45	>	OUT	=	91	>		45	
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					0	0				
					v	^				
		431	<	IN	=	1153	<		431	
		722	>	OUT	=	1153	>		722	
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0				
					v	^				
		0	<	IN	=	0	<		0	
		0	>	OUT	=	0	>		0	
					v	^				
					0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					0	0				
					v	^				
		164	<	IN	=	438	<		164	
		274	>	OUT	=	438	>		274	
					v	^				
					0	0				

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					0	0				
					v	^				
		118	<				<		118	
		230	>				>		230	
					v	^				
					0	0				

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					0	0				
					v	^				
		120	<	IN	=	350	<		120	
		230	>	OUT	=	350	>		230	
					v	^				
					0	0				

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					0	0				
					v	^				
		90	<				<		90	
		170	>				>		170	
					v	^				
					0	0				

NEW PROJECTED VOLUMES (PCE'S): 2035

					0	0				
					v	^				
		410	<				<		270	
		680	>				>		620	
					v	^				
					130	210				

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					0	0				
					v	^				
		30	<				<		30	
		70	>				>		70	
					v	^				
					0	0				

INITIAL YEAR 2022 VOLUMES:

2022

					0	0				
					v	^				
		350	<	IN	=	1000	<		210	
		580	>	OUT	=	1000	>		520	
					v	^				
					130	210				

BALANCED YEAR 2022 VOLUMES:

2022

					0	0				
					v	^				
		350	<	IN	=	1000	<		210	
		580	>	OUT	=	1000	>		520	
					v	^				
					130	210				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				0	0	0				
		<		v		>				
0	^					^	0			
326	>					<	342			
133	v					v	26			
		<		^		>				
		90		0		27				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					0	0				
					v	^				
		432	<	IN	=	944	<		368	
		459	>	OUT	=	944	>		353	
					v	^				
					159	117				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

					0	0	0			
			<		v		>			
		0	^					^	0	
		0	>					<	0	
		0	v					v	0	

PCE FACTORS BY AXLE:

					<		^		>	
2:	1.5	3:	2	4+:	3.0		0	0	0	

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

					0	0	0			
			<		v		>			
		0	^					^	0	
		326	>					<	342	
		133	v					v	26	
			<		^		>			
				90	0	27				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					0	0				
					v	^				
		629	<	IN	=	752	<		629	
		123	>	OUT	=	752	>		123	
					v	^				
					0	0				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0				
					v	^				
		0	<	IN	=	0	<		0	
		0	>	OUT	=	0	>		0	
					v	^				
					0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					0	0				
					v	^				
		176	<	IN	=	211	<		176	
		34	>	OUT	=	211	>		34	
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					0	0				
					v	^				
		1374	<	IN	=	2187	<		1374	
		813	>	OUT	=	2187	>		813	
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0				
					v	^				
		0	<	IN	=	0	<		0	
		0	>	OUT	=	0	>		0	
					v	^				
					0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					0	0				
					v	^				
		385	<	IN	=	612	<		385	
		228	>	OUT	=	612	>		228	
					v	^				
					0	0				

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					0	0				
					v	^				
		209	<				<		209	
		193	>				>		193	
					v	^				
					0	0				

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					0	0				
					v	^				
		210	<	IN	=	400	<		210	
		190	>	OUT	=	400	>		190	
					v	^				
					0	0				

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					0	0				
					v	^				
		160	<				<		160	
		140	>				>		140	
					v	^				
					0	0				

NEW PROJECTED VOLUMES (PCE'S): 2035

					0	0				
					v	^				
		590	<				<		530	
		600	>				>		490	
					v	^				
					160	120				

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					0	0				
					v	^				
		60	<				<		60	
		50	>				>		50	
					v	^				
					0	0				

INITIAL YEAR 2022 VOLUMES:

2022

					0	0				
					v	^				
		490	<	IN	=	1060	<		430	
		510	>	OUT	=	1050	>		400	
					v	^				
					160	120				

BALANCED YEAR 2022 VOLUMES:

2022

					0	0				
					v	^				
		490	<	IN	=	1060	<		430	
		510	>	OUT	=	1050	>		400	
					v	^				
					160	120				

MICHIGAN AVENUE (NS) / FIRST STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	166	SOUTH LEG		NORTH	LEFT	90	SOUTH LEG	
BOUND	THRU	0	IN ...	210	BOUND	THRU	0	IN ...	120
	RIGHT	41	OUT ...	130		RIGHT	27	OUT ...	160
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	408	IN ...	530	BOUND	THRU	326	IN ...	480
	RIGHT	100	OUT ...	340		RIGHT	133	OUT ...	450
WEST	LEFT	25	EAST LEG		WEST	LEFT	26	EAST LEG	
BOUND	THRU	152	IN ...	200	BOUND	THRU	342	IN ...	390
	RIGHT	0	OUT ...	470		RIGHT	0	OUT ...	370

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	166	168	NORTH LEG	NORTH	LEFT	90	91	NORTH LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	41	42	ADT 0		RIGHT	27	28	ADT 0
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	0	0	RATIO 10.3%	BOUND	THRU	0	0	RATIO 8.4%
	RIGHT	0	0	ADT 3,300		RIGHT	0	0	ADT 3,300
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	408	428	RATIO 6.6%	BOUND	THRU	326	342	RATIO 7.4%
	RIGHT	100	102	ADT 10,200		RIGHT	133	133	ADT 10,200
WEST	LEFT	25	28	WEST LEG	WEST	LEFT	26	27	WEST LEG
BOUND	THRU	152	172	RATIO 7.1%	BOUND	THRU	342	359	RATIO 7.6%
	RIGHT	0	0	ADT 12,200		RIGHT	0	0	ADT 12,200

MICHIGAN AVENUE (NS) / FIRST STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	166	SOUTH LEG		NORTH	LEFT	90	SOUTH LEG	
BOUND	THRU	0	IN ...	210	BOUND	THRU	0	IN ...	120
	RIGHT	41	OUT ...	130		RIGHT	27	OUT ...	160
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	408	IN ...	550	BOUND	THRU	326	IN ...	500
	RIGHT	100	OUT ...	350		RIGHT	133	OUT ...	470
WEST	LEFT	25	EAST LEG		WEST	LEFT	26	EAST LEG	
BOUND	THRU	152	IN ...	210	BOUND	THRU	342	IN ...	410
	RIGHT	0	OUT ...	490		RIGHT	0	OUT ...	390

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	166	168	NORTH LEG	NORTH	LEFT	90	91	NORTH LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	41	42	ADT 0		RIGHT	27	28	ADT 0
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	0	0	RATIO 10.0%	BOUND	THRU	0	0	RATIO 8.2%
	RIGHT	0	0	ADT 3,400		RIGHT	0	0	ADT 3,400
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	408	448	RATIO 6.3%	BOUND	THRU	326	362	RATIO 7.1%
	RIGHT	100	102	ADT 11,200		RIGHT	133	133	ADT 11,200
WEST	LEFT	25	28	WEST LEG	WEST	LEFT	26	27	WEST LEG
BOUND	THRU	152	182	RATIO 6.8%	BOUND	THRU	342	379	RATIO 7.3%
	RIGHT	0	0	ADT 13,200		RIGHT	0	0	ADT 13,200

MICHIGAN AVENUE (NS) / FIRST STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**166**	SOUTH LEG		NORTH	LEFT	**90**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**210**	BOUND	THRU	**0**	IN ...	**120**
	RIGHT	**41**	OUT ...	**130**		RIGHT	**27**	OUT ...	**160**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**408**	IN ...	**580**	BOUND	THRU	**326**	IN ...	**510**
	RIGHT	**100**	OUT ...	**350**		RIGHT	**133**	OUT ...	**490**
WEST	LEFT	**25**	EAST LEG		WEST	LEFT	**26**	EAST LEG	
BOUND	THRU	**152**	IN ...	**210**	BOUND	THRU	**342**	IN ...	**430**
	RIGHT	**0**	OUT ...	**520**		RIGHT	**0**	OUT ...	**400**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**166**	**167**	NORTH LEG	NORTH	LEFT	**90**	**91**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**41**	**43**	ADT 0		RIGHT	**27**	**28**	ADT 0
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **10.0%**	BOUND	THRU	**0**	**0**	RATIO **8.2%**
	RIGHT	**0**	**0**	ADT 3,400		RIGHT	**0**	**0**	ADT 3,400
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**408**	**477**	RATIO **5.8%**	BOUND	THRU	**326**	**372**	RATIO **6.6%**
	RIGHT	**100**	**103**	ADT 12,600		RIGHT	**133**	**133**	ADT 12,600
WEST	LEFT	**25**	**27**	WEST LEG	WEST	LEFT	**26**	**27**	WEST LEG
BOUND	THRU	**152**	**183**	RATIO **6.4%**	BOUND	THRU	**342**	**399**	RATIO **6.8%**
	RIGHT	**0**	**0**	ADT 14,600		RIGHT	**0**	**0**	ADT 14,600

MICHIGAN AVENUE (NS) / FIRST STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH BOUND	LEFT	166	SOUTH LEG		NORTH BOUND	LEFT	90	SOUTH LEG	
	THRU	0	IN ...	210		THRU	0	IN ...	120
	RIGHT	41	OUT ...	130		RIGHT	27	OUT ...	160
SOUTH BOUND	LEFT	0	NORTH LEG		SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	0	IN ...	0		THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	WEST LEG		EAST BOUND	LEFT	0	WEST LEG	
	THRU	408	IN ...	600		THRU	326	IN ...	530
	RIGHT	100	OUT ...	370		RIGHT	133	OUT ...	510
WEST BOUND	LEFT	25	EAST LEG		WEST BOUND	LEFT	26	EAST LEG	
	THRU	152	IN ...	230		THRU	342	IN ...	450
	RIGHT	0	OUT ...	540		RIGHT	0	OUT ...	420

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	166	168	NORTH LEG	NORTH BOUND	LEFT	90	91	NORTH LEG
	THRU	0	0	RATIO #DIV/0!		THRU	0	0	RATIO #DIV/0!
	RIGHT	41	42	ADT 0		RIGHT	27	28	ADT 0
SOUTH BOUND	LEFT	0	0	SOUTH LEG	SOUTH BOUND	LEFT	0	0	SOUTH LEG
	THRU	0	0	RATIO 9.7%		THRU	0	0	RATIO 8.0%
	RIGHT	0	0	ADT 3,500		RIGHT	0	0	ADT 3,500
EAST BOUND	LEFT	0	0	EAST LEG	EAST BOUND	LEFT	0	0	EAST LEG
	THRU	408	498	RATIO 5.5%		THRU	326	392	RATIO 6.1%
	RIGHT	100	102	ADT 14,100		RIGHT	133	133	ADT 14,100
WEST BOUND	LEFT	25	28	WEST LEG	WEST BOUND	LEFT	26	27	WEST LEG
	THRU	152	202	RATIO 6.0%		THRU	342	419	RATIO 6.4%
	RIGHT	0	0	ADT 16,100		RIGHT	0	0	ADT 16,100

MICHIGAN AVENUE (NS) / FIRST STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**166**	SOUTH LEG		NORTH	LEFT	**90**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**210**	BOUND	THRU	**0**	IN ...	**120**
	RIGHT	**41**	OUT ...	**130**		RIGHT	**27**	OUT ...	**160**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**408**	IN ...	**630**	BOUND	THRU	**326**	IN ...	**560**
	RIGHT	**100**	OUT ...	**380**		RIGHT	**133**	OUT ...	**540**
WEST	LEFT	**25**	EAST LEG		WEST	LEFT	**26**	EAST LEG	
BOUND	THRU	**152**	IN ...	**240**	BOUND	THRU	**342**	IN ...	**480**
	RIGHT	**0**	OUT ...	**570**		RIGHT	**0**	OUT ...	**450**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**166**	**168**	NORTH LEG	NORTH	LEFT	**90**	**91**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**41**	**42**	ADT 0		RIGHT	**27**	**28**	ADT 0
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **9.7%**	BOUND	THRU	**0**	**0**	RATIO **8.0%**
	RIGHT	**0**	**0**	ADT 3,500		RIGHT	**0**	**0**	ADT 3,500
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**408**	**528**	RATIO **5.1%**	BOUND	THRU	**326**	**422**	RATIO **5.8%**
	RIGHT	**100**	**102**	ADT 16,000		RIGHT	**133**	**133**	ADT 16,000
WEST	LEFT	**25**	**28**	WEST LEG	WEST	LEFT	**26**	**27**	WEST LEG
BOUND	THRU	**152**	**212**	RATIO **5.6%**	BOUND	THRU	**342**	**449**	RATIO **6.1%**
	RIGHT	**0**	**0**	ADT 18,000		RIGHT	**0**	**0**	ADT 18,000

MICHIGAN AVENUE (NS) / FIRST STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**166**	SOUTH LEG		NORTH	LEFT	**90**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**210**	BOUND	THRU	**0**	IN ...	**120**
	RIGHT	**41**	OUT ...	**130**		RIGHT	**27**	OUT ...	**160**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**408**	IN ...	**680**	BOUND	THRU	**326**	IN ...	**600**
	RIGHT	**100**	OUT ...	**410**		RIGHT	**133**	OUT ...	**590**
WEST	LEFT	**25**	EAST LEG		WEST	LEFT	**26**	EAST LEG	
BOUND	THRU	**152**	IN ...	**270**	BOUND	THRU	**342**	IN ...	**530**
	RIGHT	**0**	OUT ...	**620**		RIGHT	**0**	OUT ...	**490**

YEAR 2035 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**166**	**168**	NORTH LEG	NORTH	LEFT	**90**	**91**	NORTH LEG	
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	
	RIGHT	**41**	**42**	ADT 0		RIGHT	**27**	**28**	ADT 0	
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG	
BOUND	THRU	**0**	**0**	RATIO **9.4%**	BOUND	THRU	**0**	**0**	RATIO **7.8%**	
	RIGHT	**0**	**0**	ADT 3,600		RIGHT	**0**	**0**	ADT 3,600	
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG	
BOUND	THRU	**408**	**578**	RATIO **4.7%**	BOUND	THRU	**326**	**462**	RATIO **5.4%**	
	RIGHT	**100**	**101**	ADT 19,000		RIGHT	**133**	**132**	ADT 19,000	
WEST	LEFT	**25**	**29**	WEST LEG	WEST	LEFT	**26**	**28**	WEST LEG	
BOUND	THRU	**152**	**242**	RATIO **5.2%**	BOUND	THRU	**342**	**499**	RATIO **5.6%**	
	RIGHT	**0**	**0**	ADT 21,000		RIGHT	**0**	**0**	ADT 21,000	

PENNSYLVANIA AVENUE (NS) / FIRST STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				78	0	134		
				<	v	>		
		220	^				^	184
		193	>				<	102
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					212	404		
					v	^		
		180	<	IN	=	911	<	286
		413	>	OUT	=	911	>	327
					v	^		
					0	0		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
		0	^				^	0
		0	>				<	0
		0	v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				78	0	134		
				<	v	>		
		220	^				^	184
		193	>				<	102
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					38	102		
					v	^		
		121	<	IN	=	337	<	44
		118	>	OUT	=	336	>	45
					v	^		
					63	137		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0		
					v	^		
		0	<	IN	=	0	<	0
		0	>	OUT	=	0	>	0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					14	41		
					v	^		
		46	<	IN	=	128	<	17
		45	>	OUT	=	128	>	17
					v	^		
					24	52		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					616	461		
					v	^		
		431	<	IN	=	1297	<	99
		722	>	OUT	=	1250	>	170
					v	^		
					188	90		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
		0	<	IN	=	0	<	0
		0	>	OUT	=	0	>	0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					158	175		
					v	^		
		164	<	IN	=	493	<	26
		274	>	OUT	=	475	>	65
					v	^		
					71	34		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					144	134		
					v	^		
		118	<				<	10
		230	>				>	48
					v	^		
					48	-18		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					140	130		
					v	^		
		120	<	IN	=	400	<	30
		230	>	OUT	=	350	>	50
					v	^		
					50	0		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					110	100		
					v	^		
		90	<				<	20
		170	>				>	40
					v	^		
					40	0		

NEW PROJECTED VOLUMES (PCE'S): 2035

					320	500		
					v	^		
		270	<				<	310
		580	>				>	370
					v	^		
					40	0		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					40	40		
					v	^		
		30	<				<	10
		70	>				>	10
					v	^		
					10	0		

INITIAL YEAR 2022 VOLUMES:

2022

					250	440		
					v	^		
		210	<	IN	=	1030	<	300
		480	>	OUT	=	1000	>	340
					v	^		
					10	0		

BALANCED YEAR 2022 VOLUMES:

2022

					250	450		
					v	^		
		220	<	IN	=	1030	<	300
		480	>	OUT	=	1030	>	350
					v	^		
					10	0		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				146	0	182		
				<	v	>		
		151	^				^	221
		215	>				<	209
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					328	372		
					v	^		
		355	<	IN	=	1124	<	430
		366	>	OUT	=	1124	>	397
					v	^		
					0	0		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
		0	^				^	0
		0	>				<	0
		0	v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				146	0	182		
				<	v	>		
		151	^				^	221
		215	>				<	209
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					414	54		
					v	^		
		629	<	IN	=	858	<	188
		123	>	OUT	=	858	>	42
					v	^		
					133	133		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0		
					v	^		
		0	<	IN	=	0	<	0
		0	>	OUT	=	0	>	0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					116	15		
					v	^		
		176	<	IN	=	240	<	53
		34	>	OUT	=	240	>	12
					v	^		
					37	37		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					446	418		
					v	^		
		1374	<	IN	=	2636	<	788
		813	>	OUT	=	2638	>	511
					v	^		
					385	589		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
		0	<	IN	=	0	<	0
		0	>	OUT	=	0	>	0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					125	117		
					v	^		
		385	<	IN	=	738	<	221
		228	>	OUT	=	739	>	143
					v	^		
					94	165		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					9	102		
					v	^		
		209	<				<	168
		193	>				>	131
					v	^		
					57	128		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					30	100		
					v	^		
		210	<	IN	=	520	<	170
		190	>	OUT	=	500	>	130
					v	^		
					60	130		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					20	80		
					v	^		
		160	<				<	130
		140	>				>	100
					v	^		
					50	100		

NEW PROJECTED VOLUMES (PCE'S): 2035

					350	450		
					v	^		
		520	<				<	560
		510	>				>	500
					v	^		
					50	100		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					10	30		
					v	^		
		60	<				<	50
		50	>				>	40
					v	^		
					20	40		

INITIAL YEAR 2022 VOLUMES:

2022

					340	400		
					v	^		
		420	<	IN	=	1280	<	480
		420	>	OUT	=	1280	>	440
					v	^		
					20	40		

BALANCED YEAR 2022 VOLUMES:

2022

					340	400		
					v	^		
		420	<	IN	=	1280	<	480
		420	>	OUT	=	1280	>	440
					v	^		
					20	40		

PENNSYLVANIA AVENUE (NS) / FIRST STREET (EW)

STARTING POINT TURNING MOVEMENT DERIVATION (BASE YEAR VOLUMES) AT LOCATIONS WITHOUT EXISTING COUNTS

MORNING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 270 / 270 + 2* 500 + 370
= 0.16

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 500 / 270 + 2* 500 + 370
= 0.61

NR> = NR / (NL + 2* NT + NR)
= 370 / 270 + 2* 500 + 370
= 0.23

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 370 / 370 + 2* 40 + 270
= 0.51

STv = 2* ST / (SL + 2* ST + SR)
= 2* 40 / 370 + 2* 40 + 270
= 0.11

SR< = SR / (SL + 2* ST + SR)
= 270 / 370 + 2* 40 + 270
= 0.38

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 500 / 500 + 2* 370 + 40
= 0.39

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 370 / 500 + 2* 370 + 40
= 0.58

ERv = ER / (EL + 2* ET + ER)
= 40 / 500 + 2* 370 + 40
= 0.03

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 40 / 40 + 2* 270 + 500
= 0.04

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 270 / 40 + 2* 270 + 500
= 0.50

WR^ = WR / (WL + 2* WT + WR)
= 500 / 40 + 2* 270 + 500
= 0.46

ESTIMATED PERCENTAGES

	38% <	11% v 51% >
39% ^	1.00	^ 46%
58% >	1.00	1.00 > 50%
3% v	1.00	v 4%
	16% <	61% v 23% >

EVENING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 520 / 520 + 2* 450 + 500
= 0.27

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 450 / 520 + 2* 450 + 500
= 0.47

NR> = NR / (NL + 2* NT + NR)
= 500 / 520 + 2* 450 + 500
= 0.26

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 500 / 500 + 2* 50 + 520
= 0.45

STv = 2* ST / (SL + 2* ST + SR)
= 2* 50 / 500 + 2* 50 + 520
= 0.09

SR< = SR / (SL + 2* ST + SR)
= 520 / 500 + 2* 50 + 520
= 0.46

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 450 / 450 + 2* 500 + 50
= 0.30

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 500 / 450 + 2* 500 + 50
= 0.67

ERv = ER / (EL + 2* ET + ER)
= 50 / 450 + 2* 500 + 50
= 0.03

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 50 / 50 + 2* 520 + 450
= 0.03

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 520 / 50 + 2* 520 + 450
= 0.68

WR^ = WR / (WL + 2* WT + WR)
= 450 / 50 + 2* 520 + 450
= 0.29

ESTIMATED PERCENTAGES

	46% <	9% v 45% >
30% ^	1.00	^ 29%
67% >	1.00	1.00 > 68%
3% v	1.00	v 3%
	27% <	47% v 26% >

PENNSYLVANIA AVENUE (NS) / FIRST STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	19	SOUTH LEG		NORTH	LEFT	27	SOUTH LEG	
BOUND	THRU	59	IN ...	0	BOUND	THRU	46	IN ...	10
	RIGHT	22	OUT ...	10		RIGHT	26	OUT ...	10
SOUTH	LEFT	46	NORTH LEG		SOUTH	LEFT	46	NORTH LEG	
BOUND	THRU	15	IN ...	230	BOUND	THRU	7	IN ...	330
	RIGHT	39	OUT ...	410		RIGHT	47	OUT ...	380
EAST	LEFT	39	WEST LEG		EAST	LEFT	30	WEST LEG	
BOUND	THRU	57	IN ...	430	BOUND	THRU	68	IN ...	390
	RIGHT	5	OUT ...	200		RIGHT	3	OUT ...	380
WEST	LEFT	5	EAST LEG		WEST	LEFT	3	EAST LEG	
BOUND	THRU	53	IN ...	290	BOUND	THRU	68	IN ...	450
	RIGHT	42	OUT ...	330		RIGHT	29	OUT ...	420

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	19	0	NORTH LEG	NORTH	LEFT	27	2	NORTH LEG
BOUND	THRU	59	0	RATIO 6.8%	BOUND	THRU	46	6	RATIO 7.6%
	RIGHT	22	0	ADT 9,400		RIGHT	26	2	ADT 9,400
SOUTH	LEFT	46	132	SOUTH LEG	SOUTH	LEFT	46	186	SOUTH LEG
BOUND	THRU	15	6	RATIO 3.3%	BOUND	THRU	7	6	RATIO 6.7%
	RIGHT	39	92	ADT 300		RIGHT	47	141	ADT 300
EAST	LEFT	39	230	EAST LEG	EAST	LEFT	30	160	EAST LEG
BOUND	THRU	57	198	RATIO 6.0%	BOUND	THRU	68	232	RATIO 8.4%
	RIGHT	5	2	ADT 10,400		RIGHT	3	2	ADT 10,400
WEST	LEFT	5	2	WEST LEG	WEST	LEFT	3	2	WEST LEG
BOUND	THRU	53	108	RATIO 6.2%	BOUND	THRU	68	237	RATIO 7.6%
	RIGHT	42	180	ADT 10,200		RIGHT	29	214	ADT 10,200

PENNSYLVANIA AVENUE (NS) / FIRST STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH BOUND	LEFT	19	SOUTH LEG		NORTH BOUND	LEFT	27	SOUTH LEG	
	THRU	59	IN ...	0		THRU	46	IN ...	20
	RIGHT	22	OUT ...	10		RIGHT	26	OUT ...	10
SOUTH BOUND	LEFT	46	NORTH LEG		SOUTH BOUND	LEFT	46	NORTH LEG	
	THRU	15	IN ...	240		THRU	7	IN ...	340
	RIGHT	39	OUT ...	420		RIGHT	47	OUT ...	390
EAST BOUND	LEFT	39	WEST LEG		EAST BOUND	LEFT	30	WEST LEG	
	THRU	57	IN ...	450		THRU	68	IN ...	410
	RIGHT	5	OUT ...	210		RIGHT	3	OUT ...	400
WEST BOUND	LEFT	5	EAST LEG		WEST BOUND	LEFT	3	EAST LEG	
	THRU	53	IN ...	300		THRU	68	IN ...	460
	RIGHT	42	OUT ...	340		RIGHT	29	OUT ...	430

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	19	0	NORTH LEG	NORTH BOUND	LEFT	27	4	NORTH LEG
	THRU	59	0	RATIO 6.5%		THRU	46	12	RATIO 7.2%
	RIGHT	22	0	ADT 10,100		RIGHT	26	4	ADT 10,100
SOUTH BOUND	LEFT	46	135	SOUTH LEG	SOUTH BOUND	LEFT	46	185	SOUTH LEG
	THRU	15	6	RATIO 1.7%		THRU	7	6	RATIO 5.0%
	RIGHT	39	97	ADT 600		RIGHT	47	150	ADT 600
EAST BOUND	LEFT	39	238	EAST LEG	EAST BOUND	LEFT	30	167	EAST LEG
	THRU	57	205	RATIO 5.9%		THRU	68	241	RATIO 8.2%
	RIGHT	5	2	ADT 10,800		RIGHT	3	2	ADT 10,800
WEST BOUND	LEFT	5	2	WEST LEG	WEST BOUND	LEFT	3	2	WEST LEG
	THRU	53	113	RATIO 5.9%		THRU	68	247	RATIO 7.2%
	RIGHT	42	182	ADT 11,200		RIGHT	29	211	ADT 11,200

PENNSYLVANIA AVENUE (NS) / FIRST STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**16**	SOUTH LEG		NORTH	LEFT	**27**	SOUTH LEG	
BOUND	THRU	**61**	IN ...	**0**	BOUND	THRU	**47**	IN ...	**40**
	RIGHT	**23**	OUT ...	**10**		RIGHT	**26**	OUT ...	**20**
SOUTH	LEFT	**51**	NORTH LEG		SOUTH	LEFT	**45**	NORTH LEG	
BOUND	THRU	**11**	IN ...	**250**	BOUND	THRU	**9**	IN ...	**340**
	RIGHT	**38**	OUT ...	**450**		RIGHT	**46**	OUT ...	**400**
EAST	LEFT	**39**	WEST LEG		EAST	LEFT	**30**	WEST LEG	
BOUND	THRU	**58**	IN ...	**480**	BOUND	THRU	**67**	IN ...	**420**
	RIGHT	**3**	OUT ...	**220**		RIGHT	**3**	OUT ...	**420**
WEST	LEFT	**4**	EAST LEG		WEST	LEFT	**3**	EAST LEG	
BOUND	THRU	**50**	IN ...	**300**	BOUND	THRU	**68**	IN ...	**480**
	RIGHT	**46**	OUT ...	**350**		RIGHT	**29**	OUT ...	**440**

YEAR 2022 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**16**	**0**	NORTH LEG		NORTH	LEFT	**27**	**7**	NORTH LEG	
BOUND	THRU	**61**	**0**	RATIO	**6.3%**	BOUND	THRU	**47**	**24**	RATIO	**6.7%**
	RIGHT	**23**	**0**	ADT	11,100		RIGHT	**26**	**9**	ADT	11,100
SOUTH	LEFT	**51**	**138**	SOUTH LEG		SOUTH	LEFT	**45**	**180**	SOUTH LEG	
BOUND	THRU	**11**	**6**	RATIO	**1.0%**	BOUND	THRU	**9**	**11**	RATIO	**6.0%**
	RIGHT	**38**	**106**	ADT	1,000		RIGHT	**46**	**149**	ADT	1,000
EAST	LEFT	**39**	**265**	EAST LEG		EAST	LEFT	**30**	**165**	EAST LEG	
BOUND	THRU	**58**	**212**	RATIO	**5.8%**	BOUND	THRU	**67**	**251**	RATIO	**8.1%**
	RIGHT	**3**	**2**	ADT	11,300		RIGHT	**3**	**4**	ADT	11,300
WEST	LEFT	**4**	**2**	WEST LEG		WEST	LEFT	**3**	**5**	WEST LEG	
BOUND	THRU	**50**	**114**	RATIO	**5.6%**	BOUND	THRU	**68**	**264**	RATIO	**6.7%**
	RIGHT	**46**	**185**	ADT	12,600		RIGHT	**29**	**211**	ADT	12,600

PENNSYLVANIA AVENUE (NS) / FIRST STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	16	SOUTH LEG		NORTH	LEFT	27	SOUTH LEG	
BOUND	THRU	61	IN ...	0	BOUND	THRU	47	IN ...	50
	RIGHT	23	OUT ...	20		RIGHT	26	OUT ...	20
SOUTH	LEFT	51	NORTH LEG		SOUTH	LEFT	45	NORTH LEG	
BOUND	THRU	11	IN ...	270	BOUND	THRU	9	IN ...	340
	RIGHT	38	OUT ...	460		RIGHT	46	OUT ...	410
EAST	LEFT	39	WEST LEG		EAST	LEFT	30	WEST LEG	
BOUND	THRU	58	IN ...	500	BOUND	THRU	67	IN ...	440
	RIGHT	3	OUT ...	230		RIGHT	3	OUT ...	440
WEST	LEFT	4	EAST LEG		WEST	LEFT	3	EAST LEG	
BOUND	THRU	50	IN ...	300	BOUND	THRU	68	IN ...	500
	RIGHT	46	OUT ...	360		RIGHT	29	OUT ...	450

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	16	0	NORTH LEG	NORTH	LEFT	27	10	NORTH LEG
BOUND	THRU	61	0	RATIO 6.0%	BOUND	THRU	47	29	RATIO 6.2%
	RIGHT	23	0	ADT 12,100		RIGHT	26	11	ADT 12,100
SOUTH	LEFT	51	143	SOUTH LEG	SOUTH	LEFT	45	176	SOUTH LEG
BOUND	THRU	11	12	RATIO 1.5%	BOUND	THRU	9	11	RATIO 5.4%
	RIGHT	38	115	ADT 1,300		RIGHT	46	151	ADT 1,300
EAST	LEFT	39	278	EAST LEG	EAST	LEFT	30	170	EAST LEG
BOUND	THRU	58	217	RATIO 5.6%	BOUND	THRU	67	263	RATIO 8.0%
	RIGHT	3	5	ADT 11,800		RIGHT	3	4	ADT 11,800
WEST	LEFT	4	3	WEST LEG	WEST	LEFT	3	5	WEST LEG
BOUND	THRU	50	115	RATIO 5.2%	BOUND	THRU	68	280	RATIO 6.2%
	RIGHT	46	182	ADT 14,100		RIGHT	29	211	ADT 14,100

PENNSYLVANIA AVENUE (NS) / FIRST STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**16**	SOUTH LEG		NORTH	LEFT	**27**	SOUTH LEG	
BOUND	THRU	**61**	IN ...	**0**	BOUND	THRU	**47**	IN ...	**70**
	RIGHT	**23**	OUT ...	**30**		RIGHT	**26**	OUT ...	**30**
SOUTH	LEFT	**51**	NORTH LEG		SOUTH	LEFT	**45**	NORTH LEG	
BOUND	THRU	**11**	IN ...	**290**	BOUND	THRU	**9**	IN ...	**350**
	RIGHT	**38**	OUT ...	**480**		RIGHT	**46**	OUT ...	**430**
EAST	LEFT	**39**	WEST LEG		EAST	LEFT	**30**	WEST LEG	
BOUND	THRU	**58**	IN ...	**530**	BOUND	THRU	**67**	IN ...	**470**
	RIGHT	**3**	OUT ...	**250**		RIGHT	**3**	OUT ...	**480**
WEST	LEFT	**4**	EAST LEG		WEST	LEFT	**3**	EAST LEG	
BOUND	THRU	**50**	IN ...	**310**	BOUND	THRU	**68**	IN ...	**520**
	RIGHT	**46**	OUT ...	**370**		RIGHT	**29**	OUT ...	**480**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**16**	**0**	NORTH LEG	NORTH	LEFT	**27**	**15**	NORTH LEG
BOUND	THRU	**61**	**0**	RATIO **5.7%**	BOUND	THRU	**47**	**40**	RATIO **5.8%**
	RIGHT	**23**	**0**	ADT 13,400		RIGHT	**26**	**16**	ADT 13,400
SOUTH	LEFT	**51**	**144**	SOUTH LEG	SOUTH	LEFT	**45**	**177**	SOUTH LEG
BOUND	THRU	**11**	**18**	RATIO **1.7%**	BOUND	THRU	**9**	**16**	RATIO **5.6%**
	RIGHT	**38**	**127**	ADT 1,800		RIGHT	**46**	**160**	ADT 1,800
EAST	LEFT	**39**	**297**	EAST LEG	EAST	LEFT	**30**	**179**	EAST LEG
BOUND	THRU	**58**	**226**	RATIO **5.4%**	BOUND	THRU	**67**	**287**	RATIO **8.0%**
	RIGHT	**3**	**7**	ADT 12,500		RIGHT	**3**	**6**	ADT 12,500
WEST	LEFT	**4**	**4**	WEST LEG	WEST	LEFT	**3**	**8**	WEST LEG
BOUND	THRU	**50**	**123**	RATIO **4.9%**	BOUND	THRU	**68**	**306**	RATIO **6.0%**
	RIGHT	**46**	**183**	ADT 16,000		RIGHT	**29**	**211**	ADT 16,000

PENNSYLVANIA AVENUE (NS) / FIRST STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**16**	SOUTH LEG		NORTH	LEFT	**27**	SOUTH LEG	
BOUND	THRU	**61**	IN ...	**0**	BOUND	THRU	**47**	IN ...	**100**
	RIGHT	**23**	OUT ...	**40**		RIGHT	**26**	OUT ...	**50**
SOUTH	LEFT	**51**	NORTH LEG		SOUTH	LEFT	**45**	NORTH LEG	
BOUND	THRU	**11**	IN ...	**320**	BOUND	THRU	**9**	IN ...	**350**
	RIGHT	**38**	OUT ...	**500**		RIGHT	**46**	OUT ...	**450**
EAST	LEFT	**39**	WEST LEG		EAST	LEFT	**30**	WEST LEG	
BOUND	THRU	**58**	IN ...	**580**	BOUND	THRU	**67**	IN ...	**510**
	RIGHT	**3**	OUT ...	**270**		RIGHT	**3**	OUT ...	**520**
WEST	LEFT	**4**	EAST LEG		WEST	LEFT	**3**	EAST LEG	
BOUND	THRU	**50**	IN ...	**310**	BOUND	THRU	**68**	IN ...	**560**
	RIGHT	**46**	OUT ...	**370**		RIGHT	**29**	OUT ...	**500**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**16**	**0**	NORTH LEG	NORTH	LEFT	**27**	**22**	NORTH LEG
BOUND	THRU	**61**	**0**	RATIO **5.3%**	BOUND	THRU	**47**	**55**	RATIO **5.2%**
	RIGHT	**23**	**0**	ADT 15,400		RIGHT	**26**	**23**	ADT 15,400
SOUTH	LEFT	**51**	**142**	SOUTH LEG	SOUTH	LEFT	**45**	**165**	SOUTH LEG
BOUND	THRU	**11**	**25**	RATIO **1.6%**	BOUND	THRU	**9**	**25**	RATIO **6.0%**
	RIGHT	**38**	**146**	ADT 2,500		RIGHT	**46**	**160**	ADT 2,500
EAST	LEFT	**39**	**327**	EAST LEG	EAST	LEFT	**30**	**186**	EAST LEG
BOUND	THRU	**58**	**228**	RATIO **4.9%**	BOUND	THRU	**67**	**312**	RATIO **7.8%**
	RIGHT	**3**	**10**	ADT 13,600		RIGHT	**3**	**12**	ADT 13,600
WEST	LEFT	**4**	**5**	WEST LEG	WEST	LEFT	**3**	**13**	WEST LEG
BOUND	THRU	**50**	**124**	RATIO **4.4%**	BOUND	THRU	**68**	**338**	RATIO **5.4%**
	RIGHT	**46**	**173**	ADT 19,000		RIGHT	**29**	**209**	ADT 19,000

HIGHLAND SPRINGS AVENUE (NS) / FOURTEENTH STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

			0	268	0				
			<	v	>				
0	^					^	0		
0	>					<	0		
0	v					v	0		
			<	^	>				
			0	232	0				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

				268	232				
				v	^				
		0	<	IN =	500	<	0		
		0	>	OUT =	500	>	0		
				v	^				
				268	232				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0				
			<	v	>				
0	^					^	0		
0	>					<	0		
0	v					v	0		
			<	^	>				
			0	0	0				

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

			0	268	0				
			<	v	>				
0	^					^	0		
0	>					<	0		
0	v					v	0		
			<	^	>				
			0	232	0				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

				174	98				
				v	^				
		0	<	IN =	262	<	0		
		0	>	OUT =	262	>	0		
				v	^				
				174	98				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

				0	0				
				v	^				
		0	<	IN =	0	<	0		
		0	>	OUT =	0	>	0		
				v	^				
				0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.35
PHF FOR TRUCKS: 0.333

				66	33				
				v	^				
		0	<	IN =	100	<	0		
		0	>	OUT =	100	>	0		
				v	^				
				66	33				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

				883	594				
				v	^				
		0	<	IN =	1834	<	614		
		0	>	OUT =	1742	>	514		
				v	^				
				629	537				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

				0	0				
				v	^				
		0	<	IN =	0	<	0		
		0	>	OUT =	0	>	0		
				v	^				
				0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				336	228				
				v	^				
		0	<	IN =	697	<	233		
		0	>	OUT =	662	>	195		
				v	^				
				239	128				

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				269	194				
				v	^				
		0	<			<	233		
		0	>			>	195		
				v	^				
				173	95				

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

				270	190				
				v	^				
		0	<	IN =	590	<	230		
		0	>	OUT =	560	>	200		
				v	^				
				170	90				

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

				200	140				
				v	^				
		0	<			<	170		
		0	>			>	150		
				v	^				
				130	70				

NEW PROJECTED VOLUMES (PCE'S): 2035

				470	370				
				v	^				
		0	<			<	170		
		0	>			>	150		
				v	^				
				400	300				

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

				80	50				
				v	^				
		0	<			<	70		
		0	>			>	60		
				v	^				
				50	30				

INITIAL YEAR 2022 VOLUMES:
2022

				350	280				
				v	^				
		0	<	IN =	680	<	70		
		0	>	OUT =	660	>	60		
				v	^				
				320	260				

BALANCED YEAR 2022 VOLUMES:
2022

				350	290				
				v	^				
		0	<	IN =	680	<	70		
		0	>	OUT =	680	>	60		
				v	^				
				330	260				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

			0	224	0				
			<	v	>				
0	^					^	0		
0	>					<	0		
0	v					v	0		
			<	^	>				
			0	288	0				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

				224	288				
				v	^				
		0	<	IN =	512	<	0		
		0	>	OUT =	512	>	0		
				v	^				
				224	288				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0				
			<	v	>				
0	^					^	0		
0	>					<	0		
0	v					v	0		
			<	^	>				
			0	0	0				

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

			0	224	0				
			<	v	>				
0	^					^	0		
0	>					<	0		
0	v					v	0		
			<	^	>				
			0	288	0				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

				132	236				
				v	^				
		0	<	IN =	368	<	0		
		0	>	OUT =	368	>	0		
				v	^				
				132	236				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

				0	0				
				v	^				
		0	<	IN =	0	<	0		
		0	>	OUT =	0	>	0		
				v	^				
				0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				37	66				
				v	^				
		0	<	IN =	103	<	0		
		0	>	OUT =	103	>	0		
				v	^				
				37	66				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

				1026	1610				
				v	^				
		0	<	IN =	3175	<	1217		
		0	>	OUT =	3176	>	978		
				v	^				
				588	922				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

				0	0				
				v	^				
		0	<	IN =	0	<	0		
		0	>	OUT =	0	>	0		
				v	^				
				0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				287	451				
				v	^				
		0	<	IN =	889	<	341		
		0	>	OUT =	889	>	274		
				v	^				
				165	261				

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				250	385				
				v	^				
		0	<			<	341		
		0	>			>	274		
				v	^				
				128	195				

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

				250	380				
				v	^				
		0	<	IN =	780	<	340		
		0	>	OUT =	780	>	270		
				v	^				
				130	190				

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

				190	290				
				v	^				
		0	<			<	260		
		0	>			>	200		
				v	^				
				100	140				

NEW PROJECTED VOLUMES (PCE'S): 2035

				410	580				
				v	^				
		0	<			<	260		
		0	>			>	200		
				v	^				
				320	430				

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

				70	110				
				v	^				
		0	<			<	100		
		0	>			>	80		
				v	^				
				40	50				

INITIAL YEAR 2022 VOLUMES:
2022

				290	400				
				v	^				
		0	<	IN =	730	<	100		
		0	>	OUT =	740	>	80		
				v	^				
				260	340				

BALANCED YEAR 2022 VOLUMES:
2022

				290	400				
				v	^				
		0	<	IN =	730	<	100		
		0	>	OUT =	740	>	80		
				v	^				
				260	340				

HIGHLAND SPRINGS AVENUE (NS) / FOURTEENTH STREET (EW)

STARTING POINT TURNING MOVEMENT DERIVATION (BASE YEAR VOLUMES) AT LOCATIONS WITHOUT EXISTING COUNTS

MORNING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 0 / 0 + 2* 370 + 150
= 0.00

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 370 / 0 + 2* 370 + 150
= 0.83

NR> = NR / (NL + 2* NT + NR)
= 150 / 0 + 2* 370 + 150
= 0.17

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 150 / 150 + 2* 400 + 0
= 0.16

STv = 2* ST / (SL + 2* ST + SR)
= 2* 400 / 150 + 2* 400 + 0
= 0.84

SR< = SR / (SL + 2* ST + SR)
= 0 / 150 + 2* 400 + 0
= 0.00

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 370 / 370 + 2* 150 + 400
= 0.35

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 150 / 370 + 2* 150 + 400
= 0.28

ERv = ER / (EL + 2* ET + ER)
= 400 / 370 + 2* 150 + 400
= 0.37

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 400 / 400 + 2* 0 + 370
= 0.52

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 0 / 400 + 2* 0 + 370
= 0.00

WR^ = WR / (WL + 2* WT + WR)
= 370 / 400 + 2* 0 + 370
= 0.48

ESTIMATED PERCENTAGES

0% 84% 16%
< v >
35% ^ 1.00 ^ 48%
28% > 1.00 1.00 > 0%
37% v 1.00 v 52%
< v >
0% 83% 17%

EVENING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 0 / 0 + 2* 580 + 200
= 0.00

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 580 / 0 + 2* 580 + 200
= 0.85

NR> = NR / (NL + 2* NT + NR)
= 200 / 0 + 2* 580 + 200
= 0.15

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 200 / 200 + 2* 320 + 0
= 0.24

STv = 2* ST / (SL + 2* ST + SR)
= 2* 320 / 200 + 2* 320 + 0
= 0.76

SR< = SR / (SL + 2* ST + SR)
= 0 / 200 + 2* 320 + 0
= 0.00

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 580 / 580 + 2* 200 + 320
= 0.45

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 200 / 580 + 2* 200 + 320
= 0.31

ERv = ER / (EL + 2* ET + ER)
= 320 / 580 + 2* 200 + 320
= 0.25

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 320 / 320 + 2* 0 + 580
= 0.36

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 0 / 320 + 2* 0 + 580
= 0.00

WR^ = WR / (WL + 2* WT + WR)
= 580 / 320 + 2* 0 + 580
= 0.64

ESTIMATED PERCENTAGES

0% 76% 24%
< v >
45% ^ 1.00 ^ 64%
31% > 1.00 1.00 > 0%
25% v 1.00 v 36%
< v >
0% 85% 15%

HIGHLAND SPRINGS AVENUE (NS) / FOURTEENTH STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**83**	IN ...	**260**	BOUND	THRU	**85**	IN ...	**340**
	RIGHT	**17**	OUT ...	**330**		RIGHT	**15**	OUT ...	**260**
SOUTH	LEFT	**16**	NORTH LEG		SOUTH	LEFT	**24**	NORTH LEG	
BOUND	THRU	**84**	IN ...	**350**	BOUND	THRU	**76**	IN ...	**290**
	RIGHT	**0**	OUT ...	**290**		RIGHT	**0**	OUT ...	**400**
EAST	LEFT	**35**	WEST LEG		EAST	LEFT	**45**	WEST LEG	
BOUND	THRU	**28**	IN ...	**0**	BOUND	THRU	**31**	IN ...	**0**
	RIGHT	**37**	OUT ...	**0**		RIGHT	**25**	OUT ...	**0**
WEST	LEFT	**52**	EAST LEG		WEST	LEFT	**36**	EAST LEG	
BOUND	THRU	**0**	IN ...	**70**	BOUND	THRU	**0**	IN ...	**100**
	RIGHT	**48**	OUT ...	**60**		RIGHT	**64**	OUT ...	**80**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**83**	**246**	RATIO **5.3%**	BOUND	THRU	**85**	**324**	RATIO **5.7%**
	RIGHT	**17**	**20**	ADT 12,000		RIGHT	**15**	**25**	ADT 12,000
SOUTH	LEFT	**16**	**40**	SOUTH LEG	SOUTH	LEFT	**24**	**55**	SOUTH LEG
BOUND	THRU	**84**	**304**	RATIO **6.1%**	BOUND	THRU	**76**	**234**	RATIO **6.3%**
	RIGHT	**0**	**0**	ADT 9,700		RIGHT	**0**	**0**	ADT 9,700
EAST	LEFT	**35**	**0**	EAST LEG	EAST	LEFT	**45**	**0**	EAST LEG
BOUND	THRU	**28**	**0**	RATIO **2.7%**	BOUND	THRU	**31**	**0**	RATIO **3.7%**
	RIGHT	**37**	**0**	ADT 4,900		RIGHT	**25**	**0**	ADT 4,900
WEST	LEFT	**52**	**26**	WEST LEG	WEST	LEFT	**36**	**26**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**48**	**44**	ADT 0		RIGHT	**64**	**76**	ADT 0

HIGHLAND SPRINGS AVENUE (NS) / FOURTEENTH STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		NORTH BOUND	LEFT	0	SOUTH LEG	
	THRU	83	IN ...	270		THRU	85	IN ...	360
	RIGHT	17	OUT ...	350		RIGHT	15	OUT ...	270
SOUTH BOUND	LEFT	16	NORTH LEG		SOUTH BOUND	LEFT	24	NORTH LEG	
	THRU	84	IN ...	380		THRU	76	IN ...	320
	RIGHT	0	OUT ...	310		RIGHT	0	OUT ...	440
EAST BOUND	LEFT	35	WEST LEG		EAST BOUND	LEFT	45	WEST LEG	
	THRU	28	IN ...	0		THRU	31	IN ...	0
	RIGHT	37	OUT ...	0		RIGHT	25	OUT ...	0
WEST BOUND	LEFT	52	EAST LEG		WEST BOUND	LEFT	36	EAST LEG	
	THRU	0	IN ...	90		THRU	0	IN ...	130
	RIGHT	48	OUT ...	80		RIGHT	64	OUT ...	110

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	0	0	NORTH LEG	NORTH BOUND	LEFT	0	0	NORTH LEG
	THRU	83	251	RATIO 4.8%		THRU	85	337	RATIO 5.3%
	RIGHT	17	24	ADT 14,200		RIGHT	15	32	ADT 14,200
SOUTH BOUND	LEFT	16	56	SOUTH LEG	SOUTH BOUND	LEFT	24	78	SOUTH LEG
	THRU	84	318	RATIO 5.6%		THRU	76	240	RATIO 5.8%
	RIGHT	0	0	ADT 11,100		RIGHT	0	0	ADT 11,100
EAST BOUND	LEFT	35	0	EAST LEG	EAST BOUND	LEFT	45	0	EAST LEG
	THRU	28	0	RATIO 2.5%		THRU	31	0	RATIO 3.6%
	RIGHT	37	0	ADT 6,700		RIGHT	25	0	ADT 6,700
WEST BOUND	LEFT	52	32	WEST LEG	WEST BOUND	LEFT	36	30	WEST LEG
	THRU	0	0	RATIO #DIV/0!		THRU	0	0	RATIO #DIV/0!
	RIGHT	48	59	ADT 0		RIGHT	64	103	ADT 0

HIGHLAND SPRINGS AVENUE (NS) / FOURTEENTH STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	83	IN ...	280	BOUND	THRU	85	IN ...	390
	RIGHT	17	OUT ...	360		RIGHT	15	OUT ...	290
SOUTH	LEFT	16	NORTH LEG		SOUTH	LEFT	24	NORTH LEG	
BOUND	THRU	84	IN ...	410	BOUND	THRU	76	IN ...	350
	RIGHT	0	OUT ...	330		RIGHT	0	OUT ...	490
EAST	LEFT	35	WEST LEG		EAST	LEFT	45	WEST LEG	
BOUND	THRU	28	IN ...	0	BOUND	THRU	31	IN ...	0
	RIGHT	37	OUT ...	0		RIGHT	25	OUT ...	0
WEST	LEFT	52	EAST LEG		WEST	LEFT	36	EAST LEG	
BOUND	THRU	0	IN ...	120	BOUND	THRU	0	IN ...	180
	RIGHT	48	OUT ...	110		RIGHT	64	OUT ...	140

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	83	250	RATIO 4.2%	BOUND	THRU	85	351	RATIO 4.9%
	RIGHT	17	31	ADT 17,200		RIGHT	15	42	ADT 17,200
SOUTH	LEFT	16	79	SOUTH LEG	SOUTH	LEFT	24	98	SOUTH LEG
BOUND	THRU	84	320	RATIO 5.0%	BOUND	THRU	76	248	RATIO 5.3%
	RIGHT	0	0	ADT 12,900		RIGHT	0	0	ADT 12,900
EAST	LEFT	35	0	EAST LEG	EAST	LEFT	45	0	EAST LEG
BOUND	THRU	28	0	RATIO 2.5%	BOUND	THRU	31	0	RATIO 3.5%
	RIGHT	37	0	ADT 9,100		RIGHT	25	0	ADT 9,100
WEST	LEFT	52	40	WEST LEG	WEST	LEFT	36	42	WEST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	48	80	ADT 0		RIGHT	64	139	ADT 0

HIGHLAND SPRINGS AVENUE (NS) / FOURTEENTH STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**83**	IN ...	**300**	BOUND	THRU	**85**	IN ...	**430**
	RIGHT	**17**	OUT ...	**400**		RIGHT	**15**	OUT ...	**320**
SOUTH	LEFT	**16**	NORTH LEG		SOUTH	LEFT	**24**	NORTH LEG	
BOUND	THRU	**84**	IN ...	**470**	BOUND	THRU	**76**	IN ...	**410**
	RIGHT	**0**	OUT ...	**370**		RIGHT	**0**	OUT ...	**580**
EAST	LEFT	**35**	WEST LEG		EAST	LEFT	**45**	WEST LEG	
BOUND	THRU	**28**	IN ...	**0**	BOUND	THRU	**31**	IN ...	**0**
	RIGHT	**37**	OUT ...	**0**		RIGHT	**25**	OUT ...	**0**
WEST	LEFT	**52**	EAST LEG		WEST	LEFT	**36**	EAST LEG	
BOUND	THRU	**0**	IN ...	**170**	BOUND	THRU	**0**	IN ...	**260**
	RIGHT	**48**	OUT ...	**150**		RIGHT	**64**	OUT ...	**200**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**83**	**257**	RATIO **3.8%**	BOUND	THRU	**85**	**376**	RATIO **4.6%**
	RIGHT	**17**	**40**	ADT 21,600		RIGHT	**15**	**57**	ADT 21,600
SOUTH	LEFT	**16**	**110**	SOUTH LEG	SOUTH	LEFT	**24**	**143**	SOUTH LEG
BOUND	THRU	**84**	**345**	RATIO **4.5%**	BOUND	THRU	**76**	**263**	RATIO **4.8%**
	RIGHT	**0**	**0**	ADT 15,600		RIGHT	**0**	**0**	ADT 15,600
EAST	LEFT	**35**	**0**	EAST LEG	EAST	LEFT	**45**	**0**	EAST LEG
BOUND	THRU	**28**	**0**	RATIO **2.5%**	BOUND	THRU	**31**	**0**	RATIO **3.6%**
	RIGHT	**37**	**0**	ADT 12,800		RIGHT	**25**	**0**	ADT 12,800
WEST	LEFT	**52**	**55**	WEST LEG	WEST	LEFT	**36**	**57**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**48**	**113**	ADT 0		RIGHT	**64**	**204**	ADT 0

HIGHLAND SPRINGS AVENUE (NS) / OAK VALLEY PARKWAY (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				9	259	0		
				<	v	>		
		16	^				^	0
		0	>				<	0
		211	v				v	0
				<	^	>		
				105	216	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					268	232		
					v	^		
		114	<	IN =	816	<	816	0
		227	>	OUT =	816	>	816	0
					v	^		
					470	321		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
		0	^				^	0
		0	>				<	0
		0	v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				9	259	0		
				<	v	>		
		16	^				^	0
		0	>				<	0
		211	v				v	0
				<	^	>		
				105	216	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					174	**88**		
					v	^		
		81	<	IN =	416	<	416	**0**
		96	>	OUT =	416	>	416	**0**
					v	^		
					247	**146**		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	**0**		
					v	^		
		0	<	IN =	0	<	0	**0**
		0	>	OUT =	0	>	0	**0**
					v	^		
					0	**0**		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: **0.38**

PHF FOR TRUCKS: **0.333**

					66	33		
					v	^		
		31	<	IN =	158	<	158	0
		36	>	OUT =	158	>	158	0
					v	^		
					94	55		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					629	**337**		
					v	^		
		261	<	IN =	1373	<	1373	**0**
		215	>	OUT =	1265	>	1265	**0**
					v	^		
					667	**529**		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	**0**		
					v	^		
		0	<	IN =	0	<	0	**0**
		0	>	OUT =	0	>	0	**0**
					v	^		
					0	**0**		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					239	128		
					v	^		
		99	<	IN =	522	<	522	0
		82	>	OUT =	481	>	481	0
					v	^		
					253	201		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: **2035**

FACTOR = **1.50**

					173	95		
					v	^		
		68	<			<		0
		45	>			>		0
					v	^		
					160	146		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					170	90		
					v	^		
		70	<	IN =	370	<	370	0
		50	>	OUT =	320	>	320	0
					v	^		
					160	150		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					130	70		
					v	^		
		50	<			<		0
		40	>			>		0
					v	^		
					120	110		

NEW PROJECTED VOLUMES (PCE'S): 2035

					400	300		
					v	^		
		160	<			<		0
		270	>			>		0
					v	^		
					590	430		

YEAR 2022 GROWTH: 2014 TO **2022**

8 YEARS

					50	30		
					v	^		
		20	<			<		0
		10	>			>		0
					v	^		
					50	40		

INITIAL YEAR 2022 VOLUMES:

2022

					320	260		
					v	^		
		130	<	IN =	920	<	920	0
		240	>	OUT =	910	>	910	0
					v	^		
					520	360		

BALANCED YEAR 2022 VOLUMES:

2022

					320	260		
					v	^		
		130	<	IN =	920	<	920	0
		240	>	OUT =	920	>	920	0
					v	^		
					530	360		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				12	209	0		
				<	v	>		
		4	^				^	0
		0	>				<	0
		160	v				v	0
				<	^	>		
				238	271	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					221	275		
					v	^		
		250	<	IN =	894	<	894	0
		164	>	OUT =	894	>	894	0
					v	^		
					369	509		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
		0	^				^	0
		0	>				<	0
		0	v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				12	209	0		
				<	v	>		
		4	^				^	0
		0	>				<	0
		160	v				v	0
				<	^	>		
				238	271	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					152	**286**		
					v	^		
		193	<	IN =	622	<	622	**0**
		88	>	OUT =	620	>	620	**0**
					v	^		
					191	**402**		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	**0**		
					v	^		
		0	<	IN =	0	<	0	**0**
		0	>	OUT =	0	>	0	**0**
					v	^		
					0	**0**		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: **0.28**

PHF FOR TRUCKS: **0.25**

					37	66		
					v	^		
		54	<	IN =	174	<	174	0
		25	>	OUT =	174	>	174	0
					v	^		
					53	113		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					588	**932**		
					v	^		
		284	<	IN =	1978	<	1978	**0**
		337	>	OUT =	1978	>	1978	**0**
					v	^		
					762	**1053**		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	**0**		
					v	^		
		0	<	IN =	0	<	0	**0**
		0	>	OUT =	0	>	0	**0**
					v	^		
					0	**0**		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					165	261		
					v	^		
		80	<	IN =	554	<	554	0
		94	>	OUT =	554	>	554	0
					v	^		
					213	295		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					128	195		
					v	^		
		25	<			<		0
		70	>			>		0
					v	^		
					160	182		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					130	190		
					v	^		
		30	<	IN =	380	<	380	0
		70	>	OUT =	380	>	380	0
					v	^		
					160	180		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					100	140		
					v	^		
		20	<			<		0
		50	>			>		0
					v	^		
					120	140		

NEW PROJECTED VOLUMES (PCE'S): 2035

					320	420		
					v	^		
		270	<			<		0
		210	>			>		0
					v	^		
					490	650		

YEAR 2022 GROWTH: 2014 TO **2022**

8 YEARS

					40	50		
					v	^		
		10	<			<		0
		20	>			>		0
					v	^		
					50	50		

INITIAL YEAR 2022 VOLUMES:

2022

					260	330		
					v	^		
		260	<	IN =	1000	<	1000	0
		180	>	OUT =	1010	>	1010	0
					v	^		
					420	560		

BALANCED YEAR 2022 VOLUMES:

2022

					260	330		
					v	^		
		260	<	IN =	1010	<	1010	0
		180	>	OUT =	1010	>	1010	0
					v	^		
					420	570		

HIGHLAND SPRINGS AVENUE (NS) / OAK VALLEY PARKWAY (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	105	SOUTH LEG		NORTH	LEFT	238	SOUTH LEG	
BOUND	THRU	216	IN ...	340	BOUND	THRU	271	IN ...	540
	RIGHT	0	OUT ...	510		RIGHT	0	OUT ...	390
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	259	IN ...	330	BOUND	THRU	209	IN ...	270
	RIGHT	9	OUT ...	270		RIGHT	12	OUT ...	340
EAST	LEFT	16	WEST LEG		EAST	LEFT	4	WEST LEG	
BOUND	THRU	0	IN ...	230	BOUND	THRU	0	IN ...	170
	RIGHT	211	OUT ...	120		RIGHT	160	OUT ...	250
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	105	104	NORTH LEG	NORTH	LEFT	238	226	NORTH LEG
BOUND	THRU	216	244	RATIO 6.5%	BOUND	THRU	271	331	RATIO 6.5%
	RIGHT	0	0	ADT 9,200		RIGHT	0	0	ADT 9,200
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	259	309	RATIO 7.1%	BOUND	THRU	209	236	RATIO 7.9%
	RIGHT	9	16	ADT 12,000		RIGHT	12	24	ADT 12,000
EAST	LEFT	16	26	EAST LEG	EAST	LEFT	4	9	EAST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	211	201	ADT 0		RIGHT	160	154	ADT 0
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 6.3%	BOUND	THRU	0	0	RATIO 7.5%
	RIGHT	0	0	ADT 5,500		RIGHT	0	0	ADT 5,500

HIGHLAND SPRINGS AVENUE (NS) / OAK VALLEY PARKWAY (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	**105**	SOUTH LEG		NORTH	LEFT	**238**	SOUTH LEG	
BOUND	THRU	**216**	IN ...	**350**	BOUND	THRU	**271**	IN ...	**560**
	RIGHT	**0**	OUT ...	**530**		RIGHT	**0**	OUT ...	**400**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**259**	IN ...	**360**	BOUND	THRU	**209**	IN ...	**300**
	RIGHT	**9**	OUT ...	**290**		RIGHT	**12**	OUT ...	**370**
EAST	LEFT	**16**	WEST LEG		EAST	LEFT	**4**	WEST LEG	
BOUND	THRU	**0**	IN ...	**240**	BOUND	THRU	**0**	IN ...	**180**
	RIGHT	**211**	OUT ...	**130**		RIGHT	**160**	OUT ...	**260**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**105**	**107**	NORTH LEG	NORTH	LEFT	**238**	**223**	NORTH LEG
BOUND	THRU	**216**	**255**	RATIO **5.7%**	BOUND	THRU	**271**	**356**	RATIO **5.8%**
	RIGHT	**0**	**0**	ADT 11,300		RIGHT	**0**	**0**	ADT 11,300
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**259**	**329**	RATIO **6.9%**	BOUND	THRU	**209**	**245**	RATIO **7.6%**
	RIGHT	**9**	**23**	ADT 12,900		RIGHT	**12**	**37**	ADT 12,900
EAST	LEFT	**16**	**35**	EAST LEG	EAST	LEFT	**4**	**14**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**211**	**201**	ADT 0		RIGHT	**160**	**155**	ADT 0
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **6.3%**	BOUND	THRU	**0**	**0**	RATIO **7.4%**
	RIGHT	**0**	**0**	ADT 5,800		RIGHT	**0**	**0**	ADT 5,800

HIGHLAND SPRINGS AVENUE (NS) / OAK VALLEY PARKWAY (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**105**	SOUTH LEG		NORTH	LEFT	**238**	SOUTH LEG	
BOUND	THRU	**216**	IN ...	**360**	BOUND	THRU	**271**	IN ...	**570**
	RIGHT	**0**	OUT ...	**530**		RIGHT	**0**	OUT ...	**420**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**259**	IN ...	**320**	BOUND	THRU	**209**	IN ...	**260**
	RIGHT	**9**	OUT ...	**260**		RIGHT	**12**	OUT ...	**330**
EAST	LEFT	**16**	WEST LEG		EAST	LEFT	**4**	WEST LEG	
BOUND	THRU	**0**	IN ...	**240**	BOUND	THRU	**0**	IN ...	**180**
	RIGHT	**211**	OUT ...	**130**		RIGHT	**160**	OUT ...	**260**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**105**	**119**	NORTH LEG	NORTH	LEFT	**238**	**246**	NORTH LEG
BOUND	THRU	**216**	**242**	RATIO **6.0%**	BOUND	THRU	**271**	**325**	RATIO **6.1%**
	RIGHT	**0**	**0**	ADT 9,600		RIGHT	**0**	**0**	ADT 9,600
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**259**	**308**	RATIO **6.2%**	BOUND	THRU	**209**	**246**	RATIO **6.9%**
	RIGHT	**9**	**11**	ADT 14,400		RIGHT	**12**	**14**	ADT 14,400
EAST	LEFT	**16**	**18**	EAST LEG	EAST	LEFT	**4**	**5**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**211**	**222**	ADT 0		RIGHT	**160**	**174**	ADT 0
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **5.9%**	BOUND	THRU	**0**	**0**	RATIO **7.0%**
	RIGHT	**0**	**0**	ADT 6,300		RIGHT	**0**	**0**	ADT 6,300

HIGHLAND SPRINGS AVENUE (NS) / OAK VALLEY PARKWAY (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**105**	SOUTH LEG		NORTH	LEFT	**238**	SOUTH LEG	
BOUND	THRU	**216**	IN ...	**380**	BOUND	THRU	**271**	IN ...	**580**
	RIGHT	**0**	OUT ...	**550**		RIGHT	**0**	OUT ...	**430**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**259**	IN ...	**340**	BOUND	THRU	**209**	IN ...	**270**
	RIGHT	**9**	OUT ...	**280**		RIGHT	**12**	OUT ...	**350**
EAST	LEFT	**16**	WEST LEG		EAST	LEFT	**4**	WEST LEG	
BOUND	THRU	**0**	IN ...	**250**	BOUND	THRU	**0**	IN ...	**190**
	RIGHT	**211**	OUT ...	**140**		RIGHT	**160**	OUT ...	**260**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**105**	**126**	NORTH LEG	NORTH	LEFT	**238**	**244**	NORTH LEG
BOUND	THRU	**216**	**258**	RATIO **5.6%**	BOUND	THRU	**271**	**344**	RATIO **5.6%**
	RIGHT	**0**	**0**	ADT 11,000		RIGHT	**0**	**0**	ADT 11,000
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**259**	**323**	RATIO **5.9%**	BOUND	THRU	**209**	**249**	RATIO **6.4%**
	RIGHT	**9**	**14**	ADT 15,900		RIGHT	**12**	**16**	ADT 15,900
EAST	LEFT	**16**	**22**	EAST LEG	EAST	LEFT	**4**	**6**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**211**	**227**	ADT 0		RIGHT	**160**	**181**	ADT 0
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **5.8%**	BOUND	THRU	**0**	**0**	RATIO **6.7%**
	RIGHT	**0**	**0**	ADT 6,700		RIGHT	**0**	**0**	ADT 6,700

HIGHLAND SPRINGS AVENUE (NS) / OAK VALLEY PARKWAY (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**105**	SOUTH LEG		NORTH	LEFT	**238**	SOUTH LEG	
BOUND	THRU	**216**	IN ...	**400**	BOUND	THRU	**271**	IN ...	**620**
	RIGHT	**0**	OUT ...	**580**		RIGHT	**0**	OUT ...	**460**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**259**	IN ...	**360**	BOUND	THRU	**209**	IN ...	**290**
	RIGHT	**9**	OUT ...	**290**		RIGHT	**12**	OUT ...	**380**
EAST	LEFT	**16**	WEST LEG		EAST	LEFT	**4**	WEST LEG	
BOUND	THRU	**0**	IN ...	**260**	BOUND	THRU	**0**	IN ...	**200**
	RIGHT	**211**	OUT ...	**150**		RIGHT	**160**	OUT ...	**270**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**105**	**135**	NORTH LEG	NORTH	LEFT	**238**	**253**	NORTH LEG
BOUND	THRU	**216**	**269**	RATIO **5.1%**	BOUND	THRU	**271**	**373**	RATIO **5.2%**
	RIGHT	**0**	**0**	ADT 12,800		RIGHT	**0**	**0**	ADT 12,800
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**259**	**343**	RATIO **5.5%**	BOUND	THRU	**209**	**269**	RATIO **6.1%**
	RIGHT	**9**	**15**	ADT 17,800		RIGHT	**12**	**17**	ADT 17,800
EAST	LEFT	**16**	**21**	EAST LEG	EAST	LEFT	**4**	**7**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**211**	**237**	ADT 0		RIGHT	**160**	**191**	ADT 0
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **5.5%**	BOUND	THRU	**0**	**0**	RATIO **6.3%**
	RIGHT	**0**	**0**	ADT 7,400		RIGHT	**0**	**0**	ADT 7,400

HIGHLAND SPRINGS AVENUE (NS) / OAK VALLEY PARKWAY (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**105**	SOUTH LEG		NORTH	LEFT	**238**	SOUTH LEG	
BOUND	THRU	**216**	IN ...	**430**	BOUND	THRU	**271**	IN ...	**650**
	RIGHT	**0**	OUT ...	**590**		RIGHT	**0**	OUT ...	**490**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**259**	IN ...	**400**	BOUND	THRU	**209**	IN ...	**320**
	RIGHT	**9**	OUT ...	**300**		RIGHT	**12**	OUT ...	**420**
EAST	LEFT	**16**	WEST LEG		EAST	LEFT	**4**	WEST LEG	
BOUND	THRU	**0**	IN ...	**270**	BOUND	THRU	**0**	IN ...	**210**
	RIGHT	**211**	OUT ...	**160**		RIGHT	**160**	OUT ...	**270**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**105**	**142**	NORTH LEG	NORTH	LEFT	**238**	**250**	NORTH LEG
BOUND	THRU	**216**	**276**	RATIO **4.4%**	BOUND	THRU	**271**	**412**	RATIO **4.7%**
	RIGHT	**0**	**0**	ADT 15,500		RIGHT	**0**	**0**	ADT 15,500
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**259**	**359**	RATIO **4.9%**	BOUND	THRU	**209**	**293**	RATIO **5.6%**
	RIGHT	**9**	**18**	ADT 20,700		RIGHT	**12**	**20**	ADT 20,700
EAST	LEFT	**16**	**24**	EAST LEG	EAST	LEFT	**4**	**8**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**211**	**231**	ADT 0		RIGHT	**160**	**197**	ADT 0
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **5.0%**	BOUND	THRU	**0**	**0**	RATIO **5.7%**
	RIGHT	**0**	**0**	ADT 8,300		RIGHT	**0**	**0**	ADT 8,300

HIGHLAND SPRINGS AVENUE (NS) / EIGHTH STREET/WILSON AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

			96	433	148			
			<	v	>			
		23 ^				^	126	
		103 >				<	112	
		128 v				v	145	
			<	^	>			
			66	184	121			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

				677	333			
				v	^			
		274 <	IN =	1685	<	383		
		254 >	OUT =	1685	>	372		
				v	^			
				706	371			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0			
			<	v	>			
		0 ^				^	0	
		0 >				<	0	
		0 v				v	0	
			<	^	>			
			0	0	0			

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

			96	433	148			
			<	v	>			
		23 ^				^	126	
		103 >				<	112	
		128 v				v	145	
			<	^	>			
			66	184	121			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

				261	171			
				v	^			
		128 <	IN =	663	<	120		
		112 >	OUT =	659	>	128		
				v	^			
				237	170			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

				0	0			
				v	^			
		0 <	IN =	0	<	0		
		0 >	OUT =	0	>	0		
				v	^			
				0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				99	65			
				v	^			
		47 <	IN =	252	<	46		
		43 >	OUT =	250	>	49		
				v	^			
				90	65			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				807	725			
				v	^			
		457 <	IN =	2746	<	599		
		487 >	OUT =	2793	>	804		
				v	^			
				807	853			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				0	0			
				v	^			
		0 <	IN =	0	<	0		
		0 >	OUT =	0	>	0		
				v	^			
				0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				307	276			
				v	^			
		174 <	IN =	1043	<	228		
		185 >	OUT =	1061	>	306		
				v	^			
				307	324			

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				207	211			
				v	^			
		127 <			<	182		
		143 >			>	257		
				v	^			
				217	260			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

				210	210			
				v	^			
		130 <	IN =	790	<	180		
		140 >	OUT =	820	>	260		
				v	^			
				220	260			

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

				160	160			
				v	^			
		100 <			<	140		
		110 >			>	200		
				v	^			
				170	200			

NEW PROJECTED VOLUMES (PCE'S): 2035

				840	490			
				v	^			
		370 <			<	520		
		360 >			>	570		
				v	^			
				880	570			

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

				60	60			
				v	^			
		40 <			<	50		
		40 >			>	70		
				v	^			
				60	70			

INITIAL YEAR 2022 VOLUMES:

2022

				740	390			
				v	^			
		310 <	IN =	1900	<	430		
		290 >	OUT =	1910	>	440		
				v	^			
				770	440			

BALANCED YEAR 2022 VOLUMES:

2022

				740	390			
				v	^			
		310 <	IN =	1900	<	430		
		290 >	OUT =	1910	>	440		
				v	^			
				770	440			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

			7	300	118			
			<	v	>			
		12 ^				^	154	
		66 >				<	70	
		48 v				v	156	
			<	^	>			
			68	542	202			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

				425	708			
				v	^			
		145 <	IN =	1743	<	380		
		126 >	OUT =	1743	>	386		
				v	^			
				504	812			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0			
			<	v	>			
		0 ^				^	0	
		0 >				<	0	
		0 v				v	0	
			<	^	>			
			0	0	0			

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

			7	300	118			
			<	v	>			
		12 ^				^	154	
		66 >				<	70	
		48 v				v	156	
			<	^	>			
			68	542	202			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

				211	414			
				v	^			
		180 <	IN =	963	<	199		
		154 >	OUT =	959	>	172		
				v	^			
				193	399			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

				0	0			
				v	^			
		0 <	IN =	0	<	0		
		0 >	OUT =	0	>	0		
				v	^			
				0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				59	116			
				v	^			
		50 <	IN =	270	<	56		
		43 >	OUT =	269	>	48		
				v	^			
				54	112			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				1006	1287			
				v	^			
		1097 <	IN =	4656	<	1388		
		1180 >	OUT =	4652	>	1287		
				v	^			
				981	1082			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				0	0			
				v	^			
		0 <	IN =	0	<	0		
		0 >	OUT =	0	>	0		
				v	^			
				0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				282	360			
				v	^			
		307 <	IN =	1304	<	389		
		330 >	OUT =	1303	>	360		
				v	^			
				275	303			

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				223	244			
				v	^			
		257 <			<	333		
		287 >			>	312		
				v	^			
				221	191			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

				220	240			
				v	^			
		260 <	IN =	1030	<	330		
		290 >	OUT =	1030	>	310		
				v	^			
				220	190			

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

				170	180			
				v	^			
		200 <			<	250		
		220 >			>	230		
				v	^			
				170	140			

NEW PROJECTED VOLUMES (PCE'S): 2035

				600	890			
				v	^			
		350 <			<	630		
		350 >			>	620		
				v	^			
				670	950			

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

				60	70			
				v	^			
		70 <			<	90		
		80 >			>	90		
				v	^			
				60	50			

INITIAL YEAR 2022 VOLUMES:

2022

				490	780			
				v	^			
		220 <	IN =	2030	<	470		
		210 >	OUT =	2040	>	480		
				v	^			
				560	860			

BALANCED YEAR 2022 VOLUMES:

2022

				490	780			
				v	^			
		220 <	IN =	2030	<	470		
		210 >	OUT =	2040	>	480		
				v	^			
				560	860			

HIGHLAND SPRINGS AVENUE (NS) / EIGHTH STREET/WILSON AVENUE (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**66**	SOUTH LEG		NORTH	LEFT	**68**	SOUTH LEG	
BOUND	THRU	**184**	IN ...	**400**	BOUND	THRU	**542**	IN ...	**830**
	RIGHT	**121**	OUT ...	**750**		RIGHT	**202**	OUT ...	**520**
SOUTH	LEFT	**148**	NORTH LEG		SOUTH	LEFT	**118**	NORTH LEG	
BOUND	THRU	**433**	IN ...	**710**	BOUND	THRU	**300**	IN ...	**450**
	RIGHT	**96**	OUT ...	**350**		RIGHT	**7**	OUT ...	**740**
EAST	LEFT	**23**	WEST LEG		EAST	LEFT	**12**	WEST LEG	
BOUND	THRU	**103**	IN ...	**270**	BOUND	THRU	**66**	IN ...	**160**
	RIGHT	**128**	OUT ...	**290**		RIGHT	**48**	OUT ...	**180**
WEST	LEFT	**145**	EAST LEG		WEST	LEFT	**156**	EAST LEG	
BOUND	THRU	**112**	IN ...	**410**	BOUND	THRU	**70**	IN ...	**420**
	RIGHT	**126**	OUT ...	**400**		RIGHT	**154**	OUT ...	**420**

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**66**	**71**	NORTH LEG	NORTH	LEFT	**68**	**80**	NORTH LEG
BOUND	THRU	**184**	**195**	RATIO **6.8%**	BOUND	THRU	**542**	**550**	RATIO **7.6%**
	RIGHT	**121**	**134**	ADT 15,700		RIGHT	**202**	**200**	ADT 15,700
SOUTH	LEFT	**148**	**156**	SOUTH LEG	SOUTH	LEFT	**118**	**133**	SOUTH LEG
BOUND	THRU	**433**	**455**	RATIO **6.4%**	BOUND	THRU	**300**	**307**	RATIO **7.5%**
	RIGHT	**96**	**99**	ADT 17,900		RIGHT	**7**	**9**	ADT 17,900
EAST	LEFT	**23**	**23**	EAST LEG	EAST	LEFT	**12**	**16**	EAST LEG
BOUND	THRU	**103**	**110**	RATIO **7.1%**	BOUND	THRU	**66**	**87**	RATIO **7.4%**
	RIGHT	**128**	**136**	ADT 11,400		RIGHT	**48**	**57**	ADT 11,400
WEST	LEFT	**145**	**158**	WEST LEG	WEST	LEFT	**156**	**156**	WEST LEG
BOUND	THRU	**112**	**120**	RATIO **11.4%**	BOUND	THRU	**70**	**91**	RATIO **6.9%**
	RIGHT	**126**	**132**	ADT 4,900		RIGHT	**154**	**173**	ADT 4,900

HIGHLAND SPRINGS AVENUE (NS) / EIGHTH STREET/WILSON AVENUE (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	**66**	SOUTH LEG		NORTH	LEFT	**68**	SOUTH LEG	
BOUND	THRU	**184**	IN ...	**420**	BOUND	THRU	**542**	IN ...	**840**
	RIGHT	**121**	OUT ...	**780**		RIGHT	**202**	OUT ...	**540**
SOUTH	LEFT	**148**	NORTH LEG		SOUTH	LEFT	**118**	NORTH LEG	
BOUND	THRU	**433**	IN ...	**740**	BOUND	THRU	**300**	IN ...	**470**
	RIGHT	**96**	OUT ...	**370**		RIGHT	**7**	OUT ...	**750**
EAST	LEFT	**23**	WEST LEG		EAST	LEFT	**12**	WEST LEG	
BOUND	THRU	**103**	IN ...	**280**	BOUND	THRU	**66**	IN ...	**180**
	RIGHT	**128**	OUT ...	**300**		RIGHT	**48**	OUT ...	**190**
WEST	LEFT	**145**	EAST LEG		WEST	LEFT	**156**	EAST LEG	
BOUND	THRU	**112**	IN ...	**430**	BOUND	THRU	**70**	IN ...	**440**
	RIGHT	**126**	OUT ...	**410**		RIGHT	**154**	OUT ...	**450**

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**66**	**74**	NORTH LEG	NORTH	LEFT	**68**	**82**	NORTH LEG
BOUND	THRU	**184**	**206**	RATIO **6.5%**	BOUND	THRU	**542**	**551**	RATIO **7.1%**
	RIGHT	**121**	**138**	ADT 17,100		RIGHT	**202**	**207**	ADT 17,100
SOUTH	LEFT	**148**	**160**	SOUTH LEG	SOUTH	LEFT	**118**	**143**	SOUTH LEG
BOUND	THRU	**433**	**474**	RATIO **6.2%**	BOUND	THRU	**300**	**316**	RATIO **7.2%**
	RIGHT	**96**	**102**	ADT 19,200		RIGHT	**7**	**10**	ADT 19,200
EAST	LEFT	**23**	**25**	EAST LEG	EAST	LEFT	**12**	**18**	EAST LEG
BOUND	THRU	**103**	**112**	RATIO **6.5%**	BOUND	THRU	**66**	**99**	RATIO **7.0%**
	RIGHT	**128**	**141**	ADT 12,800		RIGHT	**48**	**63**	ADT 12,800
WEST	LEFT	**145**	**165**	WEST LEG	WEST	LEFT	**156**	**161**	WEST LEG
BOUND	THRU	**112**	**124**	RATIO **9.8%**	BOUND	THRU	**70**	**98**	RATIO **6.3%**
	RIGHT	**126**	**139**	ADT 5,900		RIGHT	**154**	**181**	ADT 5,900

HIGHLAND SPRINGS AVENUE (NS) / EIGHTH STREET/WILSON AVENUE (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**66**	SOUTH LEG		NORTH	LEFT	**68**	SOUTH LEG	
BOUND	THRU	**184**	IN ...	**440**	BOUND	THRU	**542**	IN ...	**860**
	RIGHT	**121**	OUT ...	**770**		RIGHT	**202**	OUT ...	**560**
SOUTH	LEFT	**148**	NORTH LEG		SOUTH	LEFT	**118**	NORTH LEG	
BOUND	THRU	**433**	IN ...	**740**	BOUND	THRU	**300**	IN ...	**490**
	RIGHT	**96**	OUT ...	**390**		RIGHT	**7**	OUT ...	**780**
EAST	LEFT	**23**	WEST LEG		EAST	LEFT	**12**	WEST LEG	
BOUND	THRU	**103**	IN ...	**290**	BOUND	THRU	**66**	IN ...	**210**
	RIGHT	**128**	OUT ...	**310**		RIGHT	**48**	OUT ...	**220**
WEST	LEFT	**145**	EAST LEG		WEST	LEFT	**156**	EAST LEG	
BOUND	THRU	**112**	IN ...	**430**	BOUND	THRU	**70**	IN ...	**470**
	RIGHT	**126**	OUT ...	**440**		RIGHT	**154**	OUT ...	**480**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**66**	**77**	NORTH LEG	NORTH	LEFT	**68**	**92**	NORTH LEG
BOUND	THRU	**184**	**218**	RATIO **5.9%**	BOUND	THRU	**542**	**564**	RATIO **6.7%**
	RIGHT	**121**	**147**	ADT 19,100		RIGHT	**202**	**208**	ADT 19,100
SOUTH	LEFT	**148**	**171**	SOUTH LEG	SOUTH	LEFT	**118**	**154**	SOUTH LEG
BOUND	THRU	**433**	**467**	RATIO **5.7%**	BOUND	THRU	**300**	**326**	RATIO **6.7%**
	RIGHT	**96**	**106**	ADT 21,300		RIGHT	**7**	**12**	ADT 21,300
EAST	LEFT	**23**	**27**	EAST LEG	EAST	LEFT	**12**	**22**	EAST LEG
BOUND	THRU	**103**	**122**	RATIO **5.8%**	BOUND	THRU	**66**	**118**	RATIO **6.3%**
	RIGHT	**128**	**142**	ADT 15,000		RIGHT	**48**	**71**	ADT 15,000
WEST	LEFT	**145**	**160**	WEST LEG	WEST	LEFT	**156**	**162**	WEST LEG
BOUND	THRU	**112**	**127**	RATIO **8.0%**	BOUND	THRU	**70**	**115**	RATIO **5.7%**
	RIGHT	**126**	**145**	ADT 7,500		RIGHT	**154**	**194**	ADT 7,500

HIGHLAND SPRINGS AVENUE (NS) / EIGHTH STREET/WILSON AVENUE (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**66**	SOUTH LEG		NORTH	LEFT	**68**	SOUTH LEG	
BOUND	THRU	**184**	IN ...	**470**	BOUND	THRU	**542**	IN ...	**880**
	RIGHT	**121**	OUT ...	**800**		RIGHT	**202**	OUT ...	**590**
SOUTH	LEFT	**148**	NORTH LEG		SOUTH	LEFT	**118**	NORTH LEG	
BOUND	THRU	**433**	IN ...	**760**	BOUND	THRU	**300**	IN ...	**520**
	RIGHT	**96**	OUT ...	**410**		RIGHT	**7**	OUT ...	**800**
EAST	LEFT	**23**	WEST LEG		EAST	LEFT	**12**	WEST LEG	
BOUND	THRU	**103**	IN ...	**310**	BOUND	THRU	**66**	IN ...	**240**
	RIGHT	**128**	OUT ...	**320**		RIGHT	**48**	OUT ...	**250**
WEST	LEFT	**145**	EAST LEG		WEST	LEFT	**156**	EAST LEG	
BOUND	THRU	**112**	IN ...	**450**	BOUND	THRU	**70**	IN ...	**510**
	RIGHT	**126**	OUT ...	**470**		RIGHT	**154**	OUT ...	**510**

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**66**	**81**	NORTH LEG	NORTH	LEFT	**68**	**102**	NORTH LEG
BOUND	THRU	**184**	**231**	RATIO **5.5%**	BOUND	THRU	**542**	**568**	RATIO **6.2%**
	RIGHT	**121**	**160**	ADT 21,200		RIGHT	**202**	**210**	ADT 21,200
SOUTH	LEFT	**148**	**178**	SOUTH LEG	SOUTH	LEFT	**118**	**165**	SOUTH LEG
BOUND	THRU	**433**	**479**	RATIO **5.4%**	BOUND	THRU	**300**	**341**	RATIO **6.3%**
	RIGHT	**96**	**107**	ADT 23,400		RIGHT	**7**	**14**	ADT 23,400
EAST	LEFT	**23**	**28**	EAST LEG	EAST	LEFT	**12**	**25**	EAST LEG
BOUND	THRU	**103**	**132**	RATIO **5.4%**	BOUND	THRU	**66**	**135**	RATIO **6.0%**
	RIGHT	**128**	**151**	ADT 17,100		RIGHT	**48**	**80**	ADT 17,100
WEST	LEFT	**145**	**169**	WEST LEG	WEST	LEFT	**156**	**169**	WEST LEG
BOUND	THRU	**112**	**132**	RATIO **6.9%**	BOUND	THRU	**70**	**134**	RATIO **5.4%**
	RIGHT	**126**	**151**	ADT 9,100		RIGHT	**154**	**207**	ADT 9,100

HIGHLAND SPRINGS AVENUE (NS) / EIGHTH STREET/WILSON AVENUE (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**66**	SOUTH LEG		NORTH	LEFT	**68**	SOUTH LEG	
BOUND	THRU	**184**	IN ...	**510**	BOUND	THRU	**542**	IN ...	**910**
	RIGHT	**121**	OUT ...	**830**		RIGHT	**202**	OUT ...	**620**
SOUTH	LEFT	**148**	NORTH LEG		SOUTH	LEFT	**118**	NORTH LEG	
BOUND	THRU	**433**	IN ...	**790**	BOUND	THRU	**300**	IN ...	**550**
	RIGHT	**96**	OUT ...	**440**		RIGHT	**7**	OUT ...	**840**
EAST	LEFT	**23**	WEST LEG		EAST	LEFT	**12**	WEST LEG	
BOUND	THRU	**103**	IN ...	**330**	BOUND	THRU	**66**	IN ...	**290**
	RIGHT	**128**	OUT ...	**340**		RIGHT	**48**	OUT ...	**290**
WEST	LEFT	**145**	EAST LEG		WEST	LEFT	**156**	EAST LEG	
BOUND	THRU	**112**	IN ...	**480**	BOUND	THRU	**70**	IN ...	**560**
	RIGHT	**126**	OUT ...	**510**		RIGHT	**154**	OUT ...	**560**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**66**	**87**	NORTH LEG	NORTH	LEFT	**68**	**113**	NORTH LEG
BOUND	THRU	**184**	**248**	RATIO **5.1%**	BOUND	THRU	**542**	**583**	RATIO **5.8%**
	RIGHT	**121**	**177**	ADT 24,000		RIGHT	**202**	**214**	ADT 24,000
SOUTH	LEFT	**148**	**190**	SOUTH LEG	SOUTH	LEFT	**118**	**180**	SOUTH LEG
BOUND	THRU	**433**	**493**	RATIO **5.1%**	BOUND	THRU	**300**	**353**	RATIO **5.8%**
	RIGHT	**96**	**111**	ADT 26,200		RIGHT	**7**	**17**	ADT 26,200
EAST	LEFT	**23**	**30**	EAST LEG	EAST	LEFT	**12**	**31**	EAST LEG
BOUND	THRU	**103**	**144**	RATIO **5.0%**	BOUND	THRU	**66**	**166**	RATIO **5.6%**
	RIGHT	**128**	**158**	ADT 20,000		RIGHT	**48**	**93**	ADT 20,000
WEST	LEFT	**145**	**179**	WEST LEG	WEST	LEFT	**156**	**174**	WEST LEG
BOUND	THRU	**112**	**141**	RATIO **6.1%**	BOUND	THRU	**70**	**160**	RATIO **5.2%**
	RIGHT	**126**	**162**	ADT 11,100		RIGHT	**154**	**226**	ADT 11,100

HIGHLAND SPRINGS AVENUE (NS) / EIGHTH STREET/WILSON AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**66**	SOUTH LEG		NORTH	LEFT	**68**	SOUTH LEG	
BOUND	THRU	**184**	IN ...	**570**	BOUND	THRU	**542**	IN ...	**950**
	RIGHT	**121**	OUT ...	**880**		RIGHT	**202**	OUT ...	**670**
SOUTH	LEFT	**148**	NORTH LEG		SOUTH	LEFT	**118**	NORTH LEG	
BOUND	THRU	**433**	IN ...	**840**	BOUND	THRU	**300**	IN ...	**600**
	RIGHT	**96**	OUT ...	**490**		RIGHT	**7**	OUT ...	**890**
EAST	LEFT	**23**	WEST LEG		EAST	LEFT	**12**	WEST LEG	
BOUND	THRU	**103**	IN ...	**360**	BOUND	THRU	**66**	IN ...	**350**
	RIGHT	**128**	OUT ...	**370**		RIGHT	**48**	OUT ...	**350**
WEST	LEFT	**145**	EAST LEG		WEST	LEFT	**156**	EAST LEG	
BOUND	THRU	**112**	IN ...	**520**	BOUND	THRU	**70**	IN ...	**630**
	RIGHT	**126**	OUT ...	**570**		RIGHT	**154**	OUT ...	**620**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**66**	**96**	NORTH LEG	NORTH	LEFT	**68**	**131**	NORTH LEG
BOUND	THRU	**184**	**278**	RATIO **4.8%**	BOUND	THRU	**542**	**602**	RATIO **5.3%**
	RIGHT	**121**	**200**	ADT 28,100		RIGHT	**202**	**217**	ADT 28,100
SOUTH	LEFT	**148**	**209**	SOUTH LEG	SOUTH	LEFT	**118**	**200**	SOUTH LEG
BOUND	THRU	**433**	**519**	RATIO **4.8%**	BOUND	THRU	**300**	**378**	RATIO **5.3%**
	RIGHT	**96**	**120**	ADT 30,300		RIGHT	**7**	**21**	ADT 30,300
EAST	LEFT	**23**	**33**	EAST LEG	EAST	LEFT	**12**	**38**	EAST LEG
BOUND	THRU	**103**	**161**	RATIO **4.5%**	BOUND	THRU	**66**	**202**	RATIO **5.1%**
	RIGHT	**128**	**170**	ADT 24,400		RIGHT	**48**	**109**	ADT 24,400
WEST	LEFT	**145**	**192**	WEST LEG	WEST	LEFT	**156**	**182**	WEST LEG
BOUND	THRU	**112**	**154**	RATIO **5.1%**	BOUND	THRU	**70**	**198**	RATIO **4.9%**
	RIGHT	**126**	**179**	ADT 14,300		RIGHT	**154**	**250**	ADT 14,300

HIGHLAND SPRINGS AVENUE (NS) / RAMSEY STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				70	456	123		
				<	v	>		
			82	^			^	39
			156	>			<	111
			150	v			v	159
				<	^	>		
				96	406	166		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					649	527		
					v	^		
			277	<	IN =	2014	<	309
			388	>	OUT =	2014	>	445
					v	^		
					765	668		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
			0	^			^	0
			0	>			<	0
			0	v			v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				70	456	123		
				<	v	>		
			82	^			^	39
			156	>			<	111
			150	v			v	159
				<	^	>		
				96	406	166		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					237	170		
					v	^		
			55	<	IN =	706	<	154
			52	>	OUT =	710	>	145
					v	^		
					340	263		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0		
					v	^		
			0	<	IN =	0	<	0
			0	>	OUT =	0	>	0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					90	65		
					v	^		
			21	<	IN =	268	<	59
			20	>	OUT =	270	>	55
					v	^		
					129	100		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					807	853		
					v	^		
			710	<	IN =	2718	<	557
			771	>	OUT =	2784	>	741
					v	^		
					480	583		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
			0	<	IN =	0	<	0
			0	>	OUT =	0	>	0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					307	324		
					v	^		
			270	<	IN =	1033	<	212
			293	>	OUT =	1058	>	282
					v	^		
					182	222		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					217	260		
					v	^		
			249	<			<	153
			273	>			>	226
					v	^		
					53	122		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					220	260		
					v	^		
			250	<	IN =	760	<	150
			270	>	OUT =	790	>	230
					v	^		
					50	120		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					170	200		
					v	^		
			190	<			<	110
			200	>			>	170
					v	^		
					40	90		

NEW PROJECTED VOLUMES (PCE'S): 2035

					820	730		
					v	^		
			470	<			<	420
			590	>			>	620
					v	^		
					810	760		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					60	70		
					v	^		
			70	<			<	40
			80	>			>	70
					v	^		
					10	30		

INITIAL YEAR 2022 VOLUMES:

2022

					710	600		
					v	^		
			350	<	IN =	2230	<	350
			470	>	OUT =	2250	>	520
					v	^		
					780	700		

BALANCED YEAR 2022 VOLUMES:

2022

					720	600		
					v	^		
			350	<	IN =	2250	<	350
			470	>	OUT =	2250	>	520
					v	^		
					780	710		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				79	455	76		
				<	v	>		
			173	^			^	87
			218	>			<	259
			173	v			v	266
				<	^	>		
				155	513	166		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					610	773		
					v	^		
			493	<	IN =	2620	<	612
			564	>	OUT =	2620	>	460
					v	^		
					894	834		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
			0	^			^	0
			0	>			<	0
			0	v			v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				79	455	76		
				<	v	>		
			173	^			^	87
			218	>			<	259
			173	v			v	266
				<	^	>		
				155	513	166		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					193	399		
					v	^		
			352	<	IN =	1299	<	408
			105	>	OUT =	1303	>	208
					v	^		
					344	593		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0		
					v	^		
			0	<	IN =	0	<	0
			0	>	OUT =	0	>	0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					54	112		
					v	^		
			99	<	IN =	364	<	114
			29	>	OUT =	365	>	58
					v	^		
					96	166		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					981	1082		
					v	^		
			1370	<	IN =	4669	<	1504
			1323	>	OUT =	4672	>	1195
					v	^		
					1025	861		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
			0	<	IN =	0	<	0
			0	>	OUT =	0	>	0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					275	303		
					v	^		
			384	<	IN =	1307	<	421
			370	>	OUT =	1308	>	335
					v	^		
					287	241		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					221	191		
					v	^		
			285	<			<	307
			341	>			>	276
					v	^		
					191	75		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					220	190		
					v	^		
			290	<	IN =	950	<	310
			340	>	OUT =	950	>	280
					v	^		
					190	80		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					170	140		
					v	^		
			220	<			<	230
			260	>			>	210
					v	^		
					140	60		

NEW PROJECTED VOLUMES (PCE'S): 2035

					780	910		
					v	^		
			710	<			<	840
			820	>			>	670
					v	^		
					1030	890		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					60	50		
					v	^		
			80	<			<	90
			100	>			>	80
					v	^		
					50	20		

INITIAL YEAR 2022 VOLUMES:

2022

					670	820		
					v	^		
			570	<	IN =	2880	<	700
			660	>	OUT =	2870	>	540
					v	^		
					940	850		

BALANCED YEAR 2022 VOLUMES:

2022

					670	820		
					v	^		
			570	<	IN =	2880	<	700
			660	>	OUT =	2870	>	540
					v	^		
					940	850		

HIGHLAND SPRINGS AVENUE (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**96**	SOUTH LEG		NORTH	LEFT	**155**	SOUTH LEG	
BOUND	THRU	**406**	IN ...	**680**	BOUND	THRU	**513**	IN ...	**840**
	RIGHT	**166**	OUT ...	**780**		RIGHT	**166**	OUT ...	**910**
SOUTH	LEFT	**123**	NORTH LEG		SOUTH	LEFT	**76**	NORTH LEG	
BOUND	THRU	**456**	IN ...	**690**	BOUND	THRU	**455**	IN ...	**630**
	RIGHT	**70**	OUT ...	**560**		RIGHT	**79**	OUT ...	**790**
EAST	LEFT	**82**	WEST LEG		EAST	LEFT	**173**	WEST LEG	
BOUND	THRU	**156**	IN ...	**420**	BOUND	THRU	**218**	IN ...	**600**
	RIGHT	**150**	OUT ...	**320**		RIGHT	**173**	OUT ...	**520**
WEST	LEFT	**159**	EAST LEG		WEST	LEFT	**266**	EAST LEG	
BOUND	THRU	**111**	IN ...	**330**	BOUND	THRU	**259**	IN ...	**640**
	RIGHT	**39**	OUT ...	**470**		RIGHT	**87**	OUT ...	**490**

YEAR 2017 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**96**	**103**	NORTH LEG		NORTH	LEFT	**155**	**157**	NORTH LEG	
BOUND	THRU	**406**	**419**	RATIO	**6.7%**	BOUND	THRU	**513**	**513**	RATIO	**7.6%**
	RIGHT	**166**	**161**	ADT	18,700		RIGHT	**166**	**170**	ADT	18,700
SOUTH	LEFT	**123**	**137**	SOUTH LEG		SOUTH	LEFT	**76**	**82**	SOUTH LEG	
BOUND	THRU	**456**	**470**	RATIO	**6.7%**	BOUND	THRU	**455**	**463**	RATIO	**8.0%**
	RIGHT	**70**	**86**	ADT	22,000		RIGHT	**79**	**85**	ADT	22,000
EAST	LEFT	**82**	**96**	EAST LEG		EAST	LEFT	**173**	**185**	EAST LEG	
BOUND	THRU	**156**	**172**	RATIO	**5.5%**	BOUND	THRU	**218**	**238**	RATIO	**7.7%**
	RIGHT	**150**	**153**	ADT	14,600		RIGHT	**173**	**177**	ADT	14,600
WEST	LEFT	**159**	**157**	WEST LEG		WEST	LEFT	**266**	**270**	WEST LEG	
BOUND	THRU	**111**	**131**	RATIO	**4.9%**	BOUND	THRU	**259**	**278**	RATIO	**7.5%**
	RIGHT	**39**	**44**	ADT	15,000		RIGHT	**87**	**92**	ADT	15,000

HIGHLAND SPRINGS AVENUE (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	**96**	SOUTH LEG		NORTH	LEFT	**155**	SOUTH LEG	
BOUND	THRU	**406**	IN ...	**690**	BOUND	THRU	**513**	IN ...	**840**
	RIGHT	**166**	OUT ...	**790**		RIGHT	**166**	OUT ...	**920**
SOUTH	LEFT	**123**	NORTH LEG		SOUTH	LEFT	**76**	NORTH LEG	
BOUND	THRU	**456**	IN ...	**710**	BOUND	THRU	**455**	IN ...	**650**
	RIGHT	**70**	OUT ...	**580**		RIGHT	**79**	OUT ...	**800**
EAST	LEFT	**82**	WEST LEG		EAST	LEFT	**173**	WEST LEG	
BOUND	THRU	**156**	IN ...	**440**	BOUND	THRU	**218**	IN ...	**620**
	RIGHT	**150**	OUT ...	**340**		RIGHT	**173**	OUT ...	**540**
WEST	LEFT	**159**	EAST LEG		WEST	LEFT	**266**	EAST LEG	
BOUND	THRU	**111**	IN ...	**350**	BOUND	THRU	**259**	IN ...	**660**
	RIGHT	**39**	OUT ...	**490**		RIGHT	**87**	OUT ...	**510**

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**96**	**105**	NORTH LEG	NORTH	LEFT	**155**	**157**	NORTH LEG
BOUND	THRU	**406**	**427**	RATIO **6.5%**	BOUND	THRU	**513**	**511**	RATIO **7.2%**
	RIGHT	**166**	**161**	ADT 20,000		RIGHT	**166**	**171**	ADT 20,000
SOUTH	LEFT	**123**	**146**	SOUTH LEG	SOUTH	LEFT	**76**	**88**	SOUTH LEG
BOUND	THRU	**456**	**475**	RATIO **6.5%**	BOUND	THRU	**455**	**471**	RATIO **7.7%**
	RIGHT	**70**	**93**	ADT 22,900		RIGHT	**79**	**90**	ADT 22,900
EAST	LEFT	**82**	**104**	EAST LEG	EAST	LEFT	**173**	**192**	EAST LEG
BOUND	THRU	**156**	**183**	RATIO **5.4%**	BOUND	THRU	**218**	**251**	RATIO **7.5%**
	RIGHT	**150**	**155**	ADT 15,700		RIGHT	**173**	**177**	ADT 15,700
WEST	LEFT	**159**	**160**	WEST LEG	WEST	LEFT	**266**	**272**	WEST LEG
BOUND	THRU	**111**	**143**	RATIO **4.7%**	BOUND	THRU	**259**	**292**	RATIO **7.0%**
	RIGHT	**39**	**48**	ADT 16,600		RIGHT	**87**	**96**	ADT 16,600

HIGHLAND SPRINGS AVENUE (NS) / RAMSEY STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**96**	SOUTH LEG		NORTH	LEFT	**155**	SOUTH LEG	
BOUND	THRU	**406**	IN ...	**710**	BOUND	THRU	**513**	IN ...	**850**
	RIGHT	**166**	OUT ...	**780**		RIGHT	**166**	OUT ...	**940**
SOUTH	LEFT	**123**	NORTH LEG		SOUTH	LEFT	**76**	NORTH LEG	
BOUND	THRU	**456**	IN ...	**720**	BOUND	THRU	**455**	IN ...	**670**
	RIGHT	**70**	OUT ...	**600**		RIGHT	**79**	OUT ...	**820**
EAST	LEFT	**82**	WEST LEG		EAST	LEFT	**173**	WEST LEG	
BOUND	THRU	**156**	IN ...	**470**	BOUND	THRU	**218**	IN ...	**660**
	RIGHT	**150**	OUT ...	**350**		RIGHT	**173**	OUT ...	**570**
WEST	LEFT	**159**	EAST LEG		WEST	LEFT	**266**	EAST LEG	
BOUND	THRU	**111**	IN ...	**350**	BOUND	THRU	**259**	IN ...	**700**
	RIGHT	**39**	OUT ...	**520**		RIGHT	**87**	OUT ...	**540**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**96**	**107**	NORTH LEG	NORTH	LEFT	**155**	**160**	NORTH LEG
BOUND	THRU	**406**	**437**	RATIO **6.0%**	BOUND	THRU	**513**	**513**	RATIO **6.7%**
	RIGHT	**166**	**166**	ADT 22,100		RIGHT	**166**	**175**	ADT 22,100
SOUTH	LEFT	**123**	**154**	SOUTH LEG	SOUTH	LEFT	**76**	**94**	SOUTH LEG
BOUND	THRU	**456**	**468**	RATIO **6.2%**	BOUND	THRU	**455**	**478**	RATIO **7.4%**
	RIGHT	**70**	**97**	ADT 24,200		RIGHT	**79**	**96**	ADT 24,200
EAST	LEFT	**82**	**113**	EAST LEG	EAST	LEFT	**173**	**204**	EAST LEG
BOUND	THRU	**156**	**200**	RATIO **5.0%**	BOUND	THRU	**218**	**271**	RATIO **7.1%**
	RIGHT	**150**	**157**	ADT 17,400		RIGHT	**173**	**182**	ADT 17,400
WEST	LEFT	**159**	**154**	WEST LEG	WEST	LEFT	**266**	**280**	WEST LEG
BOUND	THRU	**111**	**146**	RATIO **4.3%**	BOUND	THRU	**259**	**315**	RATIO **6.5%**
	RIGHT	**39**	**50**	ADT 19,000		RIGHT	**87**	**103**	ADT 19,000

HIGHLAND SPRINGS AVENUE (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**96**	SOUTH LEG		NORTH	LEFT	**155**	SOUTH LEG	
BOUND	THRU	**406**	IN ...	**720**	BOUND	THRU	**513**	IN ...	**860**
	RIGHT	**166**	OUT ...	**790**		RIGHT	**166**	OUT ...	**960**
SOUTH	LEFT	**123**	NORTH LEG		SOUTH	LEFT	**76**	NORTH LEG	
BOUND	THRU	**456**	IN ...	**740**	BOUND	THRU	**455**	IN ...	**700**
	RIGHT	**70**	OUT ...	**630**		RIGHT	**79**	OUT ...	**840**
EAST	LEFT	**82**	WEST LEG		EAST	LEFT	**173**	WEST LEG	
BOUND	THRU	**156**	IN ...	**500**	BOUND	THRU	**218**	IN ...	**690**
	RIGHT	**150**	OUT ...	**380**		RIGHT	**173**	OUT ...	**600**
WEST	LEFT	**159**	EAST LEG		WEST	LEFT	**266**	EAST LEG	
BOUND	THRU	**111**	IN ...	**370**	BOUND	THRU	**259**	IN ...	**730**
	RIGHT	**39**	OUT ...	**540**		RIGHT	**87**	OUT ...	**570**

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**96**	**111**	NORTH LEG	NORTH	LEFT	**155**	**162**	NORTH LEG
BOUND	THRU	**406**	**449**	RATIO **5.7%**	BOUND	THRU	**513**	**517**	RATIO **6.4%**
	RIGHT	**166**	**164**	ADT 24,200		RIGHT	**166**	**179**	ADT 24,200
SOUTH	LEFT	**123**	**162**	SOUTH LEG	SOUTH	LEFT	**76**	**102**	SOUTH LEG
BOUND	THRU	**456**	**473**	RATIO **5.9%**	BOUND	THRU	**455**	**492**	RATIO **7.1%**
	RIGHT	**70**	**108**	ADT 25,500		RIGHT	**79**	**103**	ADT 25,500
EAST	LEFT	**82**	**126**	EAST LEG	EAST	LEFT	**173**	**215**	EAST LEG
BOUND	THRU	**156**	**214**	RATIO **4.8%**	BOUND	THRU	**218**	**289**	RATIO **6.8%**
	RIGHT	**150**	**162**	ADT 19,100		RIGHT	**173**	**184**	ADT 19,100
WEST	LEFT	**159**	**156**	WEST LEG	WEST	LEFT	**266**	**284**	WEST LEG
BOUND	THRU	**111**	**161**	RATIO **4.1%**	BOUND	THRU	**259**	**335**	RATIO **6.0%**
	RIGHT	**39**	**54**	ADT 21,300		RIGHT	**87**	**108**	ADT 21,300

HIGHLAND SPRINGS AVENUE (NS) / RAMSEY STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**96**	SOUTH LEG		NORTH	LEFT	**155**	SOUTH LEG	
BOUND	THRU	**406**	IN ...	**740**	BOUND	THRU	**513**	IN ...	**870**
	RIGHT	**166**	OUT ...	**800**		RIGHT	**166**	OUT ...	**990**
SOUTH	LEFT	**123**	NORTH LEG		SOUTH	LEFT	**76**	NORTH LEG	
BOUND	THRU	**456**	IN ...	**780**	BOUND	THRU	**455**	IN ...	**730**
	RIGHT	**70**	OUT ...	**670**		RIGHT	**79**	OUT ...	**870**
EAST	LEFT	**82**	WEST LEG		EAST	LEFT	**173**	WEST LEG	
BOUND	THRU	**156**	IN ...	**540**	BOUND	THRU	**218**	IN ...	**740**
	RIGHT	**150**	OUT ...	**410**		RIGHT	**173**	OUT ...	**650**
WEST	LEFT	**159**	EAST LEG		WEST	LEFT	**266**	EAST LEG	
BOUND	THRU	**111**	IN ...	**390**	BOUND	THRU	**259**	IN ...	**780**
	RIGHT	**39**	OUT ...	**570**		RIGHT	**87**	OUT ...	**610**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**96**	**113**	NORTH LEG	NORTH	LEFT	**155**	**167**	NORTH LEG
BOUND	THRU	**406**	**466**	RATIO **5.4%**	BOUND	THRU	**513**	**521**	RATIO **5.9%**
	RIGHT	**166**	**162**	ADT 27,000		RIGHT	**166**	**182**	ADT 27,000
SOUTH	LEFT	**123**	**176**	SOUTH LEG	SOUTH	LEFT	**76**	**111**	SOUTH LEG
BOUND	THRU	**456**	**482**	RATIO **5.6%**	BOUND	THRU	**455**	**505**	RATIO **6.8%**
	RIGHT	**70**	**121**	ADT 27,300		RIGHT	**79**	**113**	ADT 27,300
EAST	LEFT	**82**	**144**	EAST LEG	EAST	LEFT	**173**	**232**	EAST LEG
BOUND	THRU	**156**	**232**	RATIO **4.5%**	BOUND	THRU	**218**	**317**	RATIO **6.5%**
	RIGHT	**150**	**164**	ADT 21,400		RIGHT	**173**	**191**	ADT 21,400
WEST	LEFT	**159**	**154**	WEST LEG	WEST	LEFT	**266**	**294**	WEST LEG
BOUND	THRU	**111**	**176**	RATIO **3.9%**	BOUND	THRU	**259**	**369**	RATIO **5.7%**
	RIGHT	**39**	**60**	ADT 24,500		RIGHT	**87**	**117**	ADT 24,500

HIGHLAND SPRINGS AVENUE (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**96**	SOUTH LEG		NORTH	LEFT	**155**	SOUTH LEG	
BOUND	THRU	**406**	IN ...	**760**	BOUND	THRU	**513**	IN ...	**890**
	RIGHT	**166**	OUT ...	**810**		RIGHT	**166**	OUT ...	**1,030**
SOUTH	LEFT	**123**	NORTH LEG		SOUTH	LEFT	**76**	NORTH LEG	
BOUND	THRU	**456**	IN ...	**820**	BOUND	THRU	**455**	IN ...	**780**
	RIGHT	**70**	OUT ...	**730**		RIGHT	**79**	OUT ...	**910**
EAST	LEFT	**82**	WEST LEG		EAST	LEFT	**173**	WEST LEG	
BOUND	THRU	**156**	IN ...	**590**	BOUND	THRU	**218**	IN ...	**820**
	RIGHT	**150**	OUT ...	**470**		RIGHT	**173**	OUT ...	**710**
WEST	LEFT	**159**	EAST LEG		WEST	LEFT	**266**	EAST LEG	
BOUND	THRU	**111**	IN ...	**420**	BOUND	THRU	**259**	IN ...	**840**
	RIGHT	**39**	OUT ...	**620**		RIGHT	**87**	OUT ...	**670**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**96**	**120**	NORTH LEG	NORTH	LEFT	**155**	**173**	NORTH LEG
BOUND	THRU	**406**	**490**	RATIO **5.0%**	BOUND	THRU	**513**	**526**	RATIO **5.4%**
	RIGHT	**166**	**161**	ADT 31,100		RIGHT	**166**	**188**	ADT 31,100
SOUTH	LEFT	**123**	**198**	SOUTH LEG	SOUTH	LEFT	**76**	**124**	SOUTH LEG
BOUND	THRU	**456**	**490**	RATIO **5.3%**	BOUND	THRU	**455**	**526**	RATIO **6.4%**
	RIGHT	**70**	**145**	ADT 29,900		RIGHT	**79**	**127**	ADT 29,900
EAST	LEFT	**82**	**170**	EAST LEG	EAST	LEFT	**173**	**258**	EAST LEG
BOUND	THRU	**156**	**261**	RATIO **4.2%**	BOUND	THRU	**218**	**358**	RATIO **6.1%**
	RIGHT	**150**	**168**	ADT 24,800		RIGHT	**173**	**202**	ADT 24,800
WEST	LEFT	**159**	**152**	WEST LEG	WEST	LEFT	**266**	**302**	WEST LEG
BOUND	THRU	**111**	**205**	RATIO **3.7%**	BOUND	THRU	**259**	**409**	RATIO **5.2%**
	RIGHT	**39**	**69**	ADT 29,200		RIGHT	**87**	**126**	ADT 29,200

HIGHLAND SPRINGS AVENUE (NS) / I-10 FREEWAY WB RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

			301	536	0			
			<	v	>			
		0 ^				^		153
		0 >				<		2
		0 v				v		154
			<	^	>			
			208	630	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

				837	783			
				v	^			
		511 <	IN =			1984 <		309
		0 >	OUT =			1984 >		0
				v	^			
				690	838			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0			
			<	v	>			
		0 ^				^		0
		0 >				<		0
		0 v				v		0
			<	^	>			
			0	0	0			

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

			301	536	0			
			<	v	>			
		0 ^				^		153
		0 >				<		2
		0 v				v		154
			<	^	>			
			208	630	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

				340	263			
				v	^			
		322 <	IN =			823 <		116
		0 >	OUT =			825 >		0
				v	^			
				240	367			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

				0	0			
				v	^			
		0 <	IN =			0 <		0
		0 >	OUT =			0 >		0
				v	^			
				0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				129	100			
				v	^			
		122 <	IN =			313 <		44
		0 >	OUT =			314 >		0
				v	^			
				91	139			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				480	583			
				v	^			
		442 <	IN =			1624 <		415
		0 >	OUT =			1593 >		0
				v	^			
				568	729			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				0	0			
				v	^			
		0 <	IN =			0 <		0
		0 >	OUT =			0 >		0
				v	^			
				0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				182	222			
				v	^			
		168 <	IN =			617 <		158
		0 >	OUT =			605 >		0
				v	^			
				216	277			

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				53	122			
				v	^			
		46 <				<		114
		0 >				>		0
				v	^			
				125	138			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

				80	120			
				v	^			
		50 <	IN =			330 <		110
		0 >	OUT =			290 >		0
				v	^			
				120	140			

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

				60	90			
				v	^			
		40 <				<		80
		0 >				>		0
				v	^			
				90	110			

NEW PROJECTED VOLUMES (PCE'S): 2035

				900	870			
				v	^			
		550 <				<		390
		0 >				>		0
				v	^			
				780	950			

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

				20	30			
				v	^			
		10 <				<		30
		0 >				>		0
				v	^			
				30	40			

INITIAL YEAR 2022 VOLUMES:

2022

				860	810			
				v	^			
		520 <	IN =			2080 <		340
		0 >	OUT =			2050 >		0
				v	^			
				720	880			

BALANCED YEAR 2022 VOLUMES:

2022

				860	820			
				v	^			
		530 <	IN =			2080 <		340
		0 >	OUT =			2080 >		0
				v	^			
				730	880			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

			299	632	0			
			<	v	>			
		0 ^				^		265
		0 >				<		3
		0 v				v		327
			<	^	>			
			287	927	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

				931	1192			
				v	^			
		589 <	IN =			2740 <		595
		0 >	OUT =			2740 >		0
				v	^			
				959	1214			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0			
			<	v	>			
		0 ^				^		0
		0 >				<		0
		0 v				v		0
			<	^	>			
			0	0	0			

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

			299	632	0			
			<	v	>			
		0 ^				^		265
		0 >				<		3
		0 v				v		327
			<	^	>			
			287	927	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

				344	593			
				v	^			
		305 <	IN =			1362 <		448
		0 >	OUT =			1364 >		0
				v	^			
				466	570			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

				0	0			
				v	^			
		0 <	IN =			0 <		0
		0 >	OUT =			0 >		0
				v	^			
				0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				96	166			
				v	^			
		85 <	IN =			381 <		125
		0 >	OUT =			382 >		0
				v	^			
				130	160			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				1025	861			
				v	^			
		721 <	IN =			2710 <		578
		0 >	OUT =			2711 >		0
				v	^			
				1129	1107			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				0	0			
				v	^			
		0 <	IN =			0 <		0
		0 >	OUT =			0 >		0
				v	^			
				0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				287	241			
				v	^			
		202 <	IN =			759 <		162
		0 >	OUT =			759 >		0
				v	^			
				316	310			

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				191	75			
				v	^			
		116 <				<		36
		0 >				>		0
				v	^			
				196	150			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

				190	120			
				v	^			
		120 <	IN =			400 <		60
		0 >	OUT =			430 >		0
				v	^			
				190	150			

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

				140	90			
				v	^			
		90 <				<		50
		0 >				>		0
				v	^			
				140	110			

NEW PROJECTED VOLUMES (PCE'S): 2035

				1070	1280			
				v	^			
		680 <				<		650
		0 >				>		0
				v	^			
				1100	1320			

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

				50	30			
				v	^			
		30 <				<		20
		0 >				>		0
				v	^			
				50	40			

INITIAL YEAR 2022 VOLUMES:

2022

				980	1220			
				v	^			
		620 <	IN =			2850 <		620
		0 >	OUT =			2850 >		0
				v	^			
				1010	1250			

BALANCED YEAR 2022 VOLUMES:

2022

				980	1220			
				v	^			
		620 <	IN =			2850 <		620
		0 >	OUT =			2850 >		0
				v	^			
				1010	1250			

HIGHLAND SPRINGS AVENUE (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**208**	SOUTH LEG		NORTH	LEFT	**287**	SOUTH LEG	
BOUND	THRU	**630**	IN ...	**860**	BOUND	THRU	**927**	IN ...	**1,230**
	RIGHT	**0**	OUT ...	**710**		RIGHT	**0**	OUT ...	**980**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**536**	IN ...	**850**	BOUND	THRU	**632**	IN ...	**950**
	RIGHT	**301**	OUT ...	**790**		RIGHT	**299**	OUT ...	**1,200**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**520**		RIGHT	**0**	OUT ...	**600**
WEST	LEFT	**154**	EAST LEG		WEST	LEFT	**327**	EAST LEG	
BOUND	THRU	**2**	IN ...	**320**	BOUND	THRU	**3**	IN ...	**610**
	RIGHT	**153**	OUT ...	**0**		RIGHT	**265**	OUT ...	**0**

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**208**	**218**	NORTH LEG	NORTH	LEFT	**287**	**293**	NORTH LEG
BOUND	THRU	**630**	**637**	RATIO **6.1%**	BOUND	THRU	**927**	**932**	RATIO **8.0%**
	RIGHT	**0**	**0**	ADT 26,800		RIGHT	**0**	**0**	ADT 26,800
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**536**	**546**	RATIO **5.6%**	BOUND	THRU	**632**	**643**	RATIO **7.9%**
	RIGHT	**301**	**300**	ADT 27,900		RIGHT	**299**	**304**	ADT 27,900
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **4.2%**	BOUND	THRU	**0**	**0**	RATIO **8.0%**
	RIGHT	**0**	**0**	ADT 7,600		RIGHT	**0**	**0**	ADT 7,600
WEST	LEFT	**154**	**164**	WEST LEG	WEST	LEFT	**327**	**337**	WEST LEG
BOUND	THRU	**2**	**2**	RATIO **7.0%**	BOUND	THRU	**3**	**3**	RATIO **8.1%**
	RIGHT	**153**	**153**	ADT 7,400		RIGHT	**265**	**268**	ADT 7,400

HIGHLAND SPRINGS AVENUE (NS) / I-10 FREEWAY WB RAMPS (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	**208**	SOUTH LEG		NORTH	LEFT	**287**	SOUTH LEG	
BOUND	THRU	**630**	IN ...	**870**	BOUND	THRU	**927**	IN ...	**1,240**
	RIGHT	**0**	OUT ...	**730**		RIGHT	**0**	OUT ...	**1,000**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**536**	IN ...	**860**	BOUND	THRU	**632**	IN ...	**960**
	RIGHT	**301**	OUT ...	**800**		RIGHT	**299**	OUT ...	**1,210**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**520**		RIGHT	**0**	OUT ...	**610**
WEST	LEFT	**154**	EAST LEG		WEST	LEFT	**327**	EAST LEG	
BOUND	THRU	**2**	IN ...	**330**	BOUND	THRU	**3**	IN ...	**610**
	RIGHT	**153**	OUT ...	**0**		RIGHT	**265**	OUT ...	**0**

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**208**	**221**	NORTH LEG	NORTH	LEFT	**287**	**300**	NORTH LEG
BOUND	THRU	**630**	**645**	RATIO **6.0%**	BOUND	THRU	**927**	**944**	RATIO **7.8%**
	RIGHT	**0**	**0**	ADT 27,700		RIGHT	**0**	**0**	ADT 27,700
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**536**	**559**	RATIO **5.5%**	BOUND	THRU	**632**	**657**	RATIO **7.7%**
	RIGHT	**301**	**297**	ADT 29,100		RIGHT	**299**	**306**	ADT 29,100
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **4.1%**	BOUND	THRU	**0**	**0**	RATIO **7.7%**
	RIGHT	**0**	**0**	ADT 8,000		RIGHT	**0**	**0**	ADT 8,000
WEST	LEFT	**154**	**171**	WEST LEG	WEST	LEFT	**327**	**343**	WEST LEG
BOUND	THRU	**2**	**2**	RATIO **6.8%**	BOUND	THRU	**3**	**3**	RATIO **8.0%**
	RIGHT	**153**	**155**	ADT 7,600		RIGHT	**265**	**266**	ADT 7,600

HIGHLAND SPRINGS AVENUE (NS) / I-10 FREEWAY WB RAMPS (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**208**	SOUTH LEG		NORTH	LEFT	**287**	SOUTH LEG	
BOUND	THRU	**630**	IN ...	**880**	BOUND	THRU	**927**	IN ...	**1,250**
	RIGHT	**0**	OUT ...	**730**		RIGHT	**0**	OUT ...	**1,010**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**536**	IN ...	**860**	BOUND	THRU	**632**	IN ...	**980**
	RIGHT	**301**	OUT ...	**820**		RIGHT	**299**	OUT ...	**1,220**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**530**		RIGHT	**0**	OUT ...	**620**
WEST	LEFT	**154**	EAST LEG		WEST	LEFT	**327**	EAST LEG	
BOUND	THRU	**2**	IN ...	**340**	BOUND	THRU	**3**	IN ...	**620**
	RIGHT	**153**	OUT ...	**0**		RIGHT	**265**	OUT ...	**0**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**208**	**223**	NORTH LEG	NORTH	LEFT	**287**	**302**	NORTH LEG
BOUND	THRU	**630**	**656**	RATIO **5.8%**	BOUND	THRU	**927**	**948**	RATIO **7.6%**
	RIGHT	**0**	**0**	ADT 29,000		RIGHT	**0**	**0**	ADT 29,000
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**536**	**556**	RATIO **5.2%**	BOUND	THRU	**632**	**665**	RATIO **7.4%**
	RIGHT	**301**	**304**	ADT 30,700		RIGHT	**299**	**315**	ADT 30,700
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **4.0%**	BOUND	THRU	**0**	**0**	RATIO **7.3%**
	RIGHT	**0**	**0**	ADT 8,500		RIGHT	**0**	**0**	ADT 8,500
WEST	LEFT	**154**	**174**	WEST LEG	WEST	LEFT	**327**	**345**	WEST LEG
BOUND	THRU	**2**	**2**	RATIO **6.6%**	BOUND	THRU	**3**	**3**	RATIO **7.8%**
	RIGHT	**153**	**164**	ADT 8,000		RIGHT	**265**	**272**	ADT 8,000

HIGHLAND SPRINGS AVENUE (NS) / I-10 FREEWAY WB RAMPS (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**208**	SOUTH LEG		NORTH	LEFT	**287**	SOUTH LEG	
BOUND	THRU	**630**	IN ...	**900**	BOUND	THRU	**927**	IN ...	**1,280**
	RIGHT	**0**	OUT ...	**750**		RIGHT	**0**	OUT ...	**1,030**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**536**	IN ...	**870**	BOUND	THRU	**632**	IN ...	**1,010**
	RIGHT	**301**	OUT ...	**840**		RIGHT	**299**	OUT ...	**1,240**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**540**		RIGHT	**0**	OUT ...	**640**
WEST	LEFT	**154**	EAST LEG		WEST	LEFT	**327**	EAST LEG	
BOUND	THRU	**2**	IN ...	**350**	BOUND	THRU	**3**	IN ...	**620**
	RIGHT	**153**	OUT ...	**0**		RIGHT	**265**	OUT ...	**0**

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**208**	**231**	NORTH LEG	NORTH	LEFT	**287**	**311**	NORTH LEG
BOUND	THRU	**630**	**673**	RATIO **5.7%**	BOUND	THRU	**927**	**969**	RATIO **7.4%**
	RIGHT	**0**	**0**	ADT 30,300		RIGHT	**0**	**0**	ADT 30,300
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**536**	**568**	RATIO **5.1%**	BOUND	THRU	**632**	**685**	RATIO **7.1%**
	RIGHT	**301**	**307**	ADT 32,500		RIGHT	**299**	**326**	ADT 32,500
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **3.9%**	BOUND	THRU	**0**	**0**	RATIO **6.8%**
	RIGHT	**0**	**0**	ADT 9,100		RIGHT	**0**	**0**	ADT 9,100
WEST	LEFT	**154**	**182**	WEST LEG	WEST	LEFT	**327**	**345**	WEST LEG
BOUND	THRU	**2**	**2**	RATIO **6.5%**	BOUND	THRU	**3**	**3**	RATIO **7.7%**
	RIGHT	**153**	**167**	ADT 8,300		RIGHT	**265**	**271**	ADT 8,300

HIGHLAND SPRINGS AVENUE (NS) / I-10 FREEWAY WB RAMPS (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**208**	SOUTH LEG		NORTH	LEFT	**287**	SOUTH LEG	
BOUND	THRU	**630**	IN ...	**920**	BOUND	THRU	**927**	IN ...	**1,290**
	RIGHT	**0**	OUT ...	**760**		RIGHT	**0**	OUT ...	**1,060**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**536**	IN ...	**880**	BOUND	THRU	**632**	IN ...	**1,030**
	RIGHT	**301**	OUT ...	**860**		RIGHT	**299**	OUT ...	**1,250**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**550**		RIGHT	**0**	OUT ...	**650**
WEST	LEFT	**154**	EAST LEG		WEST	LEFT	**327**	EAST LEG	
BOUND	THRU	**2**	IN ...	**370**	BOUND	THRU	**3**	IN ...	**630**
	RIGHT	**153**	OUT ...	**0**		RIGHT	**265**	OUT ...	**0**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**208**	**236**	NORTH LEG	NORTH	LEFT	**287**	**317**	NORTH LEG
BOUND	THRU	**630**	**683**	RATIO **5.4%**	BOUND	THRU	**927**	**977**	RATIO **7.1%**
	RIGHT	**0**	**0**	ADT 32,100		RIGHT	**0**	**0**	ADT 32,100
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**536**	**569**	RATIO **4.8%**	BOUND	THRU	**632**	**704**	RATIO **6.8%**
	RIGHT	**301**	**311**	ADT 34,800		RIGHT	**299**	**330**	ADT 34,800
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **3.8%**	BOUND	THRU	**0**	**0**	RATIO **6.5%**
	RIGHT	**0**	**0**	ADT 9,800		RIGHT	**0**	**0**	ADT 9,800
WEST	LEFT	**154**	**191**	WEST LEG	WEST	LEFT	**327**	**356**	WEST LEG
BOUND	THRU	**2**	**2**	RATIO **6.3%**	BOUND	THRU	**3**	**3**	RATIO **7.4%**
	RIGHT	**153**	**177**	ADT 8,800		RIGHT	**265**	**273**	ADT 8,800

HIGHLAND SPRINGS AVENUE (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**208**	SOUTH LEG		NORTH	LEFT	**287**	SOUTH LEG	
BOUND	THRU	**630**	IN ...	**950**	BOUND	THRU	**927**	IN ...	**1,320**
	RIGHT	**0**	OUT ...	**780**		RIGHT	**0**	OUT ...	**1,100**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**536**	IN ...	**900**	BOUND	THRU	**632**	IN ...	**1,070**
	RIGHT	**301**	OUT ...	**870**		RIGHT	**299**	OUT ...	**1,280**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**550**		RIGHT	**0**	OUT ...	**680**
WEST	LEFT	**154**	EAST LEG		WEST	LEFT	**327**	EAST LEG	
BOUND	THRU	**2**	IN ...	**390**	BOUND	THRU	**3**	IN ...	**650**
	RIGHT	**153**	OUT ...	**0**		RIGHT	**265**	OUT ...	**0**

YEAR 2035 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**208**	**241**	NORTH LEG		NORTH	LEFT	**287**	**330**	NORTH LEG	
BOUND	THRU	**630**	**691**	RATIO	**4.9%**	BOUND	THRU	**927**	**999**	RATIO	**6.6%**
	RIGHT	**0**	**0**	ADT	35,500		RIGHT	**0**	**0**	ADT	35,500
SOUTH	LEFT	**0**	**0**	SOUTH LEG		SOUTH	LEFT	**0**	**0**	SOUTH LEG	
BOUND	THRU	**536**	**578**	RATIO	**4.4%**	BOUND	THRU	**632**	**731**	RATIO	**6.2%**
	RIGHT	**301**	**306**	ADT	39,300		RIGHT	**299**	**347**	ADT	39,300
EAST	LEFT	**0**	**0**	EAST LEG		EAST	LEFT	**0**	**0**	EAST LEG	
BOUND	THRU	**0**	**0**	RATIO	**3.4%**	BOUND	THRU	**0**	**0**	RATIO	**5.8%**
	RIGHT	**0**	**0**	ADT	11,200		RIGHT	**0**	**0**	ADT	11,200
WEST	LEFT	**154**	**202**	WEST LEG		WEST	LEFT	**327**	**369**	WEST LEG	
BOUND	THRU	**2**	**2**	RATIO	**5.7%**	BOUND	THRU	**3**	**3**	RATIO	**7.0%**
	RIGHT	**153**	**179**	ADT	9,700		RIGHT	**265**	**281**	ADT	9,700

HIGHLAND SPRINGS AVENUE (NS) / I-10 FREEWAY EB RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				0	528	158		
			<	v	>			
		304	^			^	0	
		3	>			<	0	
		305	v			v	0	
			<	^	>			
				0	522	258		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					686	826		
					v	^		
			0	<	IN =	2078	<	0
			612	>	OUT =	2078	>	419
					v	^		
					833	780		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
			<	v	>			
		0	^			^	0	
		0	>			<	0	
		0	v			v	0	
			<	^	>			

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

				0	0	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				0	528	158		
			<	v	>			
		304	^			^	0	
		3	>			<	0	
		305	v			v	0	
			<	^	>			
				0	522	258		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					240	**367**		
					v	^		
			0	<	IN =	861	<	**0**
			278	>	OUT =	860	>	**183**
					v	^		
					310	**343**		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	**0**		
					v	^		
			0	<	IN =	0	<	**0**
			0	>	OUT =	0	>	**0**
					v	^		
					0	**0**		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					91	139		
					v	^		
			0	<	IN =	327	<	0
			106	>	OUT =	327	>	70
					v	^		
					118	130		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					568	**729**		
					v	^		
			0	<	IN =	2203	<	**0**
			546	>	OUT =	2139	>	**660**
					v	^		
					750	**1089**		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	**0**		
					v	^		
			0	<	IN =	0	<	**0**
			0	>	OUT =	0	>	**0**
					v	^		
					0	**0**		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					216	277		
					v	^		
			0	<	IN =	837	<	0
			207	>	OUT =	813	>	251
					v	^		
					285	414		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					125	138		
					v	^		
			0	<			<	0
			102	>			>	181
					v	^		
					167	283		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					120	140		
					v	^		
			0	<	IN =	500	<	0
			100	>	OUT =	490	>	180
					v	^		
					170	280		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					90	110		
					v	^		
			0	<			<	0
			80	>			>	140
					v	^		
					130	210		

NEW PROJECTED VOLUMES (PCE'S): 2035

					780	940		
					v	^		
			0	<			<	0
			690	>			>	560
					v	^		
					960	990		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					30	40		
					v	^		
			0	<			<	0
			30	>			>	50
					v	^		
					50	80		

INITIAL YEAR 2022 VOLUMES:

2022

					720	870		
					v	^		
			0	<	IN =	2220	<	0
			640	>	OUT =	2220	>	470
					v	^		
					880	860		

BALANCED YEAR 2022 VOLUMES:

2022

					720	870		
					v	^		
			0	<	IN =	2220	<	0
			640	>	OUT =	2220	>	470
					v	^		
					880	860		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				0	779	160		
			<	v	>			
		376	^			^	0	
		13	>			<	0	
		443	v			v	0	
			<	^	>			
				0	832	377		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					939	1208		
					v	^		
			0	<	IN =	2980	<	0
			832	>	OUT =	2980	>	550
					v	^		
					1222	1209		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
			<	v	>			
		0	^			^	0	
		0	>			<	0	
		0	v			v	0	
			<	^	>			

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

				0	0	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				0	779	160		
			<	v	>			
		376	^			^	0	
		13	>			<	0	
		443	v			v	0	
			<	^	>			
				0	832	377		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					466	**570**		
					v	^		
			0	<	IN =	1344	<	**0**
			423	>	OUT =	1344	>	**149**
					v	^		
					625	**455**		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	**0**		
					v	^		
			0	<	IN =	0	<	**0**
			0	>	OUT =	0	>	**0**
					v	^		
					0	**0**		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: **0.28**

PHF FOR TRUCKS: **0.25**

					130	160		
					v	^		
			0	<	IN =	376	<	0
			118	>	OUT =	376	>	42
					v	^		
					175	127		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					1129	**1107**		
					v	^		
			0	<	IN =	3017	<	**0**
			442	>	OUT =	3017	>	**629**
					v	^		
					1281	**1446**		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	**0**		
					v	^		
			0	<	IN =	0	<	**0**
			0	>	OUT =	0	>	**0**
					v	^		
					0	**0**		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					316	310		
					v	^		
			0	<	IN =	845	<	0
			124	>	OUT =	845	>	176
					v	^		
					359	405		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					186	150		
					v	^		
			0	<			<	0
			5	>			>	134
					v	^		
					184	277		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					190	150		
					v	^		
			0	<	IN =	550	<	0
			80	>	OUT =	460	>	130
					v	^		
					180	280		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					140	110		
					v	^		
			0	<			<	0
			60	>			>	100
					v	^		
					140	210		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1080	1320		
					v	^		
			0	<			<	0
			890	>			>	650
					v	^		
					1360	1420		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					50	40		
					v	^		
			0	<			<	0
			20	>			>	40
					v	^		
					50	80		

INITIAL YEAR 2022 VOLUMES:

2022

					990	1250		
					v	^		
			0	<	IN =	3130	<	0
			850	>	OUT =	3110	>	590
					v	^		
					1270	1290		

BALANCED YEAR 2022 VOLUMES:

2022

					990	1260		
					v	^		
			0	<	IN =	3130	<	0
			850	>	OUT =	3130	>	590
					v	^		
					1280	1290		

HIGHLAND SPRINGS AVENUE (NS) / I-10 FREEWAY EB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	522	IN ...	810	BOUND	THRU	832	IN ...	1,240
	RIGHT	258	OUT ...	860		RIGHT	377	OUT ...	1,240
SOUTH	LEFT	158	NORTH LEG		SOUTH	LEFT	160	NORTH LEG	
BOUND	THRU	528	IN ...	710	BOUND	THRU	779	IN ...	960
	RIGHT	0	OUT ...	850		RIGHT	0	OUT ...	1,230
EAST	LEFT	304	WEST LEG		EAST	LEFT	376	WEST LEG	
BOUND	THRU	3	IN ...	620	BOUND	THRU	13	IN ...	840
	RIGHT	305	OUT ...	0		RIGHT	443	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	440		RIGHT	0	OUT ...	560

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	522	542	RATIO 5.7%	BOUND	THRU	832	852	RATIO 7.9%
	RIGHT	258	272	ADT 27,600		RIGHT	377	384	ADT 27,600
SOUTH	LEFT	158	165	SOUTH LEG	SOUTH	LEFT	160	163	SOUTH LEG
BOUND	THRU	528	548	RATIO 5.3%	BOUND	THRU	779	794	RATIO 7.9%
	RIGHT	0	0	ADT 31,400		RIGHT	0	0	ADT 31,400
EAST	LEFT	304	308	EAST LEG	EAST	LEFT	376	378	EAST LEG
BOUND	THRU	3	3	RATIO 6.0%	BOUND	THRU	13	13	RATIO 7.7%
	RIGHT	305	312	ADT 7,300		RIGHT	443	446	ADT 7,300
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 6.1%	BOUND	THRU	0	0	RATIO 8.2%
	RIGHT	0	0	ADT 10,200		RIGHT	0	0	ADT 10,200

HIGHLAND SPRINGS AVENUE (NS) / I-10 FREEWAY EB RAMPS (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	522	IN ...	830	BOUND	THRU	832	IN ...	1,260
	RIGHT	258	OUT ...	880		RIGHT	377	OUT ...	1,260
SOUTH	LEFT	158	NORTH LEG		SOUTH	LEFT	160	NORTH LEG	
BOUND	THRU	528	IN ...	730	BOUND	THRU	779	IN ...	980
	RIGHT	0	OUT ...	860		RIGHT	0	OUT ...	1,240
EAST	LEFT	304	WEST LEG		EAST	LEFT	376	WEST LEG	
BOUND	THRU	3	IN ...	630	BOUND	THRU	13	IN ...	840
	RIGHT	305	OUT ...	0		RIGHT	443	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	450		RIGHT	0	OUT ...	570

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	522	551	RATIO 5.5%	BOUND	THRU	832	864	RATIO 7.7%
	RIGHT	258	279	ADT 28,800		RIGHT	377	392	ADT 28,800
SOUTH	LEFT	158	168	SOUTH LEG	SOUTH	LEFT	160	165	SOUTH LEG
BOUND	THRU	528	562	RATIO 5.2%	BOUND	THRU	779	812	RATIO 7.6%
	RIGHT	0	0	ADT 32,900		RIGHT	0	0	ADT 32,900
EAST	LEFT	304	309	EAST LEG	EAST	LEFT	376	376	EAST LEG
BOUND	THRU	3	3	RATIO 5.8%	BOUND	THRU	13	13	RATIO 7.4%
	RIGHT	305	318	ADT 7,700		RIGHT	443	448	ADT 7,700
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 6.1%	BOUND	THRU	0	0	RATIO 8.1%
	RIGHT	0	0	ADT 10,400		RIGHT	0	0	ADT 10,400

HIGHLAND SPRINGS AVENUE (NS) / I-10 FREEWAY EB RAMPS (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**522**	IN ...	**860**	BOUND	THRU	**832**	IN ...	**1,290**
	RIGHT	**258**	OUT ...	**880**		RIGHT	**377**	OUT ...	**1,280**
SOUTH	LEFT	**158**	NORTH LEG		SOUTH	LEFT	**160**	NORTH LEG	
BOUND	THRU	**528**	IN ...	**720**	BOUND	THRU	**779**	IN ...	**990**
	RIGHT	**0**	OUT ...	**870**		RIGHT	**0**	OUT ...	**1,260**
EAST	LEFT	**304**	WEST LEG		EAST	LEFT	**376**	WEST LEG	
BOUND	THRU	**3**	IN ...	**640**	BOUND	THRU	**13**	IN ...	**850**
	RIGHT	**305**	OUT ...	**0**		RIGHT	**443**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**470**		RIGHT	**0**	OUT ...	**590**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**522**	**561**	RATIO **5.2%**	BOUND	THRU	**832**	**881**	RATIO **7.4%**
	RIGHT	**258**	**299**	ADT 30,400		RIGHT	**377**	**408**	ADT 30,400
SOUTH	LEFT	**158**	**168**	SOUTH LEG	SOUTH	LEFT	**160**	**168**	SOUTH LEG
BOUND	THRU	**528**	**552**	RATIO **5.0%**	BOUND	THRU	**779**	**822**	RATIO **7.4%**
	RIGHT	**0**	**0**	ADT 34,800		RIGHT	**0**	**0**	ADT 34,800
EAST	LEFT	**304**	**309**	EAST LEG	EAST	LEFT	**376**	**379**	EAST LEG
BOUND	THRU	**3**	**3**	RATIO **5.8%**	BOUND	THRU	**13**	**13**	RATIO **7.3%**
	RIGHT	**305**	**328**	ADT 8,100		RIGHT	**443**	**458**	ADT 8,100
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **6.0%**	BOUND	THRU	**0**	**0**	RATIO **8.0%**
	RIGHT	**0**	**0**	ADT 10,600		RIGHT	**0**	**0**	ADT 10,600

HIGHLAND SPRINGS AVENUE (NS) / I-10 FREEWAY EB RAMPS (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**522**	IN ...	**890**	BOUND	THRU	**832**	IN ...	**1,320**
	RIGHT	**258**	OUT ...	**900**		RIGHT	**377**	OUT ...	**1,300**
SOUTH	LEFT	**158**	NORTH LEG		SOUTH	LEFT	**160**	NORTH LEG	
BOUND	THRU	**528**	IN ...	**740**	BOUND	THRU	**779**	IN ...	**1,010**
	RIGHT	**0**	OUT ...	**890**		RIGHT	**0**	OUT ...	**1,280**
EAST	LEFT	**304**	WEST LEG		EAST	LEFT	**376**	WEST LEG	
BOUND	THRU	**3**	IN ...	**650**	BOUND	THRU	**13**	IN ...	**860**
	RIGHT	**305**	OUT ...	**0**		RIGHT	**443**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**490**		RIGHT	**0**	OUT ...	**610**

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**522**	**577**	RATIO **5.1%**	BOUND	THRU	**832**	**897**	RATIO **7.1%**
	RIGHT	**258**	**313**	ADT 32,200		RIGHT	**377**	**423**	ADT 32,200
SOUTH	LEFT	**158**	**174**	SOUTH LEG	SOUTH	LEFT	**160**	**174**	SOUTH LEG
BOUND	THRU	**528**	**566**	RATIO **4.8%**	BOUND	THRU	**779**	**836**	RATIO **7.1%**
	RIGHT	**0**	**0**	ADT 37,000		RIGHT	**0**	**0**	ADT 37,000
EAST	LEFT	**304**	**313**	EAST LEG	EAST	LEFT	**376**	**383**	EAST LEG
BOUND	THRU	**3**	**3**	RATIO **5.6%**	BOUND	THRU	**13**	**14**	RATIO **7.0%**
	RIGHT	**305**	**334**	ADT 8,700		RIGHT	**443**	**464**	ADT 8,700
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **6.0%**	BOUND	THRU	**0**	**0**	RATIO **8.0%**
	RIGHT	**0**	**0**	ADT 10,800		RIGHT	**0**	**0**	ADT 10,800

HIGHLAND SPRINGS AVENUE (NS) / I-10 FREEWAY EB RAMPS (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**522**	IN ...	**930**	BOUND	THRU	**832**	IN ...	**1,360**
	RIGHT	**258**	OUT ...	**920**		RIGHT	**377**	OUT ...	**1,340**
SOUTH	LEFT	**158**	NORTH LEG		SOUTH	LEFT	**160**	NORTH LEG	
BOUND	THRU	**528**	IN ...	**750**	BOUND	THRU	**779**	IN ...	**1,040**
	RIGHT	**0**	OUT ...	**910**		RIGHT	**0**	OUT ...	**1,310**
EAST	LEFT	**304**	WEST LEG		EAST	LEFT	**376**	WEST LEG	
BOUND	THRU	**3**	IN ...	**660**	BOUND	THRU	**13**	IN ...	**870**
	RIGHT	**305**	OUT ...	**0**		RIGHT	**443**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**520**		RIGHT	**0**	OUT ...	**630**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**522**	**596**	RATIO **4.8%**	BOUND	THRU	**832**	**925**	RATIO **6.8%**
	RIGHT	**258**	**337**	ADT 34,500		RIGHT	**377**	**438**	ADT 34,500
SOUTH	LEFT	**158**	**179**	SOUTH LEG	SOUTH	LEFT	**160**	**178**	SOUTH LEG
BOUND	THRU	**528**	**574**	RATIO **4.7%**	BOUND	THRU	**779**	**866**	RATIO **6.8%**
	RIGHT	**0**	**0**	ADT 39,800		RIGHT	**0**	**0**	ADT 39,800
EAST	LEFT	**304**	**314**	EAST LEG	EAST	LEFT	**376**	**385**	EAST LEG
BOUND	THRU	**3**	**4**	RATIO **5.5%**	BOUND	THRU	**13**	**14**	RATIO **6.6%**
	RIGHT	**305**	**346**	ADT 9,500		RIGHT	**443**	**474**	ADT 9,500
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **6.0%**	BOUND	THRU	**0**	**0**	RATIO **7.9%**
	RIGHT	**0**	**0**	ADT 11,100		RIGHT	**0**	**0**	ADT 11,100

HIGHLAND SPRINGS AVENUE (NS) / I-10 FREEWAY EB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**522**	IN ...	**990**	BOUND	THRU	**832**	IN ...	**1,420**
	RIGHT	**258**	OUT ...	**960**		RIGHT	**377**	OUT ...	**1,360**
SOUTH	LEFT	**158**	NORTH LEG		SOUTH	LEFT	**160**	NORTH LEG	
BOUND	THRU	**528**	IN ...	**780**	BOUND	THRU	**779**	IN ...	**1,080**
	RIGHT	**0**	OUT ...	**940**		RIGHT	**0**	OUT ...	**1,320**
EAST	LEFT	**304**	WEST LEG		EAST	LEFT	**376**	WEST LEG	
BOUND	THRU	**3**	IN ...	**690**	BOUND	THRU	**13**	IN ...	**890**
	RIGHT	**305**	OUT ...	**0**		RIGHT	**443**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**560**		RIGHT	**0**	OUT ...	**650**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**522**	**620**	RATIO **4.4%**	BOUND	THRU	**832**	**939**	RATIO **6.1%**
	RIGHT	**258**	**369**	ADT 39,000		RIGHT	**377**	**455**	ADT 39,000
SOUTH	LEFT	**158**	**187**	SOUTH LEG	SOUTH	LEFT	**160**	**181**	SOUTH LEG
BOUND	THRU	**528**	**593**	RATIO **4.3%**	BOUND	THRU	**779**	**880**	RATIO **6.1%**
	RIGHT	**0**	**0**	ADT 45,300		RIGHT	**0**	**0**	ADT 45,300
EAST	LEFT	**304**	**320**	EAST LEG	EAST	LEFT	**376**	**381**	EAST LEG
BOUND	THRU	**3**	**4**	RATIO **5.1%**	BOUND	THRU	**13**	**14**	RATIO **5.9%**
	RIGHT	**305**	**367**	ADT 11,000		RIGHT	**443**	**480**	ADT 11,000
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **5.9%**	BOUND	THRU	**0**	**0**	RATIO **7.5%**
	RIGHT	**0**	**0**	ADT 11,700		RIGHT	**0**	**0**	ADT 11,700

HIGHLAND SPRINGS AVENUE (NS) / FIRST STREET/SUN LAKES BOULEVARD (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				65	188	92		
				<	v	>		
		141	^				^	209
		25	>				<	33
		31	v				v	14
				<	^	>		
				17	208	9		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					345	558		
					v	^		
		115	<	IN =		1032	<	256
		197	>	OUT =		1032	>	126
					v	^		
					233	234		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
		0	^				^	0
		0	>				<	0
		0	v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				65	188	92		
				<	v	>		
		141	^				^	209
		25	>				<	33
		31	v				v	14
				<	^	>		
				17	208	9		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					307	340		
					v	^		
		43	<	IN =		742	<	68
		42	>	OUT =		741	>	130
					v	^		
					228	325		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0		
					v	^		
		0	<	IN =		0	<	0
		0	>	OUT =		0	>	0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.88

PHF FOR TRUCKS: 0.333

					117	129		
					v	^		
		16	<	IN =		282	<	26
		16	>	OUT =		282	>	49
					v	^		
					87	124		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					630	1038		
					v	^		
		342	<	IN =		2631	<	545
		340	>	OUT =		2683	>	614
					v	^		
					689	1116		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
		0	<	IN =		0	<	0
		0	>	OUT =		0	>	0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					239	394		
					v	^		
		130	<	IN =		1000	<	207
		129	>	OUT =		1020	>	233
					v	^		
					262	424		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					123	265		
					v	^		
		114	<				<	181
		113	>				>	184
					v	^		
					175	301		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					120	270		
					v	^		
		110	<	IN =		710	<	180
		110	>	OUT =		740	>	180
					v	^		
					180	300		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					90	200		
					v	^		
		80	<				<	140
		80	>				>	140
					v	^		
					140	230		

NEW PROJECTED VOLUMES (PCE'S): 2035

					440	760		
					v	^		
		200	<				<	400
		280	>				>	270
					v	^		
					370	460		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					30	80		
					v	^		
		30	<				<	50
		30	>				>	50
					v	^		
					50	90		

INITIAL YEAR 2022 VOLUMES:

2022

					380	640		
					v	^		
		150	<	IN =		1240	<	310
		230	>	OUT =		1250	>	180
					v	^		
					280	320		

BALANCED YEAR 2022 VOLUMES:

2022

					380	640		
					v	^		
		150	<	IN =		1240	<	310
		230	>	OUT =		1250	>	180
					v	^		
					280	320		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				118	222	178		
				<	v	>		
		105	^				^	158
		90	>				<	45
		29	v				v	12
				<	^	>		
				25	204	13		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					518	467		
					v	^		
		188	<	IN =		1199	<	215
		224	>	OUT =		1199	>	281
					v	^		
					263	242		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
		0	^				^	0
		0	>				<	0
		0	v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				118	222	178		
				<	v	>		
		105	^				^	158
		90	>				<	45
		29	v				v	12
				<	^	>		
				25	204	13		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					615	450		
					v	^		
		186	<	IN =		1170	<	202
		42	>	OUT =		1170	>	125
					v	^		
					409	311		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0		
					v	^		
		0	<	IN =		0	<	0
		0	>	OUT =		0	>	0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					172	126		
					v	^		
		52	<	IN =		328	<	57
		12	>	OUT =		328	>	35
					v	^		
					115	87		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					1189	1240		
					v	^		
		970	<	IN =		5301	<	1699
		921	>	OUT =		5301	>	1462
					v	^		
					1629	1492		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
		0	<	IN =		0	<	0
		0	>	OUT =		0	>	0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					333	347		
					v	^		
		272	<	IN =		1484	<	476
		258	>	OUT =		1484	>	409
					v	^		
					456	418		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					161	221		
					v	^		
		220	<				<	419
		246	>				>	374
					v	^		
					342	331		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					160	220		
					v	^		
		220	<	IN =		1160	<	420
		250	>	OUT =		1150	>	370
					v	^		
					340	330		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					120	170		
					v	^		
		170	<				<	320
		190	>				>	280
					v	^		
					260	250		

NEW PROJECTED VOLUMES (PCE'S): 2035

					640	640		
					v	^		
		360	<				<	540
		410	>				>	560
					v	^		
					520	490		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					50	60		
					v	^		
		60	<				<	120
		70	>				>	110
					v	^		
					100	90		

INITIAL YEAR 2022 VOLUMES:

2022

					570	530		
					v	^		
		250	<	IN =		1530	<	340
		290	>	OUT =		1530	>	390
					v	^		
					360	330		

BALANCED YEAR 2022 VOLUMES:

2022

					570	530		
					v	^		
		250	<	IN =		1530	<	340
		290	>	OUT =		1530	>	390
					v	^		
					360	330		

HIGHLAND SPRINGS AVENUE (NS) / FIRST STREET/SUN LAKES BOULEVARD (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**17**	SOUTH LEG		NORTH	LEFT	**25**	SOUTH LEG	
BOUND	THRU	**208**	IN ...	**260**	BOUND	THRU	**204**	IN ...	**270**
	RIGHT	**9**	OUT ...	**260**		RIGHT	**13**	OUT ...	**300**
SOUTH	LEFT	**92**	NORTH LEG		SOUTH	LEFT	**178**	NORTH LEG	
BOUND	THRU	**188**	IN ...	**370**	BOUND	THRU	**222**	IN ...	**550**
	RIGHT	**65**	OUT ...	**590**		RIGHT	**118**	OUT ...	**500**
EAST	LEFT	**141**	WEST LEG		EAST	LEFT	**105**	WEST LEG	
BOUND	THRU	**25**	IN ...	**210**	BOUND	THRU	**90**	IN ...	**240**
	RIGHT	**31**	OUT ...	**140**		RIGHT	**29**	OUT ...	**210**
WEST	LEFT	**14**	EAST LEG		WEST	LEFT	**12**	EAST LEG	
BOUND	THRU	**33**	IN ...	**290**	BOUND	THRU	**45**	IN ...	**260**
	RIGHT	**209**	OUT ...	**150**		RIGHT	**158**	OUT ...	**320**

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**17**	**24**	NORTH LEG	NORTH	LEFT	**25**	**32**	NORTH LEG
BOUND	THRU	**208**	**225**	RATIO **6.7%**	BOUND	THRU	**204**	**221**	RATIO **7.3%**
	RIGHT	**9**	**13**	ADT 14,400		RIGHT	**13**	**18**	ADT 14,400
SOUTH	LEFT	**92**	**103**	SOUTH LEG	SOUTH	LEFT	**178**	**193**	SOUTH LEG
BOUND	THRU	**188**	**201**	RATIO **5.6%**	BOUND	THRU	**222**	**246**	RATIO **6.1%**
	RIGHT	**65**	**70**	ADT 9,300		RIGHT	**118**	**116**	ADT 9,300
EAST	LEFT	**141**	**139**	EAST LEG	EAST	LEFT	**105**	**97**	EAST LEG
BOUND	THRU	**25**	**33**	RATIO **5.1%**	BOUND	THRU	**90**	**109**	RATIO **6.8%**
	RIGHT	**31**	**39**	ADT 8,600		RIGHT	**29**	**36**	ADT 8,600
WEST	LEFT	**14**	**20**	WEST LEG	WEST	LEFT	**12**	**18**	WEST LEG
BOUND	THRU	**33**	**46**	RATIO **5.3%**	BOUND	THRU	**45**	**61**	RATIO **6.8%**
	RIGHT	**209**	**226**	ADT 6,600		RIGHT	**158**	**182**	ADT 6,600

HIGHLAND SPRINGS AVENUE (NS) / FIRST STREET/SUN LAKES BOULEVARD (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	17	SOUTH LEG		NORTH	LEFT	25	SOUTH LEG	
BOUND	THRU	208	IN ...	280	BOUND	THRU	204	IN ...	300
	RIGHT	9	OUT ...	280		RIGHT	13	OUT ...	320
SOUTH	LEFT	92	NORTH LEG		SOUTH	LEFT	178	NORTH LEG	
BOUND	THRU	188	IN ...	390	BOUND	THRU	222	IN ...	550
	RIGHT	65	OUT ...	610		RIGHT	118	OUT ...	510
EAST	LEFT	141	WEST LEG		EAST	LEFT	105	WEST LEG	
BOUND	THRU	25	IN ...	220	BOUND	THRU	90	IN ...	260
	RIGHT	31	OUT ...	150		RIGHT	29	OUT ...	230
WEST	LEFT	14	EAST LEG		WEST	LEFT	12	EAST LEG	
BOUND	THRU	33	IN ...	310	BOUND	THRU	45	IN ...	290
	RIGHT	209	OUT ...	160		RIGHT	158	OUT ...	340

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	17	27	NORTH LEG	NORTH	LEFT	25	42	NORTH LEG
BOUND	THRU	208	237	RATIO 6.3%	BOUND	THRU	204	233	RATIO 6.7%
	RIGHT	9	15	ADT 15,800		RIGHT	13	24	ADT 15,800
SOUTH	LEFT	92	108	SOUTH LEG	SOUTH	LEFT	178	189	SOUTH LEG
BOUND	THRU	188	213	RATIO 5.1%	BOUND	THRU	222	251	RATIO 5.7%
	RIGHT	65	71	ADT 10,900		RIGHT	118	111	ADT 10,900
EAST	LEFT	141	139	EAST LEG	EAST	LEFT	105	90	EAST LEG
BOUND	THRU	25	37	RATIO 4.7%	BOUND	THRU	90	127	RATIO 6.4%
	RIGHT	31	44	ADT 9,900		RIGHT	29	44	ADT 9,900
WEST	LEFT	14	23	WEST LEG	WEST	LEFT	12	25	WEST LEG
BOUND	THRU	33	52	RATIO 5.0%	BOUND	THRU	45	78	RATIO 6.6%
	RIGHT	209	235	ADT 7,400		RIGHT	158	187	ADT 7,400

HIGHLAND SPRINGS AVENUE (NS) / FIRST STREET/SUN LAKES BOULEVARD (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**17**	SOUTH LEG		NORTH	LEFT	**25**	SOUTH LEG	
BOUND	THRU	**208**	IN ...	**320**	BOUND	THRU	**204**	IN ...	**330**
	RIGHT	**9**	OUT ...	**280**		RIGHT	**13**	OUT ...	**360**
SOUTH	LEFT	**92**	NORTH LEG		SOUTH	LEFT	**178**	NORTH LEG	
BOUND	THRU	**188**	IN ...	**380**	BOUND	THRU	**222**	IN ...	**570**
	RIGHT	**65**	OUT ...	**640**		RIGHT	**118**	OUT ...	**530**
EAST	LEFT	**141**	WEST LEG		EAST	LEFT	**105**	WEST LEG	
BOUND	THRU	**25**	IN ...	**230**	BOUND	THRU	**90**	IN ...	**290**
	RIGHT	**31**	OUT ...	**150**		RIGHT	**29**	OUT ...	**250**
WEST	LEFT	**14**	EAST LEG		WEST	LEFT	**12**	EAST LEG	
BOUND	THRU	**33**	IN ...	**310**	BOUND	THRU	**45**	IN ...	**340**
	RIGHT	**209**	OUT ...	**180**		RIGHT	**158**	OUT ...	**390**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**17**	**32**	NORTH LEG	NORTH	LEFT	**25**	**50**	NORTH LEG
BOUND	THRU	**208**	**269**	RATIO **5.9%**	BOUND	THRU	**204**	**244**	RATIO **6.3%**
	RIGHT	**9**	**21**	ADT 17,400		RIGHT	**13**	**34**	ADT 17,400
SOUTH	LEFT	**92**	**114**	SOUTH LEG	SOUTH	LEFT	**178**	**201**	SOUTH LEG
BOUND	THRU	**188**	**206**	RATIO **4.6%**	BOUND	THRU	**222**	**269**	RATIO **5.2%**
	RIGHT	**65**	**64**	ADT 13,200		RIGHT	**118**	**101**	ADT 13,200
EAST	LEFT	**141**	**138**	EAST LEG	EAST	LEFT	**105**	**82**	EAST LEG
BOUND	THRU	**25**	**45**	RATIO **4.0%**	BOUND	THRU	**90**	**155**	RATIO **6.0%**
	RIGHT	**31**	**49**	ADT 12,200		RIGHT	**29**	**54**	ADT 12,200
WEST	LEFT	**14**	**25**	WEST LEG	WEST	LEFT	**12**	**37**	WEST LEG
BOUND	THRU	**33**	**54**	RATIO **4.3%**	BOUND	THRU	**45**	**98**	RATIO **6.1%**
	RIGHT	**209**	**233**	ADT 8,800		RIGHT	**158**	**204**	ADT 8,800

HIGHLAND SPRINGS AVENUE (NS) / FIRST STREET/SUN LAKES BOULEVARD (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	17	SOUTH LEG		NORTH	LEFT	25	SOUTH LEG	
BOUND	THRU	208	IN ...	350	BOUND	THRU	204	IN ...	370
	RIGHT	9	OUT ...	300		RIGHT	13	OUT ...	390
SOUTH	LEFT	92	NORTH LEG		SOUTH	LEFT	178	NORTH LEG	
BOUND	THRU	188	IN ...	400	BOUND	THRU	222	IN ...	580
	RIGHT	65	OUT ...	670		RIGHT	118	OUT ...	560
EAST	LEFT	141	WEST LEG		EAST	LEFT	105	WEST LEG	
BOUND	THRU	25	IN ...	240	BOUND	THRU	90	IN ...	320
	RIGHT	31	OUT ...	160		RIGHT	29	OUT ...	280
WEST	LEFT	14	EAST LEG		WEST	LEFT	12	EAST LEG	
BOUND	THRU	33	IN ...	330	BOUND	THRU	45	IN ...	390
	RIGHT	209	OUT ...	200		RIGHT	158	OUT ...	430

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	17	36	NORTH LEG	NORTH	LEFT	25	62	NORTH LEG
BOUND	THRU	208	289	RATIO 5.6%	BOUND	THRU	204	262	RATIO 5.9%
	RIGHT	9	26	ADT 19,200		RIGHT	13	45	ADT 19,200
SOUTH	LEFT	92	123	SOUTH LEG	SOUTH	LEFT	178	206	SOUTH LEG
BOUND	THRU	188	217	RATIO 4.2%	BOUND	THRU	222	278	RATIO 4.9%
	RIGHT	65	64	ADT 15,600		RIGHT	118	98	ADT 15,600
EAST	LEFT	141	137	EAST LEG	EAST	LEFT	105	78	EAST LEG
BOUND	THRU	25	51	RATIO 3.7%	BOUND	THRU	90	180	RATIO 5.7%
	RIGHT	31	54	ADT 14,300		RIGHT	29	63	ADT 14,300
WEST	LEFT	14	29	WEST LEG	WEST	LEFT	12	49	WEST LEG
BOUND	THRU	33	59	RATIO 4.0%	BOUND	THRU	45	121	RATIO 5.9%
	RIGHT	209	243	ADT 10,100		RIGHT	158	220	ADT 10,100

HIGHLAND SPRINGS AVENUE (NS) / FIRST STREET/SUN LAKES BOULEVARD (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**17**	SOUTH LEG		NORTH	LEFT	**25**	SOUTH LEG	
BOUND	THRU	**208**	IN ...	**400**	BOUND	THRU	**204**	IN ...	**420**
	RIGHT	**9**	OUT ...	**330**		RIGHT	**13**	OUT ...	**440**
SOUTH	LEFT	**92**	NORTH LEG		SOUTH	LEFT	**178**	NORTH LEG	
BOUND	THRU	**188**	IN ...	**420**	BOUND	THRU	**222**	IN ...	**610**
	RIGHT	**65**	OUT ...	**700**		RIGHT	**118**	OUT ...	**590**
EAST	LEFT	**141**	WEST LEG		EAST	LEFT	**105**	WEST LEG	
BOUND	THRU	**25**	IN ...	**260**	BOUND	THRU	**90**	IN ...	**350**
	RIGHT	**31**	OUT ...	**180**		RIGHT	**29**	OUT ...	**310**
WEST	LEFT	**14**	EAST LEG		WEST	LEFT	**12**	EAST LEG	
BOUND	THRU	**33**	IN ...	**370**	BOUND	THRU	**45**	IN ...	**450**
	RIGHT	**209**	OUT ...	**230**		RIGHT	**158**	OUT ...	**480**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**17**	**46**	NORTH LEG	NORTH	LEFT	**25**	**74**	NORTH LEG
BOUND	THRU	**208**	**314**	RATIO **5.2%**	BOUND	THRU	**204**	**282**	RATIO **5.5%**
	RIGHT	**9**	**37**	ADT 21,700		RIGHT	**13**	**60**	ADT 21,700
SOUTH	LEFT	**92**	**131**	SOUTH LEG	SOUTH	LEFT	**178**	**216**	SOUTH LEG
BOUND	THRU	**188**	**226**	RATIO **3.9%**	BOUND	THRU	**222**	**300**	RATIO **4.6%**
	RIGHT	**65**	**62**	ADT 18,700		RIGHT	**118**	**92**	ADT 18,700
EAST	LEFT	**141**	**131**	EAST LEG	EAST	LEFT	**105**	**72**	EAST LEG
BOUND	THRU	**25**	**62**	RATIO **3.5%**	BOUND	THRU	**90**	**204**	RATIO **5.4%**
	RIGHT	**31**	**65**	ADT 17,100		RIGHT	**29**	**73**	ADT 17,100
WEST	LEFT	**14**	**39**	WEST LEG	WEST	LEFT	**12**	**66**	WEST LEG
BOUND	THRU	**33**	**72**	RATIO **3.7%**	BOUND	THRU	**45**	**144**	RATIO **5.5%**
	RIGHT	**209**	**256**	ADT 11,900		RIGHT	**158**	**236**	ADT 11,900

HIGHLAND SPRINGS AVENUE (NS) / FIRST STREET/SUN LAKES BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**17**	SOUTH LEG		NORTH	LEFT	**25**	SOUTH LEG	
BOUND	THRU	**208**	IN ...	**460**	BOUND	THRU	**204**	IN ...	**490**
	RIGHT	**9**	OUT ...	**370**		RIGHT	**13**	OUT ...	**520**
SOUTH	LEFT	**92**	NORTH LEG		SOUTH	LEFT	**178**	NORTH LEG	
BOUND	THRU	**188**	IN ...	**440**	BOUND	THRU	**222**	IN ...	**640**
	RIGHT	**65**	OUT ...	**760**		RIGHT	**118**	OUT ...	**640**
EAST	LEFT	**141**	WEST LEG		EAST	LEFT	**105**	WEST LEG	
BOUND	THRU	**25**	IN ...	**280**	BOUND	THRU	**90**	IN ...	**410**
	RIGHT	**31**	OUT ...	**200**		RIGHT	**29**	OUT ...	**360**
WEST	LEFT	**14**	EAST LEG		WEST	LEFT	**12**	EAST LEG	
BOUND	THRU	**33**	IN ...	**400**	BOUND	THRU	**45**	IN ...	**540**
	RIGHT	**209**	OUT ...	**270**		RIGHT	**158**	OUT ...	**560**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**17**	**57**	NORTH LEG	NORTH	LEFT	**25**	**93**	NORTH LEG
BOUND	THRU	**208**	**358**	RATIO **4.8%**	BOUND	THRU	**204**	**311**	RATIO **5.0%**
	RIGHT	**9**	**51**	ADT 25,400		RIGHT	**13**	**84**	ADT 25,400
SOUTH	LEFT	**92**	**144**	SOUTH LEG	SOUTH	LEFT	**178**	**227**	SOUTH LEG
BOUND	THRU	**188**	**243**	RATIO **3.6%**	BOUND	THRU	**222**	**329**	RATIO **4.3%**
	RIGHT	**65**	**60**	ADT 23,400		RIGHT	**118**	**86**	ADT 23,400
EAST	LEFT	**141**	**131**	EAST LEG	EAST	LEFT	**105**	**68**	EAST LEG
BOUND	THRU	**25**	**76**	RATIO **3.2%**	BOUND	THRU	**90**	**249**	RATIO **5.2%**
	RIGHT	**31**	**78**	ADT 21,200		RIGHT	**29**	**93**	ADT 21,200
WEST	LEFT	**14**	**49**	WEST LEG	WEST	LEFT	**12**	**98**	WEST LEG
BOUND	THRU	**33**	**83**	RATIO **3.3%**	BOUND	THRU	**45**	**181**	RATIO **5.3%**
	RIGHT	**209**	**272**	ADT 14,500		RIGHT	**158**	**260**	ADT 14,500

HIGHLAND HOME ROAD (NS) / FOURTEENTH STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

			0	26	0			
			<	v	>			
0	^					^		0
0	>					<		0
0	v					v		0
			<	^	>			
			0	10	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

				26	10			
				v	^			
0	<	IN	=		36	<		0
0	>	OUT	=		36	>		0
				v	^			
				26	10			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0			
			<	v	>			
0	^					^		0
0	>					<		0
0	v					v		0
			<	^	>			

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

			0	0	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

			0	26	0			
			<	v	>			
0	^					^		0
0	>					<		0
0	v					v		0
			<	^	>			
			0	10	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

				178	84			
				v	^			
0	<	IN	=		262	<		0
0	>	OUT	=		262	>		0
				v	^			
				174	88			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

				0	0			
				v	^			
0	<	IN	=		0	<		0
0	>	OUT	=		0	>		0
				v	^			
				0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				66	33			
				v	^			
0	<	IN	=		100	<		0
0	>	OUT	=		100	>		0
				v	^			
				66	33			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

				408	188			
				v	^			
600	<	IN	=		1193	<		0
509	>	OUT	=		1172	>		0
				v	^			
				347	281			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

				0	0			
				v	^			
0	<	IN	=		0	<		0
0	>	OUT	=		0	>		0
				v	^			
				0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				153	86			
				v	^			
228	<	IN	=		453	<		0
193	>	OUT	=		445	>		0
				v	^			
				132	107			

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				87	52			
				v	^			
228	<					<		0
193	>					>		0
				v	^			
				66	73			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

				90	50			
				v	^			
230	<	IN	=		350	<		0
190	>	OUT	=		350	>		0
				v	^			
				70	70			

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

				70	40			
				v	^			
170	<					<		0
140	>					>		0
				v	^			
				50	50			

NEW PROJECTED VOLUMES (PCE'S): 2035

				100	50			
				v	^			
170	<					<		0
140	>					>		0
				v	^			
				80	60			

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

				30	10			
				v	^			
70	<					<		0
50	>					>		0
				v	^			
				20	20			

INITIAL YEAR 2022 VOLUMES:
2022

				60	20			
				v	^			
70	<	IN	=		140	<		0
50	>	OUT	=		140	>		0
				v	^			
				50	30			

BALANCED YEAR 2022 VOLUMES:
2022

				60	20			
				v	^			
70	<	IN	=		140	<		0
50	>	OUT	=		140	>		0
				v	^			
				50	30			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

			0	7	0			
			<	v	>			
0	^					^		0
0	>					<		0
0	v					v		0
			<	^	>			
			0	10	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

				7	10			
				v	^			
0	<	IN	=		17	<		0
0	>	OUT	=		17	>		0
				v	^			
				7	10			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0			
			<	v	>			
0	^					^		0
0	>					<		0
0	v					v		0
			<	^	>			

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

			0	0	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

			0	7	0			
			<	v	>			
0	^					^		0
0	>					<		0
0	v					v		0
			<	^	>			
			0	10	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

				132	236			
				v	^			
0	<	IN	=		368	<		0
0	>	OUT	=		368	>		0
				v	^			
				132	236			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

				0	0			
				v	^			
0	<	IN	=		0	<		0
0	>	OUT	=		0	>		0
				v	^			
				0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				37	66			
				v	^			
0	<	IN	=		103	<		0
0	>	OUT	=		103	>		0
				v	^			
				37	66			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

				487	544			
				v	^			
1203	<	IN	=		2280	<		0
961	>	OUT	=		2280	>		0
				v	^			
				533	882			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

				0	0			
				v	^			
0	<	IN	=		0	<		0
0	>	OUT	=		0	>		0
				v	^			
				0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				136	152			
				v	^			
337	<	IN	=		638	<		0
269	>	OUT	=		638	>		0
				v	^			
				149	233			

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				99	86			
				v	^			
337	<					<		0
269	>					>		0
				v	^			
				112	167			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

				100	90			
				v	^			
340	<	IN	=		540	<		0
270	>	OUT	=		540	>		0
				v	^			
				110	170			

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

				80	70			
				v	^			
260	<					<		0
200	>					>		0
				v	^			
				80	130			

NEW PROJECTED VOLUMES (PCE'S): 2035

				90	80			
				v	^			
260	<					<		0
200	>					>		0
				v	^			
				90	140			

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

				30	30			
				v	^			
100	<					<		0
80	>					>		0
				v	^			
				30	50			

INITIAL YEAR 2022 VOLUMES:
2022

				40	40			
				v	^			
100	<	IN	=		180	<		0
80	>	OUT	=		180	>		0
				v	^			
				40	60			

BALANCED YEAR 2022 VOLUMES:
2022

				40	40			
				v	^			
100	<	IN	=		180	<		0
80	>	OUT	=		180	>		0
				v	^			
				40	60			

HIGHLAND HOME ROAD (NS) / FOURTEENTH STREET (EW)

STARTING POINT TURNING MOVEMENT DERIVATION (BASE YEAR VOLUMES) AT LOCATIONS WITHOUT EXISTING COUNTS

MORNING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 170 / 170 + 2* 50 + 0
= 0.63

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 50 / 170 + 2* 50 + 0
= 0.37

NR> = NR / (NL + 2* NT + NR)
= 0 / 170 + 2* 50 + 0
= 0.00

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 0 / 0 + 2* 80 + 170
= 0.00

STv = 2* ST / (SL + 2* ST + SR)
= 2* 80 / 0 + 2* 80 + 170
= 0.48

SR< = SR / (SL + 2* ST + SR)
= 170 / 0 + 2* 80 + 170
= 0.52

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 50 / 50 + 2* 0 + 80
= 0.38

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 0 / 50 + 2* 0 + 80
= 0.00

ERv = ER / (EL + 2* ET + ER)
= 80 / 50 + 2* 0 + 80
= 0.62

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 80 / 80 + 2* 170 + 50
= 0.17

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 170 / 80 + 2* 170 + 50
= 0.72

WR^ = WR / (WL + 2* WT + WR)
= 50 / 80 + 2* 170 + 50
= 0.11

ESTIMATED PERCENTAGES

	52% <	48% v 0% >
38% ^	1.00	^ 11%
0% >	1.00	1.00 > 72%
62% v	1.00	v 17%
	63% <	v 37% > 0%

EVENING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 260 / 260 + 2* 80 + 0
= 0.62

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 80 / 260 + 2* 80 + 0
= 0.38

NR> = NR / (NL + 2* NT + NR)
= 0 / 260 + 2* 80 + 0
= 0.00

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 0 / 0 + 2* 90 + 260
= 0.00

STv = 2* ST / (SL + 2* ST + SR)
= 2* 90 / 0 + 2* 90 + 260
= 0.41

SR< = SR / (SL + 2* ST + SR)
= 260 / 0 + 2* 90 + 260
= 0.59

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 80 / 80 + 2* 0 + 90
= 0.47

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 0 / 80 + 2* 0 + 90
= 0.00

ERv = ER / (EL + 2* ET + ER)
= 90 / 80 + 2* 0 + 90
= 0.53

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 90 / 90 + 2* 260 + 80
= 0.13

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 260 / 90 + 2* 260 + 80
= 0.75

WR^ = WR / (WL + 2* WT + WR)
= 80 / 90 + 2* 260 + 80
= 0.12

ESTIMATED PERCENTAGES

	59% <	41% v 0% >
47% ^	1.00	^ 12%
0% >	1.00	1.00 > 75%
53% v	1.00	v 13%
	62% <	v 38% > 0%

HIGHLAND HOME ROAD (NS) / FOURTEENTH STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**63**	SOUTH LEG		NORTH	LEFT	**62**	SOUTH LEG	
BOUND	THRU	**37**	IN ...	**30**	BOUND	THRU	**38**	IN ...	**60**
	RIGHT	**0**	OUT ...	**50**		RIGHT	**0**	OUT ...	**40**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**48**	IN ...	**60**	BOUND	THRU	**41**	IN ...	**40**
	RIGHT	**52**	OUT ...	**20**		RIGHT	**59**	OUT ...	**40**
EAST	LEFT	**38**	WEST LEG		EAST	LEFT	**47**	WEST LEG	
BOUND	THRU	**0**	IN ...	**50**	BOUND	THRU	**0**	IN ...	**80**
	RIGHT	**62**	OUT ...	**70**		RIGHT	**53**	OUT ...	**100**
WEST	LEFT	**17**	EAST LEG		WEST	LEFT	**13**	EAST LEG	
BOUND	THRU	**72**	IN ...	**0**	BOUND	THRU	**75**	IN ...	**0**
	RIGHT	**11**	OUT ...	**0**		RIGHT	**12**	OUT ...	**0**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**63**	**26**	NORTH LEG	NORTH	LEFT	**62**	**60**	NORTH LEG
BOUND	THRU	**37**	**4**	RATIO **2.8%**	BOUND	THRU	**38**	**3**	RATIO **2.8%**
	RIGHT	**0**	**0**	ADT 2,900		RIGHT	**0**	**0**	ADT 2,900
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**48**	**16**	RATIO **2.4%**	BOUND	THRU	**41**	**2**	RATIO **3.0%**
	RIGHT	**52**	**44**	ADT 3,400		RIGHT	**59**	**40**	ADT 3,400
EAST	LEFT	**38**	**16**	EAST LEG	EAST	LEFT	**47**	**37**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**62**	**34**	ADT 0		RIGHT	**53**	**38**	ADT 0
WEST	LEFT	**17**	**0**	WEST LEG	WEST	LEFT	**13**	**0**	WEST LEG
BOUND	THRU	**72**	**0**	RATIO **2.1%**	BOUND	THRU	**75**	**0**	RATIO **3.1%**
	RIGHT	**11**	**0**	ADT 5,600		RIGHT	**12**	**0**	ADT 5,600

HIGHLAND HOME ROAD (NS) / FOURTEENTH STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	63	SOUTH LEG		NORTH	LEFT	62	SOUTH LEG	
BOUND	THRU	37	IN ...	40	BOUND	THRU	38	IN ...	80
	RIGHT	0	OUT ...	60		RIGHT	0	OUT ...	50
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	48	IN ...	70	BOUND	THRU	41	IN ...	50
	RIGHT	52	OUT ...	30		RIGHT	59	OUT ...	50
EAST	LEFT	38	WEST LEG		EAST	LEFT	47	WEST LEG	
BOUND	THRU	0	IN ...	70	BOUND	THRU	0	IN ...	110
	RIGHT	62	OUT ...	90		RIGHT	53	OUT ...	140
WEST	LEFT	17	EAST LEG		WEST	LEFT	13	EAST LEG	
BOUND	THRU	72	IN ...	0	BOUND	THRU	75	IN ...	0
	RIGHT	11	OUT ...	0		RIGHT	12	OUT ...	0

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	63	35	NORTH LEG	NORTH	LEFT	62	86	NORTH LEG
BOUND	THRU	37	5	RATIO 2.6%	BOUND	THRU	38	2	RATIO 2.7%
	RIGHT	0	0	ADT 3,900		RIGHT	0	0	ADT 3,900
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	48	15	RATIO 2.2%	BOUND	THRU	41	1	RATIO 3.1%
	RIGHT	52	55	ADT 4,500		RIGHT	59	54	ADT 4,500
EAST	LEFT	38	25	EAST LEG	EAST	LEFT	47	48	EAST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	62	45	ADT 0		RIGHT	53	49	ADT 0
WEST	LEFT	17	0	WEST LEG	WEST	LEFT	13	0	WEST LEG
BOUND	THRU	72	0	RATIO 2.1%	BOUND	THRU	75	0	RATIO 3.1%
	RIGHT	11	0	ADT 7,500		RIGHT	12	0	ADT 7,500

HIGHLAND HOME ROAD (NS) / FOURTEENTH STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**63**	SOUTH LEG		NORTH	LEFT	**62**	SOUTH LEG	
BOUND	THRU	**37**	IN ...	**50**	BOUND	THRU	**38**	IN ...	**100**
	RIGHT	**0**	OUT ...	**70**		RIGHT	**0**	OUT ...	**70**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**48**	IN ...	**80**	BOUND	THRU	**41**	IN ...	**60**
	RIGHT	**52**	OUT ...	**40**		RIGHT	**59**	OUT ...	**60**
EAST	LEFT	**38**	WEST LEG		EAST	LEFT	**47**	WEST LEG	
BOUND	THRU	**0**	IN ...	**100**	BOUND	THRU	**0**	IN ...	**140**
	RIGHT	**62**	OUT ...	**120**		RIGHT	**53**	OUT ...	**180**
WEST	LEFT	**17**	EAST LEG		WEST	LEFT	**13**	EAST LEG	
BOUND	THRU	**72**	IN ...	**0**	BOUND	THRU	**75**	IN ...	**0**
	RIGHT	**11**	OUT ...	**0**		RIGHT	**12**	OUT ...	**0**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**63**	**48**	NORTH LEG	NORTH	LEFT	**62**	**113**	NORTH LEG
BOUND	THRU	**37**	**4**	RATIO **2.3%**	BOUND	THRU	**38**	**3**	RATIO **2.5%**
	RIGHT	**0**	**0**	ADT 5,200		RIGHT	**0**	**0**	ADT 5,200
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**48**	**10**	RATIO **2.0%**	BOUND	THRU	**41**	**2**	RATIO **3.0%**
	RIGHT	**52**	**72**	ADT 6,100		RIGHT	**59**	**67**	ADT 6,100
EAST	LEFT	**38**	**36**	EAST LEG	EAST	LEFT	**47**	**57**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**62**	**60**	ADT 0		RIGHT	**53**	**68**	ADT 0
WEST	LEFT	**17**	**0**	WEST LEG	WEST	LEFT	**13**	**0**	WEST LEG
BOUND	THRU	**72**	**0**	RATIO **2.2%**	BOUND	THRU	**75**	**0**	RATIO **3.1%**
	RIGHT	**11**	**0**	ADT 10,000		RIGHT	**12**	**0**	ADT 10,000

HIGHLAND HOME ROAD (NS) / FOURTEENTH STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**63**	SOUTH LEG		NORTH	LEFT	**62**	SOUTH LEG	
BOUND	THRU	**37**	IN ...	**60**	BOUND	THRU	**38**	IN ...	**140**
	RIGHT	**0**	OUT ...	**80**		RIGHT	**0**	OUT ...	**90**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**48**	IN ...	**100**	BOUND	THRU	**41**	IN ...	**90**
	RIGHT	**52**	OUT ...	**50**		RIGHT	**59**	OUT ...	**80**
EAST	LEFT	**38**	WEST LEG		EAST	LEFT	**47**	WEST LEG	
BOUND	THRU	**0**	IN ...	**140**	BOUND	THRU	**0**	IN ...	**200**
	RIGHT	**62**	OUT ...	**170**		RIGHT	**53**	OUT ...	**260**
WEST	LEFT	**17**	EAST LEG		WEST	LEFT	**13**	EAST LEG	
BOUND	THRU	**72**	IN ...	**0**	BOUND	THRU	**75**	IN ...	**0**
	RIGHT	**11**	OUT ...	**0**		RIGHT	**12**	OUT ...	**0**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**63**	**64**	NORTH LEG	NORTH	LEFT	**62**	**158**	NORTH LEG
BOUND	THRU	**37**	**2**	RATIO **2.2%**	BOUND	THRU	**38**	**2**	RATIO **2.5%**
	RIGHT	**0**	**0**	ADT 7,200		RIGHT	**0**	**0**	ADT 7,200
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**48**	**4**	RATIO **1.8%**	BOUND	THRU	**41**	**2**	RATIO **3.0%**
	RIGHT	**52**	**106**	ADT 8,300		RIGHT	**59**	**102**	ADT 8,300
EAST	LEFT	**38**	**48**	EAST LEG	EAST	LEFT	**47**	**78**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**62**	**76**	ADT 0		RIGHT	**53**	**88**	ADT 0
WEST	LEFT	**17**	**0**	WEST LEG	WEST	LEFT	**13**	**0**	WEST LEG
BOUND	THRU	**72**	**0**	RATIO **2.1%**	BOUND	THRU	**75**	**0**	RATIO **3.1%**
	RIGHT	**11**	**0**	ADT 13,700		RIGHT	**12**	**0**	ADT 13,700

HIGHLAND HOME ROAD (NS) / WILSON STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				14	6	4			
				<	v	>			
			5	^			^	1	
			266	>			<	331	
			11	v			v	33	
				<	^	>			
				15	0	27			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

				24	6				
				v	^				
		360	<	IN =		713	<	365	
		282	>	OUT =		713	>	297	
				v	^				
				50	42				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0			
				<	v	>			
			0	^			^	0	
			0	>			<	0	
			0	v			v	0	
				<	^	>			
				0	0	0			

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				14	6	4			
				<	v	>			
			5	^			^	1	
			266	>			<	331	
			11	v			v	33	
				<	^	>			
				15	0	27			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

				0	0				
				v	^				
		124	<	IN =		366	<	180	
		137	>	OUT =		367	>	169	
				v	^				
				74	49				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

				0	0				
				v	^				
		0	<	IN =		0	<	0	
		0	>	OUT =		0	>	0	
				v	^				
				0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					v	^			
		47	<	IN =		139	<	68	
		52	>	OUT =		139	>	64	
					v	^			
				28	19				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				347	281				
				v	^				
		667	<	IN =		2176	<	840	
		909	>	OUT =		2390	>	1224	
				v	^				
				218	80				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				0	0				
				v	^				
		0	<	IN =		0	<	0	
		0	>	OUT =		0	>	0	
				v	^				
				0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					132	107			
					v	^			
		253	<	IN =		827	<	319	
		345	>	OUT =		908	>	465	
					v	^			
					83	30			

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					132	107			
					v	^			
		206	<				<	251	
		293	>				>	401	
					v	^			
					55	12			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					130	110			
					v	^			
		210	<	IN =		680	<	250	
		290	>	OUT =		770	>	400	
					v	^			
					50	10			

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					100	80			
					v	^			
		160	<				<	190	
		220	>				>	300	
					v	^			
					40	10			

NEW PROJECTED VOLUMES (PCE'S): 2035

					120	90			
					v	^			
		520	<				<	560	
		500	>				>	600	
					v	^			
					90	50			

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					40	30			
					v	^			
		60	<				<	70	
		80	>				>	110	
					v	^			
					10	0			

INITIAL YEAR 2022 VOLUMES:

2022

					60	40			
					v	^			
		420	<	IN =		900	<	440	
		360	>	OUT =		930	>	410	
					v	^			
					60	40			

BALANCED YEAR 2022 VOLUMES:

2022

					60	40			
					v	^			
		420	<	IN =		920	<	450	
		370	>	OUT =		930	>	410	
					v	^			
					60	40			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				1	3	3			
				<	v	>			
			5	^			^	2	
			331	>			<	283	
			7	v			v	18	
				<	^	>			
				9	2	49			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

				7	9				
				v	^				
		293	<	IN =		713	<	303	
		343	>	OUT =		713	>	383	
				v	^				
				28	60				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0			
				<	v	>			
			0	^			^	0	
			0	>			<	0	
			0	v			v	0	
				<	^	>			
				0	0	0			

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				1	3	3			
				<	v	>			
			5	^			^	2	
			331	>			<	283	
			7	v			v	18	
				<	^	>			
				9	2	49			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

				0	0				
				v	^				
		208	<	IN =		600	<	324	
		179	>	OUT =		599	>	253	
				v	^				
				138	97				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

				0	0				
				v	^				
		0	<	IN =		0	<	0	
		0	>	OUT =		0	>	0	
				v	^				
				0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					0	0			
					v	^			
		58	<	IN =		168	<	91	
		50	>	OUT =		168	>	71	
					v	^			
					39	27			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					533	832			
					v	^			
		1423	<	IN =		4134	<	1872	
		1309	>	OUT =		4134	>	1689	
					v	^			
					190	420			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0			
					v	^			
		0	<	IN =		0	<	0	
		0	>	OUT =		0	>	0	
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					149	233			
					v	^			
		398	<	IN =		1158	<	524	
		367	>	OUT =		1158	>	473	
					v	^			
					53	118			

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					149	233			
					v	^			
		340	<				<	433	
		316	>				>	402	
					v	^			
					15	90			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					150	230			
					v	^			
		340	<	IN =		990	<	430	
		320	>	OUT =		980	>	400	
					v	^			
					10	90			

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					110	170			
					v	^			
		260	<				<	320	
		240	>				>	300	
					v	^			
					10	70			

NEW PROJECTED VOLUMES (PCE'S): 2035

					120	180			
					v	^			
		550	<				<	620	
		580	>				>	680	
					v	^			
					40	130			

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					40	70			
					v	^			
		100	<				<	120	
		90	>				>	110	
					v	^			
					0	30			

INITIAL YEAR 2022 VOLUMES:

2022

					50	80			
					v	^			
		390	<	IN =		990	<	420	
		430	>	OUT =		990	>	490	
					v	^			
					30	90			

BALANCED YEAR 2022 VOLUMES:

2022

					50	80			
					v	^			
		390	<	IN =		990	<	420	
		430	>	OUT =		990	>	490	
					v	^			
					30	90			

HIGHLAND HOME ROAD (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**15**	SOUTH LEG		NORTH	LEFT	**9**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**40**	BOUND	THRU	**2**	IN ...	**70**
	RIGHT	**27**	OUT ...	**60**		RIGHT	**49**	OUT ...	**30**
SOUTH	LEFT	**4**	NORTH LEG		SOUTH	LEFT	**3**	NORTH LEG	
BOUND	THRU	**6**	IN ...	**20**	BOUND	THRU	**3**	IN ...	**10**
	RIGHT	**14**	OUT ...	**10**		RIGHT	**1**	OUT ...	**10**
EAST	LEFT	**5**	WEST LEG		EAST	LEFT	**5**	WEST LEG	
BOUND	THRU	**266**	IN ...	**330**	BOUND	THRU	**331**	IN ...	**380**
	RIGHT	**11**	OUT ...	**400**		RIGHT	**7**	OUT ...	**340**
WEST	LEFT	**33**	EAST LEG		WEST	LEFT	**18**	EAST LEG	
BOUND	THRU	**331**	IN ...	**430**	BOUND	THRU	**283**	IN ...	**360**
	RIGHT	**1**	OUT ...	**350**		RIGHT	**2**	OUT ...	**440**

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**15**	**11**	NORTH LEG	NORTH	LEFT	**9**	**8**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **14.9%**	BOUND	THRU	**2**	**2**	RATIO **10.0%**
	RIGHT	**27**	**29**	ADT 200		RIGHT	**49**	**60**	ADT 200
SOUTH	LEFT	**4**	**4**	SOUTH LEG	SOUTH	LEFT	**3**	**5**	SOUTH LEG
BOUND	THRU	**6**	**5**	RATIO **6.7%**	BOUND	THRU	**3**	**4**	RATIO **6.7%**
	RIGHT	**14**	**10**	ADT 1,500		RIGHT	**1**	**1**	ADT 1,500
EAST	LEFT	**5**	**8**	EAST LEG	EAST	LEFT	**5**	**5**	EAST LEG
BOUND	THRU	**266**	**317**	RATIO **5.9%**	BOUND	THRU	**331**	**375**	RATIO **6.1%**
	RIGHT	**11**	**11**	ADT 13,100		RIGHT	**7**	**6**	ADT 13,100
WEST	LEFT	**33**	**44**	WEST LEG	WEST	LEFT	**18**	**21**	WEST LEG
BOUND	THRU	**331**	**378**	RATIO **6.3%**	BOUND	THRU	**283**	**330**	RATIO **6.3%**
	RIGHT	**1**	**2**	ADT 11,600		RIGHT	**2**	**3**	ADT 11,600

HIGHLAND HOME ROAD (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH BOUND	LEFT	15	SOUTH LEG		NORTH BOUND	LEFT	9	SOUTH LEG	
	THRU	0	IN ...	40		THRU	2	IN ...	70
	RIGHT	27	OUT ...	60		RIGHT	49	OUT ...	30
SOUTH BOUND	LEFT	4	NORTH LEG		SOUTH BOUND	LEFT	3	NORTH LEG	
	THRU	6	IN ...	20		THRU	3	IN ...	10
	RIGHT	14	OUT ...	10		RIGHT	1	OUT ...	10
EAST BOUND	LEFT	5	WEST LEG		EAST BOUND	LEFT	5	WEST LEG	
	THRU	266	IN ...	350		THRU	331	IN ...	410
	RIGHT	11	OUT ...	420		RIGHT	7	OUT ...	370
WEST BOUND	LEFT	33	EAST LEG		WEST BOUND	LEFT	18	EAST LEG	
	THRU	331	IN ...	460		THRU	283	IN ...	390
	RIGHT	1	OUT ...	380		RIGHT	2	OUT ...	470

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	15	10	NORTH LEG	NORTH BOUND	LEFT	9	8	NORTH LEG
	THRU	0	0	RATIO 14.9%		THRU	2	2	RATIO 10.0%
	RIGHT	27	31	ADT 200		RIGHT	49	60	ADT 200
SOUTH BOUND	LEFT	4	5	SOUTH LEG	SOUTH BOUND	LEFT	3	5	SOUTH LEG
	THRU	6	5	RATIO 6.3%		THRU	3	4	RATIO 6.3%
	RIGHT	14	10	ADT 1,600		RIGHT	1	1	ADT 1,600
EAST BOUND	LEFT	5	8	EAST LEG	EAST BOUND	LEFT	5	5	EAST LEG
	THRU	266	344	RATIO 5.3%		THRU	331	405	RATIO 5.5%
	RIGHT	11	9	ADT 15,500		RIGHT	7	6	ADT 15,500
WEST BOUND	LEFT	33	46	WEST LEG	WEST BOUND	LEFT	18	21	WEST LEG
	THRU	331	400	RATIO 5.7%		THRU	283	360	RATIO 5.8%
	RIGHT	1	2	ADT 13,600		RIGHT	2	3	ADT 13,600

HIGHLAND HOME ROAD (NS) / WILSON STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	15	SOUTH LEG		NORTH	LEFT	9	SOUTH LEG	
BOUND	THRU	0	IN ...	40	BOUND	THRU	2	IN ...	90
	RIGHT	27	OUT ...	60		RIGHT	49	OUT ...	30
SOUTH	LEFT	4	NORTH LEG		SOUTH	LEFT	3	NORTH LEG	
BOUND	THRU	6	IN ...	60	BOUND	THRU	3	IN ...	50
	RIGHT	14	OUT ...	40		RIGHT	1	OUT ...	80
EAST	LEFT	5	WEST LEG		EAST	LEFT	5	WEST LEG	
BOUND	THRU	266	IN ...	370	BOUND	THRU	331	IN ...	430
	RIGHT	11	OUT ...	420		RIGHT	7	OUT ...	390
WEST	LEFT	33	EAST LEG		WEST	LEFT	18	EAST LEG	
BOUND	THRU	331	IN ...	450	BOUND	THRU	283	IN ...	420
	RIGHT	1	OUT ...	410		RIGHT	2	OUT ...	490

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	15	8	NORTH LEG	NORTH	LEFT	9	8	NORTH LEG
BOUND	THRU	0	0	RATIO 2.8%	BOUND	THRU	2	17	RATIO 3.6%
	RIGHT	27	34	ADT 3,600		RIGHT	49	65	ADT 3,600
SOUTH	LEFT	4	20	SOUTH LEG	SOUTH	LEFT	3	30	SOUTH LEG
BOUND	THRU	6	13	RATIO 5.1%	BOUND	THRU	3	13	RATIO 6.0%
	RIGHT	14	28	ADT 2,000		RIGHT	1	7	ADT 2,000
EAST	LEFT	5	28	EAST LEG	EAST	LEFT	5	39	EAST LEG
BOUND	THRU	266	356	RATIO 4.9%	BOUND	THRU	331	394	RATIO 5.2%
	RIGHT	11	6	ADT 17,400		RIGHT	7	3	ADT 17,400
WEST	LEFT	33	41	WEST LEG	WEST	LEFT	18	14	WEST LEG
BOUND	THRU	331	385	RATIO 5.4%	BOUND	THRU	283	374	RATIO 5.5%
	RIGHT	1	12	ADT 14,900		RIGHT	2	24	ADT 14,900

HIGHLAND HOME ROAD (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	15	SOUTH LEG		NORTH	LEFT	9	SOUTH LEG	
BOUND	THRU	0	IN ...	40	BOUND	THRU	2	IN ...	100
	RIGHT	27	OUT ...	70		RIGHT	49	OUT ...	30
SOUTH	LEFT	4	NORTH LEG		SOUTH	LEFT	3	NORTH LEG	
BOUND	THRU	6	IN ...	70	BOUND	THRU	3	IN ...	70
	RIGHT	14	OUT ...	50		RIGHT	1	OUT ...	100
EAST	LEFT	5	WEST LEG		EAST	LEFT	5	WEST LEG	
BOUND	THRU	266	IN ...	410	BOUND	THRU	331	IN ...	470
	RIGHT	11	OUT ...	440		RIGHT	7	OUT ...	430
WEST	LEFT	33	EAST LEG		WEST	LEFT	18	EAST LEG	
BOUND	THRU	331	IN ...	490	BOUND	THRU	283	IN ...	470
	RIGHT	1	OUT ...	460		RIGHT	2	OUT ...	550

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	15	6	NORTH LEG	NORTH	LEFT	9	8	NORTH LEG
BOUND	THRU	0	0	RATIO 2.6%	BOUND	THRU	2	21	RATIO 3.6%
	RIGHT	27	36	ADT 4,700		RIGHT	49	73	ADT 4,700
SOUTH	LEFT	4	27	SOUTH LEG	SOUTH	LEFT	3	47	SOUTH LEG
BOUND	THRU	6	15	RATIO 4.7%	BOUND	THRU	3	14	RATIO 5.5%
	RIGHT	14	28	ADT 2,400		RIGHT	1	10	ADT 2,400
EAST	LEFT	5	32	EAST LEG	EAST	LEFT	5	46	EAST LEG
BOUND	THRU	266	397	RATIO 4.5%	BOUND	THRU	331	431	RATIO 4.9%
	RIGHT	11	6	ADT 20,500		RIGHT	7	3	ADT 20,500
WEST	LEFT	33	49	WEST LEG	WEST	LEFT	18	13	WEST LEG
BOUND	THRU	331	406	RATIO 5.1%	BOUND	THRU	283	412	RATIO 5.3%
	RIGHT	1	18	ADT 17,300		RIGHT	2	34	ADT 17,300

HIGHLAND HOME ROAD (NS) / WILSON STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**15**	SOUTH LEG		NORTH	LEFT	**9**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**50**	BOUND	THRU	**2**	IN ...	**110**
	RIGHT	**27**	OUT ...	**80**		RIGHT	**49**	OUT ...	**40**
SOUTH	LEFT	**4**	NORTH LEG		SOUTH	LEFT	**3**	NORTH LEG	
BOUND	THRU	**6**	IN ...	**90**	BOUND	THRU	**3**	IN ...	**90**
	RIGHT	**14**	OUT ...	**70**		RIGHT	**1**	OUT ...	**130**
EAST	LEFT	**5**	WEST LEG		EAST	LEFT	**5**	WEST LEG	
BOUND	THRU	**266**	IN ...	**460**	BOUND	THRU	**331**	IN ...	**510**
	RIGHT	**11**	OUT ...	**470**		RIGHT	**7**	OUT ...	**470**
WEST	LEFT	**33**	EAST LEG		WEST	LEFT	**18**	EAST LEG	
BOUND	THRU	**331**	IN ...	**520**	BOUND	THRU	**283**	IN ...	**530**
	RIGHT	**1**	OUT ...	**510**		RIGHT	**2**	OUT ...	**590**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**15**	**8**	NORTH LEG	NORTH	LEFT	**9**	**8**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **2.5%**	BOUND	THRU	**2**	**26**	RATIO **3.5%**
	RIGHT	**27**	**45**	ADT 6,300		RIGHT	**49**	**76**	ADT 6,300
SOUTH	LEFT	**4**	**34**	SOUTH LEG	SOUTH	LEFT	**3**	**59**	SOUTH LEG
BOUND	THRU	**6**	**20**	RATIO **4.7%**	BOUND	THRU	**3**	**20**	RATIO **5.4%**
	RIGHT	**14**	**37**	ADT 2,800		RIGHT	**1**	**11**	ADT 2,800
EAST	LEFT	**5**	**46**	EAST LEG	EAST	LEFT	**5**	**58**	EAST LEG
BOUND	THRU	**266**	**432**	RATIO **4.1%**	BOUND	THRU	**331**	**455**	RATIO **4.5%**
	RIGHT	**11**	**7**	ADT 24,600		RIGHT	**7**	**3**	ADT 24,600
WEST	LEFT	**33**	**53**	WEST LEG	WEST	LEFT	**18**	**17**	WEST LEG
BOUND	THRU	**331**	**426**	RATIO **4.6%**	BOUND	THRU	**283**	**451**	RATIO **4.8%**
	RIGHT	**1**	**24**	ADT 20,600		RIGHT	**2**	**46**	ADT 20,600

HIGHLAND HOME ROAD (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**15**	SOUTH LEG		NORTH	LEFT	**9**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**50**	BOUND	THRU	**2**	IN ...	**130**
	RIGHT	**27**	OUT ...	**90**		RIGHT	**49**	OUT ...	**40**
SOUTH	LEFT	**4**	NORTH LEG		SOUTH	LEFT	**3**	NORTH LEG	
BOUND	THRU	**6**	IN ...	**120**	BOUND	THRU	**3**	IN ...	**120**
	RIGHT	**14**	OUT ...	**90**		RIGHT	**1**	OUT ...	**180**
EAST	LEFT	**5**	WEST LEG		EAST	LEFT	**5**	WEST LEG	
BOUND	THRU	**266**	IN ...	**500**	BOUND	THRU	**331**	IN ...	**580**
	RIGHT	**11**	OUT ...	**520**		RIGHT	**7**	OUT ...	**550**
WEST	LEFT	**33**	EAST LEG		WEST	LEFT	**18**	EAST LEG	
BOUND	THRU	**331**	IN ...	**560**	BOUND	THRU	**283**	IN ...	**620**
	RIGHT	**1**	OUT ...	**600**		RIGHT	**2**	OUT ...	**680**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**15**	**6**	NORTH LEG	NORTH	LEFT	**9**	**9**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **2.5%**	BOUND	THRU	**2**	**36**	RATIO **3.5%**
	RIGHT	**27**	**49**	ADT 8,500		RIGHT	**49**	**87**	ADT 8,500
SOUTH	LEFT	**4**	**56**	SOUTH LEG	SOUTH	LEFT	**3**	**84**	SOUTH LEG
BOUND	THRU	**6**	**25**	RATIO **4.3%**	BOUND	THRU	**3**	**22**	RATIO **5.0%**
	RIGHT	**14**	**45**	ADT 3,400		RIGHT	**1**	**16**	ADT 3,400
EAST	LEFT	**5**	**54**	EAST LEG	EAST	LEFT	**5**	**78**	EAST LEG
BOUND	THRU	**266**	**495**	RATIO **3.8%**	BOUND	THRU	**331**	**510**	RATIO **4.2%**
	RIGHT	**11**	**6**	ADT 30,700		RIGHT	**7**	**3**	ADT 30,700
WEST	LEFT	**33**	**59**	WEST LEG	WEST	LEFT	**18**	**15**	WEST LEG
BOUND	THRU	**331**	**468**	RATIO **4.2%**	BOUND	THRU	**283**	**525**	RATIO **4.5%**
	RIGHT	**1**	**36**	ADT 25,400		RIGHT	**2**	**66**	ADT 25,400

HIGHLAND HOME ROAD (NS) / RAMSEY STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

				<	27	v	0	>	17
			30	^				^	9
			257	>				<	249
			1	v				v	4
				<	0	^	0	>	0

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

					44	v	39	^	
			276	<	IN =		594	<	262
			288	>	OUT =		594	>	274
						v	5	^	0

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				<	0	v	0	>	0
			0	^				^	0
			0	>				<	0
			0	v				v	0
				<	0	^	0	>	0

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

				<	27	v	0	>	17
			30	^				^	9
			257	>				<	249
			1	v				v	4
				<	0	^	0	>	0

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

					74	v	68	^	
			114	<	IN =		267	<	57
			166	>	OUT =		267	>	161
						v	0	^	0

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

					0	v	0	^	
			0	<	IN =		0	<	0
			0	>	OUT =		0	>	0
						v	0	^	0

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					28	v	19	^	
			43	<	IN =		101	<	22
			52	>	OUT =		101	>	40
						v	0	^	0

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					213	v	80	^	
			549	<	IN =		1589	<	546
			713	>	OUT =		1502	>	713
						v	160	^	196

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					0	v	0	^	
			0	<	IN =		0	<	0
			0	>	OUT =		0	>	0
						v	0	^	0

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					83	v	30	^	
			209	<	IN =		604	<	209
			271	>	OUT =		571	>	271
						v	61	^	41

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					55	v	12	^	
			165	<				<	187
			219	>				>	231
						v	61	^	41

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					50	v	10	^	
			170	<	IN =		500	<	190
			220	>	OUT =		470	>	230
						v	60	^	40

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					40	v	10	^	
			130	<				<	140
			170	>				>	170
						v	50	^	30

NEW PROJECTED VOLUMES (PCE'S): 2035

					80	v	50	^	
			410	<				<	400
			460	>				>	440
						v	60	^	30

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					10	v	0	^	
			50	<				<	50
			60	>				>	70
						v	20	^	10

INITIAL YEAR 2022 VOLUMES:
2022

					50	v	40	^	
			330	<	IN =		720	<	310
			350	>	OUT =		740	>	340
						v	30	^	10

BALANCED YEAR 2022 VOLUMES:
2022

					50	v	40	^	
			330	<	IN =		740	<	320
			360	>	OUT =		740	>	340
						v	30	^	10

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

				<	40	v	0	>	11
			69	^				^	24
			375	>				<	433
			3	v				v	6
				<	2	^	0	>	2

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

					51	v	93	^	
			475	<	IN =		965	<	463
			447	>	OUT =		965	>	388
						v	9	^	4

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				<	0	v	0	>	0
			0	^				^	0
			0	>				<	0
			0	v				v	0
				<	0	^	0	>	0

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

				<	40	v	0	>	11
			69	^				^	24
			375	>				<	433
			3	v				v	6
				<	2	^	0	>	2

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

					138	v	97	^	
			390	<	IN =		574	<	274
			162	>	OUT =		574	>	87
						v	0	^	0

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

					0	v	0	^	
			0	<	IN =		0	<	0
			0	>	OUT =		0	>	0
						v	0	^	0

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					39	v	27	^	
			109	<	IN =		161	<	77
			45	>	OUT =		161	>	24
						v	0	^	0

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					190	v	420	^	
			1563	<	IN =		3441	<	1563
			1268	>	OUT =		3441	>	1268
						v	190	^	420

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					0	v	0	^	
			0	<	IN =		0	<	0
			0	>	OUT =		0	>	0
						v	0	^	0

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					53	v	118	^	
			438	<	IN =		963	<	438
			355	>	OUT =		963	>	355
						v	53	^	118

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					15	v	90	^	
			328	<				<	361
			310	>				>	331
						v	53	^	118

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					10	v	90	^	
			330	<	IN =		800	<	360
			310	>	OUT =		800	>	330
						v	50	^	120

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					10	v	70	^	
			250	<				<	270
			230	>				>	250
						v	40	^	90

NEW PROJECTED VOLUMES (PCE'S): 2035

					60	v	160	^	
			730	<				<	730
			680	>				>	640
						v	50	^	90

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					0	v	30	^	
			90	<				<	100
			90	>				>	90
						v	10	^	30

INITIAL YEAR 2022 VOLUMES:
2022

					50	v	120	^	
			570	<	IN =		1180	<	560
			540	>	OUT =		1190	>	480
						v	20	^	30

BALANCED YEAR 2022 VOLUMES:
2022

					50	v	120	^	
			570	<	IN =		1180	<	560
			540	>	OUT =		1190	>	480
						v	20	^	30

HIGHLAND HOME ROAD (NS) / RAMSEY STREET (EW)

STARTING POINT TURNING MOVEMENT DERIVATION (BASE YEAR VOLUMES) AT LOCATIONS WITHOUT EXISTING COUNTS

MORNING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 410 / 410 + 2* 50 + 440
= 0.43

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 50 / 410 + 2* 50 + 440
= 0.11

NR> = NR / (NL + 2* NT + NR)
= 440 / 410 + 2* 50 + 440
= 0.46

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 440 / 440 + 2* 60 + 410
= 0.45

STv = 2* ST / (SL + 2* ST + SR)
= 2* 60 / 440 + 2* 60 + 410
= 0.12

SR< = SR / (SL + 2* ST + SR)
= 410 / 440 + 2* 60 + 410
= 0.42

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 50 / 50 + 2* 440 + 60
= 0.05

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 440 / 50 + 2* 440 + 60
= 0.89

ERv = ER / (EL + 2* ET + ER)
= 60 / 50 + 2* 440 + 60
= 0.06

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 60 / 60 + 2* 410 + 50
= 0.06

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 410 / 60 + 2* 410 + 50
= 0.88

WR^ = WR / (WL + 2* WT + WR)
= 50 / 60 + 2* 410 + 50
= 0.05

ESTIMATED PERCENTAGES

42% 12% 45%
< v >
5% ^ 1.00 ^ 5%
89% > 1.00 1.00 > 88%
6% v 1.00 v 6%
< v >
43% 11% 46%

EVENING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 730 / 730 + 2* 160 + 640
= 0.43

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 160 / 730 + 2* 160 + 640
= 0.19

NR> = NR / (NL + 2* NT + NR)
= 640 / 730 + 2* 160 + 640
= 0.38

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 640 / 640 + 2* 50 + 730
= 0.44

STv = 2* ST / (SL + 2* ST + SR)
= 2* 50 / 640 + 2* 50 + 730
= 0.07

SR< = SR / (SL + 2* ST + SR)
= 730 / 640 + 2* 50 + 730
= 0.50

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 160 / 160 + 2* 640 + 50
= 0.11

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 640 / 160 + 2* 640 + 50
= 0.86

ERv = ER / (EL + 2* ET + ER)
= 50 / 160 + 2* 640 + 50
= 0.03

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 50 / 50 + 2* 730 + 160
= 0.03

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 730 / 50 + 2* 730 + 160
= 0.87

WR^ = WR / (WL + 2* WT + WR)
= 160 / 50 + 2* 730 + 160
= 0.10

ESTIMATED PERCENTAGES

50% 7% 44%
< v >
11% ^ 1.00 ^ 10%
86% > 1.00 1.00 > 87%
3% v 1.00 v 3%
< v >
43% 19% 38%

HIGHLAND HOME ROAD (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	2	SOUTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	10		RIGHT	2	OUT ...	10
SOUTH	LEFT	17	NORTH LEG		SOUTH	LEFT	11	NORTH LEG	
BOUND	THRU	0	IN ...	50	BOUND	THRU	0	IN ...	50
	RIGHT	27	OUT ...	40		RIGHT	40	OUT ...	100
EAST	LEFT	30	WEST LEG		EAST	LEFT	69	WEST LEG	
BOUND	THRU	257	IN ...	310	BOUND	THRU	375	IN ...	500
	RIGHT	1	OUT ...	310		RIGHT	3	OUT ...	520
WEST	LEFT	4	EAST LEG		WEST	LEFT	6	EAST LEG	
BOUND	THRU	249	IN ...	310	BOUND	THRU	433	IN ...	510
	RIGHT	9	OUT ...	320		RIGHT	24	OUT ...	430

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	2	0	NORTH LEG
BOUND	THRU	0	0	RATIO 4.3%	BOUND	THRU	0	0	RATIO 7.1%
	RIGHT	0	0	ADT 2,100		RIGHT	2	0	ADT 2,100
SOUTH	LEFT	17	26	SOUTH LEG	SOUTH	LEFT	11	10	SOUTH LEG
BOUND	THRU	0	0	RATIO 5.0%	BOUND	THRU	0	0	RATIO 5.0%
	RIGHT	27	24	ADT 200		RIGHT	40	40	ADT 200
EAST	LEFT	30	26	EAST LEG	EAST	LEFT	69	75	EAST LEG
BOUND	THRU	257	294	RATIO 4.8%	BOUND	THRU	375	420	RATIO 7.1%
	RIGHT	1	1	ADT 13,200		RIGHT	3	3	ADT 13,200
WEST	LEFT	4	9	WEST LEG	WEST	LEFT	6	7	WEST LEG
BOUND	THRU	249	286	RATIO 4.5%	BOUND	THRU	433	480	RATIO 7.3%
	RIGHT	9	14	ADT 13,900		RIGHT	24	25	ADT 13,900

HIGHLAND HOME ROAD (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	2	SOUTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	10		RIGHT	2	OUT ...	10
SOUTH	LEFT	17	NORTH LEG		SOUTH	LEFT	11	NORTH LEG	
BOUND	THRU	0	IN ...	50	BOUND	THRU	0	IN ...	50
	RIGHT	27	OUT ...	40		RIGHT	40	OUT ...	100
EAST	LEFT	30	WEST LEG		EAST	LEFT	69	WEST LEG	
BOUND	THRU	257	IN ...	330	BOUND	THRU	375	IN ...	510
	RIGHT	1	OUT ...	330		RIGHT	3	OUT ...	540
WEST	LEFT	4	EAST LEG		WEST	LEFT	6	EAST LEG	
BOUND	THRU	249	IN ...	340	BOUND	THRU	433	IN ...	530
	RIGHT	9	OUT ...	350		RIGHT	24	OUT ...	450

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	2	0	NORTH LEG
BOUND	THRU	0	0	RATIO 4.1%	BOUND	THRU	0	0	RATIO 6.8%
	RIGHT	0	0	ADT 2,200		RIGHT	2	0	ADT 2,200
SOUTH	LEFT	17	30	SOUTH LEG	SOUTH	LEFT	11	11	SOUTH LEG
BOUND	THRU	0	0	RATIO 5.0%	BOUND	THRU	0	0	RATIO 5.0%
	RIGHT	27	21	ADT 200		RIGHT	40	39	ADT 200
EAST	LEFT	30	24	EAST LEG	EAST	LEFT	69	74	EAST LEG
BOUND	THRU	257	320	RATIO 4.6%	BOUND	THRU	375	439	RATIO 6.7%
	RIGHT	1	1	ADT 14,700		RIGHT	3	3	ADT 14,700
WEST	LEFT	4	9	WEST LEG	WEST	LEFT	6	7	WEST LEG
BOUND	THRU	249	309	RATIO 4.4%	BOUND	THRU	433	501	RATIO 6.9%
	RIGHT	9	16	ADT 15,300		RIGHT	24	26	ADT 15,300

HIGHLAND HOME ROAD (NS) / RAMSEY STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	2	SOUTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	10		RIGHT	2	OUT ...	10
SOUTH	LEFT	17	NORTH LEG		SOUTH	LEFT	11	NORTH LEG	
BOUND	THRU	0	IN ...	50	BOUND	THRU	0	IN ...	50
	RIGHT	27	OUT ...	40		RIGHT	40	OUT ...	120
EAST	LEFT	30	WEST LEG		EAST	LEFT	69	WEST LEG	
BOUND	THRU	257	IN ...	360	BOUND	THRU	375	IN ...	560
	RIGHT	1	OUT ...	340		RIGHT	3	OUT ...	580
WEST	LEFT	4	EAST LEG		WEST	LEFT	6	EAST LEG	
BOUND	THRU	249	IN ...	320	BOUND	THRU	433	IN ...	580
	RIGHT	9	OUT ...	340		RIGHT	24	OUT ...	490

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	2	0	NORTH LEG
BOUND	THRU	0	0	RATIO 3.5%	BOUND	THRU	0	0	RATIO 6.5%
	RIGHT	0	0	ADT 2,600		RIGHT	2	0	ADT 2,600
SOUTH	LEFT	17	17	SOUTH LEG	SOUTH	LEFT	11	12	SOUTH LEG
BOUND	THRU	0	0	RATIO 5.0%	BOUND	THRU	0	0	RATIO 5.0%
	RIGHT	27	33	ADT 200		RIGHT	40	38	ADT 200
EAST	LEFT	30	32	EAST LEG	EAST	LEFT	69	87	EAST LEG
BOUND	THRU	257	323	RATIO 3.9%	BOUND	THRU	375	478	RATIO 6.3%
	RIGHT	1	2	ADT 17,100		RIGHT	3	3	ADT 17,100
WEST	LEFT	4	8	WEST LEG	WEST	LEFT	6	7	WEST LEG
BOUND	THRU	249	307	RATIO 4.0%	BOUND	THRU	433	542	RATIO 6.6%
	RIGHT	9	8	ADT 17,500		RIGHT	24	33	ADT 17,500

HIGHLAND HOME ROAD (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	2	SOUTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	10		RIGHT	2	OUT ...	10
SOUTH	LEFT	17	NORTH LEG		SOUTH	LEFT	11	NORTH LEG	
BOUND	THRU	0	IN ...	60	BOUND	THRU	0	IN ...	50
	RIGHT	27	OUT ...	40		RIGHT	40	OUT ...	130
EAST	LEFT	30	WEST LEG		EAST	LEFT	69	WEST LEG	
BOUND	THRU	257	IN ...	380	BOUND	THRU	375	IN ...	600
	RIGHT	1	OUT ...	360		RIGHT	3	OUT ...	620
WEST	LEFT	4	EAST LEG		WEST	LEFT	6	EAST LEG	
BOUND	THRU	249	IN ...	340	BOUND	THRU	433	IN ...	630
	RIGHT	9	OUT ...	370		RIGHT	24	OUT ...	530

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	2	0	NORTH LEG
BOUND	THRU	0	0	RATIO 3.3%	BOUND	THRU	0	0	RATIO 6.0%
	RIGHT	0	0	ADT 3,000		RIGHT	2	0	ADT 3,000
SOUTH	LEFT	17	23	SOUTH LEG	SOUTH	LEFT	11	13	SOUTH LEG
BOUND	THRU	0	0	RATIO 5.0%	BOUND	THRU	0	0	RATIO 5.0%
	RIGHT	27	37	ADT 200		RIGHT	40	37	ADT 200
EAST	LEFT	30	31	EAST LEG	EAST	LEFT	69	91	EAST LEG
BOUND	THRU	257	347	RATIO 3.7%	BOUND	THRU	375	517	RATIO 6.0%
	RIGHT	1	2	ADT 19,400		RIGHT	3	3	ADT 19,400
WEST	LEFT	4	8	WEST LEG	WEST	LEFT	6	7	WEST LEG
BOUND	THRU	249	323	RATIO 3.8%	BOUND	THRU	433	583	RATIO 6.3%
	RIGHT	9	9	ADT 19,600		RIGHT	24	39	ADT 19,600

HIGHLAND HOME ROAD (NS) / RAMSEY STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	2	SOUTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	10		RIGHT	2	OUT ...	10
SOUTH	LEFT	17	NORTH LEG		SOUTH	LEFT	11	NORTH LEG	
BOUND	THRU	0	IN ...	70	BOUND	THRU	0	IN ...	60
	RIGHT	27	OUT ...	50		RIGHT	40	OUT ...	140
EAST	LEFT	30	WEST LEG		EAST	LEFT	69	WEST LEG	
BOUND	THRU	257	IN ...	420	BOUND	THRU	375	IN ...	650
	RIGHT	1	OUT ...	390		RIGHT	3	OUT ...	670
WEST	LEFT	4	EAST LEG		WEST	LEFT	6	EAST LEG	
BOUND	THRU	249	IN ...	370	BOUND	THRU	433	IN ...	690
	RIGHT	9	OUT ...	410		RIGHT	24	OUT ...	580

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	2	0	NORTH LEG
BOUND	THRU	0	0	RATIO 3.5%	BOUND	THRU	0	0	RATIO 5.9%
	RIGHT	0	0	ADT 3,400		RIGHT	2	0	ADT 3,400
SOUTH	LEFT	17	29	SOUTH LEG	SOUTH	LEFT	11	17	SOUTH LEG
BOUND	THRU	0	0	RATIO 5.0%	BOUND	THRU	0	0	RATIO 5.0%
	RIGHT	27	41	ADT 200		RIGHT	40	43	ADT 200
EAST	LEFT	30	38	EAST LEG	EAST	LEFT	69	95	EAST LEG
BOUND	THRU	257	381	RATIO 3.5%	BOUND	THRU	375	563	RATIO 5.6%
	RIGHT	1	2	ADT 22,400		RIGHT	3	3	ADT 22,400
WEST	LEFT	4	8	WEST LEG	WEST	LEFT	6	7	WEST LEG
BOUND	THRU	249	349	RATIO 3.6%	BOUND	THRU	433	627	RATIO 5.9%
	RIGHT	9	12	ADT 22,400		RIGHT	24	45	ADT 22,400

HIGHLAND HOME ROAD (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**43**	SOUTH LEG		NORTH	LEFT	**43**	SOUTH LEG	
BOUND	THRU	**11**	IN ...	**30**	BOUND	THRU	**19**	IN ...	**90**
	RIGHT	**46**	OUT ...	**60**		RIGHT	**38**	OUT ...	**50**
SOUTH	LEFT	**45**	NORTH LEG		SOUTH	LEFT	**44**	NORTH LEG	
BOUND	THRU	**12**	IN ...	**80**	BOUND	THRU	**7**	IN ...	**60**
	RIGHT	**42**	OUT ...	**50**		RIGHT	**50**	OUT ...	**160**
EAST	LEFT	**5**	WEST LEG		EAST	LEFT	**11**	WEST LEG	
BOUND	THRU	**89**	IN ...	**460**	BOUND	THRU	**86**	IN ...	**680**
	RIGHT	**6**	OUT ...	**410**		RIGHT	**3**	OUT ...	**730**
WEST	LEFT	**6**	EAST LEG		WEST	LEFT	**3**	EAST LEG	
BOUND	THRU	**88**	IN ...	**400**	BOUND	THRU	**87**	IN ...	**730**
	RIGHT	**5**	OUT ...	**440**		RIGHT	**10**	OUT ...	**640**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**43**	**14**	NORTH LEG	NORTH	LEFT	**43**	**42**	NORTH LEG
BOUND	THRU	**11**	**3**	RATIO **3.2%**	BOUND	THRU	**19**	**17**	RATIO **5.5%**
	RIGHT	**46**	**12**	ADT 4,000		RIGHT	**38**	**32**	ADT 4,000
SOUTH	LEFT	**45**	**32**	SOUTH LEG	SOUTH	LEFT	**44**	**24**	SOUTH LEG
BOUND	THRU	**12**	**9**	RATIO **2.2%**	BOUND	THRU	**7**	**4**	RATIO **3.4%**
	RIGHT	**42**	**38**	ADT 4,100		RIGHT	**50**	**32**	ADT 4,100
EAST	LEFT	**5**	**27**	EAST LEG	EAST	LEFT	**11**	**77**	EAST LEG
BOUND	THRU	**89**	**396**	RATIO **3.4%**	BOUND	THRU	**86**	**584**	RATIO **5.5%**
	RIGHT	**6**	**29**	ADT 25,000		RIGHT	**3**	**25**	ADT 25,000
WEST	LEFT	**6**	**22**	WEST LEG	WEST	LEFT	**3**	**21**	WEST LEG
BOUND	THRU	**88**	**357**	RATIO **3.5%**	BOUND	THRU	**87**	**655**	RATIO **5.7%**
	RIGHT	**5**	**20**	ADT 24,700		RIGHT	**10**	**66**	ADT 24,700

HIGHLAND HOME ROAD (NS) / SUN LAKES BOULEVARD (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				0	0	0						
				<	v	>						
		0	^				^	0				
		0	>				<	0				
		17	v				v	0				
				<	^	>						
				10	0	0						

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					0	0						
					v	^						
			10	<	IN =	27	<	0				
			17	>	OUT =	27	>	0				
					v	^						
					17	10						

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0						
				<	v	>						
		0	^				^	0				
		0	>				<	0				
		0	v				v	0				
				<	^	>						
				0	0	0						

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				0	0	0						
				<	v	>						
		0	^				^	0				
		0	>				<	0				
		17	v				v	0				
				<	^	>						
				10	0	0						

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					0	0						
					v	^						
			52	<	IN =	103	<	52				
			51	>	OUT =	103	>	51				
					v	^						
					0	0						

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0						
					v	^						
			0	<	IN =	0	<	0				
			0	>	OUT =	0	>	0				
					v	^						
					0	0						

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.333

					0	0						
					v	^						
			20	<	IN =	39	<	20				
			19	>	OUT =	39	>	19				
					v	^						
					0	0						

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					602	668						
					v	^						
			577	<	IN =	1754	<	578				
			579	>	OUT =	1622	>	581				
					v	^						
					0	0						

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0						
					v	^						
			0	<	IN =	0	<	0				
			0	>	OUT =	0	>	0				
					v	^						
					0	0						

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					229	138						
					v	^						
			219	<	IN =	667	<	218				
			220	>	OUT =	616	>	259				
					v	^						
					0	0						

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					229	138						
					v	^						
			200	<			<	198				
			201	>			>	239				
					v	^						
					0	0						

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					230	140						
					v	^						
			200	<	IN =	630	<	200				
			200	>	OUT =	580	>	240				
					v	^						
					0	0						

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					170	110						
					v	^						
			150	<			<	150				
			150	>			>	180				
					v	^						
					0	0						

NEW PROJECTED VOLUMES (PCE'S): 2035

					170	110						
					v	^						
			160	<			<	150				
			170	>			>	180				
					v	^						
					20	10						

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					70	40						
					v	^						
			60	<			<	60				
			60	>			>	70				
					v	^						
					0	0						

INITIAL YEAR 2022 VOLUMES:

2022

					70	40						
					v	^						
			70	<	IN =	220	<	60				
			80	>	OUT =	200	>	70				
					v	^						
					20	10						

BALANCED YEAR 2022 VOLUMES:

2022

					70	40						
					v	^						
			80	<	IN =	220	<	60				
			80	>	OUT =	220	>	80				
					v	^						
					20	10						

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				0	0	0						
				<	v	>						
		0	^				^	0				
		0	>				<	0				
		18	v				v	0				
				<	^	>						
				19	0	0						

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					0	0						
					v	^						
			19	<	IN =	37	<	0				
			18	>	OUT =	37	>	0				
					v	^						
					18	19						

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0						
				<	v	>						
		0	^				^	0				
		0	>				<	0				
		0	v				v	0				
				<	^	>						
				0	0	0						

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				0	0	0						
				<	v	>						
		0	^				^	0				
		0	>				<	0				
		18	v				v	0				
				<	^	>						
				19	0	0						

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					0	0						
					v	^						
			114	<	IN =	192	<	114				
			78	>	OUT =	192	>	78				
					v	^						
					0	0						

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0						
					v	^						
			0	<	IN =	0	<	0				
			0	>	OUT =	0	>	0				
					v	^						
					0	0						

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					0	0						
					v	^						
			32	<	IN =	54	<	32				
			22	>	OUT =	54	>	22				
					v	^						
					0	0						

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					1447	1677						
					v	^						
			1643	<	IN =	4879	<	1936				
			1496	>	OUT =	4879	>	1859				
					v	^						
					0	0						

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0						
					v	^						
			0	<	IN =	0	<	0				
			0	>	OUT =	0	>	0				
					v	^						
					0	0						

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					405	470						
					v	^						
			460	<	IN =	1366	<	542				
			419	>	OUT =	1366	>	437				
					v	^						
					0	0						

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					405	470						
					v	^						
			428	<			<	510				
			397	>			>	415				
					v	^						
					0	0						

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					410	470						
					v	^						
			430	<	IN =	1320	<	510				
			400	>	OUT =	1310	>	410				
					v	^						
					0	0						

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					310	350						
					v	^						
			320	<			<	380				
			300	>			>	310				
					v	^						
					0	0						

NEW PROJECTED VOLUMES (PCE'S): 2035

					310	350						
					v	^						
			340	<			<	380				
			320	>			>	310				
					v	^						
					20	20						

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					120	130						
					v	^						
			120	<			<	150				
			110	>			>	120				
					v	^						
					0	0						

INITIAL YEAR 2022 VOLUMES:

2022

					120	130						
					v	^						
			140	<	IN =	420	<	150				
			130	>	OUT =	410	>	120				
					v	^						
					20	20						

BALANCED YEAR 2022 VOLUMES:

2022

					120	130						
					v	^						
			140	<	IN =	420	<	150				
			130	>	OUT =	410	>	120				
					v	^						
					20	20						

HIGHLAND HOME ROAD (NS) / SUN LAKES BOULEVARD (EW)

STARTING POINT TURNING MOVEMENT DERIVATION (BASE YEAR VOLUMES) AT LOCATIONS WITHOUT EXISTING COUNTS

MORNING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 160 / 160 + 2* 110 + 180
= 0.29

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 110 / 160 + 2* 110 + 180
= 0.39

NR> = NR / (NL + 2* NT + NR)
= 180 / 160 + 2* 110 + 180
= 0.32

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 180 / 180 + 2* 20 + 160
= 0.47

STv = 2* ST / (SL + 2* ST + SR)
= 2* 20 / 180 + 2* 20 + 160
= 0.11

SR< = SR / (SL + 2* ST + SR)
= 160 / 180 + 2* 20 + 160
= 0.42

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 110 / 110 + 2* 180 + 20
= 0.22

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 180 / 110 + 2* 180 + 20
= 0.73

ERv = ER / (EL + 2* ET + ER)
= 20 / 110 + 2* 180 + 20
= 0.04

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 20 / 20 + 2* 160 + 110
= 0.04

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 160 / 20 + 2* 160 + 110
= 0.71

WR^ = WR / (WL + 2* WT + WR)
= 110 / 20 + 2* 160 + 110
= 0.24

ESTIMATED PERCENTAGES

	42% <	11% v 47% >
22% ^	1.00	^ 24%
73% >	1.00	1.00 > 71%
4% v	1.00	v 4%
	<	v >
	29%	39% 32%

EVENING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 340 / 340 + 2* 350 + 310
= 0.25

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 350 / 340 + 2* 350 + 310
= 0.52

NR> = NR / (NL + 2* NT + NR)
= 310 / 340 + 2* 350 + 310
= 0.23

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 310 / 310 + 2* 20 + 340
= 0.45

STv = 2* ST / (SL + 2* ST + SR)
= 2* 20 / 310 + 2* 20 + 340
= 0.06

SR< = SR / (SL + 2* ST + SR)
= 340 / 310 + 2* 20 + 340
= 0.49

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 350 / 350 + 2* 310 + 20
= 0.35

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 310 / 350 + 2* 310 + 20
= 0.63

ERv = ER / (EL + 2* ET + ER)
= 20 / 350 + 2* 310 + 20
= 0.02

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 20 / 20 + 2* 340 + 350
= 0.02

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 340 / 20 + 2* 340 + 350
= 0.65

WR^ = WR / (WL + 2* WT + WR)
= 350 / 20 + 2* 340 + 350
= 0.33

ESTIMATED PERCENTAGES

	49% <	6% v 45% >
35% ^	1.00	^ 33%
63% >	1.00	1.00 > 65%
2% v	1.00	v 2%
	<	v >
	25%	52% 23%

HIGHLAND HOME ROAD (NS) / SUN LAKES BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	10	SOUTH LEG		NORTH	LEFT	19	SOUTH LEG	
BOUND	THRU	0	IN ...	30	BOUND	THRU	0	IN ...	50
	RIGHT	0	OUT ...	30		RIGHT	0	OUT ...	40
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	30	BOUND	THRU	0	IN ...	40
	RIGHT	17	OUT ...	30		RIGHT	18	OUT ...	50
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	10	30	NORTH LEG	NORTH	LEFT	19	50	NORTH LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	0	0	ADT 0		RIGHT	0	0	ADT 0
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	0	0	RATIO 3.2%	BOUND	THRU	0	0	RATIO 4.7%
	RIGHT	0	0	ADT 1,900		RIGHT	0	0	ADT 1,900
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	17	30	ADT 0		RIGHT	18	40	ADT 0
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 3.2%	BOUND	THRU	0	0	RATIO 4.7%
	RIGHT	0	0	ADT 1,900		RIGHT	0	0	ADT 1,900

HIGHLAND HOME ROAD (NS) / SUN LAKES BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	10	SOUTH LEG		NORTH	LEFT	19	SOUTH LEG	
BOUND	THRU	0	IN ...	40	BOUND	THRU	0	IN ...	70
	RIGHT	0	OUT ...	30		RIGHT	0	OUT ...	60
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	30	BOUND	THRU	0	IN ...	60
	RIGHT	17	OUT ...	40		RIGHT	18	OUT ...	70
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	10	40	NORTH LEG	NORTH	LEFT	19	70	NORTH LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	0	0	ADT 0		RIGHT	0	0	ADT 0
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	0	0	RATIO 2.7%	BOUND	THRU	0	0	RATIO 5.0%
	RIGHT	0	0	ADT 2,600		RIGHT	0	0	ADT 2,600
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	17	30	ADT 0		RIGHT	18	60	ADT 0
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 2.7%	BOUND	THRU	0	0	RATIO 5.0%
	RIGHT	0	0	ADT 2,600		RIGHT	0	0	ADT 2,600

HIGHLAND HOME ROAD (NS) / SUN LAKES BOULEVARD (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	10	SOUTH LEG		NORTH	LEFT	19	SOUTH LEG	
BOUND	THRU	0	IN ...	30	BOUND	THRU	0	IN ...	100
	RIGHT	0	OUT ...	50		RIGHT	0	OUT ...	90
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	50	BOUND	THRU	0	IN ...	90
	RIGHT	17	OUT ...	30		RIGHT	18	OUT ...	100
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	10	30	NORTH LEG	NORTH	LEFT	19	100	NORTH LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	0	0	ADT 0		RIGHT	0	0	ADT 0
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	0	0	RATIO 2.0%	BOUND	THRU	0	0	RATIO 4.6%
	RIGHT	0	0	ADT 4,100		RIGHT	0	0	ADT 4,100
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	17	50	ADT 0		RIGHT	18	90	ADT 0
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 2.0%	BOUND	THRU	0	0	RATIO 4.6%
	RIGHT	0	0	ADT 4,100		RIGHT	0	0	ADT 4,100

HIGHLAND HOME ROAD (NS) / SUN LAKES BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**10**	SOUTH LEG		NORTH	LEFT	**19**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**40**	BOUND	THRU	**0**	IN ...	**130**
	RIGHT	**0**	OUT ...	**60**		RIGHT	**0**	OUT ...	**120**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**60**	BOUND	THRU	**0**	IN ...	**120**
	RIGHT	**17**	OUT ...	**40**		RIGHT	**18**	OUT ...	**130**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**10**	**40**	NORTH LEG	NORTH	LEFT	**19**	**130**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**0**	**0**	ADT 0		RIGHT	**0**	**0**	ADT 0
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **1.9%**	BOUND	THRU	**0**	**0**	RATIO **4.7%**
	RIGHT	**0**	**0**	ADT 5,300		RIGHT	**0**	**0**	ADT 5,300
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**17**	**60**	ADT 0		RIGHT	**18**	**120**	ADT 0
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **1.9%**	BOUND	THRU	**0**	**0**	RATIO **4.7%**
	RIGHT	**0**	**0**	ADT 5,300		RIGHT	**0**	**0**	ADT 5,300

HIGHLAND HOME ROAD (NS) / SUN LAKES BOULEVARD (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**10**	SOUTH LEG		NORTH	LEFT	**19**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**50**	BOUND	THRU	**0**	IN ...	**180**
	RIGHT	**0**	OUT ...	**80**		RIGHT	**0**	OUT ...	**160**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**80**	BOUND	THRU	**0**	IN ...	**160**
	RIGHT	**17**	OUT ...	**50**		RIGHT	**18**	OUT ...	**180**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**10**	**50**	NORTH LEG	NORTH	LEFT	**19**	**180**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**0**	**0**	ADT 0		RIGHT	**0**	**0**	ADT 0
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **1.9%**	BOUND	THRU	**0**	**0**	RATIO **4.9%**
	RIGHT	**0**	**0**	ADT 7,000		RIGHT	**0**	**0**	ADT 7,000
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**17**	**80**	ADT 0		RIGHT	**18**	**160**	ADT 0
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **1.9%**	BOUND	THRU	**0**	**0**	RATIO **4.9%**
	RIGHT	**0**	**0**	ADT 7,000		RIGHT	**0**	**0**	ADT 7,000

HIGHLAND HOME ROAD (NS) / SUN LAKES BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**29**	SOUTH LEG		NORTH	LEFT	**25**	SOUTH LEG	
BOUND	THRU	**39**	IN ...	**10**	BOUND	THRU	**52**	IN ...	**20**
	RIGHT	**32**	OUT ...	**20**		RIGHT	**23**	OUT ...	**20**
SOUTH	LEFT	**47**	NORTH LEG		SOUTH	LEFT	**45**	NORTH LEG	
BOUND	THRU	**11**	IN ...	**170**	BOUND	THRU	**6**	IN ...	**310**
	RIGHT	**42**	OUT ...	**110**		RIGHT	**49**	OUT ...	**350**
EAST	LEFT	**22**	WEST LEG		EAST	LEFT	**35**	WEST LEG	
BOUND	THRU	**73**	IN ...	**170**	BOUND	THRU	**63**	IN ...	**320**
	RIGHT	**4**	OUT ...	**160**		RIGHT	**2**	OUT ...	**340**
WEST	LEFT	**4**	EAST LEG		WEST	LEFT	**2**	EAST LEG	
BOUND	THRU	**71**	IN ...	**150**	BOUND	THRU	**65**	IN ...	**380**
	RIGHT	**24**	OUT ...	**180**		RIGHT	**33**	OUT ...	**310**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**29**	**2**	NORTH LEG	NORTH	LEFT	**25**	**3**	NORTH LEG
BOUND	THRU	**39**	**5**	RATIO **1.8%**	BOUND	THRU	**52**	**13**	RATIO **4.4%**
	RIGHT	**32**	**2**	ADT 15,100		RIGHT	**23**	**3**	ADT 15,100
SOUTH	LEFT	**47**	**77**	SOUTH LEG	SOUTH	LEFT	**45**	**147**	SOUTH LEG
BOUND	THRU	**11**	**12**	RATIO **7.4%**	BOUND	THRU	**6**	**13**	RATIO **10.0%**
	RIGHT	**42**	**71**	ADT 400		RIGHT	**49**	**147**	ADT 400
EAST	LEFT	**22**	**55**	EAST LEG	EAST	LEFT	**35**	**154**	EAST LEG
BOUND	THRU	**73**	**101**	RATIO **1.7%**	BOUND	THRU	**63**	**159**	RATIO **3.7%**
	RIGHT	**4**	**4**	ADT 18,400		RIGHT	**2**	**3**	ADT 18,400
WEST	LEFT	**4**	**4**	WEST LEG	WEST	LEFT	**2**	**4**	WEST LEG
BOUND	THRU	**71**	**87**	RATIO **1.8%**	BOUND	THRU	**65**	**189**	RATIO **3.7%**
	RIGHT	**24**	**50**	ADT 17,700		RIGHT	**33**	**183**	ADT 17,700

LINCOLN STREET (NS) / WESTWARD AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

				0	0	0					
				<	v	>					
0	^						^	0			
0	>						<	0			
0	v						v	0			
				<	^	>					
				0	0	0					

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

					0	0					
					v	^					
		0	<	IN =		0	<	0			
		0	>	OUT =		0	>	0			
					v	^					
					0	0					

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0					
				<	v	>					
0	^						^	0			
0	>						<	0			
0	v						v	0			
				<	^	>					

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

				0	0	0					

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

				0	0	0					
				<	v	>					
0	^						^	0			
0	>						<	0			
0	v						v	0			
				<	^	>					
				0	0	0					

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

					0	0					
					v	^					
		52	<	IN =		103	<	51			
		51	>	OUT =		103	>	51			
					v	^					
					0	0					

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

					0	0					
					v	^					
		0	<	IN =		0	<	0			
		0	>	OUT =		0	>	0			
					v	^					
					0	0					

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					0	0					
					v	^					
		20	<	IN =		39	<	20			
		19	>	OUT =		39	>	19			
					v	^					
					0	0					

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					284	260					
					v	^					
		573	<	IN =		1212	<	347			
		661	>	OUT =		1185	>	312			
					v	^					
					0	0					

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					0						
					v	^					
		0	<	IN =		0	<	0			
		0	>	OUT =		0	>	0			
					v	^					
					0	0					

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					89	99					
					v	^					
		218	<	IN =		461	<	113			
		259	>	OUT =		450	>	134			
					v	^					
					0	0					

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					89	99					
					v	^					
		198	<				<	93			
		239	>				>	114			
					v	^					
					0	0					

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					90	100					
					v	^					
		200	<	IN =		420	<	90			
		240	>	OUT =		410	>	110			
					v	^					
					0	0					

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					70	80					
					v	^					
		150	<				<	70			
		180	>				>	80			
					v	^					
					0	0					

NEW PROJECTED VOLUMES (PCE'S): 2035

					70	80					
					v	^					
		150	<				<	70			
		180	>				>	80			
					v	^					
					0	0					

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					30	30					
					v	^					
		60	<				<	30			
		70	>				>	30			
					v	^					
					0	0					

INITIAL YEAR 2022 VOLUMES:
2022

					30	30					
					v	^					
		60	<	IN =		130	<	30			
		70	>	OUT =		120	>	30			
					v	^					
					0	0					

BALANCED YEAR 2022 VOLUMES:
2022

					30	30					
					v	^					
		70	<	IN =		130	<	30			
		70	>	OUT =		130	>	30			
					v	^					
					0	0					

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

				0	0	0					
				<	v	>					
0	^						^	0			
0	>						<	0			
0	v						v	0			
				<	^	>					
				0	0	0					

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

					0	0					
					v	^					
		0	<	IN =		0	<	0			
		0	>	OUT =		0	>	0			
					v	^					
					0	0					

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0					
				<	v	>					
0	^						^	0			
0	>						<	0			
0	v						v	0			
				<	^	>					

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

				0	0	0					

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

				0	0	0					
				<	v	>					
0	^						^	0			
0	>						<	0			
0	v						v	0			
				<	^	>					
				0	0	0					

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

					0	0					
					v	^					
		114	<	IN =		192	<	114			
		78	>	OUT =		192	>	78			
					v	^					
					0	0					

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

					0	0					
					v	^					
		0	<	IN =		0	<	0			
		0	>	OUT =		0	>	0			
					v	^					
					0	0					

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					0	0					
					v	^					
		32	<	IN =		54	<	32			
		22	>	OUT =		54	>	22			
					v	^					
					0	0					

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					931	776					
					v	^					
		1936	<	IN =		3416	<	926			
		1959	>	OUT =		3420	>	768			
					v	^					
					0	0					

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					0	0					
					v	^					
		0	<	IN =		0	<	0			
		0	>	OUT =		0	>	0			
					v	^					
					0	0					

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					261	217					
					v	^					
		542	<	IN =		956	<	259			
		437	>	OUT =		958	>	198			
					v	^					
					0	0					

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					261	217					
					v	^					
		510	<				<	227			
		415	>				>	176			
					v	^					
					0	0					

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					260	220					
					v	^					
		510	<	IN =		900	<	230			
		410	>	OUT =		910	>	180			
					v	^					
					0	0					

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					200	170					
					v	^					
		380	<				<	170			
		310	>				>	140			
					v	^					
					0	0					

NEW PROJECTED VOLUMES (PCE'S): 2035

					200	170					
					v	^					
		380	<				<	170			
		310	>				>	140			
					v	^					
					0	0					

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					70	60					
					v	^					
		150	<				<	70			
		120	>				>	50			
					v	^					
					0	0					

INITIAL YEAR 2022 VOLUMES:
2022

					70	60					
					v	^					
		150	<	IN =		260	<	70			
		120	>	OUT =		260	>	50			
					v	^					
					0	0					

BALANCED YEAR 2022 VOLUMES:
2022

					70	60					
					v	^					
		150	<	IN =		260	<	70			
		120	>	OUT =		260	>	50			
					v	^					
					0	0					

LINCOLN STREET (NS) / WESTWARD AVENUE (EW)

STARTING POINT TURNING MOVEMENT DERIVATION (BASE YEAR VOLUMES) AT LOCATIONS WITHOUT EXISTING COUNTS

MORNING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 150 / 150 + 2* 80 + 80
= 0.38

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 80 / 150 + 2* 80 + 80
= 0.41

NR> = NR / (NL + 2* NT + NR)
= 80 / 150 + 2* 80 + 80
= 0.21

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 80 / 80 + 2* 0 + 150
= 0.35

STv = 2* ST / (SL + 2* ST + SR)
= 2* 0 / 80 + 2* 0 + 150
= 0.00

SR< = SR / (SL + 2* ST + SR)
= 150 / 80 + 2* 0 + 150
= 0.65

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 80 / 80 + 2* 80 + 0
= 0.33

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 80 / 80 + 2* 80 + 0
= 0.67

ERv = ER / (EL + 2* ET + ER)
= 0 / 80 + 2* 80 + 0
= 0.00

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 0 / 0 + 2* 150 + 80
= 0.00

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 150 / 0 + 2* 150 + 80
= 0.79

WR^ = WR / (WL + 2* WT + WR)
= 80 / 0 + 2* 150 + 80
= 0.21

ESTIMATED PERCENTAGES

65% 0% 35%
< v >
33% ^ 1.00 ^ 21%
67% > 1.00 1.00 > 79%
0% v 1.00 v 0%
< v >
38% 41% 21%

EVENING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 380 / 380 + 2* 170 + 140
= 0.44

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 170 / 380 + 2* 170 + 140
= 0.40

NR> = NR / (NL + 2* NT + NR)
= 140 / 380 + 2* 170 + 140
= 0.16

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 140 / 140 + 2* 0 + 380
= 0.27

STv = 2* ST / (SL + 2* ST + SR)
= 2* 0 / 140 + 2* 0 + 380
= 0.00

SR< = SR / (SL + 2* ST + SR)
= 380 / 140 + 2* 0 + 380
= 0.73

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 170 / 170 + 2* 140 + 0
= 0.38

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 140 / 170 + 2* 140 + 0
= 0.62

ERv = ER / (EL + 2* ET + ER)
= 0 / 170 + 2* 140 + 0
= 0.00

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 0 / 0 + 2* 380 + 170
= 0.00

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 380 / 0 + 2* 380 + 170
= 0.82

WR^ = WR / (WL + 2* WT + WR)
= 170 / 0 + 2* 380 + 170
= 0.18

ESTIMATED PERCENTAGES

73% 0% 27%
< v >
38% ^ 1.00 ^ 18%
62% > 1.00 1.00 > 82%
0% v 1.00 v 0%
< v >
44% 40% 16%

LINCOLN STREET (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**38**	SOUTH LEG		NORTH	LEFT	**44**	SOUTH LEG	
BOUND	THRU	**41**	IN ...	**0**	BOUND	THRU	**40**	IN ...	**0**
	RIGHT	**21**	OUT ...	**0**		RIGHT	**16**	OUT ...	**0**
SOUTH	LEFT	**35**	NORTH LEG		SOUTH	LEFT	**27**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**70**	BOUND	THRU	**0**	IN ...	**200**
	RIGHT	**65**	OUT ...	**80**		RIGHT	**73**	OUT ...	**170**
EAST	LEFT	**33**	WEST LEG		EAST	LEFT	**38**	WEST LEG	
BOUND	THRU	**67**	IN ...	**180**	BOUND	THRU	**62**	IN ...	**310**
	RIGHT	**0**	OUT ...	**150**		RIGHT	**0**	OUT ...	**380**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**79**	IN ...	**70**	BOUND	THRU	**82**	IN ...	**170**
	RIGHT	**21**	OUT ...	**80**		RIGHT	**18**	OUT ...	**140**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**38**	**0**	NORTH LEG	NORTH	LEFT	**44**	**0**	NORTH LEG
BOUND	THRU	**41**	**0**	RATIO **2.0%**	BOUND	THRU	**40**	**0**	RATIO **4.9%**
	RIGHT	**21**	**0**	ADT 7,900		RIGHT	**16**	**0**	ADT 7,900
SOUTH	LEFT	**35**	**2**	SOUTH LEG	SOUTH	LEFT	**27**	**9**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**65**	**75**	ADT 0		RIGHT	**73**	**206**	ADT 0
EAST	LEFT	**33**	**78**	EAST LEG	EAST	LEFT	**38**	**161**	EAST LEG
BOUND	THRU	**67**	**78**	RATIO **1.5%**	BOUND	THRU	**62**	**131**	RATIO **3.1%**
	RIGHT	**0**	**0**	ADT 10,300		RIGHT	**0**	**0**	ADT 10,300
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**79**	**75**	RATIO **1.7%**	BOUND	THRU	**82**	**174**	RATIO **3.7%**
	RIGHT	**21**	**2**	ADT 18,400		RIGHT	**18**	**9**	ADT 18,400

SUNSET AVENUE (NS) / WILSON STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				12	31	3			
				<	v	>			
		11	^				^	0	
		180	>				<	155	
		176	v				v	36	
				<	^	>			
				105	12	25			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					46	23			
					v	^			
		272	<	IN =		746	<	191	
		367	>	OUT =		746	>	208	
					v	^			
					243	142			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

					0	0	0		
				<	v	>			
		0	^				^	0	
		0	>				<	0	
		0	v				v	0	

PCE FACTORS BY AXLE:

				<	^	>			
2:	1.5	3:	2.0	4+:	3.0	0	0	0	

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

					12	31	3		
				<	v	>			
		11	^				^	0	
		180	>				<	155	
		176	v				v	36	
				<	^	>			
					105	12	25		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					53	37			
					v	^			
		109	<	IN =		489	<	177	
		175	>	OUT =		490	>	171	
					v	^			
					173	84			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0			
					v	^			
		0	<	IN =		0	<	0	
		0	>	OUT =		0	>	0	
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					20	14			
					v	^			
		41	<	IN =		186	<	67	
		67	>	OUT =		186	>	65	
					v	^			
					66	32			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					165	149			
					v	^			
		681	<	IN =		2311	<	792	
		984	>	OUT =		2290	>	1126	
					v	^			
					334	370			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0			
					v	^			
		0	<	IN =		0	<	0	
		0	>	OUT =		0	>	0	
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					63	57			
					v	^			
		259	<	IN =		878	<	301	
		374	>	OUT =		870	>	428	
					v	^			
					127	141			

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					43	43			
					v	^			
		217	<				<	234	
		307	>				>	363	
					v	^			
					61	109			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					40	40			
					v	^			
		220	<	IN =		690	<	230	
		310	>	OUT =		680	>	360	
					v	^			
					60	110			

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					30	30			
					v	^			
		170	<				<	170	
		230	>				>	270	
					v	^			
					50	80			

NEW PROJECTED VOLUMES (PCE'S): 2035

					80	50			
					v	^			
		440	<				<	360	
		600	>				>	480	
					v	^			
					290	220			

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					10	10			
					v	^			
		60	<				<	70	
		90	>				>	100	
					v	^			
					20	30			

INITIAL YEAR 2022 VOLUMES:

2022

					60	30			
					v	^			
		330	<	IN =		950	<	260	
		460	>	OUT =		930	>	310	
					v	^			
					260	170			

BALANCED YEAR 2022 VOLUMES:

2022

					60	30			
					v	^			
		340	<	IN =		950	<	260	
		460	>	OUT =		960	>	320	
					v	^			
					270	170			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

					0	8	0		
				<	v	>			
		0	^				^	4	
		161	>				<	123	
		168	v				v	48	
				<	^	>			
				186	33	64			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					8	37			
					v	^			
		309	<	IN =		795	<	175	
		329	>	OUT =		795	>	225	
					v	^			
					224	283			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

					0	0	0		
				<	v	>			
		0	^				^	0	
		0	>				<	0	
		0	v				v	0	

PCE FACTORS BY AXLE:

				<	^	>			
2:	1.5	3:	2	4+:	3.0	0	0	0	

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

					0	8	0		
				<	v	>			
		0	^				^	4	
		161	>				<	123	
		168	v				v	48	
				<	^	>			
				186	33	64			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					57	63			
					v	^			
		275	<	IN =		674	<	277	
		175	>	OUT =		674	>	231	
					v	^			
					105	165			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0			
					v	^			
		0	<	IN =		0	<	0	
		0	>	OUT =		0	>	0	
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					16	18			
					v	^			
		77	<	IN =		189	<	78	
		49	>	OUT =		189	>	65	
					v	^			
					29	46			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					146	202			
					v	^			
		1418	<	IN =		3825	<	1758	
		1282	>	OUT =		3824	>	1587	
					v	^			
					617	639			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0			
					v	^			
		0	<	IN =		0	<	0	
		0	>	OUT =		0	>	0	
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					41	57			
					v	^			
		397	<	IN =		1071	<	492	
		359	>	OUT =		1071	>	444	
					v	^			
					173	179			

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					25	39			
					v	^			
		320	<				<	415	
		310	>				>	380	
					v	^			
					143	133			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					20	40			
					v	^			
		320	<	IN =		870	<	410	
		310	>	OUT =		880	>	380	
					v	^			
					140	130			

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					20	30			
					v	^			
		240	<				<	310	
		230	>				>	290	
					v	^			
					110	100			

NEW PROJECTED VOLUMES (PCE'S): 2035

					30	70			
					v	^			
		550	<				<	490	
		560	>				>	520	
					v	^			
					330	380			

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					10	10			
					v	^			
		90	<				<	120	
		90	>				>	110	
					v	^			
					40	40			

INITIAL YEAR 2022 VOLUMES:

2022

					20	50			
					v	^			
		400	<	IN =		1060	<	300	
		420	>	OUT =		1050	>	340	
					v	^			
					260	320			

BALANCED YEAR 2022 VOLUMES:

2022

					20	50			
					v	^			
		400	<	IN =		1060	<	300	
		420	>	OUT =		1050	>	340	
					v	^			
					260	320			

SUNSET AVENUE (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**105**	SOUTH LEG		NORTH	LEFT	**186**	SOUTH LEG	
BOUND	THRU	**12**	IN ...	**150**	BOUND	THRU	**33**	IN ...	**300**
	RIGHT	**25**	OUT ...	**260**		RIGHT	**64**	OUT ...	**230**
SOUTH	LEFT	**3**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**31**	IN ...	**60**	BOUND	THRU	**8**	IN ...	**10**
	RIGHT	**12**	OUT ...	**20**		RIGHT	**0**	OUT ...	**40**
EAST	LEFT	**11**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**180**	IN ...	**400**	BOUND	THRU	**161**	IN ...	**360**
	RIGHT	**176**	OUT ...	**310**		RIGHT	**168**	OUT ...	**350**
WEST	LEFT	**36**	EAST LEG		WEST	LEFT	**48**	EAST LEG	
BOUND	THRU	**155**	IN ...	**230**	BOUND	THRU	**123**	IN ...	**220**
	RIGHT	**0**	OUT ...	**260**		RIGHT	**4**	OUT ...	**270**

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**105**	**108**	NORTH LEG	NORTH	LEFT	**186**	**191**	NORTH LEG
BOUND	THRU	**12**	**11**	RATIO **7.3%**	BOUND	THRU	**33**	**35**	RATIO **4.5%**
	RIGHT	**25**	**33**	ADT 1,100		RIGHT	**64**	**74**	ADT 1,100
SOUTH	LEFT	**3**	**5**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**31**	**41**	RATIO **5.4%**	BOUND	THRU	**8**	**10**	RATIO **7.0%**
	RIGHT	**12**	**15**	ADT 7,600		RIGHT	**0**	**0**	ADT 7,600
EAST	LEFT	**11**	**9**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**180**	**222**	RATIO **5.7%**	BOUND	THRU	**161**	**196**	RATIO **5.6%**
	RIGHT	**176**	**174**	ADT 8,700		RIGHT	**168**	**164**	ADT 8,700
WEST	LEFT	**36**	**45**	WEST LEG	WEST	LEFT	**48**	**56**	WEST LEG
BOUND	THRU	**155**	**187**	RATIO **6.5%**	BOUND	THRU	**123**	**159**	RATIO **6.5%**
	RIGHT	**0**	**0**	ADT 11,000		RIGHT	**4**	**5**	ADT 11,000

SUNSET AVENUE (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	105	SOUTH LEG		NORTH	LEFT	186	SOUTH LEG	
BOUND	THRU	12	IN ...	160	BOUND	THRU	33	IN ...	310
	RIGHT	25	OUT ...	260		RIGHT	64	OUT ...	240
SOUTH	LEFT	3	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	31	IN ...	60	BOUND	THRU	8	IN ...	10
	RIGHT	12	OUT ...	30		RIGHT	0	OUT ...	50
EAST	LEFT	11	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	180	IN ...	430	BOUND	THRU	161	IN ...	390
	RIGHT	176	OUT ...	330		RIGHT	168	OUT ...	370
WEST	LEFT	36	EAST LEG		WEST	LEFT	48	EAST LEG	
BOUND	THRU	155	IN ...	250	BOUND	THRU	123	IN ...	250
	RIGHT	0	OUT ...	270		RIGHT	4	OUT ...	300

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	105	111	NORTH LEG	NORTH	LEFT	186	189	NORTH LEG
BOUND	THRU	12	15	RATIO 6.4%	BOUND	THRU	33	43	RATIO 4.3%
	RIGHT	25	32	ADT 1,400		RIGHT	64	78	ADT 1,400
SOUTH	LEFT	3	5	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	31	39	RATIO 5.0%	BOUND	THRU	8	10	RATIO 6.5%
	RIGHT	12	16	ADT 8,400		RIGHT	0	0	ADT 8,400
EAST	LEFT	11	15	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	180	234	RATIO 4.8%	BOUND	THRU	161	222	RATIO 5.1%
	RIGHT	176	177	ADT 10,700		RIGHT	168	168	ADT 10,700
WEST	LEFT	36	44	WEST LEG	WEST	LEFT	48	62	WEST LEG
BOUND	THRU	155	203	RATIO 6.0%	BOUND	THRU	123	181	RATIO 6.0%
	RIGHT	0	0	ADT 12,600		RIGHT	4	7	ADT 12,600

SUNSET AVENUE (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**105**	SOUTH LEG		NORTH	LEFT	**186**	SOUTH LEG	
BOUND	THRU	**12**	IN ...	**170**	BOUND	THRU	**33**	IN ...	**320**
	RIGHT	**25**	OUT ...	**270**		RIGHT	**64**	OUT ...	**260**
SOUTH	LEFT	**3**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**31**	IN ...	**60**	BOUND	THRU	**8**	IN ...	**20**
	RIGHT	**12**	OUT ...	**30**		RIGHT	**0**	OUT ...	**50**
EAST	LEFT	**11**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**180**	IN ...	**460**	BOUND	THRU	**161**	IN ...	**420**
	RIGHT	**176**	OUT ...	**340**		RIGHT	**168**	OUT ...	**400**
WEST	LEFT	**36**	EAST LEG		WEST	LEFT	**48**	EAST LEG	
BOUND	THRU	**155**	IN ...	**260**	BOUND	THRU	**123**	IN ...	**300**
	RIGHT	**0**	OUT ...	**320**		RIGHT	**4**	OUT ...	**340**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**105**	**114**	NORTH LEG	NORTH	LEFT	**186**	**186**	NORTH LEG
BOUND	THRU	**12**	**16**	RATIO **5.0%**	BOUND	THRU	**33**	**41**	RATIO **3.9%**
	RIGHT	**25**	**41**	ADT 1,800		RIGHT	**64**	**90**	ADT 1,800
SOUTH	LEFT	**3**	**6**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**31**	**40**	RATIO **4.6%**	BOUND	THRU	**8**	**20**	RATIO **6.1%**
	RIGHT	**12**	**15**	ADT 9,500		RIGHT	**0**	**0**	ADT 9,500
EAST	LEFT	**11**	**14**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**180**	**273**	RATIO **4.3%**	BOUND	THRU	**161**	**250**	RATIO **4.7%**
	RIGHT	**176**	**179**	ADT 13,500		RIGHT	**168**	**166**	ADT 13,500
WEST	LEFT	**36**	**51**	WEST LEG	WEST	LEFT	**48**	**74**	WEST LEG
BOUND	THRU	**155**	**211**	RATIO **5.4%**	BOUND	THRU	**123**	**214**	RATIO **5.5%**
	RIGHT	**0**	**0**	ADT 14,900		RIGHT	**4**	**9**	ADT 14,900

SUNSET AVENUE (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	105	SOUTH LEG		NORTH	LEFT	186	SOUTH LEG	
BOUND	THRU	12	IN ...	180	BOUND	THRU	33	IN ...	340
	RIGHT	25	OUT ...	260		RIGHT	64	OUT ...	280
SOUTH	LEFT	3	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	31	IN ...	70	BOUND	THRU	8	IN ...	20
	RIGHT	12	OUT ...	40		RIGHT	0	OUT ...	60
EAST	LEFT	11	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	180	IN ...	490	BOUND	THRU	161	IN ...	460
	RIGHT	176	OUT ...	360		RIGHT	168	OUT ...	440
WEST	LEFT	36	EAST LEG		WEST	LEFT	48	EAST LEG	
BOUND	THRU	155	IN ...	280	BOUND	THRU	123	IN ...	350
	RIGHT	0	OUT ...	350		RIGHT	4	OUT ...	380

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	105	114	NORTH LEG	NORTH	LEFT	186	191	NORTH LEG
BOUND	THRU	12	21	RATIO 4.8%	BOUND	THRU	33	48	RATIO 3.5%
	RIGHT	25	43	ADT 2,300		RIGHT	64	98	ADT 2,300
SOUTH	LEFT	3	7	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	31	44	RATIO 4.1%	BOUND	THRU	8	20	RATIO 5.8%
	RIGHT	12	18	ADT 10,600		RIGHT	0	0	ADT 10,600
EAST	LEFT	11	19	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	180	300	RATIO 3.8%	BOUND	THRU	161	282	RATIO 4.4%
	RIGHT	176	168	ADT 16,400		RIGHT	168	174	ADT 16,400
WEST	LEFT	36	48	WEST LEG	WEST	LEFT	48	86	WEST LEG
BOUND	THRU	155	228	RATIO 4.9%	BOUND	THRU	123	249	RATIO 5.2%
	RIGHT	0	0	ADT 17,300		RIGHT	4	12	ADT 17,300

SUNSET AVENUE (NS) / WILSON STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**105**	SOUTH LEG		NORTH	LEFT	**186**	SOUTH LEG	
BOUND	THRU	**12**	IN ...	**200**	BOUND	THRU	**33**	IN ...	**350**
	RIGHT	**25**	OUT ...	**270**		RIGHT	**64**	OUT ...	**300**
SOUTH	LEFT	**3**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**31**	IN ...	**70**	BOUND	THRU	**8**	IN ...	**20**
	RIGHT	**12**	OUT ...	**40**		RIGHT	**0**	OUT ...	**60**
EAST	LEFT	**11**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**180**	IN ...	**540**	BOUND	THRU	**161**	IN ...	**500**
	RIGHT	**176**	OUT ...	**400**		RIGHT	**168**	OUT ...	**480**
WEST	LEFT	**36**	EAST LEG		WEST	LEFT	**48**	EAST LEG	
BOUND	THRU	**155**	IN ...	**310**	BOUND	THRU	**123**	IN ...	**400**
	RIGHT	**0**	OUT ...	**410**		RIGHT	**4**	OUT ...	**430**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**105**	**125**	NORTH LEG	NORTH	LEFT	**186**	**193**	NORTH LEG
BOUND	THRU	**12**	**22**	RATIO **3.8%**	BOUND	THRU	**33**	**47**	RATIO **2.8%**
	RIGHT	**25**	**52**	ADT 2,900		RIGHT	**64**	**110**	ADT 2,900
SOUTH	LEFT	**3**	**8**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**31**	**43**	RATIO **3.9%**	BOUND	THRU	**8**	**20**	RATIO **5.4%**
	RIGHT	**12**	**19**	ADT 12,100		RIGHT	**0**	**0**	ADT 12,100
EAST	LEFT	**11**	**18**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**180**	**349**	RATIO **3.6%**	BOUND	THRU	**161**	**320**	RATIO **4.1%**
	RIGHT	**176**	**174**	ADT 20,200		RIGHT	**168**	**180**	ADT 20,200
WEST	LEFT	**36**	**53**	WEST LEG	WEST	LEFT	**48**	**100**	WEST LEG
BOUND	THRU	**155**	**256**	RATIO **4.6%**	BOUND	THRU	**123**	**287**	RATIO **4.8%**
	RIGHT	**0**	**0**	ADT 20,500		RIGHT	**4**	**13**	ADT 20,500

SUNSET AVENUE (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**105**	SOUTH LEG		NORTH	LEFT	**186**	SOUTH LEG	
BOUND	THRU	**12**	IN ...	**220**	BOUND	THRU	**33**	IN ...	**380**
	RIGHT	**25**	OUT ...	**290**		RIGHT	**64**	OUT ...	**330**
SOUTH	LEFT	**3**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**31**	IN ...	**80**	BOUND	THRU	**8**	IN ...	**30**
	RIGHT	**12**	OUT ...	**50**		RIGHT	**0**	OUT ...	**70**
EAST	LEFT	**11**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**180**	IN ...	**600**	BOUND	THRU	**161**	IN ...	**560**
	RIGHT	**176**	OUT ...	**440**		RIGHT	**168**	OUT ...	**550**
WEST	LEFT	**36**	EAST LEG		WEST	LEFT	**48**	EAST LEG	
BOUND	THRU	**155**	IN ...	**360**	BOUND	THRU	**123**	IN ...	**490**
	RIGHT	**0**	OUT ...	**480**		RIGHT	**4**	OUT ...	**520**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**105**	**127**	NORTH LEG	NORTH	LEFT	**186**	**196**	NORTH LEG
BOUND	THRU	**12**	**28**	RATIO **3.4%**	BOUND	THRU	**33**	**53**	RATIO **2.6%**
	RIGHT	**25**	**65**	ADT 3,800		RIGHT	**64**	**134**	ADT 3,800
SOUTH	LEFT	**3**	**11**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**31**	**49**	RATIO **3.6%**	BOUND	THRU	**8**	**30**	RATIO **5.0%**
	RIGHT	**12**	**20**	ADT 14,300		RIGHT	**0**	**0**	ADT 14,300
EAST	LEFT	**11**	**22**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**180**	**404**	RATIO **3.2%**	BOUND	THRU	**161**	**386**	RATIO **3.9%**
	RIGHT	**176**	**176**	ADT 26,000		RIGHT	**168**	**179**	ADT 26,000
WEST	LEFT	**36**	**65**	WEST LEG	WEST	LEFT	**48**	**121**	WEST LEG
BOUND	THRU	**155**	**293**	RATIO **4.1%**	BOUND	THRU	**123**	**354**	RATIO **4.4%**
	RIGHT	**0**	**0**	ADT 25,300		RIGHT	**4**	**17**	ADT 25,300

SUNSET AVENUE (NS) / RAMSEY STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				41	202	74				
				<	v	>				
		39	^				^	30		
		157	>				<	152		
		70	v				v	48		
				<	^	>				
				92	105	73				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					317	174				
					v	^				
			285	<	IN =	1083	<	230		
			266	>	OUT =	1083	>	304		
					v	^				
					320	270				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0				
				<	v	>				
		0	^				^	0		
		0	>				<	0		
		0	v				v	0		

PCE FACTORS BY AXLE:

					<	^	>			
2:	1.5	3:	2.0	4+:	3.0	0	0	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				41	202	74				
				<	v	>				
		39	^				^	30		
		157	>				<	152		
		70	v				v	48		
				<	^	>				
				92	105	73				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					303	172				
					v	^				
			57	<	IN =	793	<	74		
			104	>	OUT =	793	>	165		
					v	^				
					399	312				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0				
					v	^				
			0	<	IN =	0	<	0		
			0	>	OUT =	0	>	0		
					v	^				
					0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					115	65				
					v	^				
			22	<	IN =	301	<	28		
			40	>	OUT =	301	>	63		
					v	^				
					152	119				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					373	481				
					v	^				
			549	<	IN =	2345	<	458		
			713	>	OUT =	2231	>	579		
					v	^				
					622	801				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0				
					v	^				
			0	<	IN =	0	<	0		
			0	>	OUT =	0	>	0		
					v	^				
					0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					142	183				
					v	^				
			209	<	IN =	891	<	174		
			271	>	OUT =	848	>	220		
					v	^				
					236	304				

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					27	117				
					v	^				
			187	<			<	146		
			231	>			>	157		
					v	^				
					85	186				

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					30	120				
					v	^				
			190	<	IN =	600	<	150		
			230	>	OUT =	550	>	160		
					v	^				
					80	190				

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					20	90				
					v	^				
			140	<			<	110		
			170	>			>	120		
					v	^				
					60	140				

NEW PROJECTED VOLUMES (PCE'S): 2035

					340	260				
					v	^				
			430	<			<	340		
			440	>			>	420		
					v	^				
					380	410				

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					10	30				
					v	^				
			50	<			<	40		
			70	>			>	50		
					v	^				
					20	50				

INITIAL YEAR 2022 VOLUMES:

2022

					330	200				
					v	^				
			340	<	IN =	1260	<	270		
			340	>	OUT =	1230	>	350		
					v	^				
					340	320				

BALANCED YEAR 2022 VOLUMES:

2022

					330	200				
					v	^				
			350	<	IN =	1260	<	270		
			340	>	OUT =	1260	>	360		
					v	^				
					350	320				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				35	198	85				
				<	v	>				
		68	^				^	68		
		223	>				<	305		
		89	v				v	97		
				<	^	>				
				117	250	64				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					318	386				
					v	^				
			457	<	IN =	1599	<	470		
			380	>	OUT =	1599	>	372		
					v	^				
					384	431				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0				
				<	v	>				
		0	^				^	0		
		0	>				<	0		
		0	v				v	0		

PCE FACTORS BY AXLE:

					<	^	>			
2:	1.5	3:	2	4+:	3.0	0	0	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				35	198	85				
				<	v	>				
		68	^				^	68		
		223	>				<	305		
		89	v				v	97		
				<	^	>				
				117	250	64				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					223	325				
					v	^				
			274	<	IN =	1073	<	230		
			87	>	OUT =	1072	>	123		
					v	^				
					350	533				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0				
					v	^				
			0	<	IN =	0	<	0		
			0	>	OUT =	0	>	0		
					v	^				
					0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					62	91				
					v	^				
			77	<	IN =	300	<	64		
			24	>	OUT =	300	>	34		
					v	^				
					98	149				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					708	620				
					v	^				
			1563	<	IN =	4269	<	1356		
			1268	>	OUT =	4269	>	1054		
					v	^				
					1032	937				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0				
					v	^				
			0	<	IN =	0	<	0		
			0	>	OUT =	0	>	0		
					v	^				
					0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					198	174				
					v	^				
			438	<	IN =	1195	<	380		
			355	>	OUT =	1195	>	295		
					v	^				
					289	262				

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					136	83				
					v	^				
			361	<			<	315		
			331	>			>	261		
					v	^				
					191	113				

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					140	80				
					v	^				
			360	<	IN =	900	<	320		
			330	>	OUT =	890	>	260		
					v	^				
					190	110				

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					110	60				
					v	^				
			270	<			<	240		
			250	>			>	200		
					v	^				
					140	80				

NEW PROJECTED VOLUMES (PCE'S): 2035

					430	450				
					v	^				
			730	<			<	710		
			630	>			>	570		
					v	^				
					520	510				

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					40	20				
					v	^				
			100	<			<	90		
			90	>			>	70		
					v	^				
					50	30				

INITIAL YEAR 2022 VOLUMES:

2022

					360	410				
					v	^				
			560	<	IN =	1850	<	560		
			470	>	OUT =	1840	>	440		
					v	^				
					430	460				

BALANCED YEAR 2022 VOLUMES:

2022

					360	410				
					v	^				
			560	<	IN =	1850	<	560		
			470	>	OUT =	1840	>	440		
					v	^				
					430	460				

SUNSET AVENUE (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**92**	SOUTH LEG		NORTH	LEFT	**117**	SOUTH LEG	
BOUND	THRU	**105**	IN ...	**300**	BOUND	THRU	**250**	IN ...	**470**
	RIGHT	**73**	OUT ...	**350**		RIGHT	**64**	OUT ...	**420**
SOUTH	LEFT	**74**	NORTH LEG		SOUTH	LEFT	**85**	NORTH LEG	
BOUND	THRU	**202**	IN ...	**330**	BOUND	THRU	**198**	IN ...	**330**
	RIGHT	**41**	OUT ...	**180**		RIGHT	**35**	OUT ...	**400**
EAST	LEFT	**39**	WEST LEG		EAST	LEFT	**68**	WEST LEG	
BOUND	THRU	**157**	IN ...	**300**	BOUND	THRU	**223**	IN ...	**420**
	RIGHT	**70**	OUT ...	**330**		RIGHT	**89**	OUT ...	**500**
WEST	LEFT	**48**	EAST LEG		WEST	LEFT	**97**	EAST LEG	
BOUND	THRU	**152**	IN ...	**250**	BOUND	THRU	**305**	IN ...	**500**
	RIGHT	**30**	OUT ...	**330**		RIGHT	**68**	OUT ...	**400**

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**92**	**113**	NORTH LEG	NORTH	LEFT	**117**	**136**	NORTH LEG
BOUND	THRU	**105**	**110**	RATIO **5.2%**	BOUND	THRU	**250**	**263**	RATIO **7.4%**
	RIGHT	**73**	**80**	ADT 9,800		RIGHT	**64**	**71**	ADT 9,800
SOUTH	LEFT	**74**	**73**	SOUTH LEG	SOUTH	LEFT	**85**	**84**	SOUTH LEG
BOUND	THRU	**202**	**214**	RATIO **4.9%**	BOUND	THRU	**198**	**209**	RATIO **6.7%**
	RIGHT	**41**	**45**	ADT 13,200		RIGHT	**35**	**36**	ADT 13,200
EAST	LEFT	**39**	**42**	EAST LEG	EAST	LEFT	**68**	**71**	EAST LEG
BOUND	THRU	**157**	**177**	RATIO **4.7%**	BOUND	THRU	**223**	**245**	RATIO **7.3%**
	RIGHT	**70**	**84**	ADT 12,300		RIGHT	**89**	**104**	ADT 12,300
WEST	LEFT	**48**	**52**	WEST LEG	WEST	LEFT	**97**	**106**	WEST LEG
BOUND	THRU	**152**	**172**	RATIO **4.9%**	BOUND	THRU	**305**	**328**	RATIO **7.1%**
	RIGHT	**30**	**29**	ADT 13,000		RIGHT	**68**	**66**	ADT 13,000

SUNSET AVENUE (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	**92**	SOUTH LEG		NORTH	LEFT	**117**	SOUTH LEG	
BOUND	THRU	**105**	IN ...	**320**	BOUND	THRU	**250**	IN ...	**500**
	RIGHT	**73**	OUT ...	**370**		RIGHT	**64**	OUT ...	**450**
SOUTH	LEFT	**74**	NORTH LEG		SOUTH	LEFT	**85**	NORTH LEG	
BOUND	THRU	**202**	IN ...	**340**	BOUND	THRU	**198**	IN ...	**340**
	RIGHT	**41**	OUT ...	**190**		RIGHT	**35**	OUT ...	**410**
EAST	LEFT	**39**	WEST LEG		EAST	LEFT	**68**	WEST LEG	
BOUND	THRU	**157**	IN ...	**320**	BOUND	THRU	**223**	IN ...	**440**
	RIGHT	**70**	OUT ...	**350**		RIGHT	**89**	OUT ...	**530**
WEST	LEFT	**48**	EAST LEG		WEST	LEFT	**97**	EAST LEG	
BOUND	THRU	**152**	IN ...	**270**	BOUND	THRU	**305**	IN ...	**530**
	RIGHT	**30**	OUT ...	**340**		RIGHT	**68**	OUT ...	**420**

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**92**	**121**	NORTH LEG	NORTH	LEFT	**117**	**148**	NORTH LEG
BOUND	THRU	**105**	**116**	RATIO **5.0%**	BOUND	THRU	**250**	**273**	RATIO **7.1%**
	RIGHT	**73**	**84**	ADT 10,500		RIGHT	**64**	**78**	ADT 10,500
SOUTH	LEFT	**74**	**72**	SOUTH LEG	SOUTH	LEFT	**85**	**85**	SOUTH LEG
BOUND	THRU	**202**	**222**	RATIO **4.6%**	BOUND	THRU	**198**	**219**	RATIO **6.3%**
	RIGHT	**41**	**46**	ADT 15,000		RIGHT	**35**	**36**	ADT 15,000
EAST	LEFT	**39**	**44**	EAST LEG	EAST	LEFT	**68**	**70**	EAST LEG
BOUND	THRU	**157**	**184**	RATIO **4.6%**	BOUND	THRU	**223**	**257**	RATIO **7.1%**
	RIGHT	**70**	**92**	ADT 13,400		RIGHT	**89**	**113**	ADT 13,400
WEST	LEFT	**48**	**57**	WEST LEG	WEST	LEFT	**97**	**118**	WEST LEG
BOUND	THRU	**152**	**183**	RATIO **4.6%**	BOUND	THRU	**305**	**346**	RATIO **6.7%**
	RIGHT	**30**	**30**	ADT 14,500		RIGHT	**68**	**67**	ADT 14,500

SUNSET AVENUE (NS) / RAMSEY STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**92**	SOUTH LEG		NORTH	LEFT	**117**	SOUTH LEG	
BOUND	THRU	**105**	IN ...	**350**	BOUND	THRU	**250**	IN ...	**540**
	RIGHT	**73**	OUT ...	**380**		RIGHT	**64**	OUT ...	**500**
SOUTH	LEFT	**74**	NORTH LEG		SOUTH	LEFT	**85**	NORTH LEG	
BOUND	THRU	**202**	IN ...	**330**	BOUND	THRU	**198**	IN ...	**360**
	RIGHT	**41**	OUT ...	**200**		RIGHT	**35**	OUT ...	**410**
EAST	LEFT	**39**	WEST LEG		EAST	LEFT	**68**	WEST LEG	
BOUND	THRU	**157**	IN ...	**340**	BOUND	THRU	**223**	IN ...	**480**
	RIGHT	**70**	OUT ...	**360**		RIGHT	**89**	OUT ...	**580**
WEST	LEFT	**48**	EAST LEG		WEST	LEFT	**97**	EAST LEG	
BOUND	THRU	**152**	IN ...	**270**	BOUND	THRU	**305**	IN ...	**560**
	RIGHT	**30**	OUT ...	**360**		RIGHT	**68**	OUT ...	**440**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**92**	**133**	NORTH LEG	NORTH	LEFT	**117**	**174**	NORTH LEG
BOUND	THRU	**105**	**125**	RATIO **4.6%**	BOUND	THRU	**250**	**278**	RATIO **6.7%**
	RIGHT	**73**	**94**	ADT 11,500		RIGHT	**64**	**85**	ADT 11,500
SOUTH	LEFT	**74**	**70**	SOUTH LEG	SOUTH	LEFT	**85**	**83**	SOUTH LEG
BOUND	THRU	**202**	**220**	RATIO **4.1%**	BOUND	THRU	**198**	**237**	RATIO **5.8%**
	RIGHT	**41**	**43**	ADT 17,800		RIGHT	**35**	**38**	ADT 17,800
EAST	LEFT	**39**	**45**	EAST LEG	EAST	LEFT	**68**	**70**	EAST LEG
BOUND	THRU	**157**	**196**	RATIO **4.3%**	BOUND	THRU	**223**	**273**	RATIO **6.7%**
	RIGHT	**70**	**101**	ADT 14,800		RIGHT	**89**	**134**	ADT 14,800
WEST	LEFT	**48**	**59**	WEST LEG	WEST	LEFT	**97**	**128**	WEST LEG
BOUND	THRU	**152**	**183**	RATIO **4.2%**	BOUND	THRU	**305**	**368**	RATIO **6.3%**
	RIGHT	**30**	**30**	ADT 16,900		RIGHT	**68**	**61**	ADT 16,900

SUNSET AVENUE (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**92**	SOUTH LEG		NORTH	LEFT	**117**	SOUTH LEG	
BOUND	THRU	**105**	IN ...	**380**	BOUND	THRU	**250**	IN ...	**580**
	RIGHT	**73**	OUT ...	**400**		RIGHT	**64**	OUT ...	**550**
SOUTH	LEFT	**74**	NORTH LEG		SOUTH	LEFT	**85**	NORTH LEG	
BOUND	THRU	**202**	IN ...	**330**	BOUND	THRU	**198**	IN ...	**380**
	RIGHT	**41**	OUT ...	**220**		RIGHT	**35**	OUT ...	**420**
EAST	LEFT	**39**	WEST LEG		EAST	LEFT	**68**	WEST LEG	
BOUND	THRU	**157**	IN ...	**370**	BOUND	THRU	**223**	IN ...	**520**
	RIGHT	**70**	OUT ...	**380**		RIGHT	**89**	OUT ...	**640**
WEST	LEFT	**48**	EAST LEG		WEST	LEFT	**97**	EAST LEG	
BOUND	THRU	**152**	IN ...	**290**	BOUND	THRU	**305**	IN ...	**600**
	RIGHT	**30**	OUT ...	**370**		RIGHT	**68**	OUT ...	**470**

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**92**	**144**	NORTH LEG	NORTH	LEFT	**117**	**200**	NORTH LEG
BOUND	THRU	**105**	**138**	RATIO **4.4%**	BOUND	THRU	**250**	**288**	RATIO **6.3%**
	RIGHT	**73**	**98**	ADT 12,600		RIGHT	**64**	**92**	ADT 12,600
SOUTH	LEFT	**74**	**66**	SOUTH LEG	SOUTH	LEFT	**85**	**84**	SOUTH LEG
BOUND	THRU	**202**	**222**	RATIO **3.8%**	BOUND	THRU	**198**	**256**	RATIO **5.5%**
	RIGHT	**41**	**43**	ADT 20,500		RIGHT	**35**	**41**	ADT 20,500
EAST	LEFT	**39**	**50**	EAST LEG	EAST	LEFT	**68**	**72**	EAST LEG
BOUND	THRU	**157**	**206**	RATIO **4.0%**	BOUND	THRU	**223**	**294**	RATIO **6.5%**
	RIGHT	**70**	**114**	ADT 16,400		RIGHT	**89**	**154**	ADT 16,400
WEST	LEFT	**48**	**65**	WEST LEG	WEST	LEFT	**97**	**140**	WEST LEG
BOUND	THRU	**152**	**193**	RATIO **3.9%**	BOUND	THRU	**305**	**399**	RATIO **6.0%**
	RIGHT	**30**	**32**	ADT 19,200		RIGHT	**68**	**60**	ADT 19,200

SUNSET AVENUE (NS) / RAMSEY STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**92**	SOUTH LEG		NORTH	LEFT	**117**	SOUTH LEG	
BOUND	THRU	**105**	IN ...	**410**	BOUND	THRU	**250**	IN ...	**630**
	RIGHT	**73**	OUT ...	**430**		RIGHT	**64**	OUT ...	**600**
SOUTH	LEFT	**74**	NORTH LEG		SOUTH	LEFT	**85**	NORTH LEG	
BOUND	THRU	**202**	IN ...	**340**	BOUND	THRU	**198**	IN ...	**400**
	RIGHT	**41**	OUT ...	**230**		RIGHT	**35**	OUT ...	**430**
EAST	LEFT	**39**	WEST LEG		EAST	LEFT	**68**	WEST LEG	
BOUND	THRU	**157**	IN ...	**410**	BOUND	THRU	**223**	IN ...	**570**
	RIGHT	**70**	OUT ...	**410**		RIGHT	**89**	OUT ...	**690**
WEST	LEFT	**48**	EAST LEG		WEST	LEFT	**97**	EAST LEG	
BOUND	THRU	**152**	IN ...	**310**	BOUND	THRU	**305**	IN ...	**640**
	RIGHT	**30**	OUT ...	**400**		RIGHT	**68**	OUT ...	**510**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**92**	**159**	NORTH LEG	NORTH	LEFT	**117**	**225**	NORTH LEG
BOUND	THRU	**105**	**144**	RATIO **4.1%**	BOUND	THRU	**250**	**299**	RATIO **6.0%**
	RIGHT	**73**	**106**	ADT 13,900		RIGHT	**64**	**104**	ADT 13,900
SOUTH	LEFT	**74**	**66**	SOUTH LEG	SOUTH	LEFT	**85**	**85**	SOUTH LEG
BOUND	THRU	**202**	**230**	RATIO **3.5%**	BOUND	THRU	**198**	**271**	RATIO **5.1%**
	RIGHT	**41**	**44**	ADT 24,000		RIGHT	**35**	**42**	ADT 24,000
EAST	LEFT	**39**	**53**	EAST LEG	EAST	LEFT	**68**	**72**	EAST LEG
BOUND	THRU	**157**	**227**	RATIO **3.8%**	BOUND	THRU	**223**	**321**	RATIO **6.2%**
	RIGHT	**70**	**129**	ADT 18,500		RIGHT	**89**	**174**	ADT 18,500
WEST	LEFT	**48**	**70**	WEST LEG	WEST	LEFT	**97**	**155**	WEST LEG
BOUND	THRU	**152**	**207**	RATIO **3.7%**	BOUND	THRU	**305**	**424**	RATIO **5.7%**
	RIGHT	**30**	**32**	ADT 22,200		RIGHT	**68**	**59**	ADT 22,200

SUNSET AVENUE (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**92**	SOUTH LEG		NORTH	LEFT	**117**	SOUTH LEG	
BOUND	THRU	**105**	IN ...	**410**	BOUND	THRU	**250**	IN ...	**510**
	RIGHT	**73**	OUT ...	**380**		RIGHT	**64**	OUT ...	**520**
SOUTH	LEFT	**74**	NORTH LEG		SOUTH	LEFT	**85**	NORTH LEG	
BOUND	THRU	**202**	IN ...	**340**	BOUND	THRU	**198**	IN ...	**430**
	RIGHT	**41**	OUT ...	**260**		RIGHT	**35**	OUT ...	**450**
EAST	LEFT	**39**	WEST LEG		EAST	LEFT	**68**	WEST LEG	
BOUND	THRU	**157**	IN ...	**440**	BOUND	THRU	**223**	IN ...	**630**
	RIGHT	**70**	OUT ...	**430**		RIGHT	**89**	OUT ...	**730**
WEST	LEFT	**48**	EAST LEG		WEST	LEFT	**97**	EAST LEG	
BOUND	THRU	**152**	IN ...	**340**	BOUND	THRU	**305**	IN ...	**710**
	RIGHT	**30**	OUT ...	**420**		RIGHT	**68**	OUT ...	**570**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**92**	**150**	NORTH LEG	NORTH	LEFT	**117**	**169**	NORTH LEG
BOUND	THRU	**105**	**152**	RATIO **3.7%**	BOUND	THRU	**250**	**264**	RATIO **5.5%**
	RIGHT	**73**	**97**	ADT 16,000		RIGHT	**64**	**75**	ADT 16,000
SOUTH	LEFT	**74**	**74**	SOUTH LEG	SOUTH	LEFT	**85**	**115**	SOUTH LEG
BOUND	THRU	**202**	**207**	RATIO **3.7%**	BOUND	THRU	**198**	**254**	RATIO **4.9%**
	RIGHT	**41**	**50**	ADT 20,800		RIGHT	**35**	**59**	ADT 20,800
EAST	LEFT	**39**	**67**	EAST LEG	EAST	LEFT	**68**	**104**	EAST LEG
BOUND	THRU	**157**	**248**	RATIO **3.5%**	BOUND	THRU	**223**	**380**	RATIO **5.9%**
	RIGHT	**70**	**113**	ADT 21,700		RIGHT	**89**	**143**	ADT 21,700
WEST	LEFT	**48**	**61**	WEST LEG	WEST	LEFT	**97**	**123**	WEST LEG
BOUND	THRU	**152**	**230**	RATIO **3.5%**	BOUND	THRU	**305**	**503**	RATIO **5.5%**
	RIGHT	**30**	**40**	ADT 24,800		RIGHT	**68**	**82**	ADT 24,800

SUNSET AVENUE (NS) / I-10 FREEWAY WB RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				<	154	202	>	
		0	^				^	86
		0	>				<	0
		0	v				v	3
				<	53	173	>	
					0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					356	259		
					v	^		
		207	<	IN =	671	<		89
		0	>	OUT =	671	>		0
					v	^		
					205	226		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

					0	0	0	
				<	v		>	
		0	^				^	0
		0	>				<	0
		0	v				v	0
				<	^		>	
					0	0	0	

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				<	154	202	>	
		0	^				^	86
		0	>				<	0
		0	v				v	3
				<	53	173	>	
					0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					399	312		
					v	^		
		284	<	IN =	761	<		48
		0	>	OUT =	761	>		0
					v	^		
					165	314		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0		
					v	^		
		0	<	IN =	0	<		0
		0	>	OUT =	0	>		0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					152	119		
					v	^		
		108	<	IN =	289	<		18
		0	>	OUT =	289	>		0
					v	^		
					63	119		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					622	801		
					v	^		
		572	<	IN =	1681	<		122
		0	>	OUT =	1681	>		0
					v	^		
					308	937		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
		0	<	IN =	0	<		0
		0	>	OUT =	0	>		0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					236	304		
					v	^		
		217	<	IN =	639	<		46
		0	>	OUT =	639	>		0
					v	^		
					117	356		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					85	186		
					v	^		
		109	<			<		28
		0	>			>		0
					v	^		
					54	237		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					80	190		
					v	^		
		110	<	IN =	350	<		30
		0	>	OUT =	350	>		0
					v	^		
					50	240		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					60	140		
					v	^		
		80	<			<		20
		0	>			>		0
					v	^		
					40	180		

NEW PROJECTED VOLUMES (PCE'S): 2035

					420	400		
					v	^		
		290	<			<		110
		0	>			>		0
					v	^		
					250	410		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					20	50		
					v	^		
		30	<			<		10
		0	>			>		0
					v	^		
					10	70		

INITIAL YEAR 2022 VOLUMES:

2022

					380	310		
					v	^		
		240	<	IN =	780	<		100
		0	>	OUT =	770	>		0
					v	^		
					220	300		

BALANCED YEAR 2022 VOLUMES:

2022

					380	310		
					v	^		
		240	<	IN =	780	<		100
		0	>	OUT =	770	>		0
					v	^		
					220	300		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				<	180	212	>	
		0	^				^	169
		0	>				<	2
		0	v				v	10
				<	60	318	>	
					0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					392	487		
					v	^		
		242	<	IN =	951	<		181
		0	>	OUT =	951	>		0
					v	^		
					222	378		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

					0	0	0	
				<	v		>	
		0	^				^	0
		0	>				<	0
		0	v				v	0
				<	^		>	
					0	0	0	

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				<	180	212	>	
		0	^				^	169
		0	>				<	2
		0	v				v	10
				<	60	318	>	
					0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					350	533		
					v	^		
		303	<	IN =	996	<		148
		0	>	OUT =	996	>		0
					v	^		
					160	498		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0		
					v	^		
		0	<	IN =	0	<		0
		0	>	OUT =	0	>		0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					98	149		
					v	^		
		85	<	IN =	279	<		41
		0	>	OUT =	279	>		0
					v	^		
					45	139		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					1032	987		
					v	^		
		827	<	IN =	2231	<		382
		0	>	OUT =	2231	>		0
					v	^		
					467	817		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
		0	<	IN =	0	<		0
		0	>	OUT =	0	>		0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					289	262		
					v	^		
		232	<	IN =	625	<		107
		0	>	OUT =	625	>		0
					v	^		
					131	229		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					191	113		
					v	^		
		147	<			<		66
		0	>			>		0
					v	^		
					86	89		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					190	110		
					v	^		
		150	<	IN =	350	<		70
		0	>	OUT =	350	>		0
					v	^		
					90	90		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					140	80		
					v	^		
		110	<			<		50
		0	>			>		0
					v	^		
					70	70		

NEW PROJECTED VOLUMES (PCE'S): 2035

					530	570		
					v	^		
		350	<			<		230
		0	>			>		0
					v	^		
					290	450		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					50	30		
					v	^		
		40	<			<		20
		0	>			>		0
					v	^		
					30	30		

INITIAL YEAR 2022 VOLUMES:

2022

					440	520		
					v	^		
		280	<	IN =	1050	<		200
		0	>	OUT =	1050	>		0
					v	^		
					250	410		

BALANCED YEAR 2022 VOLUMES:

2022

					440	520		
					v	^		
		280	<	IN =	1050	<		200
		0	>	OUT =	1050	>		0
					v	^		
					250	410		

SUNSET AVENUE (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**53**	SOUTH LEG		NORTH	LEFT	**60**	SOUTH LEG	
BOUND	THRU	**173**	IN ...	**270**	BOUND	THRU	**318**	IN ...	**430**
	RIGHT	**0**	OUT ...	**250**		RIGHT	**0**	OUT ...	**280**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**202**	IN ...	**400**	BOUND	THRU	**212**	IN ...	**440**
	RIGHT	**154**	OUT ...	**290**		RIGHT	**180**	OUT ...	**530**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**230**		RIGHT	**0**	OUT ...	**260**
WEST	LEFT	**3**	EAST LEG		WEST	LEFT	**10**	EAST LEG	
BOUND	THRU	**0**	IN ...	**90**	BOUND	THRU	**2**	IN ...	**200**
	RIGHT	**86**	OUT ...	**0**		RIGHT	**169**	OUT ...	**0**

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**53**	**69**	NORTH LEG	NORTH	LEFT	**60**	**78**	NORTH LEG
BOUND	THRU	**173**	**203**	RATIO **5.0%**	BOUND	THRU	**318**	**350**	RATIO **7.0%**
	RIGHT	**0**	**0**	ADT 13,900		RIGHT	**0**	**0**	ADT 13,900
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**202**	**246**	RATIO **5.3%**	BOUND	THRU	**212**	**264**	RATIO **7.2%**
	RIGHT	**154**	**161**	ADT 9,800		RIGHT	**180**	**179**	ADT 9,800
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **3.5%**	BOUND	THRU	**0**	**0**	RATIO **7.6%**
	RIGHT	**0**	**0**	ADT 2,600		RIGHT	**0**	**0**	ADT 2,600
WEST	LEFT	**3**	**4**	WEST LEG	WEST	LEFT	**10**	**16**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **6.1%**	BOUND	THRU	**2**	**3**	RATIO **6.8%**
	RIGHT	**86**	**87**	ADT 3,800		RIGHT	**169**	**180**	ADT 3,800

SUNSET AVENUE (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	53	SOUTH LEG		NORTH	LEFT	60	SOUTH LEG	
BOUND	THRU	173	IN ...	300	BOUND	THRU	318	IN ...	460
	RIGHT	0	OUT ...	270		RIGHT	0	OUT ...	310
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	202	IN ...	420	BOUND	THRU	212	IN ...	470
	RIGHT	154	OUT ...	310		RIGHT	180	OUT ...	560
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	240		RIGHT	0	OUT ...	270
WEST	LEFT	3	EAST LEG		WEST	LEFT	10	EAST LEG	
BOUND	THRU	0	IN ...	100	BOUND	THRU	2	IN ...	210
	RIGHT	86	OUT ...	0		RIGHT	169	OUT ...	0

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	53	82	NORTH LEG	NORTH	LEFT	60	85	NORTH LEG
BOUND	THRU	173	216	RATIO 4.7%	BOUND	THRU	318	372	RATIO 6.6%
	RIGHT	0	0	ADT 15,700		RIGHT	0	0	ADT 15,700
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	202	265	RATIO 5.1%	BOUND	THRU	212	292	RATIO 6.8%
	RIGHT	154	158	ADT 11,200		RIGHT	180	183	ADT 11,200
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO 3.4%	BOUND	THRU	0	0	RATIO 7.2%
	RIGHT	0	0	ADT 2,900		RIGHT	0	0	ADT 2,900
WEST	LEFT	3	5	WEST LEG	WEST	LEFT	10	18	WEST LEG
BOUND	THRU	0	0	RATIO 5.7%	BOUND	THRU	2	3	RATIO 6.4%
	RIGHT	86	94	ADT 4,200		RIGHT	169	188	ADT 4,200

SUNSET AVENUE (NS) / I-10 FREEWAY WB RAMPS (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**53**	SOUTH LEG		NORTH	LEFT	**60**	SOUTH LEG	
BOUND	THRU	**173**	IN ...	**320**	BOUND	THRU	**318**	IN ...	**480**
	RIGHT	**0**	OUT ...	**260**		RIGHT	**0**	OUT ...	**310**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**202**	IN ...	**410**	BOUND	THRU	**212**	IN ...	**510**
	RIGHT	**154**	OUT ...	**340**		RIGHT	**180**	OUT ...	**600**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**240**		RIGHT	**0**	OUT ...	**280**
WEST	LEFT	**3**	EAST LEG		WEST	LEFT	**10**	EAST LEG	
BOUND	THRU	**0**	IN ...	**100**	BOUND	THRU	**2**	IN ...	**200**
	RIGHT	**86**	OUT ...	**0**		RIGHT	**169**	OUT ...	**0**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**53**	**79**	NORTH LEG	NORTH	LEFT	**60**	**67**	NORTH LEG
BOUND	THRU	**173**	**244**	RATIO **4.1%**	BOUND	THRU	**318**	**413**	RATIO **6.0%**
	RIGHT	**0**	**0**	ADT 18,500		RIGHT	**0**	**0**	ADT 18,500
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**202**	**256**	RATIO **4.3%**	BOUND	THRU	**212**	**299**	RATIO **5.8%**
	RIGHT	**154**	**161**	ADT 13,700		RIGHT	**180**	**211**	ADT 13,700
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **3.4%**	BOUND	THRU	**0**	**0**	RATIO **6.7%**
	RIGHT	**0**	**0**	ADT 3,000		RIGHT	**0**	**0**	ADT 3,000
WEST	LEFT	**3**	**4**	WEST LEG	WEST	LEFT	**10**	**11**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **4.9%**	BOUND	THRU	**2**	**2**	RATIO **5.7%**
	RIGHT	**86**	**96**	ADT 4,900		RIGHT	**169**	**187**	ADT 4,900

SUNSET AVENUE (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH BOUND	LEFT	53	SOUTH LEG		NORTH BOUND	LEFT	60	SOUTH LEG	
	THRU	173	IN ...	360		THRU	318	IN ...	520
	RIGHT	0	OUT ...	270		RIGHT	0	OUT ...	350
SOUTH BOUND	LEFT	0	NORTH LEG		SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	202	IN ...	430		THRU	212	IN ...	560
	RIGHT	154	OUT ...	370		RIGHT	180	OUT ...	640
EAST BOUND	LEFT	0	WEST LEG		EAST BOUND	LEFT	0	WEST LEG	
	THRU	0	IN ...	0		THRU	0	IN ...	0
	RIGHT	0	OUT ...	250		RIGHT	0	OUT ...	300
WEST BOUND	LEFT	3	EAST LEG		WEST BOUND	LEFT	10	EAST LEG	
	THRU	0	IN ...	100		THRU	2	IN ...	210
	RIGHT	86	OUT ...	0		RIGHT	169	OUT ...	0

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	53	85	NORTH LEG	NORTH BOUND	LEFT	60	74	NORTH LEG
	THRU	173	274	RATIO 3.8%		THRU	318	445	RATIO 5.7%
	RIGHT	0	0	ADT 21,200		RIGHT	0	0	ADT 21,200
SOUTH BOUND	LEFT	0	0	SOUTH LEG	SOUTH BOUND	LEFT	0	0	SOUTH LEG
	THRU	202	266	RATIO 4.0%		THRU	212	337	RATIO 5.5%
	RIGHT	154	165	ADT 15,900		RIGHT	180	224	ADT 15,900
EAST BOUND	LEFT	0	0	EAST LEG	EAST BOUND	LEFT	0	0	EAST LEG
	THRU	0	0	RATIO 3.1%		THRU	0	0	RATIO 6.6%
	RIGHT	0	0	ADT 3,200		RIGHT	0	0	ADT 3,200
WEST BOUND	LEFT	3	4	WEST LEG	WEST BOUND	LEFT	10	13	WEST LEG
	THRU	0	0	RATIO 4.5%		THRU	2	2	RATIO 5.5%
	RIGHT	86	96	ADT 5,500		RIGHT	169	195	ADT 5,500

SUNSET AVENUE (NS) / I-10 FREEWAY WB RAMPS (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**53**	SOUTH LEG		NORTH	LEFT	**60**	SOUTH LEG	
BOUND	THRU	**173**	IN ...	**410**	BOUND	THRU	**318**	IN ...	**570**
	RIGHT	**0**	OUT ...	**300**		RIGHT	**0**	OUT ...	**390**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**202**	IN ...	**460**	BOUND	THRU	**212**	IN ...	**620**
	RIGHT	**154**	OUT ...	**400**		RIGHT	**180**	OUT ...	**690**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**270**		RIGHT	**0**	OUT ...	**320**
WEST	LEFT	**3**	EAST LEG		WEST	LEFT	**10**	EAST LEG	
BOUND	THRU	**0**	IN ...	**110**	BOUND	THRU	**2**	IN ...	**220**
	RIGHT	**86**	OUT ...	**0**		RIGHT	**169**	OUT ...	**0**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**53**	**106**	NORTH LEG	NORTH	LEFT	**60**	**78**	NORTH LEG
BOUND	THRU	**173**	**298**	RATIO **3.5%**	BOUND	THRU	**318**	**487**	RATIO **5.3%**
	RIGHT	**0**	**0**	ADT 24,700		RIGHT	**0**	**0**	ADT 24,700
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**202**	**294**	RATIO **3.7%**	BOUND	THRU	**212**	**376**	RATIO **5.1%**
	RIGHT	**154**	**164**	ADT 18,800		RIGHT	**180**	**240**	ADT 18,800
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **3.0%**	BOUND	THRU	**0**	**0**	RATIO **6.1%**
	RIGHT	**0**	**0**	ADT 3,600		RIGHT	**0**	**0**	ADT 3,600
WEST	LEFT	**3**	**6**	WEST LEG	WEST	LEFT	**10**	**14**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **4.2%**	BOUND	THRU	**2**	**2**	RATIO **5.0%**
	RIGHT	**86**	**102**	ADT 6,400		RIGHT	**169**	**203**	ADT 6,400

SUNSET AVENUE (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**53**	SOUTH LEG		NORTH	LEFT	**60**	SOUTH LEG	
BOUND	THRU	**173**	IN ...	**410**	BOUND	THRU	**318**	IN ...	**450**
	RIGHT	**0**	OUT ...	**250**		RIGHT	**0**	OUT ...	**290**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**202**	IN ...	**420**	BOUND	THRU	**212**	IN ...	**530**
	RIGHT	**154**	OUT ...	**400**		RIGHT	**180**	OUT ...	**570**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**290**		RIGHT	**0**	OUT ...	**350**
WEST	LEFT	**3**	EAST LEG		WEST	LEFT	**10**	EAST LEG	
BOUND	THRU	**0**	IN ...	**110**	BOUND	THRU	**2**	IN ...	**230**
	RIGHT	**86**	OUT ...	**0**		RIGHT	**169**	OUT ...	**0**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**53**	**113**	NORTH LEG	NORTH	LEFT	**60**	**89**	NORTH LEG
BOUND	THRU	**173**	**295**	RATIO **3.8%**	BOUND	THRU	**318**	**359**	RATIO **5.1%**
	RIGHT	**0**	**0**	ADT 21,500		RIGHT	**0**	**0**	ADT 21,500
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**202**	**245**	RATIO **4.5%**	BOUND	THRU	**212**	**275**	RATIO **5.1%**
	RIGHT	**154**	**177**	ADT 14,600		RIGHT	**180**	**258**	ADT 14,600
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **2.7%**	BOUND	THRU	**0**	**0**	RATIO **5.6%**
	RIGHT	**0**	**0**	ADT 4,100		RIGHT	**0**	**0**	ADT 4,100
WEST	LEFT	**3**	**5**	WEST LEG	WEST	LEFT	**10**	**15**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **3.8%**	BOUND	THRU	**2**	**3**	RATIO **4.5%**
	RIGHT	**86**	**105**	ADT 7,700		RIGHT	**169**	**211**	ADT 7,700

SUNSET AVENUE (NS) / I-10 FREEWAY EB RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

				0	60	124			
				<	v	>			
		138	^				^	0	
		2	>				<	0	
		49	v				v	0	
				<	^	>			
				0	92	6			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

					184	230			
					v	^			
			0	<	IN =	471	<	0	
			189	>	OUT =	471	>	132	
					v	^			
					109	98			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0			
				<	v	>			
		0	^				^	0	
		0	>				<	0	
		0	v				v	0	
				<	^	>			
				0	0	0			

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

				0	60	124			
				<	v	>			
		138	^				^	0	
		2	>				<	0	
		49	v				v	0	
				<	^	>			
				0	92	6			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

					165	**314**			
					v	^			
			0	<	IN =	494	<	0	
			231	>	OUT =	494	>	95	
					v	^			
					85	**98**			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

					0	0			
					v	^			
			0	<	IN =	0	<	0	
			0	>	OUT =	0	>	0	
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					63	119			
					v	^			
			0	<	IN =	188	<	0	
			88	>	OUT =	188	>	36	
					v	^			
					32	37			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					308	**937**			
					v	^			
			0	<	IN =	1352	<	0	
			514	>	OUT =	1327	>	10	
					v	^			
					380	**530**			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					0	0			
					v	^			
			0	<	IN =	0	<	0	
			0	>	OUT =	0	>	0	
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					117	356			
					v	^			
			0	<	IN =	514	<	0	
			195	>	OUT =	504	>	4	
					v	^			
					144	201			

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					54	237			
					v	^			
			0	<			<	0	
			108	>			>	-32	
					v	^			
					112	164			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					50	240			
					v	^			
			0	<	IN =	320	<	0	
			110	>	OUT =	360	>	10	
					v	^			
					110	160			

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					40	180			
					v	^			
			0	<			<	0	
			80	>			>	10	
					v	^			
					80	120			

NEW PROJECTED VOLUMES (PCE'S): 2035

					220	410			
					v	^			
			0	<			<	0	
			270	>			>	140	
					v	^			
					190	220			

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					10	70			
					v	^			
			0	<			<	0	
			30	>			>	0	
					v	^			
					30	50			

INITIAL YEAR 2022 VOLUMES:
2022

					190	300			
					v	^			
			0	<	IN =	560	<	0	
			220	>	OUT =	570	>	130	
					v	^			
					140	150			

BALANCED YEAR 2022 VOLUMES:
2022

					190	300			
					v	^			
			0	<	IN =	560	<	0	
			220	>	OUT =	570	>	130	
					v	^			
					140	150			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

				0	115	117			
				<	v	>			
		234	^				^	0	
		5	>				<	0	
		66	v				v	0	
				<	^	>			
				0	139	17			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

					232	373			
					v	^			
			0	<	IN =	693	<	0	
			305	>	OUT =	693	>	139	
					v	^			
					181	156			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0			
				<	v	>			
		0	^				^	0	
		0	>				<	0	
		0	v				v	0	
				<	^	>			
				0	0	0			

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

				0	115	117			
				<	v	>			
		234	^				^	0	
		5	>				<	0	
		66	v				v	0	
				<	^	>			
				0	139	17			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

					160	**498**			
					v	^			
			0	<	IN =	682	<	0	
			302	>	OUT =	682	>	77	
					v	^			
					107	**220**			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

					0	**0**			
					v	^			
			0	<	IN =	0	<	0	
			0	>	OUT =	0	>	0	
					v	^			
					0	**0**			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					45	139			
					v	^			
			0	<	IN =	191	<	0	
			85	>	OUT =	191	>	22	
					v	^			
					30	62			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					467	**817**			
					v	^			
			0	<	IN =	1482	<	0	
			453	>	OUT =	1481	>	58	
					v	^			
					606	**562**			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					0	0			
					v	^			
			0	<	IN =	0	<	0	
			0	>	OUT =	0	>	0	
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					131	229			
					v	^			
			0	<	IN =	415	<	0	
			127	>	OUT =	415	>	16	
					v	^			
					170	157			

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					86	89			
					v	^			
			0	<			<	0	
			42	>			>	-5	
					v	^			
					140	96			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					90	90			
					v	^			
			0	<	IN =	230	<	0	
			40	>	OUT =	240	>	10	
					v	^			
					140	100			

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					70	70			
					v	^			
			0	<			<	0	
			30	>			>	10	
					v	^			
					110	80			

NEW PROJECTED VOLUMES (PCE'S): 2035

					300	440			
					v	^			
			0	<			<	0	
			340	>			>	150	
					v	^			
					290	240			

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					30	30			
					v	^			
			0	<			<	0	
			10	>			>	0	
					v	^			
					40	30			

INITIAL YEAR 2022 VOLUMES:
2022

					260	400			
					v	^			
			0	<	IN =	770	<	0	
			320	>	OUT =	760	>	140	
					v	^			
					220	190			

BALANCED YEAR 2022 VOLUMES:
2022

					260	410			
					v	^			
			0	<	IN =	770	<	0	
			320	>	OUT =	770	>	140	
					v	^			
					220	190			

SUNSET AVENUE (NS) / I-10 FREEWAY EB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	92	IN ...	130	BOUND	THRU	139	IN ...	190
	RIGHT	6	OUT ...	140		RIGHT	17	OUT ...	210
SOUTH	LEFT	124	NORTH LEG		SOUTH	LEFT	117	NORTH LEG	
BOUND	THRU	60	IN ...	220	BOUND	THRU	115	IN ...	280
	RIGHT	0	OUT ...	280		RIGHT	0	OUT ...	430
EAST	LEFT	138	WEST LEG		EAST	LEFT	234	WEST LEG	
BOUND	THRU	2	IN ...	200	BOUND	THRU	5	IN ...	310
	RIGHT	49	OUT ...	0		RIGHT	66	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	140		RIGHT	0	OUT ...	140

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	92	128	RATIO 5.1%	BOUND	THRU	139	178	RATIO 7.2%
	RIGHT	6	6	ADT 9,900		RIGHT	17	13	ADT 9,900
SOUTH	LEFT	124	133	SOUTH LEG	SOUTH	LEFT	117	123	SOUTH LEG
BOUND	THRU	60	90	RATIO 4.2%	BOUND	THRU	115	155	RATIO 6.2%
	RIGHT	0	0	ADT 6,500		RIGHT	0	0	ADT 6,500
EAST	LEFT	138	152	EAST LEG	EAST	LEFT	234	252	EAST LEG
BOUND	THRU	2	1	RATIO 8.2%	BOUND	THRU	5	3	RATIO 8.2%
	RIGHT	49	50	ADT 1,700		RIGHT	66	55	ADT 1,700
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 4.8%	BOUND	THRU	0	0	RATIO 7.2%
	RIGHT	0	0	ADT 4,300		RIGHT	0	0	ADT 4,300

SUNSET AVENUE (NS) / I-10 FREEWAY EB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	92	IN ...	140	BOUND	THRU	139	IN ...	210
	RIGHT	6	OUT ...	160		RIGHT	17	OUT ...	250
SOUTH	LEFT	124	NORTH LEG		SOUTH	LEFT	117	NORTH LEG	
BOUND	THRU	60	IN ...	240	BOUND	THRU	115	IN ...	320
	RIGHT	0	OUT ...	300		RIGHT	0	OUT ...	460
EAST	LEFT	138	WEST LEG		EAST	LEFT	234	WEST LEG	
BOUND	THRU	2	IN ...	210	BOUND	THRU	5	IN ...	320
	RIGHT	49	OUT ...	0		RIGHT	66	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	130		RIGHT	0	OUT ...	140

YEAR 2019 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG	
BOUND	THRU	92	138	RATIO 4.8%	BOUND	THRU	139	199	RATIO 6.9%	
	RIGHT	6	4	ADT 11,300		RIGHT	17	12	ADT 11,300	
SOUTH	LEFT	124	125	SOUTH LEG	SOUTH	LEFT	117	125	SOUTH LEG	
BOUND	THRU	60	112	RATIO 3.9%	BOUND	THRU	115	192	RATIO 6.0%	
	RIGHT	0	0	ADT 7,700		RIGHT	0	0	ADT 7,700	
EAST	LEFT	138	162	EAST LEG	EAST	LEFT	234	261	EAST LEG	
BOUND	THRU	2	1	RATIO 7.6%	BOUND	THRU	5	3	RATIO 8.2%	
	RIGHT	49	48	ADT 1,700		RIGHT	66	58	ADT 1,700	
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG	
BOUND	THRU	0	0	RATIO 4.6%	BOUND	THRU	0	0	RATIO 7.0%	
	RIGHT	0	0	ADT 4,600		RIGHT	0	0	ADT 4,600	

SUNSET AVENUE (NS) / I-10 FREEWAY EB RAMPS (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	92	IN ...	170	BOUND	THRU	139	IN ...	260
	RIGHT	6	OUT ...	170		RIGHT	17	OUT ...	290
SOUTH	LEFT	124	NORTH LEG		SOUTH	LEFT	117	NORTH LEG	
BOUND	THRU	60	IN ...	230	BOUND	THRU	115	IN ...	320
	RIGHT	0	OUT ...	320		RIGHT	0	OUT ...	470
EAST	LEFT	138	WEST LEG		EAST	LEFT	234	WEST LEG	
BOUND	THRU	2	IN ...	220	BOUND	THRU	5	IN ...	320
	RIGHT	49	OUT ...	0		RIGHT	66	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	130		RIGHT	0	OUT ...	140

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	92	164	RATIO 4.0%	BOUND	THRU	139	239	RATIO 5.7%
	RIGHT	6	7	ADT 13,800		RIGHT	17	21	ADT 13,800
SOUTH	LEFT	124	122	SOUTH LEG	SOUTH	LEFT	117	115	SOUTH LEG
BOUND	THRU	60	107	RATIO 3.3%	BOUND	THRU	115	205	RATIO 5.3%
	RIGHT	0	0	ADT 10,300		RIGHT	0	0	ADT 10,300
EAST	LEFT	138	156	EAST LEG	EAST	LEFT	234	231	EAST LEG
BOUND	THRU	2	1	RATIO 7.2%	BOUND	THRU	5	4	RATIO 7.8%
	RIGHT	49	63	ADT 1,800		RIGHT	66	85	ADT 1,800
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 4.4%	BOUND	THRU	0	0	RATIO 6.4%
	RIGHT	0	0	ADT 5,000		RIGHT	0	0	ADT 5,000

SUNSET AVENUE (NS) / I-10 FREEWAY EB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	92	IN ...	210	BOUND	THRU	139	IN ...	300
	RIGHT	6	OUT ...	200		RIGHT	17	OUT ...	330
SOUTH	LEFT	124	NORTH LEG		SOUTH	LEFT	117	NORTH LEG	
BOUND	THRU	60	IN ...	250	BOUND	THRU	115	IN ...	360
	RIGHT	0	OUT ...	360		RIGHT	0	OUT ...	520
EAST	LEFT	138	WEST LEG		EAST	LEFT	234	WEST LEG	
BOUND	THRU	2	IN ...	240	BOUND	THRU	5	IN ...	330
	RIGHT	49	OUT ...	0		RIGHT	66	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	130		RIGHT	0	OUT ...	140

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	92	200	RATIO 3.8%	BOUND	THRU	139	280	RATIO 5.5%
	RIGHT	6	8	ADT 16,000		RIGHT	17	21	ADT 16,000
SOUTH	LEFT	124	121	SOUTH LEG	SOUTH	LEFT	117	116	SOUTH LEG
BOUND	THRU	60	125	RATIO 3.3%	BOUND	THRU	115	243	RATIO 5.0%
	RIGHT	0	0	ADT 12,500		RIGHT	0	0	ADT 12,500
EAST	LEFT	138	160	EAST LEG	EAST	LEFT	234	240	EAST LEG
BOUND	THRU	2	1	RATIO 7.2%	BOUND	THRU	5	3	RATIO 7.8%
	RIGHT	49	75	ADT 1,800		RIGHT	66	87	ADT 1,800
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 4.4%	BOUND	THRU	0	0	RATIO 6.1%
	RIGHT	0	0	ADT 5,400		RIGHT	0	0	ADT 5,400

SUNSET AVENUE (NS) / I-10 FREEWAY EB RAMPS (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	92	IN ...	250	BOUND	THRU	139	IN ...	350
	RIGHT	6	OUT ...	230		RIGHT	17	OUT ...	380
SOUTH	LEFT	124	NORTH LEG		SOUTH	LEFT	117	NORTH LEG	
BOUND	THRU	60	IN ...	280	BOUND	THRU	115	IN ...	400
	RIGHT	0	OUT ...	410		RIGHT	0	OUT ...	560
EAST	LEFT	138	WEST LEG		EAST	LEFT	234	WEST LEG	
BOUND	THRU	2	IN ...	260	BOUND	THRU	5	IN ...	330
	RIGHT	49	OUT ...	0		RIGHT	66	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	140		RIGHT	0	OUT ...	150

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	92	238	RATIO 3.6%	BOUND	THRU	139	328	RATIO 5.1%
	RIGHT	6	9	ADT 18,900		RIGHT	17	25	ADT 18,900
SOUTH	LEFT	124	129	SOUTH LEG	SOUTH	LEFT	117	122	SOUTH LEG
BOUND	THRU	60	146	RATIO 3.1%	BOUND	THRU	115	282	RATIO 4.8%
	RIGHT	0	0	ADT 15,300		RIGHT	0	0	ADT 15,300
EAST	LEFT	138	172	EAST LEG	EAST	LEFT	234	232	EAST LEG
BOUND	THRU	2	1	RATIO 7.8%	BOUND	THRU	5	3	RATIO 8.3%
	RIGHT	49	84	ADT 1,800		RIGHT	66	98	ADT 1,800
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 4.3%	BOUND	THRU	0	0	RATIO 5.5%
	RIGHT	0	0	ADT 6,000		RIGHT	0	0	ADT 6,000

SUNSET AVENUE (NS) / I-10 FREEWAY EB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**92**	IN ...	**220**	BOUND	THRU	**139**	IN ...	**240**
	RIGHT	**6**	OUT ...	**190**		RIGHT	**17**	OUT ...	**290**
SOUTH	LEFT	**124**	NORTH LEG		SOUTH	LEFT	**117**	NORTH LEG	
BOUND	THRU	**60**	IN ...	**220**	BOUND	THRU	**115**	IN ...	**300**
	RIGHT	**0**	OUT ...	**410**		RIGHT	**0**	OUT ...	**440**
EAST	LEFT	**138**	WEST LEG		EAST	LEFT	**234**	WEST LEG	
BOUND	THRU	**2**	IN ...	**270**	BOUND	THRU	**5**	IN ...	**340**
	RIGHT	**49**	OUT ...	**0**		RIGHT	**66**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**140**		RIGHT	**0**	OUT ...	**150**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**92**	**218**	RATIO **4.3%**	BOUND	THRU	**139**	**212**	RATIO **5.0%**
	RIGHT	**6**	**11**	ADT 14,700		RIGHT	**17**	**27**	ADT 14,700
SOUTH	LEFT	**124**	**127**	SOUTH LEG	SOUTH	LEFT	**117**	**118**	SOUTH LEG
BOUND	THRU	**60**	**102**	RATIO **3.8%**	BOUND	THRU	**115**	**183**	RATIO **4.8%**
	RIGHT	**0**	**0**	ADT 11,000		RIGHT	**0**	**0**	ADT 11,000
EAST	LEFT	**138**	**192**	EAST LEG	EAST	LEFT	**234**	**228**	EAST LEG
BOUND	THRU	**2**	**2**	RATIO **7.4%**	BOUND	THRU	**5**	**5**	RATIO **7.9%**
	RIGHT	**49**	**88**	ADT 1,900		RIGHT	**66**	**107**	ADT 1,900
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **4.1%**	BOUND	THRU	**0**	**0**	RATIO **4.9%**
	RIGHT	**0**	**0**	ADT 6,900		RIGHT	**0**	**0**	ADT 6,900

SUNSET AVENUE (NS) / LINCOLN STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

					0	10	82				
					<	v	>				
			0	^				^	57		
			0	>				<	0		
			0	v				v	5		
					<	^	>				
					0	39	5				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

						92	96				
						v	^				
			0	<	IN	=	198	<	62		
			0	>	OUT	=	198	>	87		
						v	^				
						15	44				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

					0	0	0				
					<	v	>				
			0	^				^	0		
			0	>				<	0		
			0	v				v	0		
					<	^	>				
					0	0	0				

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

					0	10	82				
					<	v	>				
			0	^				^	57		
			0	>				<	0		
			0	v				v	5		
					<	^	>				
					0	39	5				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

						91	101				
						v	^				
			0	<	IN	=	217	<	90		
			0	>	OUT	=	216	>	72		
						v	^				
						48	56				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

						0	0				
						v	^				
			0	<	IN	=	0	<	0		
			0	>	OUT	=	0	>	0		
						v	^				
						0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

						35	38				
						v	^				
			0	<	IN	=	82	<	34		
			0	>	OUT	=	82	>	27		
						v	^				
						16	14				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

						340	530				
						v	^				
			256	<	IN	=	1609	<	842		
			281	>	OUT	=	1425	>	532		
						v	^				
						166	123				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

						0	0				
						v	^				
			0	<	IN	=	0	<	0		
			0	>	OUT	=	0	>	0		
						v	^				
						0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

						144	201				
						v	^				
			97	<	IN	=	611	<	321		
			107	>	OUT	=	542	>	203		
						v	^				
						40	39				

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

						110	163				
						v	^				
			97	<			<		287		
			107	>			>		175		
						v	^				
						24	25				

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

						110	160				
						v	^				
			100	<	IN	=	540	<	290		
			110	>	OUT	=	460	>	180		
						v	^				
						20	30				

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

						80	120				
						v	^				
			80	<			<		220		
			80	>			>		140		
						v	^				
						20	20				

NEW PROJECTED VOLUMES (PCE'S): 2035

						170	220				
						v	^				
			80	<			<		280		
			80	>			>		230		
						v	^				
						40	60				

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

						30	50				
						v	^				
			30	<			<		80		
			30	>			>		50		
						v	^				
						10	10				

INITIAL YEAR 2022 VOLUMES:
2022

						120	150				
						v	^				
			30	<	IN	=	340	<	140		
			30	>	OUT	=	350	>	140		
						v	^				
						30	50				

BALANCED YEAR 2022 VOLUMES:
2022

						120	150				
						v	^				
			30	<	IN	=	340	<	140		
			30	>	OUT	=	350	>	140		
						v	^				
						30	50				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

					0	112	72				
					<	v	>				
			0	^				^	73		
			0	>				<	0		
			0	v				v	2		
					<	^	>				
					0	55	3				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

						184	128				
						v	^				
			0	<	IN	=	317	<	75		
			0	>	OUT	=	317	>	75		
						v	^				
						114	58				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

					0	0	0				
					<	v	>				
			0	^				^	0		
			0	>				<	0		
			0	v				v	0		
					<	^	>				
					0	0	0				

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

					0	112	72				
					<	v	>				
			0	^				^	73		
			0	>				<	0		
			0	v				v	2		
					<	^	>				
					0	55	3				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

						118	229				
						v	^				
			0	<	IN	=	396	<	217		
			0	>	OUT	=	395	>	84		
						v	^				
						82	66				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

						0	0				
						v	^				
			0	<	IN	=	0	<	0		
			0	>	OUT	=	0	>	0		
						v	^				
						0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

						32	64				
						v	^				
			0	<	IN	=	111	<	61		
			0	>	OUT	=	111	>	24		
						v	^				
						23	18				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

						606	562				
						v	^				
			948	<	IN	=	3144	<	1466		
			822	>	OUT	=	3144	>	1326		
						v	^				
						308	290				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

						0	0				
						v	^				
			0	<	IN	=	0	<	0		
			0	>	OUT	=	0	>	0		
						v	^				
						0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

						170	157				
						v	^				
			265	<	IN	=	880	<	410		
			230	>	OUT	=	880	>	371		
						v	^				
						86	70				

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

						138	93				
						v	^				
			265	<			<		350		
			230	>			>		348		
						v	^				
						63	52				

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

						140	90				
						v	^				
			270	<	IN	=	770	<	350		
			230	>	OUT	=	770	>	350		
						v	^				
						60	50				

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

						110	70				
						v	^				
			200	<			<		260		
			170	>			>		260		
						v	^				
						50	40				

NEW PROJECTED VOLUMES (PCE'S): 2035

						290	200				
						v	^				
			200	<			<		340		
			170	>			>		340		
						v	^				
						160	100				

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

						40	30				
						v	^				
			80	<			<		100		
			70	>			>		100		
						v	^				
						20	10				

INITIAL YEAR 2022 VOLUMES:
2022

						220	160				
						v	^				
			80	<	IN	=	540	<	180		
			70	>	OUT	=	550	>	180		
						v	^				
						130	70				

BALANCED YEAR 2022 VOLUMES:
2022

						220	160				
						v	^				
			80	<	IN	=	540	<	180		
			70	>	OUT	=	550	>	180		
						v	^				
						130	70				

SUNSET AVENUE (NS) / LINCOLN STREET (EW)

STARTING POINT TURNING MOVEMENT DERIVATION (BASE YEAR VOLUMES) AT LOCATIONS WITHOUT EXISTING COUNTS

MORNING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 80 / 80 + 2* 220 + 230
= 0.11

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 220 / 80 + 2* 220 + 230
= 0.59

NR> = NR / (NL + 2* NT + NR)
= 230 / 80 + 2* 220 + 230
= 0.31

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 230 / 230 + 2* 40 + 80
= 0.59

STv = 2* ST / (SL + 2* ST + SR)
= 2* 40 / 230 + 2* 40 + 80
= 0.21

SR< = SR / (SL + 2* ST + SR)
= 80 / 230 + 2* 40 + 80
= 0.21

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 220 / 220 + 2* 230 + 40
= 0.31

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 230 / 220 + 2* 230 + 40
= 0.64

ERv = ER / (EL + 2* ET + ER)
= 40 / 220 + 2* 230 + 40
= 0.06

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 40 / 40 + 2* 80 + 220
= 0.10

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 80 / 40 + 2* 80 + 220
= 0.38

WR^ = WR / (WL + 2* WT + WR)
= 220 / 40 + 2* 80 + 220
= 0.52

ESTIMATED PERCENTAGES

	21% <	21% v 59% >
31% ^	1.00	^ 52%
64% >	1.00	1.00 > 38%
6% v	1.00	v 10%
	11% <	59% v 31% >

EVENING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 200 / 200 + 2* 200 + 340
= 0.21

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 200 / 200 + 2* 200 + 340
= 0.43

NR> = NR / (NL + 2* NT + NR)
= 340 / 200 + 2* 200 + 340
= 0.36

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 340 / 340 + 2* 160 + 200
= 0.40

STv = 2* ST / (SL + 2* ST + SR)
= 2* 160 / 340 + 2* 160 + 200
= 0.37

SR< = SR / (SL + 2* ST + SR)
= 200 / 340 + 2* 160 + 200
= 0.23

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 200 / 200 + 2* 340 + 160
= 0.19

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 340 / 200 + 2* 340 + 160
= 0.65

ERv = ER / (EL + 2* ET + ER)
= 160 / 200 + 2* 340 + 160
= 0.15

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 160 / 160 + 2* 200 + 200
= 0.21

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 200 / 160 + 2* 200 + 200
= 0.53

WR^ = WR / (WL + 2* WT + WR)
= 200 / 160 + 2* 200 + 200
= 0.26

ESTIMATED PERCENTAGES

	23% <	37% v 40% >
19% ^	1.00	^ 26%
65% >	1.00	1.00 > 53%
15% v	1.00	v 21%
	21% <	43% v 36% >

SUNSET AVENUE (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	39	IN ...	60	BOUND	THRU	55	IN ...	90
	RIGHT	5	OUT ...	40		RIGHT	3	OUT ...	140
SOUTH	LEFT	82	NORTH LEG		SOUTH	LEFT	72	NORTH LEG	
BOUND	THRU	10	IN ...	120	BOUND	THRU	112	IN ...	210
	RIGHT	0	OUT ...	130		RIGHT	0	OUT ...	160
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	5	EAST LEG		WEST	LEFT	2	EAST LEG	
BOUND	THRU	0	IN ...	100	BOUND	THRU	0	IN ...	120
	RIGHT	57	OUT ...	110		RIGHT	73	OUT ...	120

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	39	50	RATIO 4.1%	BOUND	THRU	55	62	RATIO 6.1%
	RIGHT	5	10	ADT 6,200		RIGHT	3	24	ADT 6,200
SOUTH	LEFT	82	100	SOUTH LEG	SOUTH	LEFT	72	96	SOUTH LEG
BOUND	THRU	10	21	RATIO 2.4%	BOUND	THRU	112	124	RATIO 5.4%
	RIGHT	0	0	ADT 4,200		RIGHT	0	0	ADT 4,200
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO 4.8%	BOUND	THRU	0	0	RATIO 5.3%
	RIGHT	0	0	ADT 4,400		RIGHT	0	0	ADT 4,400
WEST	LEFT	5	19	WEST LEG	WEST	LEFT	2	16	WEST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	57	80	ADT 0		RIGHT	73	98	ADT 0

SUNSET AVENUE (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	39	IN ...	70	BOUND	THRU	55	IN ...	120
	RIGHT	5	OUT ...	60		RIGHT	3	OUT ...	160
SOUTH	LEFT	82	NORTH LEG		SOUTH	LEFT	72	NORTH LEG	
BOUND	THRU	10	IN ...	140	BOUND	THRU	112	IN ...	240
	RIGHT	0	OUT ...	140		RIGHT	0	OUT ...	190
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	5	EAST LEG		WEST	LEFT	2	EAST LEG	
BOUND	THRU	0	IN ...	120	BOUND	THRU	0	IN ...	140
	RIGHT	57	OUT ...	130		RIGHT	73	OUT ...	150

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	39	54	RATIO 3.8%	BOUND	THRU	55	78	RATIO 5.9%
	RIGHT	5	15	ADT 7,400		RIGHT	3	38	ADT 7,400
SOUTH	LEFT	82	115	SOUTH LEG	SOUTH	LEFT	72	112	SOUTH LEG
BOUND	THRU	10	27	RATIO 2.5%	BOUND	THRU	112	138	RATIO 5.3%
	RIGHT	0	0	ADT 5,200		RIGHT	0	0	ADT 5,200
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO 4.4%	BOUND	THRU	0	0	RATIO 5.0%
	RIGHT	0	0	ADT 5,700		RIGHT	0	0	ADT 5,700
WEST	LEFT	5	33	WEST LEG	WEST	LEFT	2	22	WEST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	57	86	ADT 0		RIGHT	73	112	ADT 0

SUNSET AVENUE (NS) / LINCOLN STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**39**	IN ...	**80**	BOUND	THRU	**55**	IN ...	**150**
	RIGHT	**5**	OUT ...	**70**		RIGHT	**3**	OUT ...	**190**
SOUTH	LEFT	**82**	NORTH LEG		SOUTH	LEFT	**72**	NORTH LEG	
BOUND	THRU	**10**	IN ...	**150**	BOUND	THRU	**112**	IN ...	**290**
	RIGHT	**0**	OUT ...	**170**		RIGHT	**0**	OUT ...	**240**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
WEST	LEFT	**5**	EAST LEG		WEST	LEFT	**2**	EAST LEG	
BOUND	THRU	**0**	IN ...	**140**	BOUND	THRU	**0**	IN ...	**180**
	RIGHT	**57**	OUT ...	**140**		RIGHT	**73**	OUT ...	**190**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**39**	**65**	RATIO **3.3%**	BOUND	THRU	**55**	**96**	RATIO **5.4%**
	RIGHT	**5**	**16**	ADT 10,000		RIGHT	**3**	**50**	ADT 10,000
SOUTH	LEFT	**82**	**124**	SOUTH LEG	SOUTH	LEFT	**72**	**140**	SOUTH LEG
BOUND	THRU	**10**	**32**	RATIO **2.2%**	BOUND	THRU	**112**	**162**	RATIO **4.8%**
	RIGHT	**0**	**0**	ADT 7,000		RIGHT	**0**	**0**	ADT 7,000
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **3.5%**	BOUND	THRU	**0**	**0**	RATIO **4.5%**
	RIGHT	**0**	**0**	ADT 8,000		RIGHT	**0**	**0**	ADT 8,000
WEST	LEFT	**5**	**38**	WEST LEG	WEST	LEFT	**2**	**28**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**57**	**105**	ADT 0		RIGHT	**73**	**144**	ADT 0

SUNSET AVENUE (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	39	IN ...	100	BOUND	THRU	55	IN ...	180
	RIGHT	5	OUT ...	80		RIGHT	3	OUT ...	220
SOUTH	LEFT	82	NORTH LEG		SOUTH	LEFT	72	NORTH LEG	
BOUND	THRU	10	IN ...	180	BOUND	THRU	112	IN ...	330
	RIGHT	0	OUT ...	200		RIGHT	0	OUT ...	280
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	5	EAST LEG		WEST	LEFT	2	EAST LEG	
BOUND	THRU	0	IN ...	170	BOUND	THRU	0	IN ...	220
	RIGHT	57	OUT ...	160		RIGHT	73	OUT ...	230

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	39	78	RATIO 3.1%	BOUND	THRU	55	107	RATIO 5.1%
	RIGHT	5	19	ADT 12,100		RIGHT	3	69	ADT 12,100
SOUTH	LEFT	82	141	SOUTH LEG	SOUTH	LEFT	72	161	SOUTH LEG
BOUND	THRU	10	37	RATIO 2.1%	BOUND	THRU	112	180	RATIO 4.6%
	RIGHT	0	0	ADT 8,600		RIGHT	0	0	ADT 8,600
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO 3.2%	BOUND	THRU	0	0	RATIO 4.4%
	RIGHT	0	0	ADT 10,000		RIGHT	0	0	ADT 10,000
WEST	LEFT	5	43	WEST LEG	WEST	LEFT	2	40	WEST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	57	122	ADT 0		RIGHT	73	173	ADT 0

SUNSET AVENUE (NS) / LINCOLN STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**39**	IN ...	**120**	BOUND	THRU	**55**	IN ...	**230**
	RIGHT	**5**	OUT ...	**110**		RIGHT	**3**	OUT ...	**260**
SOUTH	LEFT	**82**	NORTH LEG		SOUTH	LEFT	**72**	NORTH LEG	
BOUND	THRU	**10**	IN ...	**210**	BOUND	THRU	**112**	IN ...	**380**
	RIGHT	**0**	OUT ...	**240**		RIGHT	**0**	OUT ...	**340**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
WEST	LEFT	**5**	EAST LEG		WEST	LEFT	**2**	EAST LEG	
BOUND	THRU	**0**	IN ...	**220**	BOUND	THRU	**0**	IN ...	**270**
	RIGHT	**57**	OUT ...	**190**		RIGHT	**73**	OUT ...	**280**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**39**	**91**	RATIO **3.0%**	BOUND	THRU	**55**	**132**	RATIO **4.9%**
	RIGHT	**5**	**26**	ADT 14,900		RIGHT	**3**	**95**	ADT 14,900
SOUTH	LEFT	**82**	**164**	SOUTH LEG	SOUTH	LEFT	**72**	**185**	SOUTH LEG
BOUND	THRU	**10**	**45**	RATIO **2.1%**	BOUND	THRU	**112**	**206**	RATIO **4.5%**
	RIGHT	**0**	**0**	ADT 10,700		RIGHT	**0**	**0**	ADT 10,700
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **3.2%**	BOUND	THRU	**0**	**0**	RATIO **4.2%**
	RIGHT	**0**	**0**	ADT 12,800		RIGHT	**0**	**0**	ADT 12,800
WEST	LEFT	**5**	**65**	WEST LEG	WEST	LEFT	**2**	**54**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**57**	**149**	ADT 0		RIGHT	**73**	**208**	ADT 0

SUNSET AVENUE (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**11**	SOUTH LEG		NORTH	LEFT	**21**	SOUTH LEG	
BOUND	THRU	**59**	IN ...	**60**	BOUND	THRU	**43**	IN ...	**100**
	RIGHT	**31**	OUT ...	**40**		RIGHT	**36**	OUT ...	**160**
SOUTH	LEFT	**59**	NORTH LEG		SOUTH	LEFT	**40**	NORTH LEG	
BOUND	THRU	**21**	IN ...	**170**	BOUND	THRU	**37**	IN ...	**290**
	RIGHT	**21**	OUT ...	**220**		RIGHT	**23**	OUT ...	**200**
EAST	LEFT	**31**	WEST LEG		EAST	LEFT	**19**	WEST LEG	
BOUND	THRU	**64**	IN ...	**80**	BOUND	THRU	**65**	IN ...	**170**
	RIGHT	**6**	OUT ...	**80**		RIGHT	**15**	OUT ...	**200**
WEST	LEFT	**10**	EAST LEG		WEST	LEFT	**21**	EAST LEG	
BOUND	THRU	**38**	IN ...	**280**	BOUND	THRU	**53**	IN ...	**340**
	RIGHT	**52**	OUT ...	**230**		RIGHT	**26**	OUT ...	**340**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**11**	**2**	NORTH LEG	NORTH	LEFT	**21**	**12**	NORTH LEG
BOUND	THRU	**59**	**26**	RATIO **3.6%**	BOUND	THRU	**43**	**42**	RATIO **4.6%**
	RIGHT	**31**	**29**	ADT 10,600		RIGHT	**36**	**46**	ADT 10,600
SOUTH	LEFT	**59**	**139**	SOUTH LEG	SOUTH	LEFT	**40**	**168**	SOUTH LEG
BOUND	THRU	**21**	**16**	RATIO **2.0%**	BOUND	THRU	**37**	**79**	RATIO **5.3%**
	RIGHT	**21**	**12**	ADT 4,900		RIGHT	**23**	**43**	ADT 4,900
EAST	LEFT	**31**	**14**	EAST LEG	EAST	LEFT	**19**	**29**	EAST LEG
BOUND	THRU	**64**	**62**	RATIO **2.9%**	BOUND	THRU	**65**	**126**	RATIO **4.0%**
	RIGHT	**6**	**2**	ADT 16,900		RIGHT	**15**	**15**	ADT 16,900
WEST	LEFT	**10**	**23**	WEST LEG	WEST	LEFT	**21**	**66**	WEST LEG
BOUND	THRU	**38**	**66**	RATIO **1.8%**	BOUND	THRU	**53**	**145**	RATIO **4.3%**
	RIGHT	**52**	**180**	ADT 8,600		RIGHT	**26**	**129**	ADT 8,600

SUNSET AVENUE (NS) / WESTWARD AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				0	4	17				
				<	v	>				
		0	^				^	2		
		1	>				<	3		
		0	v				v	7		
				<	^	>				
				0	7	8				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					21	9				
					v	^				
		3	<	IN =		49	<	12		
		1	>	OUT =		49	>	26		
					v	^				
					11	15				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0				
				<	v	>				
		0	^				^	0		
		0	>				<	0		
		0	v				v	0		

PCE FACTORS BY AXLE:

				<	^	>				
2:	1.5	3:	2.0	4+:	3.0	0	0	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				0	4	17				
				<	v	>				
		0	^				^	2		
		1	>				<	3		
		0	v				v	7		
				<	^	>				
				0	7	8				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					43	38				
					v	^				
		48	<	IN =		95	<	6		
		46	>	OUT =		94	>	10		
					v	^				
					0	0				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0				
					v	^				
		0	<	IN =		0	<	0		
		0	>	OUT =		0	>	0		
					v	^				
					0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.88

PHF FOR TRUCKS: 0.333

					16	14				
					v	^				
		18	<	IN =		36	<	2		
		17	>	OUT =		36	>	4		
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					106	102				
					v	^				
		297	<	IN =		684	<	202		
		352	>	OUT =		667	>	209		
					v	^				
					59	75				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0				
					v	^				
		0	<	IN =		0	<	0		
		0	>	OUT =		0	>	0		
					v	^				
					0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					40	39				
					v	^				
		113	<	IN =		260	<	77		
		134	>	OUT =		253	>	79		
					v	^				
					22	9				

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					24	25				
					v	^				
		95	<				<	74		
		116	>				>	76		
					v	^				
					22	9				

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					20	30				
					v	^				
		90	<	IN =		220	<	70		
		120	>	OUT =		220	>	80		
					v	^				
					20	10				

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					20	20				
					v	^				
		70	<				<	50		
		90	>				>	60		
					v	^				
					20	10				

NEW PROJECTED VOLUMES (PCE'S): 2035

					40	30				
					v	^				
		70	<				<	60		
		90	>				>	90		
					v	^				
					30	30				

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					10	10				
					v	^				
		30	<				<	20		
		30	>				>	20		
					v	^				
					10	0				

INITIAL YEAR 2022 VOLUMES:

2022

					30	20				
					v	^				
		30	<	IN =		110	<	30		
		30	>	OUT =		120	>	50		
					v	^				
					20	20				

BALANCED YEAR 2022 VOLUMES:

2022

					30	20				
					v	^				
		30	<	IN =		110	<	30		
		30	>	OUT =		120	>	50		
					v	^				
					20	20				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				0	16	38				
				<	v	>				
		0	^				^	13		
		0	>				<	0		
		0	v				v	2		
				<	^	>				
				0	13	4				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					54	26				
					v	^				
		0	<	IN =		86	<	15		
		0	>	OUT =		86	>	42		
					v	^				
					18	17				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0				
				<	v	>				
		0	^				^	0		
		0	>				<	0		
		0	v				v	0		

PCE FACTORS BY AXLE:

				<	^	>				
2:	1.5	3:	2	4+:	3.0	0	0	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				0	16	38				
				<	v	>				
		0	^				^	13		
		0	>				<	0		
		0	v				v	2		
				<	^	>				
				0	13	4				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					82	66				
					v	^				
		105	<	IN =		179	<	23		
		74	>	OUT =		179	>	8		
					v	^				
					0	0				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0				
					v	^				
		0	<	IN =		0	<	0		
		0	>	OUT =		0	>	0		
					v	^				
					0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.88

PHF FOR TRUCKS: 0.25

					23	18				
					v	^				
		29	<	IN =		50	<	6		
		21	>	OUT =		50	>	2		
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					308	250				
					v	^				
		928	<	IN =		1684	<	606		
		708	>	OUT =		1683	>	470		
					v	^				
					37	62				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0				
					v	^				
		0	<	IN =		0	<	0		
		0	>	OUT =		0	>	0		
					v	^				
					0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					86	70				
					v	^				
		259	<	IN =		472	<	170		
		198	>	OUT =		471	>	132		
					v	^				
					10	17				

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					63	52				
					v	^				
		230	<				<	163		
		178	>				>	129		
					v	^				
					10	17				

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					60	50				
					v	^				
		230	<	IN =		420	<	160		
		180	>	OUT =		420	>	130		
					v	^				
					10	20				

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					50	40				
					v	^				
		170	<				<	120		
		140	>				>	100		
					v	^				
					10	20				

NEW PROJECTED VOLUMES (PCE'S): 2035

					100	70				
					v	^				
		170	<				<	140		
		140	>				>	140		
					v	^				
					30	40				

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					20	10				
					v	^				
		70	<				<	50		
		50	>				>	40		
					v	^				
					0	10				

INITIAL YEAR 2022 VOLUMES:

2022

					70	40				
					v	^				
		70	<	IN =		220	<	70		
		50	>	OUT =		210	>	80		
					v	^				
					20	30				

BALANCED YEAR 2022 VOLUMES:

2022

					70	40				
					v	^				
		70	<	IN =		220	<	70		
		50	>	OUT =		210	>	80		
					v	^				
					20	30				

SUNSET AVENUE (NS) / WESTWARD AVENUE (EW)

STARTING POINT TURNING MOVEMENT DERIVATION (BASE YEAR VOLUMES) AT LOCATIONS WITHOUT EXISTING COUNTS

MORNING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 70 / 70 + 2* 30 + 90
= 0.32

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 30 / 70 + 2* 30 + 90
= 0.27

NR> = NR / (NL + 2* NT + NR)
= 90 / 70 + 2* 30 + 90
= 0.41

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 90 / 90 + 2* 30 + 70
= 0.41

STv = 2* ST / (SL + 2* ST + SR)
= 2* 30 / 90 + 2* 30 + 70
= 0.27

SR< = SR / (SL + 2* ST + SR)
= 70 / 90 + 2* 30 + 70
= 0.32

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 30 / 30 + 2* 90 + 30
= 0.13

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 90 / 30 + 2* 90 + 30
= 0.75

ERv = ER / (EL + 2* ET + ER)
= 30 / 30 + 2* 90 + 30
= 0.13

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 30 / 30 + 2* 70 + 30
= 0.15

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 70 / 30 + 2* 70 + 30
= 0.70

WR^ = WR / (WL + 2* WT + WR)
= 30 / 30 + 2* 70 + 30
= 0.15

ESTIMATED PERCENTAGES

	32% <	27% v 41% >
13% ^	1.00	^ 15%
75% >	1.00	1.00 > 70%
13% v	1.00	v 15%
	32% <	27% v 41% >

EVENING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 170 / 170 + 2* 70 + 140
= 0.38

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 70 / 170 + 2* 70 + 140
= 0.31

NR> = NR / (NL + 2* NT + NR)
= 140 / 170 + 2* 70 + 140
= 0.31

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 140 / 140 + 2* 30 + 170
= 0.38

STv = 2* ST / (SL + 2* ST + SR)
= 2* 30 / 140 + 2* 30 + 170
= 0.16

SR< = SR / (SL + 2* ST + SR)
= 170 / 140 + 2* 30 + 170
= 0.46

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 70 / 70 + 2* 140 + 30
= 0.18

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 140 / 70 + 2* 140 + 30
= 0.74

ERv = ER / (EL + 2* ET + ER)
= 30 / 70 + 2* 140 + 30
= 0.08

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 30 / 30 + 2* 170 + 70
= 0.07

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 170 / 30 + 2* 170 + 70
= 0.77

WR^ = WR / (WL + 2* WT + WR)
= 70 / 30 + 2* 170 + 70
= 0.16

ESTIMATED PERCENTAGES

	46% <	16% v 38% >
18% ^	1.00	^ 16%
74% >	1.00	1.00 > 77%
8% v	1.00	v 7%
	38% <	31% v 31% >

SUNSET AVENUE (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	7	IN ...	20	BOUND	THRU	13	IN ...	20
	RIGHT	8	OUT ...	10		RIGHT	4	OUT ...	20
SOUTH	LEFT	17	NORTH LEG		SOUTH	LEFT	38	NORTH LEG	
BOUND	THRU	4	IN ...	40	BOUND	THRU	16	IN ...	80
	RIGHT	0	OUT ...	30		RIGHT	0	OUT ...	60
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	1	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	7	EAST LEG		WEST	LEFT	2	EAST LEG	
BOUND	THRU	3	IN ...	10	BOUND	THRU	0	IN ...	30
	RIGHT	2	OUT ...	30		RIGHT	13	OUT ...	50

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	7	21	RATIO 2.0%	BOUND	THRU	13	24	RATIO 3.9%
	RIGHT	8	1	ADT 3,300		RIGHT	4	0	ADT 3,300
SOUTH	LEFT	17	29	SOUTH LEG	SOUTH	LEFT	38	50	SOUTH LEG
BOUND	THRU	4	8	RATIO 6.4%	BOUND	THRU	16	20	RATIO 8.8%
	RIGHT	0	0	ADT 500		RIGHT	0	0	ADT 500
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	1	0	RATIO 3.1%	BOUND	THRU	0	0	RATIO 6.6%
	RIGHT	0	0	ADT 1,300		RIGHT	0	0	ADT 1,300
WEST	LEFT	7	2	WEST LEG	WEST	LEFT	2	0	WEST LEG
BOUND	THRU	3	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	2	9	ADT 0		RIGHT	13	36	ADT 0

SUNSET AVENUE (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	7	IN ...	20	BOUND	THRU	13	IN ...	20
	RIGHT	8	OUT ...	10		RIGHT	4	OUT ...	20
SOUTH	LEFT	17	NORTH LEG		SOUTH	LEFT	38	NORTH LEG	
BOUND	THRU	4	IN ...	50	BOUND	THRU	16	IN ...	90
	RIGHT	0	OUT ...	40		RIGHT	0	OUT ...	80
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	1	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	7	EAST LEG		WEST	LEFT	2	EAST LEG	
BOUND	THRU	3	IN ...	20	BOUND	THRU	0	IN ...	40
	RIGHT	2	OUT ...	40		RIGHT	13	OUT ...	50

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	7	21	RATIO 2.0%	BOUND	THRU	13	27	RATIO 3.4%
	RIGHT	8	1	ADT 4,400		RIGHT	4	0	ADT 4,400
SOUTH	LEFT	17	39	SOUTH LEG	SOUTH	LEFT	38	50	SOUTH LEG
BOUND	THRU	4	8	RATIO 5.3%	BOUND	THRU	16	20	RATIO 7.8%
	RIGHT	0	0	ADT 600		RIGHT	0	0	ADT 600
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	1	0	RATIO 4.1%	BOUND	THRU	0	0	RATIO 6.9%
	RIGHT	0	0	ADT 1,500		RIGHT	0	0	ADT 1,500
WEST	LEFT	7	2	WEST LEG	WEST	LEFT	2	0	WEST LEG
BOUND	THRU	3	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	2	19	ADT 0		RIGHT	13	53	ADT 0

SUNSET AVENUE (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		NORTH BOUND	LEFT	0	SOUTH LEG	
	THRU	7	IN ...	20		THRU	13	IN ...	30
	RIGHT	8	OUT ...	20		RIGHT	4	OUT ...	20
SOUTH BOUND	LEFT	17	NORTH LEG		SOUTH BOUND	LEFT	38	NORTH LEG	
	THRU	4	IN ...	80		THRU	16	IN ...	140
	RIGHT	0	OUT ...	50		RIGHT	0	OUT ...	140
EAST BOUND	LEFT	0	WEST LEG		EAST BOUND	LEFT	0	WEST LEG	
	THRU	1	IN ...	0		THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST BOUND	LEFT	7	EAST LEG		WEST BOUND	LEFT	2	EAST LEG	
	THRU	3	IN ...	40		THRU	0	IN ...	80
	RIGHT	2	OUT ...	70		RIGHT	13	OUT ...	90

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	0	0	NORTH LEG	NORTH BOUND	LEFT	0	0	NORTH LEG
	THRU	7	18	RATIO 1.6%		THRU	13	38	RATIO 3.1%
	RIGHT	8	3	ADT 8,000		RIGHT	4	0	ADT 8,000
SOUTH BOUND	LEFT	17	67	SOUTH LEG	SOUTH BOUND	LEFT	38	90	SOUTH LEG
	THRU	4	11	RATIO 5.1%		THRU	16	20	RATIO 7.3%
	RIGHT	0	0	ADT 800		RIGHT	0	0	ADT 800
EAST BOUND	LEFT	0	0	EAST LEG	EAST BOUND	LEFT	0	0	EAST LEG
	THRU	1	0	RATIO 3.3%		THRU	0	0	RATIO 5.7%
	RIGHT	0	0	ADT 3,400		RIGHT	0	0	ADT 3,400
WEST BOUND	LEFT	7	9	WEST LEG	WEST BOUND	LEFT	2	0	WEST LEG
	THRU	3	0	RATIO #DIV/0!		THRU	0	0	RATIO #DIV/0!
	RIGHT	2	32	ADT 0		RIGHT	13	102	ADT 0

SUNSET AVENUE (NS) / WESTWARD AVENUE (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**7**	IN ...	**20**	BOUND	THRU	**13**	IN ...	**30**
	RIGHT	**8**	OUT ...	**20**		RIGHT	**4**	OUT ...	**20**
SOUTH	LEFT	**17**	NORTH LEG		SOUTH	LEFT	**38**	NORTH LEG	
BOUND	THRU	**4**	IN ...	**60**	BOUND	THRU	**16**	IN ...	**120**
	RIGHT	**0**	OUT ...	**30**		RIGHT	**0**	OUT ...	**120**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**1**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
WEST	LEFT	**7**	EAST LEG		WEST	LEFT	**2**	EAST LEG	
BOUND	THRU	**3**	IN ...	**30**	BOUND	THRU	**0**	IN ...	**70**
	RIGHT	**2**	OUT ...	**60**		RIGHT	**13**	OUT ...	**80**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**7**	**13**	RATIO **1.5%**	BOUND	THRU	**13**	**36**	RATIO **3.5%**
	RIGHT	**8**	**7**	ADT 6,200		RIGHT	**4**	**0**	ADT 6,200
SOUTH	LEFT	**17**	**53**	SOUTH LEG	SOUTH	LEFT	**38**	**80**	SOUTH LEG
BOUND	THRU	**4**	**7**	RATIO **5.7%**	BOUND	THRU	**16**	**20**	RATIO **8.0%**
	RIGHT	**0**	**0**	ADT 700		RIGHT	**0**	**0**	ADT 700
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**1**	**0**	RATIO **3.3%**	BOUND	THRU	**0**	**0**	RATIO **6.1%**
	RIGHT	**0**	**0**	ADT 2,700		RIGHT	**0**	**0**	ADT 2,700
WEST	LEFT	**7**	**13**	WEST LEG	WEST	LEFT	**2**	**0**	WEST LEG
BOUND	THRU	**3**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**2**	**17**	ADT 0		RIGHT	**13**	**84**	ADT 0

SUNSET AVENUE (NS) / WESTWARD AVENUE (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	7	IN ...	30	BOUND	THRU	13	IN ...	30
	RIGHT	8	OUT ...	30		RIGHT	4	OUT ...	30
SOUTH	LEFT	17	NORTH LEG		SOUTH	LEFT	38	NORTH LEG	
BOUND	THRU	4	IN ...	100	BOUND	THRU	16	IN ...	180
	RIGHT	0	OUT ...	60		RIGHT	0	OUT ...	180
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	1	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	7	EAST LEG		WEST	LEFT	2	EAST LEG	
BOUND	THRU	3	IN ...	50	BOUND	THRU	0	IN ...	110
	RIGHT	2	OUT ...	90		RIGHT	13	OUT ...	110

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	7	25	RATIO 1.5%	BOUND	THRU	13	38	RATIO 3.1%
	RIGHT	8	5	ADT 10,300		RIGHT	4	0	ADT 10,300
SOUTH	LEFT	17	85	SOUTH LEG	SOUTH	LEFT	38	110	SOUTH LEG
BOUND	THRU	4	14	RATIO 6.7%	BOUND	THRU	16	30	RATIO 7.6%
	RIGHT	0	0	ADT 900		RIGHT	0	0	ADT 900
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	1	0	RATIO 3.3%	BOUND	THRU	0	0	RATIO 5.9%
	RIGHT	0	0	ADT 4,300		RIGHT	0	0	ADT 4,300
WEST	LEFT	7	16	WEST LEG	WEST	LEFT	2	0	WEST LEG
BOUND	THRU	3	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	2	35	ADT 0		RIGHT	13	142	ADT 0

SUNSET AVENUE (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**32**	SOUTH LEG		NORTH	LEFT	**38**	SOUTH LEG	
BOUND	THRU	**27**	IN ...	**30**	BOUND	THRU	**31**	IN ...	**40**
	RIGHT	**41**	OUT ...	**30**		RIGHT	**31**	OUT ...	**30**
SOUTH	LEFT	**41**	NORTH LEG		SOUTH	LEFT	**38**	NORTH LEG	
BOUND	THRU	**27**	IN ...	**40**	BOUND	THRU	**16**	IN ...	**100**
	RIGHT	**32**	OUT ...	**30**		RIGHT	**46**	OUT ...	**70**
EAST	LEFT	**13**	WEST LEG		EAST	LEFT	**18**	WEST LEG	
BOUND	THRU	**75**	IN ...	**90**	BOUND	THRU	**74**	IN ...	**140**
	RIGHT	**13**	OUT ...	**70**		RIGHT	**8**	OUT ...	**170**
WEST	LEFT	**15**	EAST LEG		WEST	LEFT	**7**	EAST LEG	
BOUND	THRU	**70**	IN ...	**60**	BOUND	THRU	**77**	IN ...	**140**
	RIGHT	**15**	OUT ...	**90**		RIGHT	**16**	OUT ...	**140**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**32**	**11**	NORTH LEG	NORTH	LEFT	**38**	**15**	NORTH LEG
BOUND	THRU	**27**	**8**	RATIO **1.8%**	BOUND	THRU	**31**	**14**	RATIO **4.4%**
	RIGHT	**41**	**11**	ADT 3,800		RIGHT	**31**	**10**	ADT 3,800
SOUTH	LEFT	**41**	**14**	SOUTH LEG	SOUTH	LEFT	**38**	**34**	SOUTH LEG
BOUND	THRU	**27**	**11**	RATIO **5.5%**	BOUND	THRU	**16**	**13**	RATIO **6.3%**
	RIGHT	**32**	**15**	ADT 1,100		RIGHT	**46**	**50**	ADT 1,100
EAST	LEFT	**13**	**13**	EAST LEG	EAST	LEFT	**18**	**32**	EAST LEG
BOUND	THRU	**75**	**65**	RATIO **2.6%**	BOUND	THRU	**74**	**95**	RATIO **4.9%**
	RIGHT	**13**	**12**	ADT 5,700		RIGHT	**8**	**9**	ADT 5,700
WEST	LEFT	**15**	**8**	WEST LEG	WEST	LEFT	**7**	**7**	WEST LEG
BOUND	THRU	**70**	**44**	RATIO **2.1%**	BOUND	THRU	**77**	**105**	RATIO **3.9%**
	RIGHT	**15**	**8**	ADT 7,800		RIGHT	**16**	**24**	ADT 7,800

22ND STREET (NS) / RAMSEY STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				13	41	16				
				<	v	>				
			5	^			^	8		
			224	>			<	178		
			73	v			v	122		
				<	^	>				
				80	32	172				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					70	45				
					v	^				
			271	<	IN =		964	<	308	
			302	>	OUT =		964	>	412	
					v	^				
					236	284				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0				
				<	v	>				
			0	^			^	0		
			0	>			<	0		
			0	v			v	0		
				<	^	>				
				0	0	0				

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				13	41	16				
				<	v	>				
			5	^			^	8		
			224	>			<	178		
			73	v			v	122		
				<	^	>				
				80	32	172				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					12	4				
					v	^				
			68	<	IN =		339	<	138	
			56	>	OUT =		338	>	123	
					v	^				
					143	133				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0				
					v	^				
			0	<	IN =		0	<	0	
			0	>	OUT =		0	>	0	
					v	^				
					0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					5	2				
					v	^				
			26	<	IN =		129	<	52	
			21	>	OUT =		128	>	47	
					v	^				
					54	51				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					22	15				
					v	^				
			452	<	IN =		1316	<	402	
			460	>	OUT =		1286	>	764	
					v	^				
					55	432				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0				
					v	^				
			0	<	IN =		0	<	0	
			0	>	OUT =		0	>	0	
					v	^				
					0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					8	6				
					v	^				
			172	<	IN =		500	<	153	
			175	>	OUT =		489	>	290	
					v	^				
					21	164				

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					4	4				
					v	^				
			146	<			<	100		
			154	>			>	244		
					v	^				
					-33	114				

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					10	0				
					v	^				
			150	<	IN =		370	<	100	
			150	>	OUT =		390	>	240	
					v	^				
					0	110				

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					10	0				
					v	^				
			110	<			<	80		
			110	>			>	180		
					v	^				
					0	80				

NEW PROJECTED VOLUMES (PCE'S): 2035

					80	50				
					v	^				
			380	<			<	390		
			410	>			>	590		
					v	^				
					240	360				

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					0	0				
					v	^				
			40	<			<	30		
			40	>			>	70		
					v	^				
					0	30				

INITIAL YEAR 2022 VOLUMES:

2022

					70	50				
					v	^				
			310	<	IN =		1060	<	340	
			340	>	OUT =		1080	>	480	
					v	^				
					240	310				

BALANCED YEAR 2022 VOLUMES:

2022

					70	50				
					v	^				
			310	<	IN =		1090	<	350	
			350	>	OUT =		1080	>	480	
					v	^				
					240	320				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				9	40	26				
				<	v	>				
			23	^			^	36		
			291	>			<	331		
			69	v			v	210		
				<	^	>				
				64	50	233				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					75	109				
					v	^				
			404	<	IN =		1382	<	577	
			383	>	OUT =		1382	>	550	
					v	^				
					319	347				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0				
				<	v	>				
			0	^			^	0		
			0	>			<	0		
			0	v			v	0		
				<	^	>				
				0	0	0				

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				9	40	26				
				<	v	>				
			23	^			^	36		
			291	>			<	331		
			69	v			v	210		
				<	^	>				
				64	50	233				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					7	37				
					v	^				
			109	<	IN =		485	<	165	
			96	>	OUT =		486	>	193	
					v	^				
					147	217				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0				
					v	^				
			0	<	IN =		0	<	0	
			0	>	OUT =		0	>	0	
					v	^				
					0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					2	10				
					v	^				
			31	<	IN =		136	<	46	
			27	>	OUT =		136	>	54	
					v	^				
					41	61				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					23	176				
					v	^				
			1227	<	IN =		2925	<	1151	
			1026	>	OUT =		2925	>	1148	
					v	^				
					374	725				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0				
					v	^				
			0	<	IN =		0	<	0	
			0	>	OUT =		0	>	0	
					v	^				
					0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					6	49				
					v	^				
			344	<	IN =		819	<	322	
			287	>	OUT =		819	>	321	
					v	^				
					105	203				

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					4	39				
					v	^				
			313	<			<	276		
			260	>			>	267		
					v	^				
					64	142				

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					10	40				
					v	^				
			310	<	IN =		690	<	280	
			260	>	OUT =		680	>	270	
					v	^				
					60	140				

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					10	30				
					v	^				
			230	<			<	210		
			200	>			>	200		
					v	^				
					50	110				

NEW PROJECTED VOLUMES (PCE'S): 2035

					90	140				
					v	^				
			630	<			<	790		
			580	>			>	750		
					v	^				
					370	460				

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					0	10				
					v	^				
			90	<			<	80		
			70	>			>	80		
					v	^				
					20	40				

INITIAL YEAR 2022 VOLUMES:

2022

					80	120				
					v	^				
			490	<	IN =		1580	<	660	
			450	>	OUT =		1580	>	630	
					v	^				
					340	390				

BALANCED YEAR 2022 VOLUMES:

2022

					80	120				
					v	^				
			490	<	IN =		1580	<	660	
			450	>	OUT =		1580	>	630	
					v	^				
					340	390				

22ND STREET (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	80	SOUTH LEG		NORTH	LEFT	64	SOUTH LEG	
BOUND	THRU	32	IN ...	290	BOUND	THRU	50	IN ...	360
	RIGHT	172	OUT ...	240		RIGHT	233	OUT ...	330
SOUTH	LEFT	16	NORTH LEG		SOUTH	LEFT	26	NORTH LEG	
BOUND	THRU	41	IN ...	70	BOUND	THRU	40	IN ...	80
	RIGHT	13	OUT ...	50		RIGHT	9	OUT ...	110
EAST	LEFT	5	WEST LEG		EAST	LEFT	23	WEST LEG	
BOUND	THRU	224	IN ...	320	BOUND	THRU	291	IN ...	410
	RIGHT	73	OUT ...	290		RIGHT	69	OUT ...	430
WEST	LEFT	122	EAST LEG		WEST	LEFT	210	EAST LEG	
BOUND	THRU	178	IN ...	330	BOUND	THRU	331	IN ...	610
	RIGHT	8	OUT ...	440		RIGHT	36	OUT ...	580

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	80	80	NORTH LEG	NORTH	LEFT	64	67	NORTH LEG
BOUND	THRU	32	35	RATIO 5.0%	BOUND	THRU	50	50	RATIO 7.9%
	RIGHT	172	178	ADT 2,400		RIGHT	233	241	ADT 2,400
SOUTH	LEFT	16	17	SOUTH LEG	SOUTH	LEFT	26	28	SOUTH LEG
BOUND	THRU	41	40	RATIO 6.2%	BOUND	THRU	40	42	RATIO 8.0%
	RIGHT	13	13	ADT 8,600		RIGHT	9	10	ADT 8,600
EAST	LEFT	5	6	EAST LEG	EAST	LEFT	23	24	EAST LEG
BOUND	THRU	224	245	RATIO 5.0%	BOUND	THRU	291	311	RATIO 7.6%
	RIGHT	73	73	ADT 15,600		RIGHT	69	72	ADT 15,600
WEST	LEFT	122	127	WEST LEG	WEST	LEFT	210	216	WEST LEG
BOUND	THRU	178	196	RATIO 5.3%	BOUND	THRU	331	353	RATIO 7.3%
	RIGHT	8	10	ADT 11,500		RIGHT	36	37	ADT 11,500

22ND STREET (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	80	SOUTH LEG		NORTH	LEFT	64	SOUTH LEG	
BOUND	THRU	32	IN ...	300	BOUND	THRU	50	IN ...	370
	RIGHT	172	OUT ...	240		RIGHT	233	OUT ...	330
SOUTH	LEFT	16	NORTH LEG		SOUTH	LEFT	26	NORTH LEG	
BOUND	THRU	41	IN ...	70	BOUND	THRU	40	IN ...	80
	RIGHT	13	OUT ...	50		RIGHT	9	OUT ...	110
EAST	LEFT	5	WEST LEG		EAST	LEFT	23	WEST LEG	
BOUND	THRU	224	IN ...	330	BOUND	THRU	291	IN ...	430
	RIGHT	73	OUT ...	310		RIGHT	69	OUT ...	460
WEST	LEFT	122	EAST LEG		WEST	LEFT	210	EAST LEG	
BOUND	THRU	178	IN ...	340	BOUND	THRU	331	IN ...	630
	RIGHT	8	OUT ...	450		RIGHT	36	OUT ...	600

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	80	87	NORTH LEG	NORTH	LEFT	64	73	NORTH LEG
BOUND	THRU	32	35	RATIO 5.0%	BOUND	THRU	50	50	RATIO 7.9%
	RIGHT	172	181	ADT 2,400		RIGHT	233	245	ADT 2,400
SOUTH	LEFT	16	17	SOUTH LEG	SOUTH	LEFT	26	28	SOUTH LEG
BOUND	THRU	41	40	RATIO 6.0%	BOUND	THRU	40	41	RATIO 7.7%
	RIGHT	13	14	ADT 9,000		RIGHT	9	10	ADT 9,000
EAST	LEFT	5	6	EAST LEG	EAST	LEFT	23	24	EAST LEG
BOUND	THRU	224	252	RATIO 4.8%	BOUND	THRU	291	327	RATIO 7.3%
	RIGHT	73	75	ADT 16,700		RIGHT	69	75	ADT 16,700
WEST	LEFT	122	125	WEST LEG	WEST	LEFT	210	214	WEST LEG
BOUND	THRU	178	208	RATIO 5.1%	BOUND	THRU	331	377	RATIO 7.0%
	RIGHT	8	9	ADT 12,600		RIGHT	36	36	ADT 12,600

22ND STREET (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**80**	SOUTH LEG		NORTH	LEFT	**64**	SOUTH LEG	
BOUND	THRU	**32**	IN ...	**320**	BOUND	THRU	**50**	IN ...	**390**
	RIGHT	**172**	OUT ...	**240**		RIGHT	**233**	OUT ...	**340**
SOUTH	LEFT	**16**	NORTH LEG		SOUTH	LEFT	**26**	NORTH LEG	
BOUND	THRU	**41**	IN ...	**70**	BOUND	THRU	**40**	IN ...	**80**
	RIGHT	**13**	OUT ...	**50**		RIGHT	**9**	OUT ...	**120**
EAST	LEFT	**5**	WEST LEG		EAST	LEFT	**23**	WEST LEG	
BOUND	THRU	**224**	IN ...	**350**	BOUND	THRU	**291**	IN ...	**450**
	RIGHT	**73**	OUT ...	**310**		RIGHT	**69**	OUT ...	**490**
WEST	LEFT	**122**	EAST LEG		WEST	LEFT	**210**	EAST LEG	
BOUND	THRU	**178**	IN ...	**350**	BOUND	THRU	**331**	IN ...	**660**
	RIGHT	**8**	OUT ...	**480**		RIGHT	**36**	OUT ...	**630**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**80**	**87**	NORTH LEG	NORTH	LEFT	**64**	**78**	NORTH LEG
BOUND	THRU	**32**	**35**	RATIO **4.6%**	BOUND	THRU	**50**	**54**	RATIO **7.7%**
	RIGHT	**172**	**195**	ADT 2,600		RIGHT	**233**	**257**	ADT 2,600
SOUTH	LEFT	**16**	**18**	SOUTH LEG	SOUTH	LEFT	**26**	**28**	SOUTH LEG
BOUND	THRU	**41**	**38**	RATIO **5.9%**	BOUND	THRU	**40**	**41**	RATIO **7.7%**
	RIGHT	**13**	**14**	ADT 9,500		RIGHT	**9**	**11**	ADT 9,500
EAST	LEFT	**5**	**6**	EAST LEG	EAST	LEFT	**23**	**27**	EAST LEG
BOUND	THRU	**224**	**267**	RATIO **4.5%**	BOUND	THRU	**291**	**345**	RATIO **7.1%**
	RIGHT	**73**	**74**	ADT 18,200		RIGHT	**69**	**78**	ADT 18,200
WEST	LEFT	**122**	**128**	WEST LEG	WEST	LEFT	**210**	**220**	WEST LEG
BOUND	THRU	**178**	**210**	RATIO **4.7%**	BOUND	THRU	**331**	**401**	RATIO **6.7%**
	RIGHT	**8**	**9**	ADT 14,000		RIGHT	**36**	**39**	ADT 14,000

22ND STREET (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH BOUND	LEFT	80	SOUTH LEG		NORTH BOUND	LEFT	64	SOUTH LEG	
	THRU	32	IN ...	330		THRU	50	IN ...	410
	RIGHT	172	OUT ...	240		RIGHT	233	OUT ...	340
SOUTH BOUND	LEFT	16	NORTH LEG		SOUTH BOUND	LEFT	26	NORTH LEG	
	THRU	41	IN ...	70		THRU	40	IN ...	80
	RIGHT	13	OUT ...	50		RIGHT	9	OUT ...	130
EAST BOUND	LEFT	5	WEST LEG		EAST BOUND	LEFT	23	WEST LEG	
	THRU	224	IN ...	370		THRU	291	IN ...	480
	RIGHT	73	OUT ...	330		RIGHT	69	OUT ...	520
WEST BOUND	LEFT	122	EAST LEG		WEST BOUND	LEFT	210	EAST LEG	
	THRU	178	IN ...	360		THRU	331	IN ...	690
	RIGHT	8	OUT ...	500		RIGHT	36	OUT ...	660

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	80	94	NORTH LEG	NORTH BOUND	LEFT	64	83	NORTH LEG
	THRU	32	35	RATIO 4.4%		THRU	50	59	RATIO 7.8%
	RIGHT	172	199	ADT 2,700		RIGHT	233	265	ADT 2,700
SOUTH BOUND	LEFT	16	18	SOUTH LEG	SOUTH BOUND	LEFT	26	28	SOUTH LEG
	THRU	41	37	RATIO 5.7%		THRU	40	40	RATIO 7.5%
	RIGHT	13	14	ADT 9,900		RIGHT	9	11	ADT 9,900
EAST BOUND	LEFT	5	6	EAST LEG	EAST BOUND	LEFT	23	30	EAST LEG
	THRU	224	284	RATIO 4.3%		THRU	291	366	RATIO 6.8%
	RIGHT	73	77	ADT 19,800		RIGHT	69	81	ADT 19,800
WEST BOUND	LEFT	122	125	WEST LEG	WEST BOUND	LEFT	210	219	WEST LEG
	THRU	178	222	RATIO 4.5%		THRU	331	425	RATIO 6.4%
	RIGHT	8	9	ADT 15,600		RIGHT	36	42	ADT 15,600

22ND STREET (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**80**	SOUTH LEG		NORTH	LEFT	**64**	SOUTH LEG	
BOUND	THRU	**32**	IN ...	**350**	BOUND	THRU	**50**	IN ...	**430**
	RIGHT	**172**	OUT ...	**240**		RIGHT	**233**	OUT ...	**360**
SOUTH	LEFT	**16**	NORTH LEG		SOUTH	LEFT	**26**	NORTH LEG	
BOUND	THRU	**41**	IN ...	**80**	BOUND	THRU	**40**	IN ...	**90**
	RIGHT	**13**	OUT ...	**50**		RIGHT	**9**	OUT ...	**130**
EAST	LEFT	**5**	WEST LEG		EAST	LEFT	**23**	WEST LEG	
BOUND	THRU	**224**	IN ...	**390**	BOUND	THRU	**291**	IN ...	**520**
	RIGHT	**73**	OUT ...	**350**		RIGHT	**69**	OUT ...	**580**
WEST	LEFT	**122**	EAST LEG		WEST	LEFT	**210**	EAST LEG	
BOUND	THRU	**178**	IN ...	**370**	BOUND	THRU	**331**	IN ...	**730**
	RIGHT	**8**	OUT ...	**540**		RIGHT	**36**	OUT ...	**700**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**80**	**99**	NORTH LEG	NORTH	LEFT	**64**	**98**	NORTH LEG
BOUND	THRU	**32**	**35**	RATIO **4.5%**	BOUND	THRU	**50**	**59**	RATIO **7.6%**
	RIGHT	**172**	**214**	ADT 2,900		RIGHT	**233**	**273**	ADT 2,900
SOUTH	LEFT	**16**	**21**	SOUTH LEG	SOUTH	LEFT	**26**	**31**	SOUTH LEG
BOUND	THRU	**41**	**41**	RATIO **5.5%**	BOUND	THRU	**40**	**46**	RATIO **7.5%**
	RIGHT	**13**	**17**	ADT 10,600		RIGHT	**9**	**14**	ADT 10,600
EAST	LEFT	**5**	**6**	EAST LEG	EAST	LEFT	**23**	**32**	EAST LEG
BOUND	THRU	**224**	**305**	RATIO **4.1%**	BOUND	THRU	**291**	**396**	RATIO **6.5%**
	RIGHT	**73**	**76**	ADT 21,900		RIGHT	**69**	**92**	ADT 21,900
WEST	LEFT	**122**	**123**	WEST LEG	WEST	LEFT	**210**	**223**	WEST LEG
BOUND	THRU	**178**	**234**	RATIO **4.2%**	BOUND	THRU	**331**	**469**	RATIO **6.2%**
	RIGHT	**8**	**9**	ADT 17,600		RIGHT	**36**	**39**	ADT 17,600

22ND STREET (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**80**	SOUTH LEG		NORTH	LEFT	**64**	SOUTH LEG	
BOUND	THRU	**32**	IN ...	**360**	BOUND	THRU	**50**	IN ...	**460**
	RIGHT	**172**	OUT ...	**240**		RIGHT	**233**	OUT ...	**370**
SOUTH	LEFT	**16**	NORTH LEG		SOUTH	LEFT	**26**	NORTH LEG	
BOUND	THRU	**41**	IN ...	**80**	BOUND	THRU	**40**	IN ...	**90**
	RIGHT	**13**	OUT ...	**50**		RIGHT	**9**	OUT ...	**140**
EAST	LEFT	**5**	WEST LEG		EAST	LEFT	**23**	WEST LEG	
BOUND	THRU	**224**	IN ...	**410**	BOUND	THRU	**291**	IN ...	**580**
	RIGHT	**73**	OUT ...	**380**		RIGHT	**69**	OUT ...	**630**
WEST	LEFT	**122**	EAST LEG		WEST	LEFT	**210**	EAST LEG	
BOUND	THRU	**178**	IN ...	**390**	BOUND	THRU	**331**	IN ...	**790**
	RIGHT	**8**	OUT ...	**590**		RIGHT	**36**	OUT ...	**750**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**80**	**102**	NORTH LEG	NORTH	LEFT	**64**	**106**	NORTH LEG
BOUND	THRU	**32**	**34**	RATIO **4.1%**	BOUND	THRU	**50**	**63**	RATIO **7.1%**
	RIGHT	**172**	**230**	ADT 3,200		RIGHT	**233**	**284**	ADT 3,200
SOUTH	LEFT	**16**	**23**	SOUTH LEG	SOUTH	LEFT	**26**	**30**	SOUTH LEG
BOUND	THRU	**41**	**40**	RATIO **5.2%**	BOUND	THRU	**40**	**44**	RATIO **7.1%**
	RIGHT	**13**	**18**	ADT 11,600		RIGHT	**9**	**14**	ADT 11,600
EAST	LEFT	**5**	**6**	EAST LEG	EAST	LEFT	**23**	**35**	EAST LEG
BOUND	THRU	**224**	**337**	RATIO **3.9%**	BOUND	THRU	**291**	**436**	RATIO **6.1%**
	RIGHT	**73**	**74**	ADT 25,000		RIGHT	**69**	**99**	ADT 25,000
WEST	LEFT	**122**	**126**	WEST LEG	WEST	LEFT	**210**	**227**	WEST LEG
BOUND	THRU	**178**	**260**	RATIO **3.8%**	BOUND	THRU	**331**	**510**	RATIO **5.8%**
	RIGHT	**8**	**10**	ADT 20,700		RIGHT	**36**	**42**	ADT 20,700

22ND STREET (NS) / I-10 FREEWAY WB RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

			170	103	0			
			<	v	>			
0	^					^		104
0	>					<		3
0	v					v		10
			<	^	>			
			26	225	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

				273	329			
				v	^			
		199	<	IN =		641	<	117
		0	>	OUT =		641	>	0
				v	^			
				113	251			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0			
			<	v	>			
0	^					^		0
0	>					<		0
0	v					v		0
			<	^	>			
			0	0	0			

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

			170	103	0			
			<	v	>			
0	^					^		104
0	>					<		3
0	v					v		10
			<	^	>			
			26	225	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

				143	133			
				v	^			
		160	<	IN =		333	<	21
		0	>	OUT =		334	>	0
				v	^			
				41	169			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

				0	0			
				v	^			
		0	<	IN =		0	<	0
		0	>	OUT =		0	>	0
				v	^			
				0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				54	51			
				v	^			
		61	<	IN =		127	<	8
		0	>	OUT =		127	>	0
				v	^			
				16	64			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

				55	432			
				v	^			
		62	<	IN =		512	<	121
		0	>	OUT =		522	>	0
				v	^			
				28	336			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

				0	0			
				v	^			
		0	<	IN =		0	<	0
		0	>	OUT =		0	>	0
				v	^			
				0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				21	164			
				v	^			
		24	<	IN =		195	<	46
		0	>	OUT =		198	>	0
				v	^			
				11	128			

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				-33	114			
				v	^			
		-37	<			<		38
		0	>			>		0
				v	^			
				-5	63			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

				30	110			
				v	^			
		20	<	IN =		130	<	40
		0	>	OUT =		130	>	0
				v	^			
				0	60			

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

				20	80			
				v	^			
		20	<			<		30
		0	>			>		0
				v	^			
				0	50			

NEW PROJECTED VOLUMES (PCE'S): 2035

				290	410			
				v	^			
		220	<			<		150
		0	>			>		0
				v	^			
				110	300			

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

				10	30			
				v	^			
		10	<			<		10
		0	>			>		0
				v	^			
				0	20			

INITIAL YEAR 2022 VOLUMES:
2022

				280	360			
				v	^			
		210	<	IN =		680	<	130
		0	>	OUT =		680	>	0
				v	^			
				110	270			

BALANCED YEAR 2022 VOLUMES:
2022

				280	360			
				v	^			
		210	<	IN =		680	<	130
		0	>	OUT =		680	>	0
				v	^			
				110	270			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

			251	102	0			
			<	v	>			
0	^					^		104
0	>					<		2
0	v					v		10
			<	^	>			
			35	285	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

				353	389			
				v	^			
		288	<	IN =		789	<	116
		0	>	OUT =		789	>	0
				v	^			
				112	320			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0			
			<	v	>			
0	^					^		0
0	>					<		0
0	v					v		0
			<	^	>			
			0	0	0			

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

			251	102	0			
			<	v	>			
0	^					^		104
0	>					<		2
0	v					v		10
			<	^	>			
			35	285	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

				147	217			
				v	^			
		90	<	IN =		373	<	50
		0	>	OUT =		373	>	0
				v	^			
				66	176			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

				0	0			
				v	^			
		0	<	IN =		0	<	0
		0	>	OUT =		0	>	0
				v	^			
				0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				41	61			
				v	^			
		25	<	IN =		104	<	14
		0	>	OUT =		104	>	0
				v	^			
				18	49			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

				374	725			
				v	^			
		406	<	IN =		1231	<	488
		0	>	OUT =		1230	>	0
				v	^			
				99	369			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

				0	0			
				v	^			
		0	<	IN =		0	<	0
		0	>	OUT =		0	>	0
				v	^			
				0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				105	203			
				v	^			
		114	<	IN =		345	<	137
		0	>	OUT =		344	>	0
				v	^			
				28	103			

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				64	142			
				v	^			
		88	<			<		123
		0	>			>		0
				v	^			
				9	54			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

				60	140			
				v	^			
		90	<	IN =		230	<	120
		0	>	OUT =		240	>	0
				v	^			
				10	50			

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

				50	110			
				v	^			
		70	<			<		90
		0	>			>		0
				v	^			
				10	40			

NEW PROJECTED VOLUMES (PCE'S): 2035

				400	500			
				v	^			
		360	<			<		210
		0	>			>		0
				v	^			
				120	360			

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

				20	40			
				v	^			
		30	<			<		30
		0	>			>		0
				v	^			
				0	10			

INITIAL YEAR 2022 VOLUMES:
2022

				370	430			
				v	^			
		320	<	IN =		850	<	150
		0	>	OUT =		860	>	0
				v	^			
				110	330			

BALANCED YEAR 2022 VOLUMES:
2022

				370	430			
				v	^			
		320	<	IN =		850	<	150
		0	>	OUT =		860	>	0
				v	^			
				110	330			

22ND STREET (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	26	SOUTH LEG		NORTH	LEFT	35	SOUTH LEG	
BOUND	THRU	225	IN ...	260	BOUND	THRU	285	IN ...	330
	RIGHT	0	OUT ...	110		RIGHT	0	OUT ...	110
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	103	IN ...	270	BOUND	THRU	102	IN ...	360
	RIGHT	170	OUT ...	350		RIGHT	251	OUT ...	410
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	200		RIGHT	0	OUT ...	310
WEST	LEFT	10	EAST LEG		WEST	LEFT	10	EAST LEG	
BOUND	THRU	3	IN ...	130	BOUND	THRU	2	IN ...	140
	RIGHT	104	OUT ...	0		RIGHT	104	OUT ...	0

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	26	26	NORTH LEG	NORTH	LEFT	35	43	NORTH LEG
BOUND	THRU	225	234	RATIO 6.5%	BOUND	THRU	285	286	RATIO 8.1%
	RIGHT	0	0	ADT 9,500		RIGHT	0	0	ADT 9,500
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	103	99	RATIO 6.9%	BOUND	THRU	102	97	RATIO 8.1%
	RIGHT	170	170	ADT 5,400		RIGHT	251	265	ADT 5,400
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO 6.8%	BOUND	THRU	0	0	RATIO 7.3%
	RIGHT	0	0	ADT 1,900		RIGHT	0	0	ADT 1,900
WEST	LEFT	10	11	WEST LEG	WEST	LEFT	10	13	WEST LEG
BOUND	THRU	3	3	RATIO 5.6%	BOUND	THRU	2	3	RATIO 8.6%
	RIGHT	104	116	ADT 3,600		RIGHT	104	124	ADT 3,600

22ND STREET (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH BOUND	LEFT	26	SOUTH LEG		NORTH BOUND	LEFT	35	SOUTH LEG	
	THRU	225	IN ...	260		THRU	285	IN ...	330
	RIGHT	0	OUT ...	110		RIGHT	0	OUT ...	110
SOUTH BOUND	LEFT	0	NORTH LEG		SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	103	IN ...	280		THRU	102	IN ...	360
	RIGHT	170	OUT ...	360		RIGHT	251	OUT ...	410
EAST BOUND	LEFT	0	WEST LEG		EAST BOUND	LEFT	0	WEST LEG	
	THRU	0	IN ...	0		THRU	0	IN ...	0
	RIGHT	0	OUT ...	200		RIGHT	0	OUT ...	310
WEST BOUND	LEFT	10	EAST LEG		WEST BOUND	LEFT	10	EAST LEG	
	THRU	3	IN ...	130		THRU	2	IN ...	150
	RIGHT	104	OUT ...	0		RIGHT	104	OUT ...	0

YEAR 2019 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH BOUND	LEFT	26	22	NORTH LEG	NORTH BOUND	LEFT	35	45	NORTH LEG	
	THRU	225	240	RATIO 6.4%		THRU	285	280	RATIO 7.8%	
	RIGHT	0	0	ADT 9,900		RIGHT	0	0	ADT 9,900	
SOUTH BOUND	LEFT	0	0	SOUTH LEG	SOUTH BOUND	LEFT	0	0	SOUTH LEG	
	THRU	103	101	RATIO 6.8%		THRU	102	96	RATIO 7.9%	
	RIGHT	170	176	ADT 5,500		RIGHT	251	262	ADT 5,500	
EAST BOUND	LEFT	0	0	EAST LEG	EAST BOUND	LEFT	0	0	EAST LEG	
	THRU	0	0	RATIO 6.2%		THRU	0	0	RATIO 7.0%	
	RIGHT	0	0	ADT 2,100		RIGHT	0	0	ADT 2,100	
WEST BOUND	LEFT	10	9	WEST LEG	WEST BOUND	LEFT	10	14	WEST LEG	
	THRU	3	3	RATIO 5.4%		THRU	2	3	RATIO 8.4%	
	RIGHT	104	120	ADT 3,700		RIGHT	104	130	ADT 3,700	

22ND STREET (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**26**	SOUTH LEG		NORTH	LEFT	**35**	SOUTH LEG	
BOUND	THRU	**225**	IN ...	**270**	BOUND	THRU	**285**	IN ...	**330**
	RIGHT	**0**	OUT ...	**110**		RIGHT	**0**	OUT ...	**110**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**103**	IN ...	**280**	BOUND	THRU	**102**	IN ...	**370**
	RIGHT	**170**	OUT ...	**360**		RIGHT	**251**	OUT ...	**430**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**210**		RIGHT	**0**	OUT ...	**320**
WEST	LEFT	**10**	EAST LEG		WEST	LEFT	**10**	EAST LEG	
BOUND	THRU	**3**	IN ...	**130**	BOUND	THRU	**2**	IN ...	**150**
	RIGHT	**104**	OUT ...	**0**		RIGHT	**104**	OUT ...	**0**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**26**	**27**	NORTH LEG	NORTH	LEFT	**35**	**40**	NORTH LEG
BOUND	THRU	**225**	**243**	RATIO **6.1%**	BOUND	THRU	**285**	**294**	RATIO **7.7%**
	RIGHT	**0**	**0**	ADT 10,400		RIGHT	**0**	**0**	ADT 10,400
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**103**	**100**	RATIO **6.7%**	BOUND	THRU	**102**	**98**	RATIO **7.8%**
	RIGHT	**170**	**179**	ADT 5,700		RIGHT	**251**	**277**	ADT 5,700
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **5.7%**	BOUND	THRU	**0**	**0**	RATIO **6.6%**
	RIGHT	**0**	**0**	ADT 2,300		RIGHT	**0**	**0**	ADT 2,300
WEST	LEFT	**10**	**10**	WEST LEG	WEST	LEFT	**10**	**12**	WEST LEG
BOUND	THRU	**3**	**3**	RATIO **5.7%**	BOUND	THRU	**2**	**3**	RATIO **8.6%**
	RIGHT	**104**	**117**	ADT 3,700		RIGHT	**104**	**136**	ADT 3,700

22ND STREET (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**26**	SOUTH LEG		NORTH	LEFT	**35**	SOUTH LEG	
BOUND	THRU	**225**	IN ...	**270**	BOUND	THRU	**285**	IN ...	**340**
	RIGHT	**0**	OUT ...	**110**		RIGHT	**0**	OUT ...	**110**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**103**	IN ...	**280**	BOUND	THRU	**102**	IN ...	**370**
	RIGHT	**170**	OUT ...	**370**		RIGHT	**251**	OUT ...	**450**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**210**		RIGHT	**0**	OUT ...	**330**
WEST	LEFT	**10**	EAST LEG		WEST	LEFT	**10**	EAST LEG	
BOUND	THRU	**3**	IN ...	**140**	BOUND	THRU	**2**	IN ...	**170**
	RIGHT	**104**	OUT ...	**0**		RIGHT	**104**	OUT ...	**0**

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**26**	**27**	NORTH LEG	NORTH	LEFT	**35**	**45**	NORTH LEG
BOUND	THRU	**225**	**244**	RATIO **6.0%**	BOUND	THRU	**285**	**297**	RATIO **7.6%**
	RIGHT	**0**	**0**	ADT 10,800		RIGHT	**0**	**0**	ADT 10,800
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**103**	**99**	RATIO **6.6%**	BOUND	THRU	**102**	**95**	RATIO **7.8%**
	RIGHT	**170**	**180**	ADT 5,800		RIGHT	**251**	**281**	ADT 5,800
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **5.4%**	BOUND	THRU	**0**	**0**	RATIO **6.6%**
	RIGHT	**0**	**0**	ADT 2,600		RIGHT	**0**	**0**	ADT 2,600
WEST	LEFT	**10**	**11**	WEST LEG	WEST	LEFT	**10**	**15**	WEST LEG
BOUND	THRU	**3**	**3**	RATIO **5.5%**	BOUND	THRU	**2**	**4**	RATIO **8.7%**
	RIGHT	**104**	**126**	ADT 3,800		RIGHT	**104**	**153**	ADT 3,800

22ND STREET (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**26**	SOUTH LEG		NORTH	LEFT	**35**	SOUTH LEG	
BOUND	THRU	**225**	IN ...	**280**	BOUND	THRU	**285**	IN ...	**360**
	RIGHT	**0**	OUT ...	**110**		RIGHT	**0**	OUT ...	**120**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**103**	IN ...	**290**	BOUND	THRU	**102**	IN ...	**390**
	RIGHT	**170**	OUT ...	**390**		RIGHT	**251**	OUT ...	**470**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**210**		RIGHT	**0**	OUT ...	**340**
WEST	LEFT	**10**	EAST LEG		WEST	LEFT	**10**	EAST LEG	
BOUND	THRU	**3**	IN ...	**140**	BOUND	THRU	**2**	IN ...	**180**
	RIGHT	**104**	OUT ...	**0**		RIGHT	**104**	OUT ...	**0**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**26**	**22**	NORTH LEG	NORTH	LEFT	**35**	**48**	NORTH LEG
BOUND	THRU	**225**	**260**	RATIO **5.9%**	BOUND	THRU	**285**	**311**	RATIO **7.5%**
	RIGHT	**0**	**0**	ADT 11,500		RIGHT	**0**	**0**	ADT 11,500
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**103**	**102**	RATIO **6.5%**	BOUND	THRU	**102**	**103**	RATIO **8.0%**
	RIGHT	**170**	**185**	ADT 6,000		RIGHT	**251**	**289**	ADT 6,000
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **4.7%**	BOUND	THRU	**0**	**0**	RATIO **6.0%**
	RIGHT	**0**	**0**	ADT 3,000		RIGHT	**0**	**0**	ADT 3,000
WEST	LEFT	**10**	**8**	WEST LEG	WEST	LEFT	**10**	**17**	WEST LEG
BOUND	THRU	**3**	**3**	RATIO **5.4%**	BOUND	THRU	**2**	**4**	RATIO **8.7%**
	RIGHT	**104**	**130**	ADT 3,900		RIGHT	**104**	**159**	ADT 3,900

22ND STREET (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**26**	SOUTH LEG		NORTH	LEFT	**35**	SOUTH LEG	
BOUND	THRU	**225**	IN ...	**300**	BOUND	THRU	**285**	IN ...	**360**
	RIGHT	**0**	OUT ...	**110**		RIGHT	**0**	OUT ...	**120**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**103**	IN ...	**290**	BOUND	THRU	**102**	IN ...	**400**
	RIGHT	**170**	OUT ...	**410**		RIGHT	**251**	OUT ...	**500**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**220**		RIGHT	**0**	OUT ...	**360**
WEST	LEFT	**10**	EAST LEG		WEST	LEFT	**10**	EAST LEG	
BOUND	THRU	**3**	IN ...	**150**	BOUND	THRU	**2**	IN ...	**210**
	RIGHT	**104**	OUT ...	**0**		RIGHT	**104**	OUT ...	**0**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**26**	**28**	NORTH LEG	NORTH	LEFT	**35**	**50**	NORTH LEG
BOUND	THRU	**225**	**273**	RATIO **5.6%**	BOUND	THRU	**285**	**312**	RATIO **7.3%**
	RIGHT	**0**	**0**	ADT 12,500		RIGHT	**0**	**0**	ADT 12,500
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**103**	**100**	RATIO **6.5%**	BOUND	THRU	**102**	**101**	RATIO **7.7%**
	RIGHT	**170**	**189**	ADT 6,300		RIGHT	**251**	**305**	ADT 6,300
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **4.3%**	BOUND	THRU	**0**	**0**	RATIO **6.0%**
	RIGHT	**0**	**0**	ADT 3,500		RIGHT	**0**	**0**	ADT 3,500
WEST	LEFT	**10**	**10**	WEST LEG	WEST	LEFT	**10**	**19**	WEST LEG
BOUND	THRU	**3**	**4**	RATIO **5.5%**	BOUND	THRU	**2**	**5**	RATIO **9.0%**
	RIGHT	**104**	**137**	ADT 4,000		RIGHT	**104**	**188**	ADT 4,000

22ND STREET (NS) / I-10 FREEWAY EB RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

				0	66	81		
				<	v	>		
			180 ^				^	0
			0 >				<	0
			18 v				v	0
				<	^	>		
				0	75	13		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

					147	255		
					v	^		
			0 <	IN =		433 <		0
			198 >	OUT =		433 >		94
					v	^		
					84	88		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
			0 ^				^	0
			0 >				<	0
			0 v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

				0	66	81		
				<	v	>		
			180 ^				^	0
			0 >				<	0
			18 v				v	0
				<	^	>		
				0	75	13		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

					41	169		
					v	^		
			0 <	IN =		336 <		0
			212 >	OUT =		336 >		24
					v	^		
					143	83		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

					0	0		
					v	^		
			0 <	IN =		0 <		0
			0 >	OUT =		0 >		0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					16	64		
					v	^		
			0 <	IN =		128 <		0
			81 >	OUT =		128 >		9
					v	^		
					54	32		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					28	336		
					v	^		
			0 <	IN =		392 <		0
			326 >	OUT =		385 >		2
					v	^		
					47	38		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					0	0		
					v	^		
			0 <	IN =		0 <		0
			0 >	OUT =		0 >		0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					11	128		
					v	^		
			0 <	IN =		149 <		0
			124 >	OUT =		146 >		1
					v	^		
					18	14		

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					-5	63		
					v	^		
			0 <			<		0
			43 >			>		-8
					v	^		
					-36	-17		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					10	60		
					v	^		
			0 <	IN =		50 <		0
			40 >	OUT =		70 >		10
					v	^		
					0	0		

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					10	50		
					v	^		
			0 <			<		0
			30 >			>		10
					v	^		
					0	0		

NEW PROJECTED VOLUMES (PCE'S): 2035

					160	310		
					v	^		
			0 <			<		0
			230 >			>		100
					v	^		
					80	90		

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					0	20		
					v	^		
			0 <			<		0
			10 >			>		0
					v	^		
					0	0		

INITIAL YEAR 2022 VOLUMES:
2022

					150	280		
					v	^		
			0 <	IN =		450 <		0
			210 >	OUT =		450 >		90
					v	^		
					80	90		

BALANCED YEAR 2022 VOLUMES:
2022

					150	280		
					v	^		
			0 <	IN =		450 <		0
			210 >	OUT =		450 >		90
					v	^		
					80	90		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

				0	61	62		
				<	v	>		
			228 ^				^	0
			0 >				<	0
			23 v				v	0
				<	^	>		
				0	102	10		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

					123	330		
					v	^		
			0 <	IN =		486 <		0
			251 >	OUT =		486 >		72
					v	^		
					84	112		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
			0 ^				^	0
			0 >				<	0
			0 v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

				0	61	62		
				<	v	>		
			228 ^				^	0
			0 >				<	0
			23 v				v	0
				<	^	>		
				0	102	10		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

					66	176		
					v	^		
			0 <	IN =		360 <		0
			250 >	OUT =		359 >		28
					v	^		
					155	44		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

					0	0		
					v	^		
			0 <	IN =		0 <		0
			0 >	OUT =		0 >		0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					18	49		
					v	^		
			0 <	IN =		101 <		0
			70 >	OUT =		101 >		8
					v	^		
					43	12		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					99	369		
					v	^		
			0 <	IN =		598 <		0
			314 >	OUT =		598 >		14
					v	^		
					215	185		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					0	0		
					v	^		
			0 <	IN =		0 <		0
			0 >	OUT =		0 >		0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					28	103		
					v	^		
			0 <	IN =		167 <		0
			88 >	OUT =		167 >		4
					v	^		
					60	52		

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					9	54		
					v	^		
			0 <			<		0
			18 >			>		-4
					v	^		
					17	39		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					10	50		
					v	^		
			0 <	IN =		80 <		0
			30 >	OUT =		80 >		10
					v	^		
					20	40		

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					10	40		
					v	^		
			0 <			<		0
			20 >			>		10
					v	^		
					20	30		

NEW PROJECTED VOLUMES (PCE'S): 2035

					130	370		
					v	^		
			0 <			<		0
			270 >			>		80
					v	^		
					100	140		

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					0	10		
					v	^		
			0 <			<		0
			10 >			>		0
					v	^		
					10	10		

INITIAL YEAR 2022 VOLUMES:
2022

					120	340		
					v	^		
			0 <	IN =		500 <		0
			260 >	OUT =		500 >		70
					v	^		
					90	120		

BALANCED YEAR 2022 VOLUMES:
2022

					120	340		
					v	^		
			0 <	IN =		500 <		0
			260 >	OUT =		500 >		70
					v	^		
					90	120		

22ND STREET (NS) / I-10 FREEWAY EB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	75	IN ...	90	BOUND	THRU	102	IN ...	120
	RIGHT	13	OUT ...	80		RIGHT	10	OUT ...	80
SOUTH	LEFT	81	NORTH LEG		SOUTH	LEFT	62	NORTH LEG	
BOUND	THRU	66	IN ...	150	BOUND	THRU	61	IN ...	120
	RIGHT	0	OUT ...	270		RIGHT	0	OUT ...	340
EAST	LEFT	180	WEST LEG		EAST	LEFT	228	WEST LEG	
BOUND	THRU	0	IN ...	200	BOUND	THRU	0	IN ...	250
	RIGHT	18	OUT ...	0		RIGHT	23	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	90		RIGHT	0	OUT ...	70

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	75	81	RATIO 7.5%	BOUND	THRU	102	110	RATIO 8.2%
	RIGHT	13	9	ADT 5,600		RIGHT	10	10	ADT 5,600
SOUTH	LEFT	81	81	SOUTH LEG	SOUTH	LEFT	62	60	SOUTH LEG
BOUND	THRU	66	67	RATIO 7.1%	BOUND	THRU	61	59	RATIO 8.3%
	RIGHT	0	0	ADT 2,400		RIGHT	0	0	ADT 2,400
EAST	LEFT	180	189	EAST LEG	EAST	LEFT	228	230	EAST LEG
BOUND	THRU	0	0	RATIO 10.0%	BOUND	THRU	0	0	RATIO 7.8%
	RIGHT	18	13	ADT 900		RIGHT	23	21	ADT 900
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 6.5%	BOUND	THRU	0	0	RATIO 8.1%
	RIGHT	0	0	ADT 3,100		RIGHT	0	0	ADT 3,100

22ND STREET (NS) / I-10 FREEWAY EB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	75	IN ...	90	BOUND	THRU	102	IN ...	120
	RIGHT	13	OUT ...	80		RIGHT	10	OUT ...	90
SOUTH	LEFT	81	NORTH LEG		SOUTH	LEFT	62	NORTH LEG	
BOUND	THRU	66	IN ...	150	BOUND	THRU	61	IN ...	120
	RIGHT	0	OUT ...	280		RIGHT	0	OUT ...	340
EAST	LEFT	180	WEST LEG		EAST	LEFT	228	WEST LEG	
BOUND	THRU	0	IN ...	210	BOUND	THRU	0	IN ...	260
	RIGHT	18	OUT ...	0		RIGHT	23	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	90		RIGHT	0	OUT ...	70

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	75	81	RATIO 7.5%	BOUND	THRU	102	108	RATIO 8.1%
	RIGHT	13	9	ADT 5,700		RIGHT	10	12	ADT 5,700
SOUTH	LEFT	81	81	SOUTH LEG	SOUTH	LEFT	62	58	SOUTH LEG
BOUND	THRU	66	67	RATIO 6.8%	BOUND	THRU	61	62	RATIO 8.4%
	RIGHT	0	0	ADT 2,500		RIGHT	0	0	ADT 2,500
EAST	LEFT	180	199	EAST LEG	EAST	LEFT	228	232	EAST LEG
BOUND	THRU	0	0	RATIO 10.0%	BOUND	THRU	0	0	RATIO 7.8%
	RIGHT	18	13	ADT 900		RIGHT	23	28	ADT 900
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 6.6%	BOUND	THRU	0	0	RATIO 8.1%
	RIGHT	0	0	ADT 3,200		RIGHT	0	0	ADT 3,200

22ND STREET (NS) / I-10 FREEWAY EB RAMPS (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**75**	IN ...	**90**	BOUND	THRU	**102**	IN ...	**120**
	RIGHT	**13**	OUT ...	**80**		RIGHT	**10**	OUT ...	**90**
SOUTH	LEFT	**81**	NORTH LEG		SOUTH	LEFT	**62**	NORTH LEG	
BOUND	THRU	**66**	IN ...	**150**	BOUND	THRU	**61**	IN ...	**120**
	RIGHT	**0**	OUT ...	**280**		RIGHT	**0**	OUT ...	**340**
EAST	LEFT	**180**	WEST LEG		EAST	LEFT	**228**	WEST LEG	
BOUND	THRU	**0**	IN ...	**210**	BOUND	THRU	**0**	IN ...	**260**
	RIGHT	**18**	OUT ...	**0**		RIGHT	**23**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**90**		RIGHT	**0**	OUT ...	**70**

YEAR 2022 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG	
BOUND	THRU	**75**	**81**	RATIO **7.2%**	BOUND	THRU	**102**	**108**	RATIO **7.8%**	
	RIGHT	**13**	**9**	ADT 5,900		RIGHT	**10**	**12**	ADT 5,900	
SOUTH	LEFT	**81**	**81**	SOUTH LEG	SOUTH	LEFT	**62**	**58**	SOUTH LEG	
BOUND	THRU	**66**	**67**	RATIO **6.8%**	BOUND	THRU	**61**	**62**	RATIO **8.4%**	
	RIGHT	**0**	**0**	ADT 2,500		RIGHT	**0**	**0**	ADT 2,500	
EAST	LEFT	**180**	**199**	EAST LEG	EAST	LEFT	**228**	**232**	EAST LEG	
BOUND	THRU	**0**	**0**	RATIO **10.0%**	BOUND	THRU	**0**	**0**	RATIO **7.8%**	
	RIGHT	**18**	**13**	ADT 900		RIGHT	**23**	**28**	ADT 900	
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG	
BOUND	THRU	**0**	**0**	RATIO **6.6%**	BOUND	THRU	**0**	**0**	RATIO **8.1%**	
	RIGHT	**0**	**0**	ADT 3,200		RIGHT	**0**	**0**	ADT 3,200	

22ND STREET (NS) / I-10 FREEWAY EB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		NORTH BOUND	LEFT	0	SOUTH LEG	
	THRU	75	IN ...	90		THRU	102	IN ...	130
	RIGHT	13	OUT ...	80		RIGHT	10	OUT ...	90
SOUTH BOUND	LEFT	81	NORTH LEG		SOUTH BOUND	LEFT	62	NORTH LEG	
	THRU	66	IN ...	150		THRU	61	IN ...	120
	RIGHT	0	OUT ...	290		RIGHT	0	OUT ...	350
EAST BOUND	LEFT	180	WEST LEG		EAST BOUND	LEFT	228	WEST LEG	
	THRU	0	IN ...	220		THRU	0	IN ...	260
	RIGHT	18	OUT ...	0		RIGHT	23	OUT ...	0
WEST BOUND	LEFT	0	EAST LEG		WEST BOUND	LEFT	0	EAST LEG	
	THRU	0	IN ...	0		THRU	0	IN ...	0
	RIGHT	0	OUT ...	90		RIGHT	0	OUT ...	70

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	0	0	NORTH LEG	NORTH BOUND	LEFT	0	0	NORTH LEG
	THRU	75	82	RATIO 7.3%		THRU	102	118	RATIO 7.8%
	RIGHT	13	9	ADT 6,000		RIGHT	10	12	ADT 6,000
SOUTH BOUND	LEFT	81	81	SOUTH LEG	SOUTH BOUND	LEFT	62	58	SOUTH LEG
	THRU	66	67	RATIO 6.8%		THRU	61	63	RATIO 8.8%
	RIGHT	0	0	ADT 2,500		RIGHT	0	0	ADT 2,500
EAST BOUND	LEFT	180	208	EAST LEG	EAST BOUND	LEFT	228	232	EAST LEG
	THRU	0	0	RATIO 10.0%		THRU	0	0	RATIO 7.8%
	RIGHT	18	13	ADT 900		RIGHT	23	27	ADT 900
WEST BOUND	LEFT	0	0	WEST LEG	WEST BOUND	LEFT	0	0	WEST LEG
	THRU	0	0	RATIO 6.7%		THRU	0	0	RATIO 7.9%
	RIGHT	0	0	ADT 3,300		RIGHT	0	0	ADT 3,300

22ND STREET (NS) / I-10 FREEWAY EB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**75**	IN ...	**90**	BOUND	THRU	**102**	IN ...	**130**
	RIGHT	**13**	OUT ...	**80**		RIGHT	**10**	OUT ...	**90**
SOUTH	LEFT	**81**	NORTH LEG		SOUTH	LEFT	**62**	NORTH LEG	
BOUND	THRU	**66**	IN ...	**160**	BOUND	THRU	**61**	IN ...	**130**
	RIGHT	**0**	OUT ...	**290**		RIGHT	**0**	OUT ...	**360**
EAST	LEFT	**180**	WEST LEG		EAST	LEFT	**228**	WEST LEG	
BOUND	THRU	**0**	IN ...	**220**	BOUND	THRU	**0**	IN ...	**270**
	RIGHT	**18**	OUT ...	**0**		RIGHT	**23**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**100**		RIGHT	**0**	OUT ...	**80**

YEAR 2029 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**0**	**0**	NORTH LEG		NORTH	LEFT	**0**	**0**	NORTH LEG	
BOUND	THRU	**75**	**81**	RATIO	**7.2%**	BOUND	THRU	**102**	**117**	RATIO	**7.9%**
	RIGHT	**13**	**10**	ADT	6,200		RIGHT	**10**	**13**	ADT	6,200
SOUTH	LEFT	**81**	**90**	SOUTH LEG		SOUTH	LEFT	**62**	**67**	SOUTH LEG	
BOUND	THRU	**66**	**67**	RATIO	**6.6%**	BOUND	THRU	**61**	**63**	RATIO	**8.5%**
	RIGHT	**0**	**0**	ADT	2,600		RIGHT	**0**	**0**	ADT	2,600
EAST	LEFT	**180**	**209**	EAST LEG		EAST	LEFT	**228**	**243**	EAST LEG	
BOUND	THRU	**0**	**0**	RATIO	**10.0%**	BOUND	THRU	**0**	**0**	RATIO	**8.0%**
	RIGHT	**18**	**13**	ADT	1,000		RIGHT	**23**	**27**	ADT	1,000
WEST	LEFT	**0**	**0**	WEST LEG		WEST	LEFT	**0**	**0**	WEST LEG	
BOUND	THRU	**0**	**0**	RATIO	**6.5%**	BOUND	THRU	**0**	**0**	RATIO	**7.9%**
	RIGHT	**0**	**0**	ADT	3,400		RIGHT	**0**	**0**	ADT	3,400

22ND STREET (NS) / I-10 FREEWAY EB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**75**	IN ...	**90**	BOUND	THRU	**102**	IN ...	**140**
	RIGHT	**13**	OUT ...	**80**		RIGHT	**10**	OUT ...	**100**
SOUTH	LEFT	**81**	NORTH LEG		SOUTH	LEFT	**62**	NORTH LEG	
BOUND	THRU	**66**	IN ...	**160**	BOUND	THRU	**61**	IN ...	**130**
	RIGHT	**0**	OUT ...	**310**		RIGHT	**0**	OUT ...	**370**
EAST	LEFT	**180**	WEST LEG		EAST	LEFT	**228**	WEST LEG	
BOUND	THRU	**0**	IN ...	**230**	BOUND	THRU	**0**	IN ...	**270**
	RIGHT	**18**	OUT ...	**0**		RIGHT	**23**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**100**		RIGHT	**0**	OUT ...	**80**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**75**	**84**	RATIO **7.2%**	BOUND	THRU	**102**	**127**	RATIO **7.7%**
	RIGHT	**13**	**9**	ADT 6,500		RIGHT	**10**	**15**	ADT 6,500
SOUTH	LEFT	**81**	**91**	SOUTH LEG	SOUTH	LEFT	**62**	**65**	SOUTH LEG
BOUND	THRU	**66**	**68**	RATIO **6.6%**	BOUND	THRU	**61**	**68**	RATIO **9.3%**
	RIGHT	**0**	**0**	ADT 2,600		RIGHT	**0**	**0**	ADT 2,600
EAST	LEFT	**180**	**226**	EAST LEG	EAST	LEFT	**228**	**243**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **10.0%**	BOUND	THRU	**0**	**0**	RATIO **8.0%**
	RIGHT	**18**	**12**	ADT 1,000		RIGHT	**23**	**32**	ADT 1,000
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **6.8%**	BOUND	THRU	**0**	**0**	RATIO **7.8%**
	RIGHT	**0**	**0**	ADT 3,500		RIGHT	**0**	**0**	ADT 3,500

22ND STREET (NS) / LINCOLN STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

				23	40	19			
				<	v	>			
		19	^				^	28	
		42	>				<	22	
		18	v				v	5	
				<	^	>			
				9	42	6			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

					82	89			
					v	^			
			54	<	IN =	273	<	55	
			79	>	OUT =	273	>	67	
					v	^			
					63	57			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0			
				<	v	>			
		0	^				^	0	
		0	>				<	0	
		0	v				v	0	
				<	^	>			
				0	0	0			

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

				23	40	19			
				<	v	>			
		19	^				^	28	
		42	>				<	22	
		18	v				v	5	
				<	^	>			
				9	42	6			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

					143	**83**			
					v	^			
			90	<	IN =	384	<	150	
			72	>	OUT =	385	>	162	
					v	^			
					50	**19**			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

					0	0			
					v	^			
			0	<	IN =	0	<	0	
			0	>	OUT =	0	>	0	
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					54	32			
					v	^			
			34	<	IN =	146	<	57	
			27	>	OUT =	146	>	62	
					v	^			
					19	7			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					47	**38**			
					v	^			
			846	<	IN =	1464	<	**846**	
			533	>	OUT =	1464	>	533	
					v	^			
					47	**38**			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					0	0			
					v	^			
			0	<	IN =	0	<	0	
			0	>	OUT =	0	>	0	
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					18	14			
					v	^			
			321	<	IN =	556	<	321	
			203	>	OUT =	556	>	203	
					v	^			
					18	14			

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					-36	-17			
					v	^			
			287	<			<	264	
			175	>			>	141	
					v	^			
					-1	7			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					10	10			
					v	^			
			290	<	IN =	460	<	260	
			180	>	OUT =	440	>	140	
					v	^			
					0	10			

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					10	10			
					v	^			
			220	<			<	200	
			140	>			>	110	
					v	^			
					0	10			

NEW PROJECTED VOLUMES (PCE'S): 2035

					90	100			
					v	^			
			270	<			<	260	
			220	>			>	180	
					v	^			
					60	70			

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					0	0			
					v	^			
			80	<			<	70	
			50	>			>	40	
					v	^			
					0	0			

INITIAL YEAR 2022 VOLUMES:
2022

					80	90			
					v	^			
			130	<	IN =	400	<	130	
			130	>	OUT =	390	>	110	
					v	^			
					60	60			

BALANCED YEAR 2022 VOLUMES:
2022

					80	90			
					v	^			
			130	<	IN =	400	<	130	
			130	>	OUT =	390	>	110	
					v	^			
					60	60			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

				28	34	23			
				<	v	>			
		25	^				^	32	
		43	>				<	37	
		7	v				v	5	
				<	^	>			
				2	49	8			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

					85	106			
					v	^			
			67	<	IN =	293	<	74	
			75	>	OUT =	293	>	74	
					v	^			
					46	59			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0			
				<	v	>			
		0	^				^	0	
		0	>				<	0	
		0	v				v	0	
				<	^	>			
				0	0	0			

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

				28	34	23			
				<	v	>			
		25	^				^	32	
		43	>				<	37	
		7	v				v	5	
				<	^	>			
				2	49	8			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

					155	**44**			
					v	^			
			217	<	IN =	485	<	**210**	
			84	>	OUT =	496	>	**197**	
					v	^			
					28	**36**			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

					0	0			
					v	^			
			0	<	IN =	0	<	0	
			0	>	OUT =	0	>	0	
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					43	12			
					v	^			
			61	<	IN =	136	<	59	
			24	>	OUT =	136	>	55	
					v	^			
					8	10			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					215	**185**			
					v	^			
			1466	<	IN =	3192	<	**1466**	
			1326	>	OUT =	3192	>	**1326**	
					v	^			
					215	**185**			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					0	0			
					v	^			
			0	<	IN =	0	<	0	
			0	>	OUT =	0	>	0	
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					60	52			
					v	^			
			410	<	IN =	894	<	410	
			371	>	OUT =	894	>	371	
					v	^			
					60	52			

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					17	39			
					v	^			
			350	<			<	352	
			348	>			>	316	
					v	^			
					52	42			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					20	40			
					v	^			
			350	<	IN =	760	<	350	
			350	>	OUT =	760	>	320	
					v	^			
					50	40			

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					20	30			
					v	^			
			260	<			<	260	
			260	>			>	240	
					v	^			
					40	30			

NEW PROJECTED VOLUMES (PCE'S): 2035

					110	140			
					v	^			
			330	<			<	330	
			340	>			>	310	
					v	^			
					90	90			

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					10	10			
					v	^			
			100	<			<	100	
			100	>			>	90	
					v	^			
					10	10			

INITIAL YEAR 2022 VOLUMES:
2022

					100	120			
					v	^			
			170	<	IN =	520	<	170	
			180	>	OUT =	510	>	160	
					v	^			
					60	70			

BALANCED YEAR 2022 VOLUMES:
2022

					100	120			
					v	^			
			170	<	IN =	520	<	170	
			180	>	OUT =	510	>	160	
					v	^			
					60	70			

22ND STREET (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	9	SOUTH LEG		NORTH	LEFT	2	SOUTH LEG	
BOUND	THRU	42	IN ...	60	BOUND	THRU	49	IN ...	70
	RIGHT	6	OUT ...	60		RIGHT	8	OUT ...	60
SOUTH	LEFT	19	NORTH LEG		SOUTH	LEFT	23	NORTH LEG	
BOUND	THRU	40	IN ...	80	BOUND	THRU	34	IN ...	90
	RIGHT	23	OUT ...	90		RIGHT	28	OUT ...	120
EAST	LEFT	19	WEST LEG		EAST	LEFT	25	WEST LEG	
BOUND	THRU	42	IN ...	100	BOUND	THRU	43	IN ...	120
	RIGHT	18	OUT ...	80		RIGHT	7	OUT ...	110
WEST	LEFT	5	EAST LEG		WEST	LEFT	5	EAST LEG	
BOUND	THRU	22	IN ...	90	BOUND	THRU	37	IN ...	110
	RIGHT	28	OUT ...	90		RIGHT	32	OUT ...	100

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	9	12	NORTH LEG	NORTH	LEFT	2	4	NORTH LEG
BOUND	THRU	42	37	RATIO 7.3%	BOUND	THRU	49	55	RATIO 9.1%
	RIGHT	6	9	ADT 2,300		RIGHT	8	11	ADT 2,300
SOUTH	LEFT	19	21	SOUTH LEG	SOUTH	LEFT	23	18	SOUTH LEG
BOUND	THRU	40	33	RATIO 7.4%	BOUND	THRU	34	36	RATIO 8.1%
	RIGHT	23	24	ADT 1,600		RIGHT	28	35	ADT 1,600
EAST	LEFT	19	17	EAST LEG	EAST	LEFT	25	34	EAST LEG
BOUND	THRU	42	61	RATIO 4.2%	BOUND	THRU	43	71	RATIO 5.0%
	RIGHT	18	19	ADT 4,200		RIGHT	7	15	ADT 4,200
WEST	LEFT	5	8	WEST LEG	WEST	LEFT	5	8	WEST LEG
BOUND	THRU	22	44	RATIO 4.1%	BOUND	THRU	37	70	RATIO 5.3%
	RIGHT	28	36	ADT 4,300		RIGHT	32	32	ADT 4,300

22ND STREET (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	9	SOUTH LEG		NORTH	LEFT	2	SOUTH LEG	
BOUND	THRU	42	IN ...	60	BOUND	THRU	49	IN ...	70
	RIGHT	6	OUT ...	60		RIGHT	8	OUT ...	60
SOUTH	LEFT	19	NORTH LEG		SOUTH	LEFT	23	NORTH LEG	
BOUND	THRU	40	IN ...	80	BOUND	THRU	34	IN ...	100
	RIGHT	23	OUT ...	100		RIGHT	28	OUT ...	120
EAST	LEFT	19	WEST LEG		EAST	LEFT	25	WEST LEG	
BOUND	THRU	42	IN ...	120	BOUND	THRU	43	IN ...	140
	RIGHT	18	OUT ...	110		RIGHT	7	OUT ...	130
WEST	LEFT	5	EAST LEG		WEST	LEFT	5	EAST LEG	
BOUND	THRU	22	IN ...	110	BOUND	THRU	37	IN ...	130
	RIGHT	28	OUT ...	110		RIGHT	32	OUT ...	130

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	9	16	NORTH LEG	NORTH	LEFT	2	4	NORTH LEG
BOUND	THRU	42	37	RATIO 7.6%	BOUND	THRU	49	52	RATIO 9.2%
	RIGHT	6	9	ADT 2,400		RIGHT	8	14	ADT 2,400
SOUTH	LEFT	19	22	SOUTH LEG	SOUTH	LEFT	23	24	SOUTH LEG
BOUND	THRU	40	30	RATIO 7.2%	BOUND	THRU	34	36	RATIO 7.6%
	RIGHT	23	31	ADT 1,700		RIGHT	28	39	ADT 1,700
EAST	LEFT	19	22	EAST LEG	EAST	LEFT	25	33	EAST LEG
BOUND	THRU	42	79	RATIO 4.1%	BOUND	THRU	43	92	RATIO 4.8%
	RIGHT	18	22	ADT 5,400		RIGHT	7	15	ADT 5,400
WEST	LEFT	5	8	WEST LEG	WEST	LEFT	5	9	WEST LEG
BOUND	THRU	22	64	RATIO 4.2%	BOUND	THRU	37	86	RATIO 4.8%
	RIGHT	28	41	ADT 5,600		RIGHT	32	35	ADT 5,600

22ND STREET (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**9**	SOUTH LEG		NORTH	LEFT	**2**	SOUTH LEG	
BOUND	THRU	**42**	IN ...	**60**	BOUND	THRU	**49**	IN ...	**70**
	RIGHT	**6**	OUT ...	**60**		RIGHT	**8**	OUT ...	**60**
SOUTH	LEFT	**19**	NORTH LEG		SOUTH	LEFT	**23**	NORTH LEG	
BOUND	THRU	**40**	IN ...	**80**	BOUND	THRU	**34**	IN ...	**100**
	RIGHT	**23**	OUT ...	**90**		RIGHT	**28**	OUT ...	**120**
EAST	LEFT	**19**	WEST LEG		EAST	LEFT	**25**	WEST LEG	
BOUND	THRU	**42**	IN ...	**130**	BOUND	THRU	**43**	IN ...	**180**
	RIGHT	**18**	OUT ...	**130**		RIGHT	**7**	OUT ...	**170**
WEST	LEFT	**5**	EAST LEG		WEST	LEFT	**5**	EAST LEG	
BOUND	THRU	**22**	IN ...	**130**	BOUND	THRU	**37**	IN ...	**170**
	RIGHT	**28**	OUT ...	**110**		RIGHT	**32**	OUT ...	**160**

YEAR 2022 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**9**	**18**	NORTH LEG		NORTH	LEFT	**2**	**6**	NORTH LEG	
BOUND	THRU	**42**	**32**	RATIO	**7.0%**	BOUND	THRU	**49**	**48**	RATIO	**9.1%**
	RIGHT	**6**	**9**	ADT	2,400		RIGHT	**8**	**15**	ADT	2,400
SOUTH	LEFT	**19**	**19**	SOUTH LEG		SOUTH	LEFT	**23**	**23**	SOUTH LEG	
BOUND	THRU	**40**	**27**	RATIO	**6.6%**	BOUND	THRU	**34**	**32**	RATIO	**7.1%**
	RIGHT	**23**	**32**	ADT	1,800		RIGHT	**28**	**43**	ADT	1,800
EAST	LEFT	**19**	**20**	EAST LEG		EAST	LEFT	**25**	**36**	EAST LEG	
BOUND	THRU	**42**	**83**	RATIO	**3.2%**	BOUND	THRU	**43**	**122**	RATIO	**4.4%**
	RIGHT	**18**	**24**	ADT	7,400		RIGHT	**7**	**18**	ADT	7,400
WEST	LEFT	**5**	**9**	WEST LEG		WEST	LEFT	**5**	**10**	WEST LEG	
BOUND	THRU	**22**	**80**	RATIO	**3.2%**	BOUND	THRU	**37**	**121**	RATIO	**4.4%**
	RIGHT	**28**	**38**	ADT	7,900		RIGHT	**32**	**36**	ADT	7,900

22ND STREET (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH BOUND	LEFT	9	SOUTH LEG		NORTH BOUND	LEFT	2	SOUTH LEG	
	THRU	42	IN ...	60		THRU	49	IN ...	80
	RIGHT	6	OUT ...	60		RIGHT	8	OUT ...	70
SOUTH BOUND	LEFT	19	NORTH LEG		SOUTH BOUND	LEFT	23	NORTH LEG	
	THRU	40	IN ...	80		THRU	34	IN ...	100
	RIGHT	23	OUT ...	90		RIGHT	28	OUT ...	130
EAST BOUND	LEFT	19	WEST LEG		EAST BOUND	LEFT	25	WEST LEG	
	THRU	42	IN ...	150		THRU	43	IN ...	220
	RIGHT	18	OUT ...	160		RIGHT	7	OUT ...	210
WEST BOUND	LEFT	5	EAST LEG		WEST BOUND	LEFT	5	EAST LEG	
	THRU	22	IN ...	160		THRU	37	IN ...	210
	RIGHT	28	OUT ...	130		RIGHT	32	OUT ...	200

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	9	20	NORTH LEG	NORTH BOUND	LEFT	2	8	NORTH LEG
	THRU	42	29	RATIO 7.0%		THRU	49	52	RATIO 9.6%
	RIGHT	6	9	ADT 2,400		RIGHT	8	20	ADT 2,400
SOUTH BOUND	LEFT	19	20	SOUTH LEG	SOUTH BOUND	LEFT	23	24	SOUTH LEG
	THRU	40	24	RATIO 5.9%		THRU	34	33	RATIO 7.5%
	RIGHT	23	34	ADT 2,000		RIGHT	28	44	ADT 2,000
EAST BOUND	LEFT	19	20	EAST LEG	EAST BOUND	LEFT	25	39	EAST LEG
	THRU	42	101	RATIO 3.1%		THRU	43	156	RATIO 4.4%
	RIGHT	18	26	ADT 9,300		RIGHT	7	24	ADT 9,300
WEST BOUND	LEFT	5	10	WEST LEG	WEST BOUND	LEFT	5	13	WEST LEG
	THRU	22	106	RATIO 3.1%		THRU	37	159	RATIO 4.3%
	RIGHT	28	41	ADT 9,900		RIGHT	32	39	ADT 9,900

22ND STREET (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**9**	SOUTH LEG		NORTH	LEFT	**2**	SOUTH LEG	
BOUND	THRU	**42**	IN ...	**70**	BOUND	THRU	**49**	IN ...	**80**
	RIGHT	**6**	OUT ...	**60**		RIGHT	**8**	OUT ...	**80**
SOUTH	LEFT	**19**	NORTH LEG		SOUTH	LEFT	**23**	NORTH LEG	
BOUND	THRU	**40**	IN ...	**90**	BOUND	THRU	**34**	IN ...	**100**
	RIGHT	**23**	OUT ...	**100**		RIGHT	**28**	OUT ...	**130**
EAST	LEFT	**19**	WEST LEG		EAST	LEFT	**25**	WEST LEG	
BOUND	THRU	**42**	IN ...	**180**	BOUND	THRU	**43**	IN ...	**270**
	RIGHT	**18**	OUT ...	**220**		RIGHT	**7**	OUT ...	**260**
WEST	LEFT	**5**	EAST LEG		WEST	LEFT	**5**	EAST LEG	
BOUND	THRU	**22**	IN ...	**200**	BOUND	THRU	**37**	IN ...	**260**
	RIGHT	**28**	OUT ...	**160**		RIGHT	**32**	OUT ...	**240**

YEAR 2029 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**9**	**28**	NORTH LEG		NORTH	LEFT	**2**	**9**	NORTH LEG	
BOUND	THRU	**42**	**31**	RATIO	**7.6%**	BOUND	THRU	**49**	**49**	RATIO	**9.2%**
	RIGHT	**6**	**11**	ADT	2,500		RIGHT	**8**	**22**	ADT	2,500
SOUTH	LEFT	**19**	**22**	SOUTH LEG		SOUTH	LEFT	**23**	**22**	SOUTH LEG	
BOUND	THRU	**40**	**23**	RATIO	**5.9%**	BOUND	THRU	**34**	**32**	RATIO	**7.3%**
	RIGHT	**23**	**46**	ADT	2,200		RIGHT	**28**	**45**	ADT	2,200
EAST	LEFT	**19**	**24**	EAST LEG		EAST	LEFT	**25**	**42**	EAST LEG	
BOUND	THRU	**42**	**128**	RATIO	**3.1%**	BOUND	THRU	**43**	**196**	RATIO	**4.2%**
	RIGHT	**18**	**28**	ADT	11,800		RIGHT	**7**	**31**	ADT	11,800
WEST	LEFT	**5**	**10**	WEST LEG		WEST	LEFT	**5**	**16**	WEST LEG	
BOUND	THRU	**22**	**146**	RATIO	**3.1%**	BOUND	THRU	**37**	**206**	RATIO	**4.2%**
	RIGHT	**28**	**44**	ADT	12,700		RIGHT	**32**	**39**	ADT	12,700

22ND STREET (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**9**	SOUTH LEG		NORTH	LEFT	**2**	SOUTH LEG	
BOUND	THRU	**42**	IN ...	**70**	BOUND	THRU	**49**	IN ...	**90**
	RIGHT	**6**	OUT ...	**60**		RIGHT	**8**	OUT ...	**90**
SOUTH	LEFT	**19**	NORTH LEG		SOUTH	LEFT	**23**	NORTH LEG	
BOUND	THRU	**40**	IN ...	**90**	BOUND	THRU	**34**	IN ...	**110**
	RIGHT	**23**	OUT ...	**100**		RIGHT	**28**	OUT ...	**140**
EAST	LEFT	**19**	WEST LEG		EAST	LEFT	**25**	WEST LEG	
BOUND	THRU	**42**	IN ...	**220**	BOUND	THRU	**43**	IN ...	**340**
	RIGHT	**18**	OUT ...	**270**		RIGHT	**7**	OUT ...	**330**
WEST	LEFT	**5**	EAST LEG		WEST	LEFT	**5**	EAST LEG	
BOUND	THRU	**22**	IN ...	**260**	BOUND	THRU	**37**	IN ...	**330**
	RIGHT	**28**	OUT ...	**180**		RIGHT	**32**	OUT ...	**310**

YEAR 2035 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**9**	**30**	NORTH LEG		NORTH	LEFT	**2**	**11**	NORTH LEG	
BOUND	THRU	**42**	**27**	RATIO	**7.4%**	BOUND	THRU	**49**	**51**	RATIO	**10.0%**
	RIGHT	**6**	**10**	ADT	2,500		RIGHT	**8**	**28**	ADT	2,500
SOUTH	LEFT	**19**	**19**	SOUTH LEG		SOUTH	LEFT	**23**	**26**	SOUTH LEG	
BOUND	THRU	**40**	**19**	RATIO	**5.1%**	BOUND	THRU	**34**	**34**	RATIO	**7.2%**
	RIGHT	**23**	**48**	ADT	2,500		RIGHT	**28**	**51**	ADT	2,500
EAST	LEFT	**19**	**27**	EAST LEG		EAST	LEFT	**25**	**45**	EAST LEG	
BOUND	THRU	**42**	**151**	RATIO	**2.7%**	BOUND	THRU	**43**	**257**	RATIO	**4.1%**
	RIGHT	**18**	**31**	ADT	15,600		RIGHT	**7**	**37**	ADT	15,600
WEST	LEFT	**5**	**10**	WEST LEG		WEST	LEFT	**5**	**20**	WEST LEG	
BOUND	THRU	**22**	**192**	RATIO	**2.8%**	BOUND	THRU	**37**	**268**	RATIO	**4.0%**
	RIGHT	**28**	**46**	ADT	16,800		RIGHT	**32**	**44**	ADT	16,800

22ND STREET (NS) / WESTWARD AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

			<	8	v	2	48	
		6	^				^	34
		26	>				<	15
		0	v				v	2
			<	1	^	7	>	1

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					58	v	47	^
		24	<	IN =			150	< 51
		32	>	OUT =			150	> 75
					v		^	
					4		9	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

					0	0	0	
			<		v		>	
		0	^				^	0
		0	>				<	0
		0	v				v	0
			<		^		>	

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0 0 0 0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

			<	8	v	2	48	
		6	^				^	34
		26	>				<	15
		0	v				v	2
			<	1	^	7	>	1

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					50	v	19	^
		15	<	IN =			86	< 17
		19	>	OUT =			86	> 52
					v		^	
					0		0	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	v	0	^
		0	<	IN =			0	< 0
		0	>	OUT =			0	> 0
					v		^	
					0		0	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					19	v	7	^
		6	<	IN =			33	< 6
		7	>	OUT =			33	> 20
					v		^	
					0		0	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					47	v	38	^
		221	<	IN =			498	< 240
		211	>	OUT =			521	> 262
					v		^	
					0		0	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	v	0	^
		0	<	IN =			0	< 0
		0	>	OUT =			0	> 0
					v		^	
					0		0	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					18	v	14	^
		84	<	IN =			189	< 91
		80	>	OUT =			198	> 100
					v		^	
					0		0	

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					-1	v	7	^
		78	<					< 85
		73	>					> 80
					v		^	
					0		0	

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					10	v	10	^
		80	<	IN =			160	< 80
		70	>	OUT =			170	> 80
					v		^	
					0		0	

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					10	v	10	^
		60	<					< 60
		50	>					> 60
					v		^	
					0		0	

NEW PROJECTED VOLUMES (PCE'S): 2035

					70	v	60	^
		80	<					< 110
		80	>					> 140
					v		^	
					0		10	

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					0	v	0	^
		20	<					< 20
		20	>					> 20
					v		^	
					0		0	

INITIAL YEAR 2022 VOLUMES:

2022

					60	v	50	^
		40	<	IN =			190	< 70
		50	>	OUT =			190	> 100
					v		^	
					0		10	

BALANCED YEAR 2022 VOLUMES:

2022

					60	v	50	^
		40	<	IN =			190	< 70
		50	>	OUT =			190	> 100
					v		^	
					0		10	

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

			<	9	v	2	23	
		25	^				^	16
		33	>				<	15
		3	v				v	0
			<	2	^	1	>	0

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					34	v	42	^
		26	<	IN =			129	< 31
		61	>	OUT =			129	> 56
					v		^	
					5		3	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

					0	0	0	
			<		v		>	
		0	^				^	0
		0	>				<	0
		0	v				v	0
			<		^		>	

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0 0 0 0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

			<	9	v	2	23	
		25	^				^	16
		33	>				<	15
		3	v				v	0
			<	2	^	1	>	0

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					28	v	36	^
		35	<	IN =			96	< 47
		21	>	OUT =			96	> 25
					v		^	
					0		0	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	v	0	^
		0	<	IN =			0	< 0
		0	>	OUT =			0	> 0
					v		^	
					0		0	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					8	v	10	^
		10	<	IN =			27	< 13
		6	>	OUT =			27	> 7
					v		^	
					0		0	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					215	v	185	^
		599	<	IN =			1456	< 775
		466	>	OUT =			1457	> 673
					v		^	
					0		0	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	v	0	^
		0	<	IN =			0	< 0
		0	>	OUT =			0	> 0
					v		^	
					0		0	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					60	v	52	^
		168	<	IN =			408	< 217
		130	>	OUT =			408	> 188
					v		^	
					0		0	

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					52	v	42	^
		158	<					< 204
		125	>					> 181
					v		^	
					0		0	

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					50	v	40	^
		160	<	IN =			370	< 200
		120	>	OUT =			380	> 180
					v		^	
					0		0	

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					40	v	30	^
		120	<					< 150
		90	>					> 140
					v		^	
					0		0	

NEW PROJECTED VOLUMES (PCE'S): 2035

					70	v	70	^
		150	<					< 180
		150	>					> 200
					v		^	
					10		0	

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					10	v	10	^
		50	<					< 60
		30	>					> 50
					v		^	
					0		0	

INITIAL YEAR 2022 VOLUMES:

2022

					40	v	50	^
		80	<	IN =			220	< 90
		90	>	OUT =			250	> 110
					v		^	
					10		0	

BALANCED YEAR 2022 VOLUMES:

2022

					50	v	50	^
		80	<	IN =			250	< 100
		100	>	OUT =			250	> 110
					v		^	
					10		0	

22ND STREET (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	1	SOUTH LEG		NORTH	LEFT	2	SOUTH LEG	
BOUND	THRU	7	IN ...	10	BOUND	THRU	1	IN ...	0
	RIGHT	1	OUT ...	0		RIGHT	0	OUT ...	10
SOUTH	LEFT	48	NORTH LEG		SOUTH	LEFT	23	NORTH LEG	
BOUND	THRU	2	IN ...	60	BOUND	THRU	2	IN ...	40
	RIGHT	8	OUT ...	50		RIGHT	9	OUT ...	50
EAST	LEFT	6	WEST LEG		EAST	LEFT	25	WEST LEG	
BOUND	THRU	26	IN ...	30	BOUND	THRU	33	IN ...	70
	RIGHT	0	OUT ...	20		RIGHT	3	OUT ...	40
WEST	LEFT	2	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	15	IN ...	60	BOUND	THRU	15	IN ...	50
	RIGHT	34	OUT ...	90		RIGHT	16	OUT ...	70

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	1	1	NORTH LEG	NORTH	LEFT	2	0	NORTH LEG
BOUND	THRU	7	6	RATIO 9.3%	BOUND	THRU	1	0	RATIO 7.7%
	RIGHT	1	3	ADT 1,200		RIGHT	0	0	ADT 1,200
SOUTH	LEFT	48	59	SOUTH LEG	SOUTH	LEFT	23	28	SOUTH LEG
BOUND	THRU	2	0	RATIO 4.9%	BOUND	THRU	2	4	RATIO 5.0%
	RIGHT	8	3	ADT 200		RIGHT	9	11	ADT 200
EAST	LEFT	6	2	EAST LEG	EAST	LEFT	25	26	EAST LEG
BOUND	THRU	26	29	RATIO 8.7%	BOUND	THRU	33	42	RATIO 7.2%
	RIGHT	0	0	ADT 1,700		RIGHT	3	6	ADT 1,700
WEST	LEFT	2	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	15	16	RATIO 3.4%	BOUND	THRU	15	29	RATIO 7.6%
	RIGHT	34	41	ADT 1,500		RIGHT	16	24	ADT 1,500

22ND STREET (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	1	SOUTH LEG		NORTH	LEFT	2	SOUTH LEG	
BOUND	THRU	7	IN ...	10	BOUND	THRU	1	IN ...	0
	RIGHT	1	OUT ...	0		RIGHT	0	OUT ...	10
SOUTH	LEFT	48	NORTH LEG		SOUTH	LEFT	23	NORTH LEG	
BOUND	THRU	2	IN ...	60	BOUND	THRU	2	IN ...	40
	RIGHT	8	OUT ...	50		RIGHT	9	OUT ...	50
EAST	LEFT	6	WEST LEG		EAST	LEFT	25	WEST LEG	
BOUND	THRU	26	IN ...	40	BOUND	THRU	33	IN ...	80
	RIGHT	0	OUT ...	30		RIGHT	3	OUT ...	50
WEST	LEFT	2	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	15	IN ...	60	BOUND	THRU	15	IN ...	70
	RIGHT	34	OUT ...	90		RIGHT	16	OUT ...	80

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	1	1	NORTH LEG	NORTH	LEFT	2	0	NORTH LEG
BOUND	THRU	7	7	RATIO 8.5%	BOUND	THRU	1	0	RATIO 6.9%
	RIGHT	1	2	ADT 1,300		RIGHT	0	0	ADT 1,300
SOUTH	LEFT	48	53	SOUTH LEG	SOUTH	LEFT	23	28	SOUTH LEG
BOUND	THRU	2	0	RATIO 3.3%	BOUND	THRU	2	3	RATIO 3.3%
	RIGHT	8	7	ADT 300		RIGHT	9	9	ADT 300
EAST	LEFT	6	5	EAST LEG	EAST	LEFT	25	21	EAST LEG
BOUND	THRU	26	35	RATIO 7.1%	BOUND	THRU	33	52	RATIO 7.1%
	RIGHT	0	0	ADT 2,100		RIGHT	3	7	ADT 2,100
WEST	LEFT	2	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	15	22	RATIO 3.9%	BOUND	THRU	15	41	RATIO 7.2%
	RIGHT	34	38	ADT 1,800		RIGHT	16	29	ADT 1,800

22ND STREET (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	1	SOUTH LEG		NORTH	LEFT	2	SOUTH LEG	
BOUND	THRU	7	IN ...	10	BOUND	THRU	1	IN ...	0
	RIGHT	1	OUT ...	0		RIGHT	0	OUT ...	10
SOUTH	LEFT	48	NORTH LEG		SOUTH	LEFT	23	NORTH LEG	
BOUND	THRU	2	IN ...	60	BOUND	THRU	2	IN ...	50
	RIGHT	8	OUT ...	50		RIGHT	9	OUT ...	50
EAST	LEFT	6	WEST LEG		EAST	LEFT	25	WEST LEG	
BOUND	THRU	26	IN ...	50	BOUND	THRU	33	IN ...	100
	RIGHT	0	OUT ...	40		RIGHT	3	OUT ...	80
WEST	LEFT	2	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	15	IN ...	70	BOUND	THRU	15	IN ...	100
	RIGHT	34	OUT ...	100		RIGHT	16	OUT ...	110

YEAR 2022 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	1	2	NORTH LEG		NORTH	LEFT	2	0	NORTH LEG	
BOUND	THRU	7	6	RATIO	7.9%	BOUND	THRU	1	0	RATIO	7.2%
	RIGHT	1	2	ADT	1,400		RIGHT	0	0	ADT	1,400
SOUTH	LEFT	48	53	SOUTH LEG		SOUTH	LEFT	23	36	SOUTH LEG	
BOUND	THRU	2	0	RATIO	2.5%	BOUND	THRU	2	3	RATIO	2.5%
	RIGHT	8	8	ADT	400		RIGHT	9	11	ADT	400
EAST	LEFT	6	5	EAST LEG		EAST	LEFT	25	19	EAST LEG	
BOUND	THRU	26	45	RATIO	5.0%	BOUND	THRU	33	74	RATIO	6.2%
	RIGHT	0	0	ADT	3,400		RIGHT	3	7	ADT	3,400
WEST	LEFT	2	0	WEST LEG		WEST	LEFT	0	0	WEST LEG	
BOUND	THRU	15	31	RATIO	3.0%	BOUND	THRU	15	69	RATIO	6.0%
	RIGHT	34	39	ADT	3,000		RIGHT	16	31	ADT	3,000

22ND STREET (NS) / WESTWARD AVENUE (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH BOUND	LEFT	1	SOUTH LEG		NORTH BOUND	LEFT	2	SOUTH LEG	
	THRU	7	IN ...	10		THRU	1	IN ...	0
	RIGHT	1	OUT ...	0		RIGHT	0	OUT ...	10
SOUTH BOUND	LEFT	48	NORTH LEG		SOUTH BOUND	LEFT	23	NORTH LEG	
	THRU	2	IN ...	60		THRU	2	IN ...	50
	RIGHT	8	OUT ...	50		RIGHT	9	OUT ...	60
EAST BOUND	LEFT	6	WEST LEG		EAST BOUND	LEFT	25	WEST LEG	
	THRU	26	IN ...	60		THRU	33	IN ...	120
	RIGHT	0	OUT ...	50		RIGHT	3	OUT ...	90
WEST BOUND	LEFT	2	EAST LEG		WEST BOUND	LEFT	0	EAST LEG	
	THRU	15	IN ...	80		THRU	15	IN ...	120
	RIGHT	34	OUT ...	110		RIGHT	16	OUT ...	130

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	1	2	NORTH LEG	NORTH BOUND	LEFT	2	0	NORTH LEG
	THRU	7	6	RATIO 6.9%		THRU	1	0	RATIO 6.9%
	RIGHT	1	2	ADT 1,600		RIGHT	0	0	ADT 1,600
SOUTH BOUND	LEFT	48	52	SOUTH LEG	SOUTH BOUND	LEFT	23	38	SOUTH LEG
	THRU	2	0	RATIO 2.5%		THRU	2	3	RATIO 2.5%
	RIGHT	8	8	ADT 400		RIGHT	9	10	ADT 400
EAST BOUND	LEFT	6	5	EAST LEG	EAST BOUND	LEFT	25	21	EAST LEG
	THRU	26	55	RATIO 4.5%		THRU	33	92	RATIO 5.9%
	RIGHT	0	0	ADT 4,200		RIGHT	3	7	ADT 4,200
WEST BOUND	LEFT	2	0	WEST LEG	WEST BOUND	LEFT	0	0	WEST LEG
	THRU	15	40	RATIO 3.1%		THRU	15	80	RATIO 5.9%
	RIGHT	34	39	ADT 3,600		RIGHT	16	39	ADT 3,600

22ND STREET (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	1	SOUTH LEG		NORTH	LEFT	2	SOUTH LEG	
BOUND	THRU	7	IN ...	10	BOUND	THRU	1	IN ...	0
	RIGHT	1	OUT ...	0		RIGHT	0	OUT ...	10
SOUTH	LEFT	48	NORTH LEG		SOUTH	LEFT	23	NORTH LEG	
BOUND	THRU	2	IN ...	70	BOUND	THRU	2	IN ...	70
	RIGHT	8	OUT ...	60		RIGHT	9	OUT ...	60
EAST	LEFT	6	WEST LEG		EAST	LEFT	25	WEST LEG	
BOUND	THRU	26	IN ...	70	BOUND	THRU	33	IN ...	130
	RIGHT	0	OUT ...	60		RIGHT	3	OUT ...	120
WEST	LEFT	2	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	15	IN ...	90	BOUND	THRU	15	IN ...	150
	RIGHT	34	OUT ...	120		RIGHT	16	OUT ...	160

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	1	2	NORTH LEG	NORTH	LEFT	2	0	NORTH LEG
BOUND	THRU	7	6	RATIO 7.2%	BOUND	THRU	1	0	RATIO 7.2%
	RIGHT	1	1	ADT 1,800		RIGHT	0	0	ADT 1,800
SOUTH	LEFT	48	57	SOUTH LEG	SOUTH	LEFT	23	54	SOUTH LEG
BOUND	THRU	2	0	RATIO 1.7%	BOUND	THRU	2	3	RATIO 1.7%
	RIGHT	8	13	ADT 600		RIGHT	9	13	ADT 600
EAST	LEFT	6	9	EAST LEG	EAST	LEFT	25	18	EAST LEG
BOUND	THRU	26	61	RATIO 4.0%	BOUND	THRU	33	106	RATIO 5.8%
	RIGHT	0	0	ADT 5,300		RIGHT	3	7	ADT 5,300
WEST	LEFT	2	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	15	45	RATIO 2.9%	BOUND	THRU	15	107	RATIO 5.6%
	RIGHT	34	45	ADT 4,500		RIGHT	16	42	ADT 4,500

22ND STREET (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**1**	SOUTH LEG		NORTH	LEFT	**2**	SOUTH LEG	
BOUND	THRU	**7**	IN ...	**10**	BOUND	THRU	**1**	IN ...	**0**
	RIGHT	**1**	OUT ...	**0**		RIGHT	**0**	OUT ...	**10**
SOUTH	LEFT	**48**	NORTH LEG		SOUTH	LEFT	**23**	NORTH LEG	
BOUND	THRU	**2**	IN ...	**70**	BOUND	THRU	**2**	IN ...	**70**
	RIGHT	**8**	OUT ...	**60**		RIGHT	**9**	OUT ...	**70**
EAST	LEFT	**6**	WEST LEG		EAST	LEFT	**25**	WEST LEG	
BOUND	THRU	**26**	IN ...	**80**	BOUND	THRU	**33**	IN ...	**150**
	RIGHT	**0**	OUT ...	**80**		RIGHT	**3**	OUT ...	**150**
WEST	LEFT	**2**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**15**	IN ...	**110**	BOUND	THRU	**15**	IN ...	**180**
	RIGHT	**34**	OUT ...	**140**		RIGHT	**16**	OUT ...	**200**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**1**	**3**	NORTH LEG	NORTH	LEFT	**2**	**0**	NORTH LEG
BOUND	THRU	**7**	**6**	RATIO **6.3%**	BOUND	THRU	**1**	**0**	RATIO **7.0%**
	RIGHT	**1**	**2**	ADT 2,100		RIGHT	**0**	**0**	ADT 2,100
SOUTH	LEFT	**48**	**61**	SOUTH LEG	SOUTH	LEFT	**23**	**61**	SOUTH LEG
BOUND	THRU	**2**	**0**	RATIO **1.5%**	BOUND	THRU	**2**	**3**	RATIO **1.4%**
	RIGHT	**8**	**12**	ADT 700		RIGHT	**9**	**12**	ADT 700
EAST	LEFT	**6**	**7**	EAST LEG	EAST	LEFT	**25**	**18**	EAST LEG
BOUND	THRU	**26**	**77**	RATIO **3.7%**	BOUND	THRU	**33**	**139**	RATIO **5.6%**
	RIGHT	**0**	**0**	ADT 6,900		RIGHT	**3**	**7**	ADT 6,900
WEST	LEFT	**2**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**15**	**65**	RATIO **2.8%**	BOUND	THRU	**15**	**138**	RATIO **5.4%**
	RIGHT	**34**	**48**	ADT 5,800		RIGHT	**16**	**52**	ADT 5,800

8TH STREET (NS) / WILSON STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

				36	92	14		
			<		v		>	
		23	^				^	6
		112	>				<	104
		43	v				v	48
			<		^		>	
				36	52	34		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

					142	81		
					v	^		
		176	<	IN =		600	<	158
		178	>	OUT =		600	>	160
					v	^		
					183	122		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

					0	0	0	
			<		v		>	
		0	^				^	0
		0	>				<	0
		0	v				v	0
			<		^		>	
					0	0	0	

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

				36	92	14		
			<		v		>	
		23	^				^	6
		112	>				<	104
		43	v				v	48
			<		^		>	
				36	52	34		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

					0	0		
					v	^		
		105	<	IN =		455	<	135
		235	>	OUT =		454	>	194
					v	^		
					155	85		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

					0	0		
					v	^		
		0	<	IN =		0	<	0
		0	>	OUT =		0	>	0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					0	0		
					v	^		
		40	<	IN =		173	<	51
		89	>	OUT =		173	>	74
					v	^		
					59	32		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					0	0		
					v	^		
		514	<	IN =		1650	<	532
		1047	>	OUT =		1637	>	1071
					v	^		
					52	71		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					0	0		
					v	^		
		0	<	IN =		0	<	0
		0	>	OUT =		0	>	0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					0	0		
					v	^		
		195	<	IN =		627	<	202
		398	>	OUT =		622	>	407
					v	^		
					20	27		

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					0	0		
					v	^		
		155	<				<	151
		309	>				>	333
					v	^		
					-39	-5		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					10	10		
					v	^		
		160	<	IN =		470	<	150
		310	>	OUT =		500	>	330
					v	^		
					0	0		

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					10	10		
					v	^		
		120	<				<	110
		230	>				>	250
					v	^		
					0	0		

NEW PROJECTED VOLUMES (PCE'S): 2035

					150	90		
					v	^		
		300	<				<	270
		410	>				>	410
					v	^		
					180	120		

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					0	0		
					v	^		
		50	<				<	40
		90	>				>	90
					v	^		
					0	0		

INITIAL YEAR 2022 VOLUMES:
2022

					140	80		
					v	^		
		230	<	IN =		730	<	200
		270	>	OUT =		740	>	250
					v	^		
					180	120		

BALANCED YEAR 2022 VOLUMES:
2022

					140	80		
					v	^		
		230	<	IN =		730	<	200
		270	>	OUT =		740	>	250
					v	^		
					180	120		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

				38	86	2		
		<		v		>		
49	^						^	5
116	>						<	93
40	v						v	49
		<		^		>		
		25		125		55		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

					126	179		
					v	^		
		156	<	IN =		683	<	147
		205	>	OUT =		683	>	173
					v	^		
					175	205		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

					0	0	0	
			<		v		>	
		0	^				^	0
		0	>				<	0
		0	v				v	0
			<		^		>	
					0	0	0	

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

				38	86	2		
		<		v		>		
49	^						^	5
116	>						<	93
40	v						v	49
		<		^		>		
		25		125		55		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

					0	0		
					v	^		
		297	<	IN =		599	<	254
		171	>	OUT =		598	>	201
					v	^		
					100	174		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

					0	0		
					v	^		
		0	<	IN =		0	<	0
		0	>	OUT =		0	>	0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					0	0		
					v	^		
		83	<	IN =		168	<	71
		48	>	OUT =		167	>	56
					v	^		
					28	49		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					0	0		
					v	^		
		1362	<	IN =		2681	<	1399
		1174	>	OUT =		2681	>	1220
					v	^		
					99	108		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					0	0		
					v	^		
		0	<	IN =		0	<	0
		0	>	OUT =		0	>	0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					0	0		
					v	^		
		381	<	IN =		751	<	392
		329	>	OUT =		751	>	342
					v	^		
					28	30		

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					0	0		
					v	^		
		298	<				<	321
		281	>				>	285
					v	^		
					0	-18		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					10	20		
					v	^		
		300	<	IN =		610	<	320
		280	>	OUT =		610	>	290
					v	^		
					0	0		

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					10	20		
					v	^		
		230	<				<	240
		210	>				>	220
					v	^		
					0	0		

NEW PROJECTED VOLUMES (PCE'S): 2035

					140	200		
					v	^		
		390	<				<	390
		420	>				>	390
					v	^		
					180	210		

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					0	10		
					v	^		
		90	<				<	90
		80	>				>	80
					v	^		
					0	0		

INITIAL YEAR 2022 VOLUMES:
2022

					130	190		
					v	^		
		250	<	IN =		870	<	240
		290	>	OUT =		870	>	250
					v	^		
					180	210		

BALANCED YEAR 2022 VOLUMES:
2022

					130	190		
					v	^		
		250	<	IN =		870	<	240
		290	>	OUT =		870	>	250
					v	^		
					180	210		

8TH STREET (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	36	SOUTH LEG		NORTH	LEFT	25	SOUTH LEG	
BOUND	THRU	52	IN ...	120	BOUND	THRU	125	IN ...	210
	RIGHT	34	OUT ...	180		RIGHT	55	OUT ...	180
SOUTH	LEFT	14	NORTH LEG		SOUTH	LEFT	2	NORTH LEG	
BOUND	THRU	92	IN ...	140	BOUND	THRU	86	IN ...	130
	RIGHT	36	OUT ...	80		RIGHT	38	OUT ...	180
EAST	LEFT	23	WEST LEG		EAST	LEFT	49	WEST LEG	
BOUND	THRU	112	IN ...	210	BOUND	THRU	116	IN ...	240
	RIGHT	43	OUT ...	200		RIGHT	40	OUT ...	200
WEST	LEFT	48	EAST LEG		WEST	LEFT	49	EAST LEG	
BOUND	THRU	104	IN ...	180	BOUND	THRU	93	IN ...	190
	RIGHT	6	OUT ...	200		RIGHT	5	OUT ...	200

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	36	36	NORTH LEG	NORTH	LEFT	25	29	NORTH LEG
BOUND	THRU	52	48	RATIO 5.8%	BOUND	THRU	125	120	RATIO 8.1%
	RIGHT	34	38	ADT 3,800		RIGHT	55	58	ADT 3,800
SOUTH	LEFT	14	17	SOUTH LEG	SOUTH	LEFT	2	2	SOUTH LEG
BOUND	THRU	92	86	RATIO 6.4%	BOUND	THRU	86	82	RATIO 8.2%
	RIGHT	36	39	ADT 4,700		RIGHT	38	44	ADT 4,700
EAST	LEFT	23	25	EAST LEG	EAST	LEFT	49	54	EAST LEG
BOUND	THRU	112	145	RATIO 5.7%	BOUND	THRU	116	140	RATIO 5.8%
	RIGHT	43	43	ADT 6,700		RIGHT	40	43	ADT 6,700
WEST	LEFT	48	50	WEST LEG	WEST	LEFT	49	55	WEST LEG
BOUND	THRU	104	125	RATIO 5.7%	BOUND	THRU	93	127	RATIO 6.1%
	RIGHT	6	7	ADT 7,200		RIGHT	5	6	ADT 7,200

8TH STREET (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	36	SOUTH LEG		NORTH	LEFT	25	SOUTH LEG	
BOUND	THRU	52	IN ...	120	BOUND	THRU	125	IN ...	210
	RIGHT	34	OUT ...	180		RIGHT	55	OUT ...	180
SOUTH	LEFT	14	NORTH LEG		SOUTH	LEFT	2	NORTH LEG	
BOUND	THRU	92	IN ...	140	BOUND	THRU	86	IN ...	130
	RIGHT	36	OUT ...	80		RIGHT	38	OUT ...	180
EAST	LEFT	23	WEST LEG		EAST	LEFT	49	WEST LEG	
BOUND	THRU	112	IN ...	240	BOUND	THRU	116	IN ...	270
	RIGHT	43	OUT ...	220		RIGHT	40	OUT ...	220
WEST	LEFT	48	EAST LEG		WEST	LEFT	49	EAST LEG	
BOUND	THRU	104	IN ...	200	BOUND	THRU	93	IN ...	210
	RIGHT	6	OUT ...	220		RIGHT	5	OUT ...	230

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	36	37	NORTH LEG	NORTH	LEFT	25	29	NORTH LEG
BOUND	THRU	52	46	RATIO 5.8%	BOUND	THRU	125	116	RATIO 8.1%
	RIGHT	34	37	ADT 3,800		RIGHT	55	62	ADT 3,800
SOUTH	LEFT	14	17	SOUTH LEG	SOUTH	LEFT	2	2	SOUTH LEG
BOUND	THRU	92	82	RATIO 6.4%	BOUND	THRU	86	79	RATIO 8.2%
	RIGHT	36	41	ADT 4,700		RIGHT	38	47	ADT 4,700
EAST	LEFT	23	27	EAST LEG	EAST	LEFT	49	57	EAST LEG
BOUND	THRU	112	166	RATIO 5.1%	BOUND	THRU	116	165	RATIO 5.3%
	RIGHT	43	47	ADT 8,200		RIGHT	40	44	ADT 8,200
WEST	LEFT	48	51	WEST LEG	WEST	LEFT	49	57	WEST LEG
BOUND	THRU	104	142	RATIO 5.3%	BOUND	THRU	93	144	RATIO 5.7%
	RIGHT	6	7	ADT 8,600		RIGHT	5	6	ADT 8,600

8TH STREET (NS) / WILSON STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**36**	SOUTH LEG		NORTH	LEFT	**25**	SOUTH LEG	
BOUND	THRU	**52**	IN ...	**120**	BOUND	THRU	**125**	IN ...	**210**
	RIGHT	**34**	OUT ...	**180**		RIGHT	**55**	OUT ...	**180**
SOUTH	LEFT	**14**	NORTH LEG		SOUTH	LEFT	**2**	NORTH LEG	
BOUND	THRU	**92**	IN ...	**140**	BOUND	THRU	**86**	IN ...	**130**
	RIGHT	**36**	OUT ...	**80**		RIGHT	**38**	OUT ...	**190**
EAST	LEFT	**23**	WEST LEG		EAST	LEFT	**49**	WEST LEG	
BOUND	THRU	**112**	IN ...	**270**	BOUND	THRU	**116**	IN ...	**290**
	RIGHT	**43**	OUT ...	**230**		RIGHT	**40**	OUT ...	**250**
WEST	LEFT	**48**	EAST LEG		WEST	LEFT	**49**	EAST LEG	
BOUND	THRU	**104**	IN ...	**200**	BOUND	THRU	**93**	IN ...	**240**
	RIGHT	**6**	OUT ...	**250**		RIGHT	**5**	OUT ...	**250**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**36**	**39**	NORTH LEG	NORTH	LEFT	**25**	**28**	NORTH LEG
BOUND	THRU	**52**	**44**	RATIO **5.7%**	BOUND	THRU	**125**	**118**	RATIO **8.2%**
	RIGHT	**34**	**39**	ADT 3,900		RIGHT	**55**	**63**	ADT 3,900
SOUTH	LEFT	**14**	**18**	SOUTH LEG	SOUTH	LEFT	**2**	**3**	SOUTH LEG
BOUND	THRU	**92**	**80**	RATIO **6.3%**	BOUND	THRU	**86**	**77**	RATIO **8.1%**
	RIGHT	**36**	**44**	ADT 4,800		RIGHT	**38**	**50**	ADT 4,800
EAST	LEFT	**23**	**29**	EAST LEG	EAST	LEFT	**49**	**64**	EAST LEG
BOUND	THRU	**112**	**193**	RATIO **4.5%**	BOUND	THRU	**116**	**184**	RATIO **4.8%**
	RIGHT	**43**	**51**	ADT 10,100		RIGHT	**40**	**42**	ADT 10,100
WEST	LEFT	**48**	**49**	WEST LEG	WEST	LEFT	**49**	**61**	WEST LEG
BOUND	THRU	**104**	**147**	RATIO **4.8%**	BOUND	THRU	**93**	**171**	RATIO **5.1%**
	RIGHT	**6**	**7**	ADT 10,500		RIGHT	**5**	**8**	ADT 10,500

8TH STREET (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**36**	SOUTH LEG		NORTH	LEFT	**25**	SOUTH LEG	
BOUND	THRU	**52**	IN ...	**120**	BOUND	THRU	**125**	IN ...	**210**
	RIGHT	**34**	OUT ...	**180**		RIGHT	**55**	OUT ...	**180**
SOUTH	LEFT	**14**	NORTH LEG		SOUTH	LEFT	**2**	NORTH LEG	
BOUND	THRU	**92**	IN ...	**140**	BOUND	THRU	**86**	IN ...	**130**
	RIGHT	**36**	OUT ...	**80**		RIGHT	**38**	OUT ...	**190**
EAST	LEFT	**23**	WEST LEG		EAST	LEFT	**49**	WEST LEG	
BOUND	THRU	**112**	IN ...	**300**	BOUND	THRU	**116**	IN ...	**320**
	RIGHT	**43**	OUT ...	**240**		RIGHT	**40**	OUT ...	**280**
WEST	LEFT	**48**	EAST LEG		WEST	LEFT	**49**	EAST LEG	
BOUND	THRU	**104**	IN ...	**220**	BOUND	THRU	**93**	IN ...	**280**
	RIGHT	**6**	OUT ...	**290**		RIGHT	**5**	OUT ...	**280**

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**36**	**36**	NORTH LEG	NORTH	LEFT	**25**	**27**	NORTH LEG
BOUND	THRU	**52**	**43**	RATIO **5.7%**	BOUND	THRU	**125**	**114**	RATIO **8.2%**
	RIGHT	**34**	**43**	ADT 3,900		RIGHT	**55**	**67**	ADT 3,900
SOUTH	LEFT	**14**	**21**	SOUTH LEG	SOUTH	LEFT	**2**	**3**	SOUTH LEG
BOUND	THRU	**92**	**78**	RATIO **6.2%**	BOUND	THRU	**86**	**73**	RATIO **7.9%**
	RIGHT	**36**	**43**	ADT 4,900		RIGHT	**38**	**52**	ADT 4,900
EAST	LEFT	**23**	**30**	EAST LEG	EAST	LEFT	**49**	**67**	EAST LEG
BOUND	THRU	**112**	**226**	RATIO **4.2%**	BOUND	THRU	**116**	**210**	RATIO **4.6%**
	RIGHT	**43**	**49**	ADT 12,200		RIGHT	**40**	**40**	ADT 12,200
WEST	LEFT	**48**	**53**	WEST LEG	WEST	LEFT	**49**	**66**	WEST LEG
BOUND	THRU	**104**	**161**	RATIO **4.4%**	BOUND	THRU	**93**	**201**	RATIO **4.8%**
	RIGHT	**6**	**8**	ADT 12,500		RIGHT	**5**	**9**	ADT 12,500

8TH STREET (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**36**	SOUTH LEG		NORTH	LEFT	**25**	SOUTH LEG	
BOUND	THRU	**52**	IN ...	**120**	BOUND	THRU	**125**	IN ...	**210**
	RIGHT	**34**	OUT ...	**180**		RIGHT	**55**	OUT ...	**180**
SOUTH	LEFT	**14**	NORTH LEG		SOUTH	LEFT	**2**	NORTH LEG	
BOUND	THRU	**92**	IN ...	**150**	BOUND	THRU	**86**	IN ...	**140**
	RIGHT	**36**	OUT ...	**90**		RIGHT	**38**	OUT ...	**190**
EAST	LEFT	**23**	WEST LEG		EAST	LEFT	**49**	WEST LEG	
BOUND	THRU	**112**	IN ...	**360**	BOUND	THRU	**116**	IN ...	**360**
	RIGHT	**43**	OUT ...	**270**		RIGHT	**40**	OUT ...	**320**
WEST	LEFT	**48**	EAST LEG		WEST	LEFT	**49**	EAST LEG	
BOUND	THRU	**104**	IN ...	**250**	BOUND	THRU	**93**	IN ...	**320**
	RIGHT	**6**	OUT ...	**340**		RIGHT	**5**	OUT ...	**330**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**36**	**35**	NORTH LEG	NORTH	LEFT	**25**	**26**	NORTH LEG
BOUND	THRU	**52**	**43**	RATIO **6.0%**	BOUND	THRU	**125**	**110**	RATIO **8.2%**
	RIGHT	**34**	**42**	ADT 4,000		RIGHT	**55**	**74**	ADT 4,000
SOUTH	LEFT	**14**	**24**	SOUTH LEG	SOUTH	LEFT	**2**	**4**	SOUTH LEG
BOUND	THRU	**92**	**77**	RATIO **6.1%**	BOUND	THRU	**86**	**74**	RATIO **7.9%**
	RIGHT	**36**	**49**	ADT 4,900		RIGHT	**38**	**59**	ADT 4,900
EAST	LEFT	**23**	**37**	EAST LEG	EAST	LEFT	**49**	**70**	EAST LEG
BOUND	THRU	**112**	**273**	RATIO **3.9%**	BOUND	THRU	**116**	**252**	RATIO **4.3%**
	RIGHT	**43**	**50**	ADT 15,000		RIGHT	**40**	**37**	ADT 15,000
WEST	LEFT	**48**	**53**	WEST LEG	WEST	LEFT	**49**	**69**	WEST LEG
BOUND	THRU	**104**	**187**	RATIO **4.1%**	BOUND	THRU	**93**	**235**	RATIO **4.4%**
	RIGHT	**6**	**9**	ADT 15,300		RIGHT	**5**	**11**	ADT 15,300

8TH STREET (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**36**	SOUTH LEG		NORTH	LEFT	**25**	SOUTH LEG	
BOUND	THRU	**52**	IN ...	**120**	BOUND	THRU	**125**	IN ...	**210**
	RIGHT	**34**	OUT ...	**180**		RIGHT	**55**	OUT ...	**180**
SOUTH	LEFT	**14**	NORTH LEG		SOUTH	LEFT	**2**	NORTH LEG	
BOUND	THRU	**92**	IN ...	**150**	BOUND	THRU	**86**	IN ...	**140**
	RIGHT	**36**	OUT ...	**90**		RIGHT	**38**	OUT ...	**200**
EAST	LEFT	**23**	WEST LEG		EAST	LEFT	**49**	WEST LEG	
BOUND	THRU	**112**	IN ...	**410**	BOUND	THRU	**116**	IN ...	**420**
	RIGHT	**43**	OUT ...	**300**		RIGHT	**40**	OUT ...	**390**
WEST	LEFT	**48**	EAST LEG		WEST	LEFT	**49**	EAST LEG	
BOUND	THRU	**104**	IN ...	**270**	BOUND	THRU	**93**	IN ...	**390**
	RIGHT	**6**	OUT ...	**410**		RIGHT	**5**	OUT ...	**390**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**36**	**36**	NORTH LEG	NORTH	LEFT	**25**	**26**	NORTH LEG
BOUND	THRU	**52**	**41**	RATIO **6.0%**	BOUND	THRU	**125**	**108**	RATIO **8.3%**
	RIGHT	**34**	**47**	ADT 4,100		RIGHT	**55**	**78**	ADT 4,100
SOUTH	LEFT	**14**	**28**	SOUTH LEG	SOUTH	LEFT	**2**	**5**	SOUTH LEG
BOUND	THRU	**92**	**74**	RATIO **6.0%**	BOUND	THRU	**86**	**69**	RATIO **7.7%**
	RIGHT	**36**	**52**	ADT 5,100		RIGHT	**38**	**65**	ADT 5,100
EAST	LEFT	**23**	**39**	EAST LEG	EAST	LEFT	**49**	**79**	EAST LEG
BOUND	THRU	**112**	**334**	RATIO **3.6%**	BOUND	THRU	**116**	**308**	RATIO **4.0%**
	RIGHT	**43**	**51**	ADT 19,200		RIGHT	**40**	**37**	ADT 19,200
WEST	LEFT	**48**	**55**	WEST LEG	WEST	LEFT	**49**	**74**	WEST LEG
BOUND	THRU	**104**	**213**	RATIO **3.7%**	BOUND	THRU	**93**	**299**	RATIO **4.2%**
	RIGHT	**6**	**10**	ADT 19,400		RIGHT	**5**	**13**	ADT 19,400

8TH STREET (NS) / RAMSEY STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

			37	265	33	
		<		v		>
	20	^			^	19
	159	>			<	96
	90	v			v	103
		<	^		>	
			63	179	169	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

				335	218	
				v	^	
	196	<	IN =	1233	<	218
	269	>	OUT =	1233	>	361
				v	^	
				458	411	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0	
		<		v		>
	0	^			^	0
	0	>			<	0
	0	v			v	0
		<	^		>	
			0	0	0	

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

			37	265	33	
		<		v		>
	20	^			^	19
	159	>			<	96
	90	v			v	103
		<	^		>	
			63	179	169	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

				138	72	
				v	^	
	65	<	IN =	565	<	100
	77	>	OUT =	565	>	158
				v	^	
				270	250	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

				0	0	
				v	^	
	0	<	IN =	0	<	0
	0	>	OUT =	0	>	0
				v	^	
				0	0	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				52	27	
				v	^	
	25	<	IN =	215	<	38
	29	>	OUT =	215	>	60
				v	^	
				103	95	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

				81	47	
				v	^	
	345	<	IN =	1123	<	156
	479	>	OUT =	968	>	297
				v	^	
				279	457	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

				0	0	
				v	^	
	0	<	IN =	0	<	0
	0	>	OUT =	0	>	0
				v	^	
				0	0	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				12	18	
				v	^	
	131	<	IN =	427	<	59
	182	>	OUT =	368	>	113
				v	^	
				106	174	

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				-41	-10	
				v	^	
	106	<			<	21
	153	>			>	53
				v	^	
				3	79	

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

				30	20	
				v	^	
	110	<	IN =	280	<	20
	150	>	OUT =	180	>	50
				v	^	
				0	80	

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

				20	20	
				v	^	
	80	<			<	20
	110	>			>	40
				v	^	
				0	60	

NEW PROJECTED VOLUMES (PCE'S): 2035

				360	240	
				v	^	
	280	<			<	240
	380	>			>	400
				v	^	
				460	470	

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

				10	10	
				v	^	
	30	<			<	10
	40	>			>	10
				v	^	
				0	20	

INITIAL YEAR 2022 VOLUMES:
2022

				350	230	
				v	^	
	230	<	IN =	1320	<	230
	310	>	OUT =	1290	>	370
				v	^	
				460	430	

BALANCED YEAR 2022 VOLUMES:
2022

				350	240	
				v	^	
	240	<	IN =	1320	<	230
	310	>	OUT =	1330	>	380
				v	^	
				470	430	

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

			68	190	39	
		<		v		>
	89	^			^	32
	229	>			<	233
	171	v			v	164
		<	^		>	
			171	180	135	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

				297	301	
				v	^	
	472	<	IN =	1701	<	429
	489	>	OUT =	1701	>	403
				v	^	
				525	486	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0	
		<		v		>
	0	^			^	0
	0	>			<	0
	0	v			v	0
		<	^		>	
			0	0	0	

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

			68	190	39	
		<		v		>
	89	^			^	32
	229	>			<	233
	171	v			v	164
		<	^		>	
			171	180	135	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

				81	151	
				v	^	
	109	<	IN =	698	<	176
	92	>	OUT =	698	>	158
				v	^	
				280	349	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

				0	0	
				v	^	
	0	<	IN =	0	<	0
	0	>	OUT =	0	>	0
				v	^	
				0	0	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				23	42	
				v	^	
	31	<	IN =	195	<	49
	26	>	OUT =	195	>	44
				v	^	
				78	98	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

				76	173	
				v	^	
	854	<	IN =	2285	<	705
	951	>	OUT =	2284	>	788
				v	^	
				469	553	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

				0	0	
				v	^	
	0	<	IN =	0	<	0
	0	>	OUT =	0	>	0
				v	^	
				0	0	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				21	48	
				v	^	
	239	<	IN =	640	<	197
	266	>	OUT =	640	>	221
				v	^	
				131	155	

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				-1	6	
				v	^	
	209	<			<	148
	241	>			>	176
				v	^	
				53	57	

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

				30	30	
				v	^	
	210	<	IN =	480	<	150
	240	>	OUT =	470	>	180
				v	^	
				50	60	

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

				20	20	
				v	^	
	160	<			<	110
	180	>			>	140
				v	^	
				40	50	

NEW PROJECTED VOLUMES (PCE'S): 2035

				320	320	
				v	^	
	630	<			<	540
	670	>			>	540
				v	^	
				570	540	

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

				10	10	
				v	^	
	60	<			<	40
	70	>			>	50
				v	^	
				10	20	

INITIAL YEAR 2022 VOLUMES:
2022

				310	310	
				v	^	
	530	<	IN =	1850	<	470
	560	>	OUT =	1830	>	450
				v	^	
				540	510	

BALANCED YEAR 2022 VOLUMES:
2022

				310	310	
				v	^	
	540	<	IN =	1850	<	470
	560	>	OUT =	1850	>	450
				v	^	
				550	510	

8TH STREET (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**63**	SOUTH LEG		NORTH	LEFT	**171**	SOUTH LEG	
BOUND	THRU	**179**	IN ...	**420**	BOUND	THRU	**180**	IN ...	**490**
	RIGHT	**169**	OUT ...	**460**		RIGHT	**135**	OUT ...	**530**
SOUTH	LEFT	**33**	NORTH LEG		SOUTH	LEFT	**39**	NORTH LEG	
BOUND	THRU	**265**	IN ...	**340**	BOUND	THRU	**190**	IN ...	**300**
	RIGHT	**37**	OUT ...	**220**		RIGHT	**68**	OUT ...	**300**
EAST	LEFT	**20**	WEST LEG		EAST	LEFT	**89**	WEST LEG	
BOUND	THRU	**159**	IN ...	**290**	BOUND	THRU	**229**	IN ...	**520**
	RIGHT	**90**	OUT ...	**220**		RIGHT	**171**	OUT ...	**490**
WEST	LEFT	**103**	EAST LEG		WEST	LEFT	**164**	EAST LEG	
BOUND	THRU	**96**	IN ...	**230**	BOUND	THRU	**233**	IN ...	**440**
	RIGHT	**19**	OUT ...	**370**		RIGHT	**32**	OUT ...	**420**

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**63**	**71**	NORTH LEG	NORTH	LEFT	**171**	**176**	NORTH LEG
BOUND	THRU	**179**	**179**	RATIO **7.6%**	BOUND	THRU	**180**	**176**	RATIO **8.2%**
	RIGHT	**169**	**167**	ADT 7,300		RIGHT	**135**	**135**	ADT 7,300
SOUTH	LEFT	**33**	**33**	SOUTH LEG	SOUTH	LEFT	**39**	**39**	SOUTH LEG
BOUND	THRU	**265**	**263**	RATIO **7.1%**	BOUND	THRU	**190**	**188**	RATIO **8.2%**
	RIGHT	**37**	**42**	ADT 12,400		RIGHT	**68**	**71**	ADT 12,400
EAST	LEFT	**20**	**22**	EAST LEG	EAST	LEFT	**89**	**93**	EAST LEG
BOUND	THRU	**159**	**170**	RATIO **5.3%**	BOUND	THRU	**229**	**245**	RATIO **7.6%**
	RIGHT	**90**	**96**	ADT 11,300		RIGHT	**171**	**179**	ADT 11,300
WEST	LEFT	**103**	**101**	WEST LEG	WEST	LEFT	**164**	**163**	WEST LEG
BOUND	THRU	**96**	**108**	RATIO **3.8%**	BOUND	THRU	**233**	**243**	RATIO **7.6%**
	RIGHT	**19**	**19**	ADT 13,200		RIGHT	**32**	**32**	ADT 13,200

8TH STREET (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	**63**	SOUTH LEG		NORTH	LEFT	**171**	SOUTH LEG	
BOUND	THRU	**179**	IN ...	**420**	BOUND	THRU	**180**	IN ...	**490**
	RIGHT	**169**	OUT ...	**460**		RIGHT	**135**	OUT ...	**530**
SOUTH	LEFT	**33**	NORTH LEG		SOUTH	LEFT	**39**	NORTH LEG	
BOUND	THRU	**265**	IN ...	**350**	BOUND	THRU	**190**	IN ...	**310**
	RIGHT	**37**	OUT ...	**220**		RIGHT	**68**	OUT ...	**310**
EAST	LEFT	**20**	WEST LEG		EAST	LEFT	**89**	WEST LEG	
BOUND	THRU	**159**	IN ...	**300**	BOUND	THRU	**229**	IN ...	**530**
	RIGHT	**90**	OUT ...	**230**		RIGHT	**171**	OUT ...	**500**
WEST	LEFT	**103**	EAST LEG		WEST	LEFT	**164**	EAST LEG	
BOUND	THRU	**96**	IN ...	**230**	BOUND	THRU	**233**	IN ...	**450**
	RIGHT	**19**	OUT ...	**380**		RIGHT	**32**	OUT ...	**440**

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**63**	**72**	NORTH LEG	NORTH	LEFT	**171**	**173**	NORTH LEG
BOUND	THRU	**179**	**178**	RATIO **7.7%**	BOUND	THRU	**180**	**179**	RATIO **8.4%**
	RIGHT	**169**	**166**	ADT 7,400		RIGHT	**135**	**138**	ADT 7,400
SOUTH	LEFT	**33**	**35**	SOUTH LEG	SOUTH	LEFT	**39**	**43**	SOUTH LEG
BOUND	THRU	**265**	**267**	RATIO **7.0%**	BOUND	THRU	**190**	**192**	RATIO **8.1%**
	RIGHT	**37**	**46**	ADT 12,600		RIGHT	**68**	**75**	ADT 12,600
EAST	LEFT	**20**	**23**	EAST LEG	EAST	LEFT	**89**	**97**	EAST LEG
BOUND	THRU	**159**	**179**	RATIO **5.1%**	BOUND	THRU	**229**	**258**	RATIO **7.4%**
	RIGHT	**90**	**96**	ADT 12,000		RIGHT	**171**	**175**	ADT 12,000
WEST	LEFT	**103**	**97**	WEST LEG	WEST	LEFT	**164**	**163**	WEST LEG
BOUND	THRU	**96**	**112**	RATIO **3.7%**	BOUND	THRU	**233**	**252**	RATIO **7.3%**
	RIGHT	**19**	**19**	ADT 14,100		RIGHT	**32**	**34**	ADT 14,100

8TH STREET (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**63**	SOUTH LEG		NORTH	LEFT	**171**	SOUTH LEG	
BOUND	THRU	**179**	IN ...	**430**	BOUND	THRU	**180**	IN ...	**510**
	RIGHT	**169**	OUT ...	**470**		RIGHT	**135**	OUT ...	**550**
SOUTH	LEFT	**33**	NORTH LEG		SOUTH	LEFT	**39**	NORTH LEG	
BOUND	THRU	**265**	IN ...	**350**	BOUND	THRU	**190**	IN ...	**310**
	RIGHT	**37**	OUT ...	**240**		RIGHT	**68**	OUT ...	**310**
EAST	LEFT	**20**	WEST LEG		EAST	LEFT	**89**	WEST LEG	
BOUND	THRU	**159**	IN ...	**310**	BOUND	THRU	**229**	IN ...	**560**
	RIGHT	**90**	OUT ...	**240**		RIGHT	**171**	OUT ...	**540**
WEST	LEFT	**103**	EAST LEG		WEST	LEFT	**164**	EAST LEG	
BOUND	THRU	**96**	IN ...	**230**	BOUND	THRU	**233**	IN ...	**470**
	RIGHT	**19**	OUT ...	**380**		RIGHT	**32**	OUT ...	**450**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**63**	**77**	NORTH LEG	NORTH	LEFT	**171**	**192**	NORTH LEG
BOUND	THRU	**179**	**194**	RATIO **7.9%**	BOUND	THRU	**180**	**178**	RATIO **8.3%**
	RIGHT	**169**	**163**	ADT 7,500		RIGHT	**135**	**140**	ADT 7,500
SOUTH	LEFT	**33**	**34**	SOUTH LEG	SOUTH	LEFT	**39**	**41**	SOUTH LEG
BOUND	THRU	**265**	**270**	RATIO **6.8%**	BOUND	THRU	**190**	**191**	RATIO **8.0%**
	RIGHT	**37**	**48**	ADT 13,200		RIGHT	**68**	**78**	ADT 13,200
EAST	LEFT	**20**	**26**	EAST LEG	EAST	LEFT	**89**	**100**	EAST LEG
BOUND	THRU	**159**	**183**	RATIO **4.8%**	BOUND	THRU	**229**	**269**	RATIO **7.2%**
	RIGHT	**90**	**103**	ADT 12,700		RIGHT	**171**	**192**	ADT 12,700
WEST	LEFT	**103**	**97**	WEST LEG	WEST	LEFT	**164**	**167**	WEST LEG
BOUND	THRU	**96**	**115**	RATIO **3.6%**	BOUND	THRU	**233**	**270**	RATIO **7.1%**
	RIGHT	**19**	**20**	ADT 15,400		RIGHT	**32**	**33**	ADT 15,400

8TH STREET (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH BOUND	LEFT	63	SOUTH LEG		NORTH BOUND	LEFT	171	SOUTH LEG	
	THRU	179	IN ...	440		THRU	180	IN ...	510
	RIGHT	169	OUT ...	470		RIGHT	135	OUT ...	550
SOUTH BOUND	LEFT	33	NORTH LEG		SOUTH BOUND	LEFT	39	NORTH LEG	
	THRU	265	IN ...	350		THRU	190	IN ...	310
	RIGHT	37	OUT ...	240		RIGHT	68	OUT ...	310
EAST BOUND	LEFT	20	WEST LEG		EAST BOUND	LEFT	89	WEST LEG	
	THRU	159	IN ...	330		THRU	229	IN ...	580
	RIGHT	90	OUT ...	250		RIGHT	171	OUT ...	550
WEST BOUND	LEFT	103	EAST LEG		WEST BOUND	LEFT	164	EAST LEG	
	THRU	96	IN ...	230		THRU	233	IN ...	490
	RIGHT	19	OUT ...	390		RIGHT	32	OUT ...	470

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	63	83	NORTH LEG	NORTH BOUND	LEFT	171	190	NORTH LEG
	THRU	179	194	RATIO 7.8%		THRU	180	175	RATIO 8.1%
	RIGHT	169	164	ADT 7,600		RIGHT	135	143	ADT 7,600
SOUTH BOUND	LEFT	33	33	SOUTH LEG	SOUTH BOUND	LEFT	39	43	SOUTH LEG
	THRU	265	267	RATIO 6.7%		THRU	190	188	RATIO 7.8%
	RIGHT	37	50	ADT 13,600		RIGHT	68	78	ADT 13,600
EAST BOUND	LEFT	20	27	EAST LEG	EAST BOUND	LEFT	89	101	EAST LEG
	THRU	159	193	RATIO 4.6%		THRU	229	284	RATIO 7.1%
	RIGHT	90	110	ADT 13,500		RIGHT	171	191	ADT 13,500
WEST BOUND	LEFT	103	93	WEST LEG	WEST BOUND	LEFT	164	171	WEST LEG
	THRU	96	117	RATIO 3.5%		THRU	233	282	RATIO 6.7%
	RIGHT	19	19	ADT 16,700		RIGHT	32	34	ADT 16,700

8TH STREET (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**63**	SOUTH LEG		NORTH	LEFT	**171**	SOUTH LEG	
BOUND	THRU	**179**	IN ...	**450**	BOUND	THRU	**180**	IN ...	**520**
	RIGHT	**169**	OUT ...	**480**		RIGHT	**135**	OUT ...	**560**
SOUTH	LEFT	**33**	NORTH LEG		SOUTH	LEFT	**39**	NORTH LEG	
BOUND	THRU	**265**	IN ...	**360**	BOUND	THRU	**190**	IN ...	**320**
	RIGHT	**37**	OUT ...	**240**		RIGHT	**68**	OUT ...	**320**
EAST	LEFT	**20**	WEST LEG		EAST	LEFT	**89**	WEST LEG	
BOUND	THRU	**159**	IN ...	**350**	BOUND	THRU	**229**	IN ...	**620**
	RIGHT	**90**	OUT ...	**270**		RIGHT	**171**	OUT ...	**580**
WEST	LEFT	**103**	EAST LEG		WEST	LEFT	**164**	EAST LEG	
BOUND	THRU	**96**	IN ...	**230**	BOUND	THRU	**233**	IN ...	**510**
	RIGHT	**19**	OUT ...	**400**		RIGHT	**32**	OUT ...	**500**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**63**	**92**	NORTH LEG	NORTH	LEFT	**171**	**196**	NORTH LEG
BOUND	THRU	**179**	**194**	RATIO **7.8%**	BOUND	THRU	**180**	**176**	RATIO **8.3%**
	RIGHT	**169**	**164**	ADT 7,700		RIGHT	**135**	**146**	ADT 7,700
SOUTH	LEFT	**33**	**33**	SOUTH LEG	SOUTH	LEFT	**39**	**45**	SOUTH LEG
BOUND	THRU	**265**	**272**	RATIO **6.6%**	BOUND	THRU	**190**	**190**	RATIO **7.6%**
	RIGHT	**37**	**55**	ADT 14,100		RIGHT	**68**	**84**	ADT 14,100
EAST	LEFT	**20**	**28**	EAST LEG	EAST	LEFT	**89**	**109**	EAST LEG
BOUND	THRU	**159**	**203**	RATIO **4.3%**	BOUND	THRU	**229**	**309**	RATIO **6.9%**
	RIGHT	**90**	**118**	ADT 14,700		RIGHT	**171**	**199**	ADT 14,700
WEST	LEFT	**103**	**90**	WEST LEG	WEST	LEFT	**164**	**172**	WEST LEG
BOUND	THRU	**96**	**122**	RATIO **3.4%**	BOUND	THRU	**233**	**301**	RATIO **6.5%**
	RIGHT	**19**	**18**	ADT 18,400		RIGHT	**32**	**35**	ADT 18,400

8TH STREET (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**63**	SOUTH LEG		NORTH	LEFT	**171**	SOUTH LEG	
BOUND	THRU	**179**	IN ...	**470**	BOUND	THRU	**180**	IN ...	**540**
	RIGHT	**169**	OUT ...	**460**		RIGHT	**135**	OUT ...	**570**
SOUTH	LEFT	**33**	NORTH LEG		SOUTH	LEFT	**39**	NORTH LEG	
BOUND	THRU	**265**	IN ...	**360**	BOUND	THRU	**190**	IN ...	**320**
	RIGHT	**37**	OUT ...	**240**		RIGHT	**68**	OUT ...	**320**
EAST	LEFT	**20**	WEST LEG		EAST	LEFT	**89**	WEST LEG	
BOUND	THRU	**159**	IN ...	**380**	BOUND	THRU	**229**	IN ...	**670**
	RIGHT	**90**	OUT ...	**280**		RIGHT	**171**	OUT ...	**630**
WEST	LEFT	**103**	EAST LEG		WEST	LEFT	**164**	EAST LEG	
BOUND	THRU	**96**	IN ...	**240**	BOUND	THRU	**233**	IN ...	**540**
	RIGHT	**19**	OUT ...	**400**		RIGHT	**32**	OUT ...	**540**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**63**	**97**	NORTH LEG	NORTH	LEFT	**171**	**213**	NORTH LEG
BOUND	THRU	**179**	**192**	RATIO **7.4%**	BOUND	THRU	**180**	**172**	RATIO **8.1%**
	RIGHT	**169**	**159**	ADT 7,900		RIGHT	**135**	**152**	ADT 7,900
SOUTH	LEFT	**33**	**31**	SOUTH LEG	SOUTH	LEFT	**39**	**46**	SOUTH LEG
BOUND	THRU	**265**	**254**	RATIO **6.1%**	BOUND	THRU	**190**	**185**	RATIO **7.5%**
	RIGHT	**37**	**57**	ADT 14,800		RIGHT	**68**	**88**	ADT 14,800
EAST	LEFT	**20**	**30**	EAST LEG	EAST	LEFT	**89**	**113**	EAST LEG
BOUND	THRU	**159**	**210**	RATIO **3.8%**	BOUND	THRU	**229**	**342**	RATIO **6.5%**
	RIGHT	**90**	**121**	ADT 16,500		RIGHT	**171**	**212**	ADT 16,500
WEST	LEFT	**103**	**84**	WEST LEG	WEST	LEFT	**164**	**174**	WEST LEG
BOUND	THRU	**96**	**126**	RATIO **3.1%**	BOUND	THRU	**233**	**329**	RATIO **6.2%**
	RIGHT	**19**	**18**	ADT 21,000		RIGHT	**32**	**35**	ADT 21,000

8TH STREET (NS) / I-10 FREEWAY WB RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				214	297	0		
				<	v	>		
			0 ^				^	57
			0 >				<	1
			0 v				v	11
				<	^	>		
				124	388	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					511	445		
					v	^		
			339 <		IN =	1092 <		69
			0 >		OUT =	1092 >		0
					v	^		
					308	512		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
			0 ^				^	0
			0 >				<	0
			0 v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				214	297	0		
				<	v	>		
			0 ^				^	57
			0 >				<	1
			0 v				v	11
				<	^	>		
				124	388	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					270	250		
					v	^		
			226 <		IN =	672 <		69
			0 >		OUT =	672 >		0
					v	^		
					196	333		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0		
					v	^		
			0 <		IN =	0 <		0
			0 >		OUT =	0 >		0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					103	95		
					v	^		
			86 <		IN =	255 <		26
			0 >		OUT =	255 >		0
					v	^		
					74	127		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					279	457		
					v	^		
			25 <		IN =	841 <		300
			0 >		OUT =	820 >		0
					v	^		
					338	262		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
			0 <		IN =	0 <		0
			0 >		OUT =	0 >		0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					106	174		
					v	^		
			10 <		IN =	320 <		114
			0 >		OUT =	312 >		0
					v	^		
					128	100		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					3	79		
					v	^		
			-76 <			<		88
			0 >			>		0
					v	^		
					54	-27		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					50	80		
					v	^		
			30 <		IN =	140 <		90
			0 >		OUT =	160 >		0
					v	^		
					50	0		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					40	60		
					v	^		
			20 <			<		70
			0 >			>		0
					v	^		
					40	0		

NEW PROJECTED VOLUMES (PCE'S): 2035

					550	510		
					v	^		
			360 <			<		140
			0 >			>		0
					v	^		
					350	510		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					10	20		
					v	^		
			10 <			<		30
			0 >			>		0
					v	^		
					10	0		

INITIAL YEAR 2022 VOLUMES:

2022

					520	470		
					v	^		
			350 <		IN =	1130 <		100
			0 >		OUT =	1140 >		0
					v	^		
					320	510		

BALANCED YEAR 2022 VOLUMES:

2022

					520	470		
					v	^		
			350 <		IN =	1130 <		100
			0 >		OUT =	1140 >		0
					v	^		
					320	510		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				340	223	0		
				<	v	>		
			0 ^				^	147
			0 >				<	4
			0 v				v	28
				<	^	>		
				134	380	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					563	527		
					v	^		
			478 <		IN =	1256 <		179
			0 >		OUT =	1256 >		0
					v	^		
					251	514		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
			0 ^				^	0
			0 >				<	0
			0 v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				340	223	0		
				<	v	>		
			0 ^				^	147
			0 >				<	4
			0 v				v	28
				<	^	>		
				134	380	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					280	349		
					v	^		
			244 <		IN =	774 <		183
			0 >		OUT =	774 >		0
					v	^		
					181	311		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0		
					v	^		
			0 <		IN =	0 <		0
			0 >		OUT =	0 >		0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					78	98		
					v	^		
			68 <		IN =	217 <		51
			0 >		OUT =	217 >		0
					v	^		
					51	87		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					469	553		
					v	^		
			206 <		IN =	1250 <		429
			0 >		OUT =	1250 >		0
					v	^		
					491	352		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
			0 <		IN =	0 <		0
			0 >		OUT =	0 >		0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					131	155		
					v	^		
			58 <		IN =	350 <		120
			0 >		OUT =	350 >		0
					v	^		
					137	99		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					53	57		
					v	^		
			-11 <			<		69
			0 >			>		0
					v	^		
					87	11		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					60	60		
					v	^		
			50 <		IN =	140 <		70
			0 >		OUT =	200 >		0
					v	^		
					90	10		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					50	50		
					v	^		
			40 <			<		50
			0 >			>		0
					v	^		
					70	10		

NEW PROJECTED VOLUMES (PCE'S): 2035

					610	580		
					v	^		
			520 <			<		230
			0 >			>		0
					v	^		
					320	520		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					20	20		
					v	^		
			10 <			<		20
			0 >			>		0
					v	^		
					30	0		

INITIAL YEAR 2022 VOLUMES:

2022

					580	550		
					v	^		
			490 <		IN =	1290 <		200
			0 >		OUT =	1320 >		0
					v	^		
					280	510		

BALANCED YEAR 2022 VOLUMES:

2022

					590	550		
					v	^		
			490 <		IN =	1310 <		200
			0 >		OUT =	1320 >		0
					v	^		
					280	520		

8TH STREET (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**124**	SOUTH LEG		NORTH	LEFT	**134**	SOUTH LEG	
BOUND	THRU	**388**	IN ...	**510**	BOUND	THRU	**380**	IN ...	**520**
	RIGHT	**0**	OUT ...	**320**		RIGHT	**0**	OUT ...	**260**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**297**	IN ...	**520**	BOUND	THRU	**223**	IN ...	**580**
	RIGHT	**214**	OUT ...	**460**		RIGHT	**340**	OUT ...	**540**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**340**		RIGHT	**0**	OUT ...	**490**
WEST	LEFT	**11**	EAST LEG		WEST	LEFT	**28**	EAST LEG	
BOUND	THRU	**1**	IN ...	**80**	BOUND	THRU	**4**	IN ...	**190**
	RIGHT	**57**	OUT ...	**0**		RIGHT	**147**	OUT ...	**0**

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**124**	**122**	NORTH LEG	NORTH	LEFT	**134**	**136**	NORTH LEG
BOUND	THRU	**388**	**393**	RATIO **7.3%**	BOUND	THRU	**380**	**384**	RATIO **8.4%**
	RIGHT	**0**	**0**	ADT 13,400		RIGHT	**0**	**0**	ADT 13,400
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**297**	**307**	RATIO **8.5%**	BOUND	THRU	**223**	**230**	RATIO **8.0%**
	RIGHT	**214**	**217**	ADT 9,800		RIGHT	**340**	**350**	ADT 9,800
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **3.1%**	BOUND	THRU	**0**	**0**	RATIO **7.3%**
	RIGHT	**0**	**0**	ADT 2,600		RIGHT	**0**	**0**	ADT 2,600
WEST	LEFT	**11**	**13**	WEST LEG	WEST	LEFT	**28**	**30**	WEST LEG
BOUND	THRU	**1**	**1**	RATIO **5.9%**	BOUND	THRU	**4**	**4**	RATIO **8.4%**
	RIGHT	**57**	**67**	ADT 5,800		RIGHT	**147**	**156**	ADT 5,800

8TH STREET (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	**124**	SOUTH LEG		NORTH	LEFT	**134**	SOUTH LEG	
BOUND	THRU	**388**	IN ...	**520**	BOUND	THRU	**380**	IN ...	**520**
	RIGHT	**0**	OUT ...	**330**		RIGHT	**0**	OUT ...	**270**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**297**	IN ...	**530**	BOUND	THRU	**223**	IN ...	**580**
	RIGHT	**214**	OUT ...	**460**		RIGHT	**340**	OUT ...	**540**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**350**		RIGHT	**0**	OUT ...	**490**
WEST	LEFT	**11**	EAST LEG		WEST	LEFT	**28**	EAST LEG	
BOUND	THRU	**1**	IN ...	**90**	BOUND	THRU	**4**	IN ...	**200**
	RIGHT	**57**	OUT ...	**0**		RIGHT	**147**	OUT ...	**0**

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**124**	**132**	NORTH LEG	NORTH	LEFT	**134**	**141**	NORTH LEG
BOUND	THRU	**388**	**387**	RATIO **7.3%**	BOUND	THRU	**380**	**379**	RATIO **8.2%**
	RIGHT	**0**	**0**	ADT 13,600		RIGHT	**0**	**0**	ADT 13,600
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**297**	**314**	RATIO **8.4%**	BOUND	THRU	**223**	**236**	RATIO **7.8%**
	RIGHT	**214**	**216**	ADT 10,100		RIGHT	**340**	**344**	ADT 10,100
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **3.1%**	BOUND	THRU	**0**	**0**	RATIO **6.9%**
	RIGHT	**0**	**0**	ADT 2,900		RIGHT	**0**	**0**	ADT 2,900
WEST	LEFT	**11**	**16**	WEST LEG	WEST	LEFT	**28**	**34**	WEST LEG
BOUND	THRU	**1**	**1**	RATIO **5.9%**	BOUND	THRU	**4**	**5**	RATIO **8.3%**
	RIGHT	**57**	**73**	ADT 5,900		RIGHT	**147**	**161**	ADT 5,900

8TH STREET (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**124**	SOUTH LEG		NORTH	LEFT	**134**	SOUTH LEG	
BOUND	THRU	**388**	IN ...	**510**	BOUND	THRU	**380**	IN ...	**520**
	RIGHT	**0**	OUT ...	**320**		RIGHT	**0**	OUT ...	**280**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**297**	IN ...	**520**	BOUND	THRU	**223**	IN ...	**590**
	RIGHT	**214**	OUT ...	**470**		RIGHT	**340**	OUT ...	**550**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**350**		RIGHT	**0**	OUT ...	**490**
WEST	LEFT	**11**	EAST LEG		WEST	LEFT	**28**	EAST LEG	
BOUND	THRU	**1**	IN ...	**100**	BOUND	THRU	**4**	IN ...	**200**
	RIGHT	**57**	OUT ...	**0**		RIGHT	**147**	OUT ...	**0**

YEAR 2022 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**124**	**127**	NORTH LEG		NORTH	LEFT	**134**	**137**	NORTH LEG	
BOUND	THRU	**388**	**387**	RATIO	**7.0%**	BOUND	THRU	**380**	**387**	RATIO	**8.1%**
	RIGHT	**0**	**0**	ADT	14,200		RIGHT	**0**	**0**	ADT	14,200
SOUTH	LEFT	**0**	**0**	SOUTH LEG		SOUTH	LEFT	**0**	**0**	SOUTH LEG	
BOUND	THRU	**297**	**304**	RATIO	**8.0%**	BOUND	THRU	**223**	**246**	RATIO	**7.7%**
	RIGHT	**214**	**221**	ADT	10,400		RIGHT	**340**	**348**	ADT	10,400
EAST	LEFT	**0**	**0**	EAST LEG		EAST	LEFT	**0**	**0**	EAST LEG	
BOUND	THRU	**0**	**0**	RATIO	**3.5%**	BOUND	THRU	**0**	**0**	RATIO	**6.9%**
	RIGHT	**0**	**0**	ADT	2,900		RIGHT	**0**	**0**	ADT	2,900
WEST	LEFT	**11**	**16**	WEST LEG		WEST	LEFT	**28**	**34**	WEST LEG	
BOUND	THRU	**1**	**2**	RATIO	**5.9%**	BOUND	THRU	**4**	**4**	RATIO	**8.3%**
	RIGHT	**57**	**83**	ADT	5,900		RIGHT	**147**	**163**	ADT	5,900

8TH STREET (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH BOUND	LEFT	**124**	SOUTH LEG		NORTH BOUND	LEFT	**134**	SOUTH LEG	
	THRU	**388**	IN ...	**510**		THRU	**380**	IN ...	**530**
	RIGHT	**0**	OUT ...	**330**		RIGHT	**0**	OUT ...	**290**
SOUTH BOUND	LEFT	**0**	NORTH LEG		SOUTH BOUND	LEFT	**0**	NORTH LEG	
	THRU	**297**	IN ...	**530**		THRU	**223**	IN ...	**600**
	RIGHT	**214**	OUT ...	**480**		RIGHT	**340**	OUT ...	**550**
EAST BOUND	LEFT	**0**	WEST LEG		EAST BOUND	LEFT	**0**	WEST LEG	
	THRU	**0**	IN ...	**0**		THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**350**		RIGHT	**0**	OUT ...	**500**
WEST BOUND	LEFT	**11**	EAST LEG		WEST BOUND	LEFT	**28**	EAST LEG	
	THRU	**1**	IN ...	**110**		THRU	**4**	IN ...	**220**
	RIGHT	**57**	OUT ...	**0**		RIGHT	**147**	OUT ...	**0**

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	**124**	**126**	NORTH LEG	NORTH BOUND	LEFT	**134**	**148**	NORTH LEG
	THRU	**388**	**389**	RATIO **7.0%**		THRU	**380**	**377**	RATIO **7.9%**
	RIGHT	**0**	**0**	ADT 14,600		RIGHT	**0**	**0**	ADT 14,600
SOUTH BOUND	LEFT	**0**	**0**	SOUTH LEG	SOUTH BOUND	LEFT	**0**	**0**	SOUTH LEG
	THRU	**297**	**312**	RATIO **7.7%**		THRU	**223**	**250**	RATIO **7.5%**
	RIGHT	**214**	**223**	ADT 10,900		RIGHT	**340**	**346**	ADT 10,900
EAST BOUND	LEFT	**0**	**0**	EAST LEG	EAST BOUND	LEFT	**0**	**0**	EAST LEG
	THRU	**0**	**0**	RATIO **3.5%**		THRU	**0**	**0**	RATIO **6.8%**
	RIGHT	**0**	**0**	ADT 3,200		RIGHT	**0**	**0**	ADT 3,200
WEST BOUND	LEFT	**11**	**18**	WEST LEG	WEST BOUND	LEFT	**28**	**40**	WEST LEG
	THRU	**1**	**2**	RATIO **5.8%**		THRU	**4**	**5**	RATIO **8.3%**
	RIGHT	**57**	**91**	ADT 6,000		RIGHT	**147**	**173**	ADT 6,000

8TH STREET (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**124**	SOUTH LEG		NORTH	LEFT	**134**	SOUTH LEG	
BOUND	THRU	**388**	IN ...	**520**	BOUND	THRU	**380**	IN ...	**540**
	RIGHT	**0**	OUT ...	**340**		RIGHT	**0**	OUT ...	**300**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**297**	IN ...	**550**	BOUND	THRU	**223**	IN ...	**610**
	RIGHT	**214**	OUT ...	**490**		RIGHT	**340**	OUT ...	**560**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**360**		RIGHT	**0**	OUT ...	**510**
WEST	LEFT	**11**	EAST LEG		WEST	LEFT	**28**	EAST LEG	
BOUND	THRU	**1**	IN ...	**120**	BOUND	THRU	**4**	IN ...	**230**
	RIGHT	**57**	OUT ...	**0**		RIGHT	**147**	OUT ...	**0**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**124**	**128**	NORTH LEG	NORTH	LEFT	**134**	**154**	NORTH LEG
BOUND	THRU	**388**	**391**	RATIO **6.9%**	BOUND	THRU	**380**	**381**	RATIO **7.7%**
	RIGHT	**0**	**0**	ADT 15,100		RIGHT	**0**	**0**	ADT 15,100
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**297**	**320**	RATIO **7.5%**	BOUND	THRU	**223**	**256**	RATIO **7.3%**
	RIGHT	**214**	**230**	ADT 11,400		RIGHT	**340**	**350**	ADT 11,400
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **3.3%**	BOUND	THRU	**0**	**0**	RATIO **6.3%**
	RIGHT	**0**	**0**	ADT 3,600		RIGHT	**0**	**0**	ADT 3,600
WEST	LEFT	**11**	**20**	WEST LEG	WEST	LEFT	**28**	**44**	WEST LEG
BOUND	THRU	**1**	**2**	RATIO **5.9%**	BOUND	THRU	**4**	**6**	RATIO **8.4%**
	RIGHT	**57**	**99**	ADT 6,100		RIGHT	**147**	**179**	ADT 6,100

8TH STREET (NS) / I-10 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**124**	SOUTH LEG		NORTH	LEFT	**134**	SOUTH LEG	
BOUND	THRU	**388**	IN ...	**510**	BOUND	THRU	**380**	IN ...	**520**
	RIGHT	**0**	OUT ...	**350**		RIGHT	**0**	OUT ...	**320**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**297**	IN ...	**550**	BOUND	THRU	**223**	IN ...	**610**
	RIGHT	**214**	OUT ...	**510**		RIGHT	**340**	OUT ...	**580**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**360**		RIGHT	**0**	OUT ...	**520**
WEST	LEFT	**11**	EAST LEG		WEST	LEFT	**28**	EAST LEG	
BOUND	THRU	**1**	IN ...	**140**	BOUND	THRU	**4**	IN ...	**230**
	RIGHT	**57**	OUT ...	**0**		RIGHT	**147**	OUT ...	**0**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**124**	**126**	NORTH LEG	NORTH	LEFT	**134**	**151**	NORTH LEG
BOUND	THRU	**388**	**393**	RATIO **6.8%**	BOUND	THRU	**380**	**391**	RATIO **7.7%**
	RIGHT	**0**	**0**	ADT 15,800		RIGHT	**0**	**0**	ADT 15,800
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**297**	**327**	RATIO **7.1%**	BOUND	THRU	**223**	**275**	RATIO **7.1%**
	RIGHT	**214**	**232**	ADT 12,200		RIGHT	**340**	**363**	ADT 12,200
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **3.4%**	BOUND	THRU	**0**	**0**	RATIO **5.7%**
	RIGHT	**0**	**0**	ADT 4,200		RIGHT	**0**	**0**	ADT 4,200
WEST	LEFT	**11**	**23**	WEST LEG	WEST	LEFT	**28**	**45**	WEST LEG
BOUND	THRU	**1**	**2**	RATIO **5.7%**	BOUND	THRU	**4**	**6**	RATIO **8.3%**
	RIGHT	**57**	**117**	ADT 6,300		RIGHT	**147**	**189**	ADT 6,300

8TH STREET (NS) / I-10 FREEWAY EB RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

			0	225	84	
		<	v	>		
	203	^			^	0
	0	>			<	0
	158	v			v	0
		<	^	>		
			0	308	25	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

				309	511	
				v	^	
	0	<	IN =	1003	<	0
	361	>	OUT =	1003	>	109
				v	^	
				383	333	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0	
		<	v	>		
	0	^			^	0
	0	>			<	0
	0	v			v	0
PCE FACTORS BY AXLE:		<	^	>		
2: 1.5 3: 2.0 4+: 3.0		0	0	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

			0	225	84	
		<	v	>		
	203	^			^	0
	0	>			<	0
	158	v			v	0
		<	^	>		
			0	308	25	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

				196	333	
				v	^	
	0	<	IN =	651	<	0
	240	>	OUT =	651	>	140
				v	^	
				178	215	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

				0	0	
				v	^	
	0	<	IN =	0	<	0
	0	>	OUT =	0	>	0
				v	^	
				0	0	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				74	127	
				v	^	
	0	<	IN =	247	<	0
	91	>	OUT =	247	>	53
				v	^	
				68	82	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				338	262	
				v	^	
	0	<	IN =	723	<	0
	224	>	OUT =	759	>	256
				v	^	
				241	161	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				0	0	
				v	^	
	0	<	IN =	0	<	0
	0	>	OUT =	0	>	0
				v	^	
				0	0	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				128	100	
				v	^	
	0	<	IN =	275	<	0
	85	>	OUT =	288	>	97
				v	^	
				92	61	

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				54	-27	
				v	^	
	0	<			<	0
	-6	>			>	44
				v	^	
				24	-21	

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

				50	50	
				v	^	
	0	<	IN =	90	<	0
	40	>	OUT =	110	>	40
				v	^	
				20	0	

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

				40	40	
				v	^	
	0	<			<	0
	30	>			>	30
				v	^	
				20	0	

NEW PROJECTED VOLUMES (PCE'S): 2035

				350	550	
				v	^	
	0	<			<	0
	390	>			>	140
				v	^	
				400	330	

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

				10	10	
				v	^	
	0	<			<	0
	10	>			>	10
				v	^	
				10	0	

INITIAL YEAR 2022 VOLUMES:

2022

				320	520	
				v	^	
	0	<	IN =	1020	<	0
	370	>	OUT =	1030	>	120
				v	^	
				390	330	

BALANCED YEAR 2022 VOLUMES:

2022

				320	520	
				v	^	
	0	<	IN =	1020	<	0
	370	>	OUT =	1030	>	120
				v	^	
				390	330	

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

			0	143	110	
		<	v	>		
	259	^			^	0
	3	>			<	0
	136	v			v	0
		<	^	>		
			0	274	29	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

				253	533	
				v	^	
	0	<	IN =	954	<	0
	398	>	OUT =	954	>	142
				v	^	
				279	303	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0	
		<	v	>		
	0	^			^	0
	0	>			<	0
	0	v			v	0
PCE FACTORS BY AXLE:		<	^	>		
2: 1.5 3: 2 4+: 3.0		0	0	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

			0	143	110	
		<	v	>		
	259	^			^	0
	3	>			<	0
	136	v			v	0
		<	^	>		
			0	274	29	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

				181	311	
				v	^	
	0	<	IN =	672	<	0
	301	>	OUT =	673	>	88
				v	^	
				274	190	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

				0	0	
				v	^	
	0	<	IN =	0	<	0
	0	>	OUT =	0	>	0
				v	^	
				0	0	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				51	87	
				v	^	
	0	<	IN =	188	<	0
	84	>	OUT =	188	>	25
				v	^	
				77	53	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				491	352	
				v	^	
	0	<	IN =	962	<	0
	152	>	OUT =	963	>	189
				v	^	
				422	319	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				0	0	
				v	^	
	0	<	IN =	0	<	0
	0	>	OUT =	0	>	0
				v	^	
				0	0	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				137	99	
				v	^	
	0	<	IN =	269	<	0
	43	>	OUT =	270	>	53
				v	^	
				118	89	

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				87	11	
				v	^	
	0	<			<	0
	-42	>			>	28
				v	^	
				41	36	

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

				90	50	
				v	^	
	0	<	IN =	170	<	0
	40	>	OUT =	120	>	30
				v	^	
				40	40	

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

				70	40	
				v	^	
	0	<			<	0
	30	>			>	20
				v	^	
				30	30	

NEW PROJECTED VOLUMES (PCE'S): 2035

				320	570	
				v	^	
	0	<			<	0
	430	>			>	160
				v	^	
				310	330	

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

				30	10	
				v	^	
	0	<			<	0
	10	>			>	10
				v	^	
				10	10	

INITIAL YEAR 2022 VOLUMES:

2022

				280	540	
				v	^	
	0	<	IN =	1000	<	0
	410	>	OUT =	980	>	150
				v	^	
				290	310	

BALANCED YEAR 2022 VOLUMES:

2022

				280	550	
				v	^	
	0	<	IN =	1000	<	0
	410	>	OUT =	1000	>	150
				v	^	
				300	310	

8TH STREET (NS) / I-10 FREEWAY EB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	308	IN ...	330	BOUND	THRU	274	IN ...	300
	RIGHT	25	OUT ...	390		RIGHT	29	OUT ...	290
SOUTH	LEFT	84	NORTH LEG		SOUTH	LEFT	110	NORTH LEG	
BOUND	THRU	225	IN ...	320	BOUND	THRU	143	IN ...	260
	RIGHT	0	OUT ...	520		RIGHT	0	OUT ...	540
EAST	LEFT	203	WEST LEG		EAST	LEFT	259	WEST LEG	
BOUND	THRU	0	IN ...	360	BOUND	THRU	3	IN ...	400
	RIGHT	158	OUT ...	0		RIGHT	136	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	110		RIGHT	0	OUT ...	140

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	308	310	RATIO 8.4%	BOUND	THRU	274	276	RATIO 8.0%
	RIGHT	25	23	ADT 10,000		RIGHT	29	27	ADT 10,000
SOUTH	LEFT	84	87	SOUTH LEG	SOUTH	LEFT	110	110	SOUTH LEG
BOUND	THRU	225	236	RATIO 9.6%	BOUND	THRU	143	153	RATIO 7.9%
	RIGHT	0	0	ADT 7,500		RIGHT	0	0	ADT 7,500
EAST	LEFT	203	210	EAST LEG	EAST	LEFT	259	264	EAST LEG
BOUND	THRU	0	0	RATIO 5.8%	BOUND	THRU	3	3	RATIO 7.4%
	RIGHT	158	154	ADT 1,900		RIGHT	136	137	ADT 1,900
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 7.4%	BOUND	THRU	0	0	RATIO 8.2%
	RIGHT	0	0	ADT 4,900		RIGHT	0	0	ADT 4,900

8TH STREET (NS) / I-10 FREEWAY EB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		NORTH BOUND	LEFT	0	SOUTH LEG	
	THRU	308	IN ...	330		THRU	274	IN ...	310
	RIGHT	25	OUT ...	390		RIGHT	29	OUT ...	290
SOUTH BOUND	LEFT	84	NORTH LEG		SOUTH BOUND	LEFT	110	NORTH LEG	
	THRU	225	IN ...	330		THRU	143	IN ...	270
	RIGHT	0	OUT ...	520		RIGHT	0	OUT ...	550
EAST BOUND	LEFT	203	WEST LEG		EAST BOUND	LEFT	259	WEST LEG	
	THRU	0	IN ...	370		THRU	3	IN ...	410
	RIGHT	158	OUT ...	0		RIGHT	136	OUT ...	0
WEST BOUND	LEFT	0	EAST LEG		WEST BOUND	LEFT	0	EAST LEG	
	THRU	0	IN ...	0		THRU	0	IN ...	0
	RIGHT	0	OUT ...	120		RIGHT	0	OUT ...	150

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	0	0	NORTH LEG	NORTH BOUND	LEFT	0	0	NORTH LEG
	THRU	308	305	RATIO 8.3%		THRU	274	281	RATIO 8.0%
	RIGHT	25	25	ADT 10,300		RIGHT	29	29	ADT 10,300
SOUTH BOUND	LEFT	84	95	SOUTH LEG	SOUTH BOUND	LEFT	110	118	SOUTH LEG
	THRU	225	235	RATIO 9.2%		THRU	143	152	RATIO 7.7%
	RIGHT	0	0	ADT 7,800		RIGHT	0	0	ADT 7,800
EAST BOUND	LEFT	203	215	EAST LEG	EAST BOUND	LEFT	259	269	EAST LEG
	THRU	0	0	RATIO 6.0%		THRU	3	3	RATIO 7.5%
	RIGHT	158	155	ADT 2,000		RIGHT	136	138	ADT 2,000
WEST BOUND	LEFT	0	0	WEST LEG	WEST BOUND	LEFT	0	0	WEST LEG
	THRU	0	0	RATIO 7.6%		THRU	0	0	RATIO 8.4%
	RIGHT	0	0	ADT 4,900		RIGHT	0	0	ADT 4,900

8TH STREET (NS) / I-10 FREEWAY EB RAMPS (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**308**	IN ...	**330**	BOUND	THRU	**274**	IN ...	**310**
	RIGHT	**25**	OUT ...	**390**		RIGHT	**29**	OUT ...	**300**
SOUTH	LEFT	**84**	NORTH LEG		SOUTH	LEFT	**110**	NORTH LEG	
BOUND	THRU	**225**	IN ...	**320**	BOUND	THRU	**143**	IN ...	**280**
	RIGHT	**0**	OUT ...	**520**		RIGHT	**0**	OUT ...	**550**
EAST	LEFT	**203**	WEST LEG		EAST	LEFT	**259**	WEST LEG	
BOUND	THRU	**0**	IN ...	**370**	BOUND	THRU	**3**	IN ...	**410**
	RIGHT	**158**	OUT ...	**0**		RIGHT	**136**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**120**		RIGHT	**0**	OUT ...	**150**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**308**	**307**	RATIO **8.0%**	BOUND	THRU	**274**	**282**	RATIO **7.8%**
	RIGHT	**25**	**26**	ADT 10,600		RIGHT	**29**	**28**	ADT 10,600
SOUTH	LEFT	**84**	**94**	SOUTH LEG	SOUTH	LEFT	**110**	**119**	SOUTH LEG
BOUND	THRU	**225**	**229**	RATIO **9.2%**	BOUND	THRU	**143**	**161**	RATIO **7.7%**
	RIGHT	**0**	**0**	ADT 7,900		RIGHT	**0**	**0**	ADT 7,900
EAST	LEFT	**203**	**213**	EAST LEG	EAST	LEFT	**259**	**268**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **5.7%**	BOUND	THRU	**3**	**3**	RATIO **7.1%**
	RIGHT	**158**	**161**	ADT 2,100		RIGHT	**136**	**139**	ADT 2,100
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **7.5%**	BOUND	THRU	**0**	**0**	RATIO **8.2%**
	RIGHT	**0**	**0**	ADT 5,000		RIGHT	**0**	**0**	ADT 5,000

8TH STREET (NS) / I-10 FREEWAY EB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		NORTH BOUND	LEFT	0	SOUTH LEG	
	THRU	308	IN ...	330		THRU	274	IN ...	320
	RIGHT	25	OUT ...	390		RIGHT	29	OUT ...	310
SOUTH BOUND	LEFT	84	NORTH LEG		SOUTH BOUND	LEFT	110	NORTH LEG	
	THRU	225	IN ...	330		THRU	143	IN ...	290
	RIGHT	0	OUT ...	530		RIGHT	0	OUT ...	570
EAST BOUND	LEFT	203	WEST LEG		EAST BOUND	LEFT	259	WEST LEG	
	THRU	0	IN ...	380		THRU	3	IN ...	420
	RIGHT	158	OUT ...	0		RIGHT	136	OUT ...	0
WEST BOUND	LEFT	0	EAST LEG		WEST BOUND	LEFT	0	EAST LEG	
	THRU	0	IN ...	0		THRU	0	IN ...	0
	RIGHT	0	OUT ...	130		RIGHT	0	OUT ...	150

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	0	0	NORTH LEG	NORTH BOUND	LEFT	0	0	NORTH LEG
	THRU	308	306	RATIO 7.8%		THRU	274	293	RATIO 7.8%
	RIGHT	25	27	ADT 11,000		RIGHT	29	27	ADT 11,000
SOUTH BOUND	LEFT	84	103	SOUTH LEG	SOUTH BOUND	LEFT	110	120	SOUTH LEG
	THRU	225	230	RATIO 8.7%		THRU	143	170	RATIO 7.6%
	RIGHT	0	0	ADT 8,300		RIGHT	0	0	ADT 8,300
EAST BOUND	LEFT	203	224	EAST LEG	EAST BOUND	LEFT	259	277	EAST LEG
	THRU	0	0	RATIO 5.9%		THRU	3	3	RATIO 6.8%
	RIGHT	158	160	ADT 2,200		RIGHT	136	140	ADT 2,200
WEST BOUND	LEFT	0	0	WEST LEG	WEST BOUND	LEFT	0	0	WEST LEG
	THRU	0	0	RATIO 7.5%		THRU	0	0	RATIO 8.2%
	RIGHT	0	0	ADT 5,100		RIGHT	0	0	ADT 5,100

8TH STREET (NS) / I-10 FREEWAY EB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**308**	IN ...	**330**	BOUND	THRU	**274**	IN ...	**320**
	RIGHT	**25**	OUT ...	**390**		RIGHT	**29**	OUT ...	**310**
SOUTH	LEFT	**84**	NORTH LEG		SOUTH	LEFT	**110**	NORTH LEG	
BOUND	THRU	**225**	IN ...	**340**	BOUND	THRU	**143**	IN ...	**300**
	RIGHT	**0**	OUT ...	**540**		RIGHT	**0**	OUT ...	**570**
EAST	LEFT	**203**	WEST LEG		EAST	LEFT	**259**	WEST LEG	
BOUND	THRU	**0**	IN ...	**380**	BOUND	THRU	**3**	IN ...	**420**
	RIGHT	**158**	OUT ...	**0**		RIGHT	**136**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**130**		RIGHT	**0**	OUT ...	**160**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**308**	**308**	RATIO **7.6%**	BOUND	THRU	**274**	**292**	RATIO **7.5%**
	RIGHT	**25**	**25**	ADT 11,600		RIGHT	**29**	**29**	ADT 11,600
SOUTH	LEFT	**84**	**105**	SOUTH LEG	SOUTH	LEFT	**110**	**128**	SOUTH LEG
BOUND	THRU	**225**	**238**	RATIO **8.3%**	BOUND	THRU	**143**	**171**	RATIO **7.2%**
	RIGHT	**0**	**0**	ADT 8,700		RIGHT	**0**	**0**	ADT 8,700
EAST	LEFT	**203**	**232**	EAST LEG	EAST	LEFT	**259**	**278**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **5.4%**	BOUND	THRU	**3**	**3**	RATIO **6.7%**
	RIGHT	**158**	**152**	ADT 2,400		RIGHT	**136**	**139**	ADT 2,400
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **7.5%**	BOUND	THRU	**0**	**0**	RATIO **8.2%**
	RIGHT	**0**	**0**	ADT 5,100		RIGHT	**0**	**0**	ADT 5,100

8TH STREET (NS) / I-10 FREEWAY EB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**308**	IN ...	**330**	BOUND	THRU	**274**	IN ...	**330**
	RIGHT	**25**	OUT ...	**400**		RIGHT	**29**	OUT ...	**310**
SOUTH	LEFT	**84**	NORTH LEG		SOUTH	LEFT	**110**	NORTH LEG	
BOUND	THRU	**225**	IN ...	**350**	BOUND	THRU	**143**	IN ...	**320**
	RIGHT	**0**	OUT ...	**550**		RIGHT	**0**	OUT ...	**570**
EAST	LEFT	**203**	WEST LEG		EAST	LEFT	**259**	WEST LEG	
BOUND	THRU	**0**	IN ...	**390**	BOUND	THRU	**3**	IN ...	**430**
	RIGHT	**158**	OUT ...	**0**		RIGHT	**136**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**140**		RIGHT	**0**	OUT ...	**160**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**308**	**310**	RATIO **7.3%**	BOUND	THRU	**274**	**291**	RATIO **7.1%**
	RIGHT	**25**	**27**	ADT 12,400		RIGHT	**29**	**27**	ADT 12,400
SOUTH	LEFT	**84**	**113**	SOUTH LEG	SOUTH	LEFT	**110**	**130**	SOUTH LEG
BOUND	THRU	**225**	**243**	RATIO **7.9%**	BOUND	THRU	**143**	**177**	RATIO **6.8%**
	RIGHT	**0**	**0**	ADT 9,300		RIGHT	**0**	**0**	ADT 9,300
EAST	LEFT	**203**	**240**	EAST LEG	EAST	LEFT	**259**	**279**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **5.2%**	BOUND	THRU	**3**	**3**	RATIO **5.9%**
	RIGHT	**158**	**157**	ADT 2,700		RIGHT	**136**	**133**	ADT 2,700
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **7.5%**	BOUND	THRU	**0**	**0**	RATIO **7.8%**
	RIGHT	**0**	**0**	ADT 5,300		RIGHT	**0**	**0**	ADT 5,300

8TH STREET (NS) / LINCOLN STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

			35	226	127	
			<	v	>	
		29 ^			^	143
		29 >			<	27
		10 v			v	3
			<	^	>	
			3	152	4	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

				388	324	
				v	^	
		65 <	IN =		788 <	173
		68 >	OUT =		788 >	160
				v	^	
				239	159	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0	
			<	v	>	
		0 ^			^	0
		0 >			<	0
		0 v			v	0
			<	^	>	
			0	0	0	

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

			35	226	127	
			<	v	>	
		29 ^			^	143
		29 >			<	27
		10 v			v	3
			<	^	>	
			3	152	4	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

				178	215	
				v	^	
		101 <	IN =		477 <	167
		124 >	OUT =		477 >	128
				v	^	
				33	8	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

				0	0	
				v	^	
		0 <	IN =		0 <	0
		0 >	OUT =		0 >	0
				v	^	
				0	0	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				68	82	
				v	^	
		38 <	IN =		181 <	63
		47 >	OUT =		181 >	49
				v	^	
				13	3	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				241	161	
				v	^	
		805 <	IN =		1298 <	511
		427 >	OUT =		1684 >	617
				v	^	
				101	119	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				0	0	
				v	^	
		0 <	IN =		0 <	0
		0 >	OUT =		0 >	0
				v	^	
				0	0	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				92	61	
				v	^	
		306 <	IN =		493 <	194
		162 >	OUT =		640 >	234
				v	^	
				38	45	

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				24	-21	
				v	^	
		268 <			<	131
		115 >			>	186
				v	^	
				26	42	

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

				40	30	
				v	^	
		270 <	IN =		330 <	130
		120 >	OUT =		520 >	190
				v	^	
				30	40	

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

				30	20	
				v	^	
		200 <			<	100
		90 >			>	140
				v	^	
				20	30	

NEW PROJECTED VOLUMES (PCE'S): 2035

				420	340	
				v	^	
		270 <			<	270
		160 >			>	300
				v	^	
				260	190	

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

				10	10	
				v	^	
		80 <			<	40
		30 >			>	50
				v	^	
				10	10	

INITIAL YEAR 2022 VOLUMES:

2022

				400	330	
				v	^	
		150 <	IN =		880 <	210
		100 >	OUT =		940 >	210
				v	^	
				250	170	

BALANCED YEAR 2022 VOLUMES:

2022

				430	330	
				v	^	
		150 <	IN =		940 <	220
		110 >	OUT =		940 >	210
				v	^	
				250	180	

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

			48	88	154	
			<	v	>	
		47 ^			^	175
		28 >			<	31
		9 v			v	1
			<	^	>	
			1	75	0	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

				290	297	
				v	^	
		80 <	IN =		657 <	207
		84 >	OUT =		657 >	182
				v	^	
				98	76	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0	
			<	v	>	
		0 ^			^	0
		0 >			<	0
		0 v			v	0
			<	^	>	
			0	0	0	

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

			48	88	154	
			<	v	>	
		47 ^			^	175
		28 >			<	31
		9 v			v	1
			<	^	>	
			1	75	0	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

				274	190	
				v	^	
		168 <	IN =		577 <	153
		130 >	OUT =		577 >	205
				v	^	
				14	20	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

				0	0	
				v	^	
		0 <	IN =		0 <	0
		0 >	OUT =		0 >	0
				v	^	
				0	0	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				77	53	
				v	^	
		47 <	IN =		162 <	43
		36 >	OUT =		162 >	57
				v	^	
				4	6	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				422	319	
				v	^	
		1280 <	IN =		2877 <	1106
		1207 >	OUT =		2876 >	1145
				v	^	
				132	142	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				0	0	
				v	^	
		0 <	IN =		0 <	0
		0 >	OUT =		0 >	0
				v	^	
				0	0	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				118	89	
				v	^	
		358 <	IN =		806 <	310
		338 >	OUT =		805 >	321
				v	^	
				37	40	

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				41	36	
				v	^	
		311 <			<	267
		302 >			>	263
				v	^	
				33	34	

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

				40	40	
				v	^	
		310 <	IN =		640 <	270
		300 >	OUT =		640 >	260
				v	^	
				30	30	

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

				30	30	
				v	^	
		230 <			<	200
		230 >			>	200
				v	^	
				20	20	

NEW PROJECTED VOLUMES (PCE'S): 2035

				320	330	
				v	^	
		310 <			<	410
		310 >			>	380
				v	^	
				120	100	

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

				10	10	
				v	^	
		90 <			<	80
		90 >			>	70
				v	^	
				10	10	

INITIAL YEAR 2022 VOLUMES:

2022

				300	310	
				v	^	
		170 <	IN =		850 <	290
		170 >	OUT =		840 >	250
				v	^	
				110	90	

BALANCED YEAR 2022 VOLUMES:

2022

				300	310	
				v	^	
		170 <	IN =		850 <	290
		170 >	OUT =		840 >	250
				v	^	
				110	90	

8TH STREET (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	3	SOUTH LEG		NORTH	LEFT	1	SOUTH LEG	
BOUND	THRU	152	IN ...	160	BOUND	THRU	75	IN ...	80
	RIGHT	4	OUT ...	240		RIGHT	0	OUT ...	110
SOUTH	LEFT	127	NORTH LEG		SOUTH	LEFT	154	NORTH LEG	
BOUND	THRU	226	IN ...	400	BOUND	THRU	88	IN ...	300
	RIGHT	35	OUT ...	320		RIGHT	48	OUT ...	300
EAST	LEFT	29	WEST LEG		EAST	LEFT	47	WEST LEG	
BOUND	THRU	29	IN ...	90	BOUND	THRU	28	IN ...	110
	RIGHT	10	OUT ...	100		RIGHT	9	OUT ...	110
WEST	LEFT	3	EAST LEG		WEST	LEFT	1	EAST LEG	
BOUND	THRU	27	IN ...	190	BOUND	THRU	31	IN ...	230
	RIGHT	143	OUT ...	170		RIGHT	175	OUT ...	200

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	3	5	NORTH LEG	NORTH	LEFT	1	2	NORTH LEG
BOUND	THRU	152	148	RATIO 9.6%	BOUND	THRU	75	78	RATIO 8.0%
	RIGHT	4	5	ADT 7,500		RIGHT	0	0	ADT 7,500
SOUTH	LEFT	127	125	SOUTH LEG	SOUTH	LEFT	154	155	SOUTH LEG
BOUND	THRU	226	222	RATIO 16.6%	BOUND	THRU	88	93	RATIO 7.9%
	RIGHT	35	50	ADT 2,400		RIGHT	48	54	ADT 2,400
EAST	LEFT	29	34	EAST LEG	EAST	LEFT	47	49	EAST LEG
BOUND	THRU	29	41	RATIO 5.7%	BOUND	THRU	28	45	RATIO 6.8%
	RIGHT	10	14	ADT 6,300		RIGHT	9	15	ADT 6,300
WEST	LEFT	3	3	WEST LEG	WEST	LEFT	1	2	WEST LEG
BOUND	THRU	27	45	RATIO 4.5%	BOUND	THRU	31	54	RATIO 5.2%
	RIGHT	143	138	ADT 4,200		RIGHT	175	173	ADT 4,200

8TH STREET (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	3	SOUTH LEG		NORTH	LEFT	1	SOUTH LEG	
BOUND	THRU	152	IN ...	170	BOUND	THRU	75	IN ...	90
	RIGHT	4	OUT ...	240		RIGHT	0	OUT ...	120
SOUTH	LEFT	127	NORTH LEG		SOUTH	LEFT	154	NORTH LEG	
BOUND	THRU	226	IN ...	400	BOUND	THRU	88	IN ...	300
	RIGHT	35	OUT ...	330		RIGHT	48	OUT ...	310
EAST	LEFT	29	WEST LEG		EAST	LEFT	47	WEST LEG	
BOUND	THRU	29	IN ...	100	BOUND	THRU	28	IN ...	140
	RIGHT	10	OUT ...	120		RIGHT	9	OUT ...	130
WEST	LEFT	3	EAST LEG		WEST	LEFT	1	EAST LEG	
BOUND	THRU	27	IN ...	200	BOUND	THRU	31	IN ...	250
	RIGHT	143	OUT ...	180		RIGHT	175	OUT ...	220

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	3	7	NORTH LEG	NORTH	LEFT	1	3	NORTH LEG
BOUND	THRU	152	157	RATIO 9.4%	BOUND	THRU	75	86	RATIO 7.9%
	RIGHT	4	6	ADT 7,800		RIGHT	0	0	ADT 7,800
SOUTH	LEFT	127	126	SOUTH LEG	SOUTH	LEFT	154	154	SOUTH LEG
BOUND	THRU	226	220	RATIO 15.7%	BOUND	THRU	88	95	RATIO 8.0%
	RIGHT	35	56	ADT 2,600		RIGHT	48	54	ADT 2,600
EAST	LEFT	29	35	EAST LEG	EAST	LEFT	47	51	EAST LEG
BOUND	THRU	29	48	RATIO 5.4%	BOUND	THRU	28	66	RATIO 6.7%
	RIGHT	10	16	ADT 7,000		RIGHT	9	23	ADT 7,000
WEST	LEFT	3	4	WEST LEG	WEST	LEFT	1	2	WEST LEG
BOUND	THRU	27	57	RATIO 4.2%	BOUND	THRU	31	74	RATIO 5.1%
	RIGHT	143	138	ADT 5,300		RIGHT	175	172	ADT 5,300

8TH STREET (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**3**	SOUTH LEG		NORTH	LEFT	**1**	SOUTH LEG	
BOUND	THRU	**152**	IN ...	**180**	BOUND	THRU	**75**	IN ...	**90**
	RIGHT	**4**	OUT ...	**250**		RIGHT	**0**	OUT ...	**110**
SOUTH	LEFT	**127**	NORTH LEG		SOUTH	LEFT	**154**	NORTH LEG	
BOUND	THRU	**226**	IN ...	**430**	BOUND	THRU	**88**	IN ...	**300**
	RIGHT	**35**	OUT ...	**330**		RIGHT	**48**	OUT ...	**310**
EAST	LEFT	**29**	WEST LEG		EAST	LEFT	**47**	WEST LEG	
BOUND	THRU	**29**	IN ...	**110**	BOUND	THRU	**28**	IN ...	**170**
	RIGHT	**10**	OUT ...	**150**		RIGHT	**9**	OUT ...	**170**
WEST	LEFT	**3**	EAST LEG		WEST	LEFT	**1**	EAST LEG	
BOUND	THRU	**27**	IN ...	**220**	BOUND	THRU	**31**	IN ...	**290**
	RIGHT	**143**	OUT ...	**210**		RIGHT	**175**	OUT ...	**250**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**3**	**9**	NORTH LEG	NORTH	LEFT	**1**	**4**	NORTH LEG
BOUND	THRU	**152**	**161**	RATIO **9.7%**	BOUND	THRU	**75**	**84**	RATIO **7.7%**
	RIGHT	**4**	**8**	ADT 7,900		RIGHT	**0**	**0**	ADT 7,900
SOUTH	LEFT	**127**	**143**	SOUTH LEG	SOUTH	LEFT	**154**	**159**	SOUTH LEG
BOUND	THRU	**226**	**227**	RATIO **15.9%**	BOUND	THRU	**88**	**81**	RATIO **7.3%**
	RIGHT	**35**	**64**	ADT 2,700		RIGHT	**48**	**58**	ADT 2,700
EAST	LEFT	**29**	**32**	EAST LEG	EAST	LEFT	**47**	**52**	EAST LEG
BOUND	THRU	**29**	**60**	RATIO **4.8%**	BOUND	THRU	**28**	**91**	RATIO **5.9%**
	RIGHT	**10**	**18**	ADT 9,000		RIGHT	**9**	**26**	ADT 9,000
WEST	LEFT	**3**	**5**	WEST LEG	WEST	LEFT	**1**	**3**	WEST LEG
BOUND	THRU	**27**	**77**	RATIO **3.6%**	BOUND	THRU	**31**	**108**	RATIO **4.7%**
	RIGHT	**143**	**137**	ADT 7,200		RIGHT	**175**	**174**	ADT 7,200

8TH STREET (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	3	SOUTH LEG		NORTH	LEFT	1	SOUTH LEG	
BOUND	THRU	152	IN ...	190	BOUND	THRU	75	IN ...	90
	RIGHT	4	OUT ...	250		RIGHT	0	OUT ...	110
SOUTH	LEFT	127	NORTH LEG		SOUTH	LEFT	154	NORTH LEG	
BOUND	THRU	226	IN ...	440	BOUND	THRU	88	IN ...	310
	RIGHT	35	OUT ...	330		RIGHT	48	OUT ...	320
EAST	LEFT	29	WEST LEG		EAST	LEFT	47	WEST LEG	
BOUND	THRU	29	IN ...	130	BOUND	THRU	28	IN ...	200
	RIGHT	10	OUT ...	180		RIGHT	9	OUT ...	200
WEST	LEFT	3	EAST LEG		WEST	LEFT	1	EAST LEG	
BOUND	THRU	27	IN ...	230	BOUND	THRU	31	IN ...	320
	RIGHT	143	OUT ...	230		RIGHT	175	OUT ...	280

YEAR 2025 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	3	13	NORTH LEG	NORTH	LEFT	1	5	NORTH LEG	
BOUND	THRU	152	166	RATIO 9.3%	BOUND	THRU	75	84	RATIO	7.6%
	RIGHT	4	9	ADT 8,300		RIGHT	0	0	ADT	8,300
SOUTH	LEFT	127	147	SOUTH LEG	SOUTH	LEFT	154	167	SOUTH LEG	
BOUND	THRU	226	223	RATIO 15.1%	BOUND	THRU	88	78	RATIO	6.8%
	RIGHT	35	73	ADT 2,900		RIGHT	48	64	ADT	2,900
EAST	LEFT	29	35	EAST LEG	EAST	LEFT	47	56	EAST LEG	
BOUND	THRU	29	74	RATIO 4.4%	BOUND	THRU	28	113	RATIO	5.7%
	RIGHT	10	22	ADT 10,400		RIGHT	9	30	ADT	10,400
WEST	LEFT	3	5	WEST LEG	WEST	LEFT	1	3	WEST LEG	
BOUND	THRU	27	94	RATIO 3.5%	BOUND	THRU	31	132	RATIO	4.5%
	RIGHT	143	129	ADT 8,900		RIGHT	175	180	ADT	8,900

8TH STREET (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**3**	SOUTH LEG		NORTH	LEFT	**1**	SOUTH LEG	
BOUND	THRU	**152**	IN ...	**200**	BOUND	THRU	**75**	IN ...	**100**
	RIGHT	**4**	OUT ...	**260**		RIGHT	**0**	OUT ...	**120**
SOUTH	LEFT	**127**	NORTH LEG		SOUTH	LEFT	**154**	NORTH LEG	
BOUND	THRU	**226**	IN ...	**460**	BOUND	THRU	**88**	IN ...	**310**
	RIGHT	**35**	OUT ...	**340**		RIGHT	**48**	OUT ...	**320**
EAST	LEFT	**29**	WEST LEG		EAST	LEFT	**47**	WEST LEG	
BOUND	THRU	**29**	IN ...	**140**	BOUND	THRU	**28**	IN ...	**240**
	RIGHT	**10**	OUT ...	**210**		RIGHT	**9**	OUT ...	**250**
WEST	LEFT	**3**	EAST LEG		WEST	LEFT	**1**	EAST LEG	
BOUND	THRU	**27**	IN ...	**270**	BOUND	THRU	**31**	IN ...	**350**
	RIGHT	**143**	OUT ...	**260**		RIGHT	**175**	OUT ...	**320**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**3**	**15**	NORTH LEG	NORTH	LEFT	**1**	**7**	NORTH LEG
BOUND	THRU	**152**	**170**	RATIO **9.2%**	BOUND	THRU	**75**	**93**	RATIO **7.3%**
	RIGHT	**4**	**13**	ADT 8,700		RIGHT	**0**	**0**	ADT 8,700
SOUTH	LEFT	**127**	**161**	SOUTH LEG	SOUTH	LEFT	**154**	**170**	SOUTH LEG
BOUND	THRU	**226**	**230**	RATIO **14.8%**	BOUND	THRU	**88**	**78**	RATIO **7.1%**
	RIGHT	**35**	**73**	ADT 3,100		RIGHT	**48**	**67**	ADT 3,100
EAST	LEFT	**29**	**31**	EAST LEG	EAST	LEFT	**47**	**55**	EAST LEG
BOUND	THRU	**29**	**86**	RATIO **4.3%**	BOUND	THRU	**28**	**150**	RATIO **5.5%**
	RIGHT	**10**	**24**	ADT 12,300		RIGHT	**9**	**39**	ADT 12,300
WEST	LEFT	**3**	**7**	WEST LEG	WEST	LEFT	**1**	**4**	WEST LEG
BOUND	THRU	**27**	**122**	RATIO **3.1%**	BOUND	THRU	**31**	**176**	RATIO **4.4%**
	RIGHT	**143**	**140**	ADT 11,200		RIGHT	**175**	**172**	ADT 11,200

8TH STREET (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**3**	SOUTH LEG		NORTH	LEFT	**1**	SOUTH LEG	
BOUND	THRU	**152**	IN ...	**190**	BOUND	THRU	**75**	IN ...	**100**
	RIGHT	**4**	OUT ...	**260**		RIGHT	**0**	OUT ...	**120**
SOUTH	LEFT	**127**	NORTH LEG		SOUTH	LEFT	**154**	NORTH LEG	
BOUND	THRU	**226**	IN ...	**420**	BOUND	THRU	**88**	IN ...	**320**
	RIGHT	**35**	OUT ...	**340**		RIGHT	**48**	OUT ...	**330**
EAST	LEFT	**29**	WEST LEG		EAST	LEFT	**47**	WEST LEG	
BOUND	THRU	**29**	IN ...	**160**	BOUND	THRU	**28**	IN ...	**310**
	RIGHT	**10**	OUT ...	**270**		RIGHT	**9**	OUT ...	**310**
WEST	LEFT	**3**	EAST LEG		WEST	LEFT	**1**	EAST LEG	
BOUND	THRU	**27**	IN ...	**270**	BOUND	THRU	**31**	IN ...	**410**
	RIGHT	**143**	OUT ...	**300**		RIGHT	**175**	OUT ...	**380**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**3**	**22**	NORTH LEG	NORTH	LEFT	**1**	**9**	NORTH LEG
BOUND	THRU	**152**	**174**	RATIO **8.8%**	BOUND	THRU	**75**	**90**	RATIO **7.0%**
	RIGHT	**4**	**16**	ADT 9,300		RIGHT	**0**	**0**	ADT 9,300
SOUTH	LEFT	**127**	**167**	SOUTH LEG	SOUTH	LEFT	**154**	**177**	SOUTH LEG
BOUND	THRU	**226**	**223**	RATIO **13.5%**	BOUND	THRU	**88**	**71**	RATIO **6.3%**
	RIGHT	**35**	**86**	ADT 3,500		RIGHT	**48**	**74**	ADT 3,500
EAST	LEFT	**29**	**34**	EAST LEG	EAST	LEFT	**47**	**63**	EAST LEG
BOUND	THRU	**29**	**117**	RATIO **4.0%**	BOUND	THRU	**28**	**203**	RATIO **5.2%**
	RIGHT	**10**	**30**	ADT 15,100		RIGHT	**9**	**46**	ADT 15,100
WEST	LEFT	**3**	**7**	WEST LEG	WEST	LEFT	**1**	**4**	WEST LEG
BOUND	THRU	**27**	**162**	RATIO **3.1%**	BOUND	THRU	**31**	**227**	RATIO **4.3%**
	RIGHT	**143**	**133**	ADT 14,600		RIGHT	**175**	**176**	ADT 14,600

5TH STREET (N-S) / WESTWARD AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				4	0	216		
				<	v	>		
		15	^				^	139
		87	>				<	51
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					220	154		
					v	^		
			55	<	IN =		512	< 190
			102	>	OUT =		512	> 303
					v	^		
					0	0		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
		0	^				^	0
		0	>				<	0
		0	v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				4	0	216		
				<	v	>		
		15	^				^	139
		87	>				<	51
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					93	8		
					v	^		
			76	<	IN =		93	< 26
			85	>	OUT =		95	> 11
					v	^		
					0	0		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0		
					v	^		
			0	<	IN =		0	< 0
			0	>	OUT =		0	> 0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.88

PHF FOR TRUCKS: 0.333

					13	3		
					v	^		
			29	<	IN =		35	< 10
			13	>	OUT =		36	> 4
					v	^		
					0	0		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					104	113		
					v	^		
			250	<	IN =		626	< 241
			258	>	OUT =		659	> 256
					v	^		
					0	26		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
			0	<	IN =		0	< 0
			0	>	OUT =		0	> 0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					38	45		
					v	^		
			95	<	IN =		238	< 92
			98	>	OUT =		250	> 110
					v	^		
					0	10		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					26	42		
					v	^		
			66	<			<	82
			85	>			>	106
					v	^		
					0	10		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					30	40		
					v	^		
			70	<	IN =		200	< 80
			80	>	OUT =		220	> 110
					v	^		
					0	10		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					20	30		
					v	^		
			50	<			<	60
			60	>			>	80
					v	^		
					0	10		

NEW PROJECTED VOLUMES (PCE'S): 2035

					240	180		
					v	^		
			110	<			<	250
			160	>			>	380
					v	^		
					0	10		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					10	10		
					v	^		
			20	<			<	20
			20	>			>	30
					v	^		
					0	0		

INITIAL YEAR 2022 VOLUMES:

2022

					230	160		
					v	^		
			80	<	IN =		560	< 210
			120	>	OUT =		570	> 330
					v	^		
					0	0		

BALANCED YEAR 2022 VOLUMES:

2022

					230	160		
					v	^		
			80	<	IN =		560	< 210
			120	>	OUT =		570	> 330
					v	^		
					0	0		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				15	0	52		
				<	v	>		
		10	^				^	56
		27	>				<	31
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					67	66		
					v	^		
			46	<	IN =		191	< 87
			37	>	OUT =		191	> 79
					v	^		
					0	0		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
		0	^				^	0
		0	>				<	0
		0	v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				15	0	52		
				<	v	>		
		10	^				^	56
		27	>				<	31
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					14	20		
					v	^		
			46	<	IN =		91	< 24
			53	>	OUT =		90	> 24
					v	^		
					0	0		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0		
					v	^		
			0	<	IN =		0	< 0
			0	>	OUT =		0	> 0
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					4	6		
					v	^		
			13	<	IN =		25	< 7
			15	>	OUT =		25	> 7
					v	^		
					0	0		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					132	142		
					v	^		
			810	<	IN =		1772	< 204
			736	>	OUT =		1772	> 689
					v	^		
					137	160		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
			0	<	IN =		0	< 0
			0	>	OUT =		0	> 0
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					37	40		
					v	^		
			227	<	IN =		496	< 225
			206	>	OUT =		496	> 191
					v	^		
					38	28		

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					33	34		
					v	^		
			214	<			<	218
			191	>			>	185
					v	^		
					38	28		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					30	30		
					v	^		
			210	<	IN =		470	< 220
			190	>	OUT =		460	> 180
					v	^		
					40	30		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					20	20		
					v	^		
			160	<			<	170
			140	>			>	140
					v	^		
					30	20		

NEW PROJECTED VOLUMES (PCE'S): 2035

					90	90		
					v	^		
			210	<			<	260
			180	>			>	220
					v	^		
					30	20		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					10	10		
					v	^		
			60	<			<	60
			50	>			>	50
					v	^		
					10	10		

INITIAL YEAR 2022 VOLUMES:

2022

					80	80		
					v	^		
			110	<	IN =		330	< 150
			90	>	OUT =		330	> 130
					v	^		
					10	10		

BALANCED YEAR 2022 VOLUMES:

2022

					80	80		
					v	^		
			110	<	IN =		330	< 150
			90	>	OUT =		330	> 130
					v	^		
					10	10		

8TH STREET (NS) / WESTWARD AVENUE (EW)

STARTING POINT TURNING MOVEMENT DERIVATION (BASE YEAR VOLUMES) AT LOCATIONS WITHOUT EXISTING COUNTS

MORNING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 110 / 110 + 2* 180 + 380
= 0.13

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 180 / 110 + 2* 180 + 380
= 0.42

NR> = NR / (NL + 2* NT + NR)
= 380 / 110 + 2* 180 + 380
= 0.45

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 380 / 380 + 2* 0 + 110
= 0.78

STv = 2* ST / (SL + 2* ST + SR)
= 2* 0 / 380 + 2* 0 + 110
= 0.00

SR< = SR / (SL + 2* ST + SR)
= 110 / 380 + 2* 0 + 110
= 0.22

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 180 / 180 + 2* 380 + 0
= 0.19

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 380 / 180 + 2* 380 + 0
= 0.81

ERv = ER / (EL + 2* ET + ER)
= 0 / 180 + 2* 380 + 0
= 0.00

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 0 / 0 + 2* 110 + 180
= 0.00

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 110 / 0 + 2* 110 + 180
= 0.55

WR^ = WR / (WL + 2* WT + WR)
= 180 / 0 + 2* 110 + 180
= 0.45

ESTIMATED PERCENTAGES

22% 0% 78%
< v >
19% ^ 1.00 ^ 45%
81% > 1.00 1.00 > 55%
0% v 1.00 v 0%
< v >
13% 42% 45%

EVENING PEAK HOUR

NORTHBOUND APPROACH:

NL< = NL / (NL + 2* NT + NR)
= 210 / 210 + 2* 90 + 220
= 0.34

NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 90 / 210 + 2* 90 + 220
= 0.30

NR> = NR / (NL + 2* NT + NR)
= 220 / 210 + 2* 90 + 220
= 0.36

SOUTHBOUND APPROACH:

SL> = SL / (SL + 2* ST + SR)
= 220 / 220 + 2* 30 + 210
= 0.45

STv = 2* ST / (SL + 2* ST + SR)
= 2* 30 / 220 + 2* 30 + 210
= 0.12

SR< = SR / (SL + 2* ST + SR)
= 210 / 220 + 2* 30 + 210
= 0.43

EASTBOUND APPROACH:

EL^ = EL / (EL + 2* ET + ER)
= 90 / 90 + 2* 220 + 30
= 0.16

ET> = 2* ET / (EL + 2* ET + ER)
= 2* 220 / 90 + 2* 220 + 30
= 0.79

ERv = ER / (EL + 2* ET + ER)
= 30 / 90 + 2* 220 + 30
= 0.05

WESTBOUND APPROACH:

WLv = WL / (WL + 2* WT + WR)
= 30 / 30 + 2* 210 + 90
= 0.06

WT< = 2* WT / (WL + 2* WT + WR)
= 2* 210 / 30 + 2* 210 + 90
= 0.78

WR^ = WR / (WL + 2* WT + WR)
= 90 / 30 + 2* 210 + 90
= 0.17

ESTIMATED PERCENTAGES

43% 12% 45%
< v >
16% ^ 1.00 ^ 17%
79% > 1.00 1.00 > 78%
5% v 1.00 v 6%
< v >
34% 30% 36%

8TH STREET (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	10	SOUTH LEG		NORTH	LEFT	31	SOUTH LEG	
BOUND	THRU	44	IN ...	0	BOUND	THRU	38	IN ...	0
	RIGHT	46	OUT ...	0		RIGHT	31	OUT ...	0
SOUTH	LEFT	82	NORTH LEG		SOUTH	LEFT	44	NORTH LEG	
BOUND	THRU	0	IN ...	220	BOUND	THRU	11	IN ...	80
	RIGHT	18	OUT ...	150		RIGHT	44	OUT ...	70
EAST	LEFT	19	WEST LEG		EAST	LEFT	23	WEST LEG	
BOUND	THRU	81	IN ...	110	BOUND	THRU	73	IN ...	50
	RIGHT	0	OUT ...	60		RIGHT	5	OUT ...	70
WEST	LEFT	0	EAST LEG		WEST	LEFT	5	EAST LEG	
BOUND	THRU	48	IN ...	200	BOUND	THRU	73	IN ...	100
	RIGHT	52	OUT ...	320		RIGHT	23	OUT ...	90

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	10	0	NORTH LEG	NORTH	LEFT	31	0	NORTH LEG
BOUND	THRU	44	0	RATIO 19.8%	BOUND	THRU	38	0	RATIO 7.9%
	RIGHT	46	0	ADT 1,900		RIGHT	31	0	ADT 1,900
SOUTH	LEFT	82	218	SOUTH LEG	SOUTH	LEFT	44	56	SOUTH LEG
BOUND	THRU	0	0	RATIO 0.0%	BOUND	THRU	11	0	RATIO 0.0%
	RIGHT	18	8	ADT 100		RIGHT	44	24	ADT 100
EAST	LEFT	19	11	EAST LEG	EAST	LEFT	23	16	EAST LEG
BOUND	THRU	81	102	RATIO 18.9%	BOUND	THRU	73	34	RATIO 7.0%
	RIGHT	0	0	ADT 2,700		RIGHT	5	0	ADT 2,700
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	5	0	WEST LEG
BOUND	THRU	48	52	RATIO 10.2%	BOUND	THRU	73	46	RATIO 7.1%
	RIGHT	52	139	ADT 1,700		RIGHT	23	54	ADT 1,700

8TH STREET (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	10	SOUTH LEG		NORTH	LEFT	31	SOUTH LEG	
BOUND	THRU	44	IN ...	0	BOUND	THRU	38	IN ...	0
	RIGHT	46	OUT ...	0		RIGHT	31	OUT ...	10
SOUTH	LEFT	82	NORTH LEG		SOUTH	LEFT	44	NORTH LEG	
BOUND	THRU	0	IN ...	220	BOUND	THRU	11	IN ...	90
	RIGHT	18	OUT ...	160		RIGHT	44	OUT ...	80
EAST	LEFT	19	WEST LEG		EAST	LEFT	23	WEST LEG	
BOUND	THRU	81	IN ...	110	BOUND	THRU	73	IN ...	60
	RIGHT	0	OUT ...	70		RIGHT	5	OUT ...	80
WEST	LEFT	0	EAST LEG		WEST	LEFT	5	EAST LEG	
BOUND	THRU	48	IN ...	200	BOUND	THRU	73	IN ...	110
	RIGHT	52	OUT ...	310		RIGHT	23	OUT ...	100

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	10	0	NORTH LEG	NORTH	LEFT	31	0	NORTH LEG
BOUND	THRU	44	0	RATIO 18.4%	BOUND	THRU	38	0	RATIO 8.3%
	RIGHT	46	0	ADT 2,100		RIGHT	31	0	ADT 2,100
SOUTH	LEFT	82	213	SOUTH LEG	SOUTH	LEFT	44	60	SOUTH LEG
BOUND	THRU	0	0	RATIO 0.0%	BOUND	THRU	11	6	RATIO 10.0%
	RIGHT	18	14	ADT 100		RIGHT	44	28	ADT 100
EAST	LEFT	19	16	EAST LEG	EAST	LEFT	23	21	EAST LEG
BOUND	THRU	81	97	RATIO 16.4%	BOUND	THRU	73	40	RATIO 6.9%
	RIGHT	0	0	ADT 3,100		RIGHT	5	1	ADT 3,100
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	5	3	WEST LEG
BOUND	THRU	48	56	RATIO 8.7%	BOUND	THRU	73	52	RATIO 6.8%
	RIGHT	52	144	ADT 2,100		RIGHT	23	59	ADT 2,100

8TH STREET (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**13**	SOUTH LEG		NORTH	LEFT	**34**	SOUTH LEG	
BOUND	THRU	**42**	IN ...	**0**	BOUND	THRU	**30**	IN ...	**10**
	RIGHT	**45**	OUT ...	**0**		RIGHT	**36**	OUT ...	**10**
SOUTH	LEFT	**78**	NORTH LEG		SOUTH	LEFT	**45**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**230**	BOUND	THRU	**12**	IN ...	**80**
	RIGHT	**22**	OUT ...	**160**		RIGHT	**43**	OUT ...	**80**
EAST	LEFT	**19**	WEST LEG		EAST	LEFT	**16**	WEST LEG	
BOUND	THRU	**81**	IN ...	**120**	BOUND	THRU	**79**	IN ...	**90**
	RIGHT	**0**	OUT ...	**80**		RIGHT	**5**	OUT ...	**110**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**6**	EAST LEG	
BOUND	THRU	**55**	IN ...	**210**	BOUND	THRU	**78**	IN ...	**150**
	RIGHT	**45**	OUT ...	**330**		RIGHT	**17**	OUT ...	**130**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**13**	**0**	NORTH LEG	NORTH	LEFT	**34**	**2**	NORTH LEG
BOUND	THRU	**42**	**0**	RATIO **18.1%**	BOUND	THRU	**30**	**4**	RATIO **7.3%**
	RIGHT	**45**	**0**	ADT 2,200		RIGHT	**36**	**4**	ADT 2,200
SOUTH	LEFT	**78**	**223**	SOUTH LEG	SOUTH	LEFT	**45**	**55**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **0.0%**	BOUND	THRU	**12**	**4**	RATIO **6.7%**
	RIGHT	**22**	**15**	ADT 300		RIGHT	**43**	**21**	ADT 300
EAST	LEFT	**19**	**16**	EAST LEG	EAST	LEFT	**16**	**18**	EAST LEG
BOUND	THRU	**81**	**107**	RATIO **11.2%**	BOUND	THRU	**79**	**71**	RATIO **5.8%**
	RIGHT	**0**	**0**	ADT 4,800		RIGHT	**5**	**1**	ADT 4,800
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**6**	**4**	WEST LEG
BOUND	THRU	**55**	**65**	RATIO **5.7%**	BOUND	THRU	**78**	**87**	RATIO **5.6%**
	RIGHT	**45**	**144**	ADT 3,600		RIGHT	**17**	**58**	ADT 3,600

8TH STREET (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH BOUND	LEFT	13	SOUTH LEG		NORTH BOUND	LEFT	34	SOUTH LEG	
	THRU	42	IN ...	0		THRU	30	IN ...	10
	RIGHT	45	OUT ...	0		RIGHT	36	OUT ...	20
SOUTH BOUND	LEFT	78	NORTH LEG		SOUTH BOUND	LEFT	45	NORTH LEG	
	THRU	0	IN ...	240		THRU	12	IN ...	80
	RIGHT	22	OUT ...	170		RIGHT	43	OUT ...	80
EAST BOUND	LEFT	19	WEST LEG		EAST BOUND	LEFT	16	WEST LEG	
	THRU	81	IN ...	130		THRU	79	IN ...	110
	RIGHT	0	OUT ...	90		RIGHT	5	OUT ...	130
WEST BOUND	LEFT	0	EAST LEG		WEST BOUND	LEFT	6	EAST LEG	
	THRU	55	IN ...	230		THRU	78	IN ...	180
	RIGHT	45	OUT ...	340		RIGHT	17	OUT ...	150

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	13	0	NORTH LEG	NORTH BOUND	LEFT	34	2	NORTH LEG
	THRU	42	0	RATIO 17.2%		THRU	30	4	RATIO 6.7%
	RIGHT	45	0	ADT 2,400		RIGHT	36	5	ADT 2,400
SOUTH BOUND	LEFT	78	226	SOUTH LEG	SOUTH BOUND	LEFT	45	54	SOUTH LEG
	THRU	0	0	RATIO 0.0%		THRU	12	7	RATIO 7.5%
	RIGHT	22	17	ADT 400		RIGHT	43	19	ADT 400
EAST BOUND	LEFT	19	18	EAST LEG	EAST BOUND	LEFT	16	17	EAST LEG
	THRU	81	114	RATIO 9.9%		THRU	79	91	RATIO 5.8%
	RIGHT	0	0	ADT 5,700		RIGHT	5	3	ADT 5,700
WEST BOUND	LEFT	0	0	WEST LEG	WEST BOUND	LEFT	6	10	WEST LEG
	THRU	55	73	RATIO 5.0%		THRU	78	109	RATIO 5.5%
	RIGHT	45	152	ADT 4,400		RIGHT	17	59	ADT 4,400

8TH STREET (NS) / WESTWARD AVENUE (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**13**	SOUTH LEG		NORTH	LEFT	**34**	SOUTH LEG	
BOUND	THRU	**42**	IN ...	**10**	BOUND	THRU	**30**	IN ...	**20**
	RIGHT	**45**	OUT ...	**0**		RIGHT	**36**	OUT ...	**20**
SOUTH	LEFT	**78**	NORTH LEG		SOUTH	LEFT	**45**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**240**	BOUND	THRU	**12**	IN ...	**90**
	RIGHT	**22**	OUT ...	**170**		RIGHT	**43**	OUT ...	**90**
EAST	LEFT	**19**	WEST LEG		EAST	LEFT	**16**	WEST LEG	
BOUND	THRU	**81**	IN ...	**140**	BOUND	THRU	**79**	IN ...	**140**
	RIGHT	**0**	OUT ...	**100**		RIGHT	**5**	OUT ...	**160**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**6**	EAST LEG	
BOUND	THRU	**55**	IN ...	**230**	BOUND	THRU	**78**	IN ...	**210**
	RIGHT	**45**	OUT ...	**360**		RIGHT	**17**	OUT ...	**180**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**13**	**0**	NORTH LEG	NORTH	LEFT	**34**	**4**	NORTH LEG
BOUND	THRU	**42**	**4**	RATIO **16.0%**	BOUND	THRU	**30**	**7**	RATIO **6.9%**
	RIGHT	**45**	**6**	ADT 2,600		RIGHT	**36**	**9**	ADT 2,600
SOUTH	LEFT	**78**	**229**	SOUTH LEG	SOUTH	LEFT	**45**	**58**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **2.0%**	BOUND	THRU	**12**	**7**	RATIO **7.9%**
	RIGHT	**22**	**19**	ADT 500		RIGHT	**43**	**24**	ADT 500
EAST	LEFT	**19**	**19**	EAST LEG	EAST	LEFT	**16**	**21**	EAST LEG
BOUND	THRU	**81**	**125**	RATIO **8.5%**	BOUND	THRU	**79**	**113**	RATIO **5.6%**
	RIGHT	**0**	**0**	ADT 6,900		RIGHT	**5**	**3**	ADT 6,900
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**6**	**10**	WEST LEG
BOUND	THRU	**55**	**81**	RATIO **4.4%**	BOUND	THRU	**78**	**133**	RATIO **5.4%**
	RIGHT	**45**	**148**	ADT 5,500		RIGHT	**17**	**62**	ADT 5,500

8TH STREET (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**13**	SOUTH LEG		NORTH	LEFT	**34**	SOUTH LEG	
BOUND	THRU	**42**	IN ...	**10**	BOUND	THRU	**30**	IN ...	**20**
	RIGHT	**45**	OUT ...	**0**		RIGHT	**36**	OUT ...	**30**
SOUTH	LEFT	**78**	NORTH LEG		SOUTH	LEFT	**45**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**240**	BOUND	THRU	**12**	IN ...	**90**
	RIGHT	**22**	OUT ...	**180**		RIGHT	**43**	OUT ...	**90**
EAST	LEFT	**19**	WEST LEG		EAST	LEFT	**16**	WEST LEG	
BOUND	THRU	**81**	IN ...	**160**	BOUND	THRU	**79**	IN ...	**180**
	RIGHT	**0**	OUT ...	**110**		RIGHT	**5**	OUT ...	**210**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**6**	EAST LEG	
BOUND	THRU	**55**	IN ...	**250**	BOUND	THRU	**78**	IN ...	**260**
	RIGHT	**45**	OUT ...	**380**		RIGHT	**17**	OUT ...	**220**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**13**	**0**	NORTH LEG	NORTH	LEFT	**34**	**4**	NORTH LEG
BOUND	THRU	**42**	**3**	RATIO **14.2%**	BOUND	THRU	**30**	**6**	RATIO **6.0%**
	RIGHT	**45**	**6**	ADT 3,000		RIGHT	**36**	**10**	ADT 3,000
SOUTH	LEFT	**78**	**229**	SOUTH LEG	SOUTH	LEFT	**45**	**57**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **1.5%**	BOUND	THRU	**12**	**9**	RATIO **7.1%**
	RIGHT	**22**	**18**	ADT 700		RIGHT	**43**	**25**	ADT 700
EAST	LEFT	**19**	**20**	EAST LEG	EAST	LEFT	**16**	**23**	EAST LEG
BOUND	THRU	**81**	**145**	RATIO **7.1%**	BOUND	THRU	**79**	**153**	RATIO **5.4%**
	RIGHT	**0**	**0**	ADT 8,800		RIGHT	**5**	**6**	ADT 8,800
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**6**	**16**	WEST LEG
BOUND	THRU	**55**	**91**	RATIO **3.8%**	BOUND	THRU	**78**	**181**	RATIO **5.4%**
	RIGHT	**45**	**157**	ADT 7,200		RIGHT	**17**	**62**	ADT 7,200

SAN GORGONIO AVENUE (NS) / WILSON STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				27	42	7				
				<	v	>				
			12	^			^	2		
			119	>			<	118		
			43	v			v	22		
				<	^	>				
				40	42	43				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					76	56				
					v	^				
			185	<	IN =		517	<	142	
			174	>	OUT =		517	>	169	
					v	^				
					107	125				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0				
				<	v	>				
			0	^			^	0		
			0	>			<	0		
			0	v			v	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

				<	^	>				
				0	0	0				

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				27	42	7				
				<	v	>				
			12	^			^	2		
			119	>			<	118		
			43	v			v	22		
				<	^	>				
				40	42	43				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					162	129				
					v	^				
			109	<	IN =		403	<	24	
			163	>	OUT =		404	>	69	
					v	^				
					97	54				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0				
					v	^				
			0	<	IN =		0	<	0	
			0	>	OUT =		0	>	0	
					v	^				
					0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					62	49				
					v	^				
			41	<	IN =		153	<	9	
			62	>	OUT =		154	>	26	
					v	^				
					37	21				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					501	534				
					v	^				
			488	<	IN =		2087	<	450	
			1005	>	OUT =		2165	>	902	
					v	^				
					241	131				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0				
					v	^				
			0	<	IN =		0	<	0	
			0	>	OUT =		0	>	0	
					v	^				
					0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					190	203				
					v	^				
			185	<	IN =		793	<	171	
			382	>	OUT =		823	>	343	
					v	^				
					92	50				

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					129	154				
					v	^				
			144	<			<	162		
			320	>			>	317		
					v	^				
					55	29				

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					130	150				
					v	^				
			140	<	IN =		640	<	160	
			320	>	OUT =		660	>	320	
					v	^				
					50	30				

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					100	110				
					v	^				
			110	<			<	120		
			240	>			>	240		
					v	^				
					40	20				

NEW PROJECTED VOLUMES (PCE'S): 2035

					180	170				
					v	^				
			300	<			<	260		
			410	>			>	410		
					v	^				
					150	150				

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					40	40				
					v	^				
			40	<			<	50		
			90	>			>	90		
					v	^				
					10	10				

INITIAL YEAR 2022 VOLUMES:

2022

					120	100				
					v	^				
			230	<	IN =		710	<	190	
			260	>	OUT =		710	>	260	
					v	^				
					120	140				

BALANCED YEAR 2022 VOLUMES:

2022

					120	100				
					v	^				
			230	<	IN =		710	<	190	
			260	>	OUT =		710	>	260	
					v	^				
					120	140				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				15	41	7				
				<	v	>				
			23	^			^	2		
			102	>			<	85		
			44	v			v	37		
				<	^	>				
				21	63	48				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					63	88				
					v	^				
			121	<	IN =		488	<	124	
			169	>	OUT =		488	>	157	
					v	^				
					122	132				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0				
				<	v	>				
			0	^			^	0		
			0	>			<	0		
			0	v			v	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

				<	^	>				
				0	0	0				

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				15	41	7				
				<	v	>				
			23	^			^	2		
			102	>			<	85		
			44	v			v	37		
				<	^	>				
				21	63	48				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					159	187				
					v	^				
			204	<	IN =		508	<	77	
			164	>	OUT =		510	>	43	
					v	^				
					76	108				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0				
					v	^				
			0	<	IN =		0	<	0	
			0	>	OUT =		0	>	0	
					v	^				
					0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					45	52				
					v	^				
			57	<	IN =		142	<	22	
			46	>	OUT =		143	>	12	
					v	^				
					21	30				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					738	795				
					v	^				
			1304	<	IN =		3378	<	1187	
			1145	>	OUT =		3375	>	1096	
					v	^				
					180	308				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0				
					v	^				
			0	<	IN =		0	<	0	
			0	>	OUT =		0	>	0	
					v	^				
					0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					207	223				
					v	^				
			365	<	IN =		946	<	332	
			321	>	OUT =		945	>	307	
					v	^				
					50	86				

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					162	170				
					v	^				
			308	<			<	311		
			275	>			>	295		
					v	^				
					29	56				

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					160	170				
					v	^				
			310	<	IN =		800	<	310	
			270	>	OUT =		800	>	290	
					v	^				
					30	60				

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					120	130				
					v	^				
			230	<			<	230		
			200	>			>	220		
					v	^				
					20	50				

NEW PROJECTED VOLUMES (PCE'S): 2035

					180	220				
					v	^				
			350	<			<	350		
			370	>			>	380		
					v	^				
					140	180				

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					50	50				
					v	^				
			90	<			<	90		
			80	>			>	80		
					v	^				
					10	20				

INITIAL YEAR 2022 VOLUMES:

2022

					110	140				
					v	^				
			210	<	IN =		720	<	210	
			250	>	OUT =		720	>	240	
					v	^				
					130	150				

BALANCED YEAR 2022 VOLUMES:

2022

					110	140				
					v	^				
			210	<	IN =		720	<	210	
			250	>	OUT =		720	>	240	
					v	^				
					130	150				

SAN GORGONIO AVENUE (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	40	SOUTH LEG		NORTH	LEFT	21	SOUTH LEG	
BOUND	THRU	42	IN ...	140	BOUND	THRU	63	IN ...	140
	RIGHT	43	OUT ...	120		RIGHT	48	OUT ...	120
SOUTH	LEFT	7	NORTH LEG		SOUTH	LEFT	7	NORTH LEG	
BOUND	THRU	42	IN ...	110	BOUND	THRU	41	IN ...	80
	RIGHT	27	OUT ...	80		RIGHT	15	OUT ...	110
EAST	LEFT	12	WEST LEG		EAST	LEFT	23	WEST LEG	
BOUND	THRU	119	IN ...	210	BOUND	THRU	102	IN ...	200
	RIGHT	43	OUT ...	210		RIGHT	44	OUT ...	160
WEST	LEFT	22	EAST LEG		WEST	LEFT	37	EAST LEG	
BOUND	THRU	118	IN ...	170	BOUND	THRU	85	IN ...	160
	RIGHT	2	OUT ...	210		RIGHT	2	OUT ...	200

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	40	33	NORTH LEG	NORTH	LEFT	21	18	NORTH LEG
BOUND	THRU	42	57	RATIO 5.5%	BOUND	THRU	63	73	RATIO 5.6%
	RIGHT	43	47	ADT 3,400		RIGHT	48	51	ADT 3,400
SOUTH	LEFT	7	13	SOUTH LEG	SOUTH	LEFT	7	13	SOUTH LEG
BOUND	THRU	42	57	RATIO 7.4%	BOUND	THRU	41	46	RATIO 7.5%
	RIGHT	27	38	ADT 3,500		RIGHT	15	22	ADT 3,500
EAST	LEFT	12	19	EAST LEG	EAST	LEFT	23	33	EAST LEG
BOUND	THRU	119	150	RATIO 6.0%	BOUND	THRU	102	136	RATIO 5.7%
	RIGHT	43	39	ADT 6,300		RIGHT	44	35	ADT 6,300
WEST	LEFT	22	25	WEST LEG	WEST	LEFT	37	39	WEST LEG
BOUND	THRU	118	138	RATIO 6.6%	BOUND	THRU	85	119	RATIO 5.8%
	RIGHT	2	4	ADT 6,300		RIGHT	2	4	ADT 6,300

SAN GORGONIO AVENUE (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	**40**	SOUTH LEG		NORTH	LEFT	**21**	SOUTH LEG	
BOUND	THRU	**42**	IN ...	**140**	BOUND	THRU	**63**	IN ...	**140**
	RIGHT	**43**	OUT ...	**120**		RIGHT	**48**	OUT ...	**130**
SOUTH	LEFT	**7**	NORTH LEG		SOUTH	LEFT	**7**	NORTH LEG	
BOUND	THRU	**42**	IN ...	**120**	BOUND	THRU	**41**	IN ...	**90**
	RIGHT	**27**	OUT ...	**90**		RIGHT	**15**	OUT ...	**120**
EAST	LEFT	**12**	WEST LEG		EAST	LEFT	**23**	WEST LEG	
BOUND	THRU	**119**	IN ...	**230**	BOUND	THRU	**102**	IN ...	**230**
	RIGHT	**43**	OUT ...	**220**		RIGHT	**44**	OUT ...	**180**
WEST	LEFT	**22**	EAST LEG		WEST	LEFT	**37**	EAST LEG	
BOUND	THRU	**118**	IN ...	**180**	BOUND	THRU	**85**	IN ...	**180**
	RIGHT	**2**	OUT ...	**230**		RIGHT	**2**	OUT ...	**220**

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**40**	**30**	NORTH LEG	NORTH	LEFT	**21**	**18**	NORTH LEG
BOUND	THRU	**42**	**62**	RATIO **5.0%**	BOUND	THRU	**63**	**75**	RATIO **5.0%**
	RIGHT	**43**	**46**	ADT 4,200		RIGHT	**48**	**50**	ADT 4,200
SOUTH	LEFT	**7**	**16**	SOUTH LEG	SOUTH	LEFT	**7**	**15**	SOUTH LEG
BOUND	THRU	**42**	**59**	RATIO **7.0%**	BOUND	THRU	**41**	**50**	RATIO **7.4%**
	RIGHT	**27**	**43**	ADT 3,700		RIGHT	**15**	**26**	ADT 3,700
EAST	LEFT	**12**	**23**	EAST LEG	EAST	LEFT	**23**	**40**	EAST LEG
BOUND	THRU	**119**	**167**	RATIO **5.3%**	BOUND	THRU	**102**	**155**	RATIO **5.2%**
	RIGHT	**43**	**37**	ADT 7,700		RIGHT	**44**	**38**	ADT 7,700
WEST	LEFT	**22**	**24**	WEST LEG	WEST	LEFT	**37**	**41**	WEST LEG
BOUND	THRU	**118**	**147**	RATIO **5.8%**	BOUND	THRU	**85**	**136**	RATIO **5.4%**
	RIGHT	**2**	**5**	ADT 7,700		RIGHT	**2**	**5**	ADT 7,700

SAN GORGONIO AVENUE (NS) / WILSON STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**40**	SOUTH LEG		NORTH	LEFT	**21**	SOUTH LEG	
BOUND	THRU	**42**	IN ...	**140**	BOUND	THRU	**63**	IN ...	**150**
	RIGHT	**43**	OUT ...	**120**		RIGHT	**48**	OUT ...	**130**
SOUTH	LEFT	**7**	NORTH LEG		SOUTH	LEFT	**7**	NORTH LEG	
BOUND	THRU	**42**	IN ...	**120**	BOUND	THRU	**41**	IN ...	**110**
	RIGHT	**27**	OUT ...	**100**		RIGHT	**15**	OUT ...	**140**
EAST	LEFT	**12**	WEST LEG		EAST	LEFT	**23**	WEST LEG	
BOUND	THRU	**119**	IN ...	**260**	BOUND	THRU	**102**	IN ...	**250**
	RIGHT	**43**	OUT ...	**230**		RIGHT	**44**	OUT ...	**210**
WEST	LEFT	**22**	EAST LEG		WEST	LEFT	**37**	EAST LEG	
BOUND	THRU	**118**	IN ...	**190**	BOUND	THRU	**85**	IN ...	**210**
	RIGHT	**2**	OUT ...	**260**		RIGHT	**2**	OUT ...	**240**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**40**	**28**	NORTH LEG	NORTH	LEFT	**21**	**16**	NORTH LEG
BOUND	THRU	**42**	**66**	RATIO **4.0%**	BOUND	THRU	**63**	**84**	RATIO **4.5%**
	RIGHT	**43**	**47**	ADT 5,500		RIGHT	**48**	**50**	ADT 5,500
SOUTH	LEFT	**7**	**18**	SOUTH LEG	SOUTH	LEFT	**7**	**21**	SOUTH LEG
BOUND	THRU	**42**	**58**	RATIO **6.3%**	BOUND	THRU	**41**	**55**	RATIO **6.8%**
	RIGHT	**27**	**44**	ADT 4,100		RIGHT	**15**	**34**	ADT 4,100
EAST	LEFT	**12**	**28**	EAST LEG	EAST	LEFT	**23**	**49**	EAST LEG
BOUND	THRU	**119**	**195**	RATIO **4.7%**	BOUND	THRU	**102**	**169**	RATIO **4.7%**
	RIGHT	**43**	**38**	ADT 9,500		RIGHT	**44**	**33**	ADT 9,500
WEST	LEFT	**22**	**25**	WEST LEG	WEST	LEFT	**37**	**42**	WEST LEG
BOUND	THRU	**118**	**158**	RATIO **5.2%**	BOUND	THRU	**85**	**160**	RATIO **4.9%**
	RIGHT	**2**	**6**	ADT 9,500		RIGHT	**2**	**6**	ADT 9,500

SAN GORGONIO AVENUE (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	40	SOUTH LEG		NORTH	LEFT	21	SOUTH LEG	
BOUND	THRU	42	IN ...	150	BOUND	THRU	63	IN ...	150
	RIGHT	43	OUT ...	130		RIGHT	48	OUT ...	130
SOUTH	LEFT	7	NORTH LEG		SOUTH	LEFT	7	NORTH LEG	
BOUND	THRU	42	IN ...	140	BOUND	THRU	41	IN ...	120
	RIGHT	27	OUT ...	120		RIGHT	15	OUT ...	160
EAST	LEFT	12	WEST LEG		EAST	LEFT	23	WEST LEG	
BOUND	THRU	119	IN ...	310	BOUND	THRU	102	IN ...	280
	RIGHT	43	OUT ...	250		RIGHT	44	OUT ...	240
WEST	LEFT	22	EAST LEG		WEST	LEFT	37	EAST LEG	
BOUND	THRU	118	IN ...	210	BOUND	THRU	85	IN ...	240
	RIGHT	2	OUT ...	300		RIGHT	2	OUT ...	270

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	40	26	NORTH LEG	NORTH	LEFT	21	14	NORTH LEG
BOUND	THRU	42	75	RATIO 3.8%	BOUND	THRU	63	90	RATIO 4.2%
	RIGHT	43	47	ADT 6,700		RIGHT	48	49	ADT 6,700
SOUTH	LEFT	7	22	SOUTH LEG	SOUTH	LEFT	7	27	SOUTH LEG
BOUND	THRU	42	64	RATIO 6.3%	BOUND	THRU	41	56	RATIO 6.4%
	RIGHT	27	51	ADT 4,400		RIGHT	15	38	ADT 4,400
EAST	LEFT	12	37	EAST LEG	EAST	LEFT	23	61	EAST LEG
BOUND	THRU	119	230	RATIO 4.4%	BOUND	THRU	102	194	RATIO 4.4%
	RIGHT	43	40	ADT 11,500		RIGHT	44	30	ADT 11,500
WEST	LEFT	22	26	WEST LEG	WEST	LEFT	37	44	WEST LEG
BOUND	THRU	118	172	RATIO 4.8%	BOUND	THRU	85	187	RATIO 4.6%
	RIGHT	2	8	ADT 11,500		RIGHT	2	9	ADT 11,500

SAN GORGONIO AVENUE (NS) / WILSON STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**40**	SOUTH LEG		NORTH	LEFT	**21**	SOUTH LEG	
BOUND	THRU	**42**	IN ...	**150**	BOUND	THRU	**63**	IN ...	**160**
	RIGHT	**43**	OUT ...	**140**		RIGHT	**48**	OUT ...	**140**
SOUTH	LEFT	**7**	NORTH LEG		SOUTH	LEFT	**7**	NORTH LEG	
BOUND	THRU	**42**	IN ...	**150**	BOUND	THRU	**41**	IN ...	**150**
	RIGHT	**27**	OUT ...	**140**		RIGHT	**15**	OUT ...	**180**
EAST	LEFT	**12**	WEST LEG		EAST	LEFT	**23**	WEST LEG	
BOUND	THRU	**119**	IN ...	**350**	BOUND	THRU	**102**	IN ...	**320**
	RIGHT	**43**	OUT ...	**270**		RIGHT	**44**	OUT ...	**290**
WEST	LEFT	**22**	EAST LEG		WEST	LEFT	**37**	EAST LEG	
BOUND	THRU	**118**	IN ...	**240**	BOUND	THRU	**85**	IN ...	**300**
	RIGHT	**2**	OUT ...	**340**		RIGHT	**2**	OUT ...	**320**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**40**	**22**	NORTH LEG	NORTH	LEFT	**21**	**13**	NORTH LEG
BOUND	THRU	**42**	**81**	RATIO **3.5%**	BOUND	THRU	**63**	**96**	RATIO **4.0%**
	RIGHT	**43**	**47**	ADT 8,300		RIGHT	**48**	**53**	ADT 8,300
SOUTH	LEFT	**7**	**27**	SOUTH LEG	SOUTH	LEFT	**7**	**40**	SOUTH LEG
BOUND	THRU	**42**	**69**	RATIO **5.9%**	BOUND	THRU	**41**	**63**	RATIO **6.2%**
	RIGHT	**27**	**53**	ADT 4,900		RIGHT	**15**	**46**	ADT 4,900
EAST	LEFT	**12**	**47**	EAST LEG	EAST	LEFT	**23**	**70**	EAST LEG
BOUND	THRU	**119**	**265**	RATIO **4.1%**	BOUND	THRU	**102**	**227**	RATIO **4.3%**
	RIGHT	**43**	**40**	ADT 14,200		RIGHT	**44**	**26**	ADT 14,200
WEST	LEFT	**22**	**31**	WEST LEG	WEST	LEFT	**37**	**50**	WEST LEG
BOUND	THRU	**118**	**195**	RATIO **4.4%**	BOUND	THRU	**85**	**231**	RATIO **4.4%**
	RIGHT	**2**	**12**	ADT 14,100		RIGHT	**2**	**14**	ADT 14,100

SAN GORGONIO AVENUE (NS) / WILSON STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**40**	SOUTH LEG		NORTH	LEFT	**21**	SOUTH LEG	
BOUND	THRU	**42**	IN ...	**150**	BOUND	THRU	**63**	IN ...	**180**
	RIGHT	**43**	OUT ...	**150**		RIGHT	**48**	OUT ...	**140**
SOUTH	LEFT	**7**	NORTH LEG		SOUTH	LEFT	**7**	NORTH LEG	
BOUND	THRU	**42**	IN ...	**180**	BOUND	THRU	**41**	IN ...	**180**
	RIGHT	**27**	OUT ...	**170**		RIGHT	**15**	OUT ...	**220**
EAST	LEFT	**12**	WEST LEG		EAST	LEFT	**23**	WEST LEG	
BOUND	THRU	**119**	IN ...	**410**	BOUND	THRU	**102**	IN ...	**370**
	RIGHT	**43**	OUT ...	**300**		RIGHT	**44**	OUT ...	**350**
WEST	LEFT	**22**	EAST LEG		WEST	LEFT	**37**	EAST LEG	
BOUND	THRU	**118**	IN ...	**260**	BOUND	THRU	**85**	IN ...	**350**
	RIGHT	**2**	OUT ...	**410**		RIGHT	**2**	OUT ...	**380**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**40**	**19**	NORTH LEG	NORTH	LEFT	**21**	**13**	NORTH LEG
BOUND	THRU	**42**	**90**	RATIO **3.3%**	BOUND	THRU	**63**	**113**	RATIO **3.7%**
	RIGHT	**43**	**47**	ADT 10,800		RIGHT	**48**	**58**	ADT 10,800
SOUTH	LEFT	**7**	**39**	SOUTH LEG	SOUTH	LEFT	**7**	**55**	SOUTH LEG
BOUND	THRU	**42**	**79**	RATIO **5.5%**	BOUND	THRU	**41**	**66**	RATIO **5.8%**
	RIGHT	**27**	**65**	ADT 5,600		RIGHT	**15**	**59**	ADT 5,600
EAST	LEFT	**12**	**64**	EAST LEG	EAST	LEFT	**23**	**88**	EAST LEG
BOUND	THRU	**119**	**323**	RATIO **3.7%**	BOUND	THRU	**102**	**267**	RATIO **4.0%**
	RIGHT	**43**	**39**	ADT 18,200		RIGHT	**44**	**24**	ADT 18,200
WEST	LEFT	**22**	**31**	WEST LEG	WEST	LEFT	**37**	**50**	WEST LEG
BOUND	THRU	**118**	**216**	RATIO **4.0%**	BOUND	THRU	**85**	**278**	RATIO **4.0%**
	RIGHT	**2**	**17**	ADT 18,100		RIGHT	**2**	**19**	ADT 18,100

SAN GORGONIO AVENUE (NS) / RAMSEY STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				50	76	10			
				<	v	>			
		48	^				^	12	
		118	>				<	88	
		6	v				v	39	
				<	^	>			
				6	106	47			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					136	166			
					v	^			
		144	<	IN =		606	<	139	
		172	>	OUT =		606	>	175	
					v	^			
					121	159			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0			
				<	v	>			
		0	^				^	0	
		0	>				<	0	
		0	v				v	0	
PCE FACTORS BY AXLE:				<	^	>			
2: 1.5 3: 2.0 4+: 3.0				0	0	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				50	76	10			
				<	v	>			
		48	^				^	12	
		118	>				<	88	
		6	v				v	39	
				<	^	>			
				6	106	47			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					81	144			
					v	^			
		44	<	IN =		285	<	17	
		123	>	OUT =		285	>	45	
					v	^			
					52	64			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0			
					v	^			
		0	<	IN =		0	<	0	
		0	>	OUT =		0	>	0	
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					31	55			
					v	^			
		17	<	IN =		108	<	6	
		47	>	OUT =		108	>	17	
					v	^			
					20	24			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					152	145			
					v	^			
		147	<	IN =		731	<	161	
		260	>	OUT =		754	>	361	
					v	^			
					101	158			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0			
					v	^			
		0	<	IN =		0	<	0	
		0	>	OUT =		0	>	0	
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					58	55			
					v	^			
		56	<	IN =		278	<	61	
		99	>	OUT =		287	>	137	
					v	^			
					38	60			

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					27	0			
					v	^			
		39	<				<	55	
		52	>				>	120	
					v	^			
					19	36			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					30	20			
					v	^			
		40	<	IN =		170	<	50	
		50	>	OUT =		200	>	120	
					v	^			
					20	40			

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					20	20			
					v	^			
		30	<				<	40	
		40	>				>	90	
					v	^			
					20	30			

NEW PROJECTED VOLUMES (PCE'S): 2035

					160	190			
					v	^			
		170	<				<	180	
		210	>				>	270	
					v	^			
					140	190			

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					10	10			
					v	^			
		10	<				<	10	
		10	>				>	30	
					v	^			
					10	10			

INITIAL YEAR 2022 VOLUMES:

2022

					150	180			
					v	^			
		150	<	IN =		650	<	150	
		180	>	OUT =		670	>	210	
					v	^			
					130	170			

BALANCED YEAR 2022 VOLUMES:

2022

					150	180			
					v	^			
		150	<	IN =		670	<	150	
		190	>	OUT =		670	>	210	
					v	^			
					130	180			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				63	36	16			
				<	v	>			
		55	^				^	29	
		191	>				<	188	
		20	v				v	18	
				<	^	>			
				22	74	27			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					115	158			
					v	^			
		273	<	IN =		739	<	235	
		266	>	OUT =		739	>	234	
					v	^			
					74	123			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0			
				<	v	>			
		0	^				^	0	
		0	>				<	0	
		0	v				v	0	
PCE FACTORS BY AXLE:				<	^	>			
2: 1.5 3: 2 4+: 3.0				0	0	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				63	36	16			
				<	v	>			
		55	^				^	29	
		191	>				<	188	
		20	v				v	18	
				<	^	>			
				22	74	27			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					161	135			
					v	^			
		131	<	IN =		383	<	52	
		99	>	OUT =		383	>	87	
					v	^			
					80	71			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0			
					v	^			
		0	<	IN =		0	<	0	
		0	>	OUT =		0	>	0	
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					45	38			
					v	^			
		37	<	IN =		107	<	15	
		28	>	OUT =		107	>	10	
					v	^			
					22	20			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					257	285			
					v	^			
		660	<	IN =		1937	<	684	
		765	>	OUT =		1938	>	701	
					v	^			
					282	231			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0			
					v	^			
		0	<	IN =		0	<	0	
		0	>	OUT =		0	>	0	
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					72	80			
					v	^			
		185	<	IN =		542	<	192	
		214	>	OUT =		543	>	196	
					v	^			
					82	65			

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					27	42			
					v	^			
		148	<				<	177	
		186	>				>	186	
					v	^			
					59	45			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					30	40			
					v	^			
		150	<	IN =		440	<	180	
		190	>	OUT =		440	>	190	
					v	^			
					60	40			

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					20	30			
					v	^			
		110	<				<	140	
		140	>				>	140	
					v	^			
					50	30			

NEW PROJECTED VOLUMES (PCE'S): 2035

					140	190			
					v	^			
		380	<				<	380	
		410	>				>	370	
					v	^			
					120	150			

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					10	10			
					v	^			
		40	<				<	50	
		50	>				>	50	
					v	^			
					20	10			

INITIAL YEAR 2022 VOLUMES:

2022

					130	170			
					v	^			
		310	<	IN =		870	<	290	
		320	>	OUT =		850	>	280	
					v	^			
					90	130			

BALANCED YEAR 2022 VOLUMES:

2022

					130	170			
					v	^			
		320	<	IN =		870	<	290	
		320	>	OUT =		870	>	290	
					v	^			
					90	130			

SAN GORGONIO AVENUE (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	6	SOUTH LEG		NORTH	LEFT	22	SOUTH LEG	
BOUND	THRU	106	IN ...	160	BOUND	THRU	74	IN ...	130
	RIGHT	47	OUT ...	120		RIGHT	27	OUT ...	80
SOUTH	LEFT	10	NORTH LEG		SOUTH	LEFT	16	NORTH LEG	
BOUND	THRU	76	IN ...	140	BOUND	THRU	36	IN ...	120
	RIGHT	50	OUT ...	170		RIGHT	63	OUT ...	160
EAST	LEFT	48	WEST LEG		EAST	LEFT	55	WEST LEG	
BOUND	THRU	118	IN ...	180	BOUND	THRU	191	IN ...	290
	RIGHT	6	OUT ...	150		RIGHT	20	OUT ...	290
WEST	LEFT	39	EAST LEG		WEST	LEFT	18	EAST LEG	
BOUND	THRU	88	IN ...	150	BOUND	THRU	188	IN ...	260
	RIGHT	12	OUT ...	200		RIGHT	29	OUT ...	270

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	6	5	NORTH LEG	NORTH	LEFT	22	22	NORTH LEG
BOUND	THRU	106	106	RATIO 8.6%	BOUND	THRU	74	75	RATIO 7.8%
	RIGHT	47	53	ADT 3,600		RIGHT	27	33	ADT 3,600
SOUTH	LEFT	10	15	SOUTH LEG	SOUTH	LEFT	16	19	SOUTH LEG
BOUND	THRU	76	75	RATIO 9.8%	BOUND	THRU	36	38	RATIO 7.2%
	RIGHT	50	51	ADT 2,900		RIGHT	63	62	ADT 2,900
EAST	LEFT	48	48	EAST LEG	EAST	LEFT	55	52	EAST LEG
BOUND	THRU	118	132	RATIO 4.9%	BOUND	THRU	191	218	RATIO 7.4%
	RIGHT	6	5	ADT 7,200		RIGHT	20	20	ADT 7,200
WEST	LEFT	39	40	WEST LEG	WEST	LEFT	18	21	WEST LEG
BOUND	THRU	88	94	RATIO 4.2%	BOUND	THRU	188	206	RATIO 7.3%
	RIGHT	12	16	ADT 7,900		RIGHT	29	32	ADT 7,900

SAN GORGONIO AVENUE (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	6	SOUTH LEG		NORTH	LEFT	22	SOUTH LEG	
BOUND	THRU	106	IN ...	170	BOUND	THRU	74	IN ...	130
	RIGHT	47	OUT ...	130		RIGHT	27	OUT ...	90
SOUTH	LEFT	10	NORTH LEG		SOUTH	LEFT	16	NORTH LEG	
BOUND	THRU	76	IN ...	150	BOUND	THRU	36	IN ...	130
	RIGHT	50	OUT ...	170		RIGHT	63	OUT ...	170
EAST	LEFT	48	WEST LEG		EAST	LEFT	55	WEST LEG	
BOUND	THRU	118	IN ...	190	BOUND	THRU	191	IN ...	310
	RIGHT	6	OUT ...	160		RIGHT	20	OUT ...	300
WEST	LEFT	39	EAST LEG		WEST	LEFT	18	EAST LEG	
BOUND	THRU	88	IN ...	160	BOUND	THRU	188	IN ...	270
	RIGHT	12	OUT ...	210		RIGHT	29	OUT ...	280

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	6	6	NORTH LEG	NORTH	LEFT	22	22	NORTH LEG
BOUND	THRU	106	108	RATIO 8.6%	BOUND	THRU	74	77	RATIO 8.1%
	RIGHT	47	57	ADT 3,700		RIGHT	27	31	ADT 3,700
SOUTH	LEFT	10	14	SOUTH LEG	SOUTH	LEFT	16	20	SOUTH LEG
BOUND	THRU	76	81	RATIO 9.4%	BOUND	THRU	36	44	RATIO 6.9%
	RIGHT	50	54	ADT 3,200		RIGHT	63	66	ADT 3,200
EAST	LEFT	48	47	EAST LEG	EAST	LEFT	55	59	EAST LEG
BOUND	THRU	118	139	RATIO 4.6%	BOUND	THRU	191	229	RATIO 6.8%
	RIGHT	6	5	ADT 8,100		RIGHT	20	23	ADT 8,100
WEST	LEFT	39	44	WEST LEG	WEST	LEFT	18	23	WEST LEG
BOUND	THRU	88	100	RATIO 4.1%	BOUND	THRU	188	212	RATIO 7.1%
	RIGHT	12	15	ADT 8,600		RIGHT	29	34	ADT 8,600

SAN GORGONIO AVENUE (NS) / RAMSEY STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**6**	SOUTH LEG		NORTH	LEFT	**22**	SOUTH LEG	
BOUND	THRU	**106**	IN ...	**180**	BOUND	THRU	**74**	IN ...	**130**
	RIGHT	**47**	OUT ...	**130**		RIGHT	**27**	OUT ...	**90**
SOUTH	LEFT	**10**	NORTH LEG		SOUTH	LEFT	**16**	NORTH LEG	
BOUND	THRU	**76**	IN ...	**150**	BOUND	THRU	**36**	IN ...	**130**
	RIGHT	**50**	OUT ...	**180**		RIGHT	**63**	OUT ...	**170**
EAST	LEFT	**48**	WEST LEG		EAST	LEFT	**55**	WEST LEG	
BOUND	THRU	**118**	IN ...	**190**	BOUND	THRU	**191**	IN ...	**320**
	RIGHT	**6**	OUT ...	**150**		RIGHT	**20**	OUT ...	**320**
WEST	LEFT	**39**	EAST LEG		WEST	LEFT	**18**	EAST LEG	
BOUND	THRU	**88**	IN ...	**150**	BOUND	THRU	**188**	IN ...	**290**
	RIGHT	**12**	OUT ...	**210**		RIGHT	**29**	OUT ...	**290**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**6**	**6**	NORTH LEG	NORTH	LEFT	**22**	**22**	NORTH LEG
BOUND	THRU	**106**	**116**	RATIO **8.4%**	BOUND	THRU	**74**	**76**	RATIO **7.7%**
	RIGHT	**47**	**59**	ADT 3,900		RIGHT	**27**	**32**	ADT 3,900
SOUTH	LEFT	**10**	**14**	SOUTH LEG	SOUTH	LEFT	**16**	**20**	SOUTH LEG
BOUND	THRU	**76**	**82**	RATIO **9.1%**	BOUND	THRU	**36**	**42**	RATIO **6.5%**
	RIGHT	**50**	**52**	ADT 3,400		RIGHT	**63**	**68**	ADT 3,400
EAST	LEFT	**48**	**49**	EAST LEG	EAST	LEFT	**55**	**59**	EAST LEG
BOUND	THRU	**118**	**137**	RATIO **4.0%**	BOUND	THRU	**191**	**238**	RATIO **6.5%**
	RIGHT	**6**	**5**	ADT 8,900		RIGHT	**20**	**23**	ADT 8,900
WEST	LEFT	**39**	**42**	WEST LEG	WEST	LEFT	**18**	**24**	WEST LEG
BOUND	THRU	**88**	**92**	RATIO **3.7%**	BOUND	THRU	**188**	**230**	RATIO **6.9%**
	RIGHT	**12**	**15**	ADT 9,300		RIGHT	**29**	**35**	ADT 9,300

SAN GORGONIO AVENUE (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	6	SOUTH LEG		NORTH	LEFT	22	SOUTH LEG	
BOUND	THRU	106	IN ...	190	BOUND	THRU	74	IN ...	140
	RIGHT	47	OUT ...	130		RIGHT	27	OUT ...	90
SOUTH	LEFT	10	NORTH LEG		SOUTH	LEFT	16	NORTH LEG	
BOUND	THRU	76	IN ...	150	BOUND	THRU	36	IN ...	130
	RIGHT	50	OUT ...	180		RIGHT	63	OUT ...	180
EAST	LEFT	48	WEST LEG		EAST	LEFT	55	WEST LEG	
BOUND	THRU	118	IN ...	200	BOUND	THRU	191	IN ...	340
	RIGHT	6	OUT ...	160		RIGHT	20	OUT ...	340
WEST	LEFT	39	EAST LEG		WEST	LEFT	18	EAST LEG	
BOUND	THRU	88	IN ...	160	BOUND	THRU	188	IN ...	310
	RIGHT	12	OUT ...	230		RIGHT	29	OUT ...	310

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	6	6	NORTH LEG	NORTH	LEFT	22	24	NORTH LEG
BOUND	THRU	106	118	RATIO 8.2%	BOUND	THRU	74	81	RATIO 7.7%
	RIGHT	47	67	ADT 4,000		RIGHT	27	35	ADT 4,000
SOUTH	LEFT	10	15	SOUTH LEG	SOUTH	LEFT	16	20	SOUTH LEG
BOUND	THRU	76	81	RATIO 8.7%	BOUND	THRU	36	41	RATIO 6.2%
	RIGHT	50	54	ADT 3,700		RIGHT	63	68	ADT 3,700
EAST	LEFT	48	47	EAST LEG	EAST	LEFT	55	62	EAST LEG
BOUND	THRU	118	148	RATIO 3.9%	BOUND	THRU	191	255	RATIO 6.2%
	RIGHT	6	5	ADT 10,000		RIGHT	20	24	ADT 10,000
WEST	LEFT	39	44	WEST LEG	WEST	LEFT	18	25	WEST LEG
BOUND	THRU	88	100	RATIO 3.5%	BOUND	THRU	188	247	RATIO 6.6%
	RIGHT	12	15	ADT 10,300		RIGHT	29	38	ADT 10,300

SAN GORGONIO AVENUE (NS) / RAMSEY STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**6**	SOUTH LEG		NORTH	LEFT	**22**	SOUTH LEG	
BOUND	THRU	**106**	IN ...	**180**	BOUND	THRU	**74**	IN ...	**140**
	RIGHT	**47**	OUT ...	**130**		RIGHT	**27**	OUT ...	**100**
SOUTH	LEFT	**10**	NORTH LEG		SOUTH	LEFT	**16**	NORTH LEG	
BOUND	THRU	**76**	IN ...	**160**	BOUND	THRU	**36**	IN ...	**140**
	RIGHT	**50**	OUT ...	**180**		RIGHT	**63**	OUT ...	**190**
EAST	LEFT	**48**	WEST LEG		EAST	LEFT	**55**	WEST LEG	
BOUND	THRU	**118**	IN ...	**200**	BOUND	THRU	**191**	IN ...	**370**
	RIGHT	**6**	OUT ...	**160**		RIGHT	**20**	OUT ...	**360**
WEST	LEFT	**39**	EAST LEG		WEST	LEFT	**18**	EAST LEG	
BOUND	THRU	**88**	IN ...	**170**	BOUND	THRU	**188**	IN ...	**340**
	RIGHT	**12**	OUT ...	**240**		RIGHT	**29**	OUT ...	**340**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**6**	**4**	NORTH LEG	NORTH	LEFT	**22**	**23**	NORTH LEG
BOUND	THRU	**106**	**112**	RATIO **7.9%**	BOUND	THRU	**74**	**81**	RATIO **7.7%**
	RIGHT	**47**	**66**	ADT 4,300		RIGHT	**27**	**36**	ADT 4,300
SOUTH	LEFT	**10**	**22**	SOUTH LEG	SOUTH	LEFT	**16**	**23**	SOUTH LEG
BOUND	THRU	**76**	**82**	RATIO **7.6%**	BOUND	THRU	**36**	**46**	RATIO **5.9%**
	RIGHT	**50**	**54**	ADT 4,100		RIGHT	**63**	**71**	ADT 4,100
EAST	LEFT	**48**	**47**	EAST LEG	EAST	LEFT	**55**	**65**	EAST LEG
BOUND	THRU	**118**	**152**	RATIO **3.5%**	BOUND	THRU	**191**	**280**	RATIO **5.9%**
	RIGHT	**6**	**4**	ADT 11,500		RIGHT	**20**	**25**	ADT 11,500
WEST	LEFT	**39**	**45**	WEST LEG	WEST	LEFT	**18**	**29**	WEST LEG
BOUND	THRU	**88**	**102**	RATIO **3.1%**	BOUND	THRU	**188**	**267**	RATIO **6.3%**
	RIGHT	**12**	**21**	ADT 11,600		RIGHT	**29**	**44**	ADT 11,600

SAN GORGONIO AVENUE (NS) / RAMSEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**6**	SOUTH LEG		NORTH	LEFT	**22**	SOUTH LEG	
BOUND	THRU	**106**	IN ...	**190**	BOUND	THRU	**74**	IN ...	**150**
	RIGHT	**47**	OUT ...	**140**		RIGHT	**27**	OUT ...	**120**
SOUTH	LEFT	**10**	NORTH LEG		SOUTH	LEFT	**16**	NORTH LEG	
BOUND	THRU	**76**	IN ...	**160**	BOUND	THRU	**36**	IN ...	**140**
	RIGHT	**50**	OUT ...	**190**		RIGHT	**63**	OUT ...	**190**
EAST	LEFT	**48**	WEST LEG		EAST	LEFT	**55**	WEST LEG	
BOUND	THRU	**118**	IN ...	**210**	BOUND	THRU	**191**	IN ...	**410**
	RIGHT	**6**	OUT ...	**170**		RIGHT	**20**	OUT ...	**380**
WEST	LEFT	**39**	EAST LEG		WEST	LEFT	**18**	EAST LEG	
BOUND	THRU	**88**	IN ...	**180**	BOUND	THRU	**188**	IN ...	**380**
	RIGHT	**12**	OUT ...	**270**		RIGHT	**29**	OUT ...	**370**

YEAR 2035 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**6**	**4**	NORTH LEG	NORTH	LEFT	**22**	**25**	NORTH LEG	
BOUND	THRU	**106**	**119**	RATIO **7.5%**	BOUND	THRU	**74**	**82**	RATIO **7.0%**	
	RIGHT	**47**	**76**	ADT 4,700		RIGHT	**27**	**41**	ADT 4,700	
SOUTH	LEFT	**10**	**24**	SOUTH LEG	SOUTH	LEFT	**16**	**22**	SOUTH LEG	
BOUND	THRU	**76**	**85**	RATIO **7.1%**	BOUND	THRU	**36**	**50**	RATIO **5.6%**	
	RIGHT	**50**	**55**	ADT 4,800		RIGHT	**63**	**65**	ADT 4,800	
EAST	LEFT	**48**	**48**	EAST LEG	EAST	LEFT	**55**	**64**	EAST LEG	
BOUND	THRU	**118**	**170**	RATIO **3.3%**	BOUND	THRU	**191**	**307**	RATIO **5.4%**	
	RIGHT	**6**	**4**	ADT 13,700		RIGHT	**20**	**32**	ADT 13,700	
WEST	LEFT	**39**	**51**	WEST LEG	WEST	LEFT	**18**	**38**	WEST LEG	
BOUND	THRU	**88**	**111**	RATIO **2.9%**	BOUND	THRU	**188**	**290**	RATIO **5.8%**	
	RIGHT	**12**	**23**	ADT 13,500		RIGHT	**29**	**44**	ADT 13,500	

SAN GORGONIO AVENUE (NS) / LINCOLN STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				15	121	15				
			<		v		>			
		28	^					^	13	
		75	>					<	35	
		51	v					v	74	
			<		^		>			
				83	164	45				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					151	205				
					v	^				
		133	<	IN	=	719	<	122		
		154	>	OUT	=	719	>	135		
					v	^				
					246	292				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0				
			<		v		>			
		0	^					^	0	
		0	>					<	0	
		0	v					v	0	
			<		^		>			
				0	0	0				

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				15	121	15				
			<		v		>			
		28	^					^	13	
		75	>					<	35	
		51	v					v	74	
			<		^		>			
				83	164	45				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					52	64				
					v	^				
		167	<	IN	=	602	<	77		
		128	>	OUT	=	601	>	173		
					v	^				
					197	345				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0				
					v	^				
		0	<	IN	=	0	<	0		
		0	>	OUT	=	0	>	0		
					v	^				
					0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					20	24				
					v	^				
		63	<	IN	=	229	<	29		
		49	>	OUT	=	228	>	66		
					v	^				
					75	131				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					101	158				
					v	^				
		511	<	IN	=	1420	<	496		
		617	>	OUT	=	1396	>	573		
					v	^				
					154	206				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0				
					v	^				
		0	<	IN	=	0	<	0		
		0	>	OUT	=	0	>	0		
					v	^				
					0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					38	60				
					v	^				
		194	<	IN	=	540	<	188		
		234	>	OUT	=	530	>	218		
					v	^				
					59	78				

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					19	36				
					v	^				
		131	<			<		159		
		186	>			>		152		
					v	^				
					-16	-53				

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					20	40				
					v	^				
		130	<	IN	=	370	<	160		
		190	>	OUT	=	320	>	150		
					v	^				
					0	0				

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					20	30				
					v	^				
		100	<			<		120		
		140	>			>		110		
					v	^				
					0	0				

NEW PROJECTED VOLUMES (PCE'S): 2035

					170	240				
					v	^				
		230	<			<		240		
		290	>			>		250		
					v	^				
					250	290				

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					10	10				
					v	^				
		40	<			<		50		
		50	>			>		40		
					v	^				
					0	0				

INITIAL YEAR 2022 VOLUMES:

2022

					160	220				
					v	^				
		170	<	IN	=	820	<	170		
		200	>	OUT	=	820	>	180		
					v	^				
					250	290				

BALANCED YEAR 2022 VOLUMES:

2022

					160	220				
					v	^				
		170	<	IN	=	820	<	170		
		200	>	OUT	=	820	>	180		
					v	^				
					250	290				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014

				39	43	20				
			<		v		>			
		30	^					^	25	
		59	>					<	69	
		79	v					v	39	
			<		^		>			
				81	42	31				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014

					102	97				
					v	^				
		189	<	IN	=	557	<	133		
		168	>	OUT	=	557	>	110		
					v	^				
					161	154				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0				
			<		v		>			
		0	^					^	0	
		0	>					<	0	
		0	v					v	0	
			<		^		>			
				0	0	0				

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014

				39	43	20				
			<		v		>			
		30	^					^	25	
		59	>					<	69	
		79	v					v	39	
			<		^		>			
				81	42	31				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007

					80	71				
					v	^				
		153	<	IN	=	851	<	234		
		205	>	OUT	=	850	>	176		
					v	^				
					450	332				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007

					0	0				
					v	^				
		0	<	IN	=	0	<	0		
		0	>	OUT	=	0	>	0		
					v	^				
					0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					22	20				
					v	^				
		43	<	IN	=	238	<	66		
		57	>	OUT	=	238	>	49		
					v	^				
					126	93				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					292	231				
					v	^				
		1106	<	IN	=	2752	<	1069		
		1145	>	OUT	=	2752	>	1069		
					v	^				
					346	246				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0				
					v	^				
		0	<	IN	=	0	<	0		
		0	>	OUT	=	0	>	0		
					v	^				
					0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					82	65				
					v	^				
		310	<	IN	=	771	<	299		
		321	>	OUT	=	771	>	299		
					v	^				
					97	69				

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					59	45				
					v	^				
		267	<			<		234		
		263	>			>		250		
					v	^				
					-29	-24				

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

					60	40				
					v	^				
		270	<	IN	=	550	<	230		
		260	>	OUT	=	560	>	250		
					v	^				
					0	0				

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

					50	30				
					v	^				
		200	<			<		170		
		200	>			>		190		
					v	^				
					0	0				

NEW PROJECTED VOLUMES (PCE'S): 2035

					150	130				
					v	^				
		390	<			<		300		
		370	>			>		300		
					v	^				
					160	150				

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

					20	10				
					v	^				
		80	<			<		70		
		70	>			>		70		
					v	^				
					0	0				

INITIAL YEAR 2022 VOLUMES:

2022

					120	110				
					v	^				
		270	<	IN	=	710	<	200		
		240	>	OUT	=	720	>	180		
					v	^				
					160	150				

BALANCED YEAR 2022 VOLUMES:

2022

					120	110				
					v	^				
		270	<	IN	=	710	<	200		
		240	>	OUT	=	720	>	180		
					v	^				
					160	150				

SAN GORGONIO AVENUE (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	**83**	SOUTH LEG		NORTH	LEFT	**81**	SOUTH LEG	
BOUND	THRU	**164**	IN ...	**300**	BOUND	THRU	**42**	IN ...	**150**
	RIGHT	**45**	OUT ...	**250**		RIGHT	**31**	OUT ...	**160**
SOUTH	LEFT	**15**	NORTH LEG		SOUTH	LEFT	**20**	NORTH LEG	
BOUND	THRU	**121**	IN ...	**160**	BOUND	THRU	**43**	IN ...	**110**
	RIGHT	**15**	OUT ...	**210**		RIGHT	**39**	OUT ...	**110**
EAST	LEFT	**28**	WEST LEG		EAST	LEFT	**30**	WEST LEG	
BOUND	THRU	**75**	IN ...	**170**	BOUND	THRU	**59**	IN ...	**190**
	RIGHT	**51**	OUT ...	**150**		RIGHT	**79**	OUT ...	**210**
WEST	LEFT	**74**	EAST LEG		WEST	LEFT	**39**	EAST LEG	
BOUND	THRU	**35**	IN ...	**150**	BOUND	THRU	**69**	IN ...	**150**
	RIGHT	**13**	OUT ...	**160**		RIGHT	**25**	OUT ...	**130**

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**83**	**84**	NORTH LEG	NORTH	LEFT	**81**	**80**	NORTH LEG
BOUND	THRU	**164**	**162**	RATIO **12.7%**	BOUND	THRU	**42**	**42**	RATIO **7.6%**
	RIGHT	**45**	**50**	ADT 2,900		RIGHT	**31**	**31**	ADT 2,900
SOUTH	LEFT	**15**	**20**	SOUTH LEG	SOUTH	LEFT	**20**	**24**	SOUTH LEG
BOUND	THRU	**121**	**120**	RATIO **14.0%**	BOUND	THRU	**43**	**41**	RATIO **8.0%**
	RIGHT	**15**	**18**	ADT 3,900		RIGHT	**39**	**46**	ADT 3,900
EAST	LEFT	**28**	**30**	EAST LEG	EAST	LEFT	**30**	**38**	EAST LEG
BOUND	THRU	**75**	**91**	RATIO **6.8%**	BOUND	THRU	**59**	**75**	RATIO **6.3%**
	RIGHT	**51**	**47**	ADT 4,500		RIGHT	**79**	**80**	ADT 4,500
WEST	LEFT	**74**	**83**	WEST LEG	WEST	LEFT	**39**	**38**	WEST LEG
BOUND	THRU	**35**	**48**	RATIO **5.4%**	BOUND	THRU	**69**	**84**	RATIO **6.8%**
	RIGHT	**13**	**17**	ADT 5,900		RIGHT	**25**	**30**	ADT 5,900

SAN GORGONIO AVENUE (NS) / LINCOLN STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	**83**	SOUTH LEG		NORTH	LEFT	**81**	SOUTH LEG	
BOUND	THRU	**164**	IN ...	**300**	BOUND	THRU	**42**	IN ...	**150**
	RIGHT	**45**	OUT ...	**260**		RIGHT	**31**	OUT ...	**160**
SOUTH	LEFT	**15**	NORTH LEG		SOUTH	LEFT	**20**	NORTH LEG	
BOUND	THRU	**121**	IN ...	**170**	BOUND	THRU	**43**	IN ...	**120**
	RIGHT	**15**	OUT ...	**220**		RIGHT	**39**	OUT ...	**110**
EAST	LEFT	**28**	WEST LEG		EAST	LEFT	**30**	WEST LEG	
BOUND	THRU	**75**	IN ...	**180**	BOUND	THRU	**59**	IN ...	**210**
	RIGHT	**51**	OUT ...	**160**		RIGHT	**79**	OUT ...	**230**
WEST	LEFT	**74**	EAST LEG		WEST	LEFT	**39**	EAST LEG	
BOUND	THRU	**35**	IN ...	**170**	BOUND	THRU	**69**	IN ...	**160**
	RIGHT	**13**	OUT ...	**170**		RIGHT	**25**	OUT ...	**150**

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**83**	**83**	NORTH LEG	NORTH	LEFT	**81**	**82**	NORTH LEG
BOUND	THRU	**164**	**165**	RATIO **12.1%**	BOUND	THRU	**42**	**38**	RATIO **7.2%**
	RIGHT	**45**	**49**	ADT 3,200		RIGHT	**31**	**32**	ADT 3,200
SOUTH	LEFT	**15**	**23**	SOUTH LEG	SOUTH	LEFT	**20**	**28**	SOUTH LEG
BOUND	THRU	**121**	**125**	RATIO **13.9%**	BOUND	THRU	**43**	**41**	RATIO **7.8%**
	RIGHT	**15**	**21**	ADT 4,000		RIGHT	**39**	**53**	ADT 4,000
EAST	LEFT	**28**	**34**	EAST LEG	EAST	LEFT	**30**	**41**	EAST LEG
BOUND	THRU	**75**	**98**	RATIO **6.4%**	BOUND	THRU	**59**	**90**	RATIO **5.9%**
	RIGHT	**51**	**46**	ADT 5,300		RIGHT	**79**	**82**	ADT 5,300
WEST	LEFT	**74**	**90**	WEST LEG	WEST	LEFT	**39**	**37**	WEST LEG
BOUND	THRU	**35**	**57**	RATIO **5.1%**	BOUND	THRU	**69**	**95**	RATIO **6.7%**
	RIGHT	**13**	**21**	ADT 6,600		RIGHT	**25**	**31**	ADT 6,600

SAN GORGONIO AVENUE (NS) / LINCOLN STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**83**	SOUTH LEG		NORTH	LEFT	**81**	SOUTH LEG	
BOUND	THRU	**164**	IN ...	**290**	BOUND	THRU	**42**	IN ...	**150**
	RIGHT	**45**	OUT ...	**250**		RIGHT	**31**	OUT ...	**160**
SOUTH	LEFT	**15**	NORTH LEG		SOUTH	LEFT	**20**	NORTH LEG	
BOUND	THRU	**121**	IN ...	**160**	BOUND	THRU	**43**	IN ...	**120**
	RIGHT	**15**	OUT ...	**220**		RIGHT	**39**	OUT ...	**110**
EAST	LEFT	**28**	WEST LEG		EAST	LEFT	**30**	WEST LEG	
BOUND	THRU	**75**	IN ...	**200**	BOUND	THRU	**59**	IN ...	**240**
	RIGHT	**51**	OUT ...	**170**		RIGHT	**79**	OUT ...	**270**
WEST	LEFT	**74**	EAST LEG		WEST	LEFT	**39**	EAST LEG	
BOUND	THRU	**35**	IN ...	**170**	BOUND	THRU	**69**	IN ...	**200**
	RIGHT	**13**	OUT ...	**180**		RIGHT	**25**	OUT ...	**180**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**83**	**85**	NORTH LEG	NORTH	LEFT	**81**	**85**	NORTH LEG
BOUND	THRU	**164**	**159**	RATIO **11.2%**	BOUND	THRU	**42**	**33**	RATIO **6.8%**
	RIGHT	**45**	**46**	ADT 3,400		RIGHT	**31**	**34**	ADT 3,400
SOUTH	LEFT	**15**	**22**	SOUTH LEG	SOUTH	LEFT	**20**	**30**	SOUTH LEG
BOUND	THRU	**121**	**116**	RATIO **13.5%**	BOUND	THRU	**43**	**35**	RATIO **7.8%**
	RIGHT	**15**	**22**	ADT 4,000		RIGHT	**39**	**57**	ADT 4,000
EAST	LEFT	**28**	**39**	EAST LEG	EAST	LEFT	**30**	**43**	EAST LEG
BOUND	THRU	**75**	**112**	RATIO **5.1%**	BOUND	THRU	**59**	**116**	RATIO **5.6%**
	RIGHT	**51**	**49**	ADT 6,800		RIGHT	**79**	**84**	ADT 6,800
WEST	LEFT	**74**	**85**	WEST LEG	WEST	LEFT	**39**	**40**	WEST LEG
BOUND	THRU	**35**	**63**	RATIO **4.3%**	BOUND	THRU	**69**	**128**	RATIO **6.0%**
	RIGHT	**13**	**22**	ADT 8,600		RIGHT	**25**	**34**	ADT 8,600

SAN GORGONIO AVENUE (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**83**	SOUTH LEG		NORTH	LEFT	**81**	SOUTH LEG	
BOUND	THRU	**164**	IN ...	**290**	BOUND	THRU	**42**	IN ...	**160**
	RIGHT	**45**	OUT ...	**250**		RIGHT	**31**	OUT ...	**160**
SOUTH	LEFT	**15**	NORTH LEG		SOUTH	LEFT	**20**	NORTH LEG	
BOUND	THRU	**121**	IN ...	**160**	BOUND	THRU	**43**	IN ...	**120**
	RIGHT	**15**	OUT ...	**230**		RIGHT	**39**	OUT ...	**120**
EAST	LEFT	**28**	WEST LEG		EAST	LEFT	**30**	WEST LEG	
BOUND	THRU	**75**	IN ...	**220**	BOUND	THRU	**59**	IN ...	**280**
	RIGHT	**51**	OUT ...	**180**		RIGHT	**79**	OUT ...	**300**
WEST	LEFT	**74**	EAST LEG		WEST	LEFT	**39**	EAST LEG	
BOUND	THRU	**35**	IN ...	**180**	BOUND	THRU	**69**	IN ...	**230**
	RIGHT	**13**	OUT ...	**200**		RIGHT	**25**	OUT ...	**210**

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**83**	**86**	NORTH LEG	NORTH	LEFT	**81**	**91**	NORTH LEG
BOUND	THRU	**164**	**161**	RATIO **10.6%**	BOUND	THRU	**42**	**33**	RATIO **6.5%**
	RIGHT	**45**	**47**	ADT 3,700		RIGHT	**31**	**36**	ADT 3,700
SOUTH	LEFT	**15**	**25**	SOUTH LEG	SOUTH	LEFT	**20**	**31**	SOUTH LEG
BOUND	THRU	**121**	**113**	RATIO **13.6%**	BOUND	THRU	**43**	**31**	RATIO **8.0%**
	RIGHT	**15**	**24**	ADT 4,000		RIGHT	**39**	**58**	ADT 4,000
EAST	LEFT	**28**	**45**	EAST LEG	EAST	LEFT	**30**	**49**	EAST LEG
BOUND	THRU	**75**	**128**	RATIO **4.8%**	BOUND	THRU	**59**	**143**	RATIO **5.5%**
	RIGHT	**51**	**50**	ADT 8,000		RIGHT	**79**	**88**	ADT 8,000
WEST	LEFT	**74**	**87**	WEST LEG	WEST	LEFT	**39**	**41**	WEST LEG
BOUND	THRU	**35**	**70**	RATIO **4.0%**	BOUND	THRU	**69**	**151**	RATIO **5.8%**
	RIGHT	**13**	**25**	ADT 10,000		RIGHT	**25**	**38**	ADT 10,000

SAN GORGONIO AVENUE (NS) / LINCOLN STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**83**	SOUTH LEG		NORTH	LEFT	**81**	SOUTH LEG	
BOUND	THRU	**164**	IN ...	**290**	BOUND	THRU	**42**	IN ...	**150**
	RIGHT	**45**	OUT ...	**250**		RIGHT	**31**	OUT ...	**160**
SOUTH	LEFT	**15**	NORTH LEG		SOUTH	LEFT	**20**	NORTH LEG	
BOUND	THRU	**121**	IN ...	**160**	BOUND	THRU	**43**	IN ...	**130**
	RIGHT	**15**	OUT ...	**230**		RIGHT	**39**	OUT ...	**120**
EAST	LEFT	**28**	WEST LEG		EAST	LEFT	**30**	WEST LEG	
BOUND	THRU	**75**	IN ...	**250**	BOUND	THRU	**59**	IN ...	**310**
	RIGHT	**51**	OUT ...	**200**		RIGHT	**79**	OUT ...	**330**
WEST	LEFT	**74**	EAST LEG		WEST	LEFT	**39**	EAST LEG	
BOUND	THRU	**35**	IN ...	**210**	BOUND	THRU	**69**	IN ...	**250**
	RIGHT	**13**	OUT ...	**220**		RIGHT	**25**	OUT ...	**240**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**83**	**87**	NORTH LEG	NORTH	LEFT	**81**	**89**	NORTH LEG
BOUND	THRU	**164**	**153**	RATIO **9.5%**	BOUND	THRU	**42**	**28**	RATIO **6.1%**
	RIGHT	**45**	**47**	ADT 4,100		RIGHT	**31**	**35**	ADT 4,100
SOUTH	LEFT	**15**	**26**	SOUTH LEG	SOUTH	LEFT	**20**	**35**	SOUTH LEG
BOUND	THRU	**121**	**106**	RATIO **13.1%**	BOUND	THRU	**43**	**30**	RATIO **7.6%**
	RIGHT	**15**	**26**	ADT 4,100		RIGHT	**39**	**67**	ADT 4,100
EAST	LEFT	**28**	**49**	EAST LEG	EAST	LEFT	**30**	**53**	EAST LEG
BOUND	THRU	**75**	**147**	RATIO **4.4%**	BOUND	THRU	**59**	**170**	RATIO **5.1%**
	RIGHT	**51**	**51**	ADT 9,700		RIGHT	**79**	**90**	ADT 9,700
WEST	LEFT	**74**	**93**	WEST LEG	WEST	LEFT	**39**	**40**	WEST LEG
BOUND	THRU	**35**	**87**	RATIO **3.8%**	BOUND	THRU	**69**	**174**	RATIO **5.4%**
	RIGHT	**13**	**28**	ADT 11,900		RIGHT	**25**	**39**	ADT 11,900

SAN GORGONIO AVENUE (NS) / LINCOLN STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**83**	SOUTH LEG		NORTH	LEFT	**81**	SOUTH LEG	
BOUND	THRU	**164**	IN ...	**290**	BOUND	THRU	**42**	IN ...	**150**
	RIGHT	**45**	OUT ...	**250**		RIGHT	**31**	OUT ...	**160**
SOUTH	LEFT	**15**	NORTH LEG		SOUTH	LEFT	**20**	NORTH LEG	
BOUND	THRU	**121**	IN ...	**170**	BOUND	THRU	**43**	IN ...	**150**
	RIGHT	**15**	OUT ...	**240**		RIGHT	**39**	OUT ...	**130**
EAST	LEFT	**28**	WEST LEG		EAST	LEFT	**30**	WEST LEG	
BOUND	THRU	**75**	IN ...	**290**	BOUND	THRU	**59**	IN ...	**370**
	RIGHT	**51**	OUT ...	**230**		RIGHT	**79**	OUT ...	**390**
WEST	LEFT	**74**	EAST LEG		WEST	LEFT	**39**	EAST LEG	
BOUND	THRU	**35**	IN ...	**240**	BOUND	THRU	**69**	IN ...	**300**
	RIGHT	**13**	OUT ...	**250**		RIGHT	**25**	OUT ...	**300**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**83**	**90**	NORTH LEG	NORTH	LEFT	**81**	**90**	NORTH LEG
BOUND	THRU	**164**	**148**	RATIO **8.5%**	BOUND	THRU	**42**	**26**	RATIO **5.9%**
	RIGHT	**45**	**46**	ADT 4,800		RIGHT	**31**	**36**	ADT 4,800
SOUTH	LEFT	**15**	**30**	SOUTH LEG	SOUTH	LEFT	**20**	**43**	SOUTH LEG
BOUND	THRU	**121**	**105**	RATIO **12.7%**	BOUND	THRU	**43**	**28**	RATIO **7.4%**
	RIGHT	**15**	**32**	ADT 4,200		RIGHT	**39**	**80**	ADT 4,200
EAST	LEFT	**28**	**58**	EAST LEG	EAST	LEFT	**30**	**60**	EAST LEG
BOUND	THRU	**75**	**174**	RATIO **3.9%**	BOUND	THRU	**59**	**222**	RATIO **4.9%**
	RIGHT	**51**	**52**	ADT 12,300		RIGHT	**79**	**92**	ADT 12,300
WEST	LEFT	**74**	**93**	WEST LEG	WEST	LEFT	**39**	**40**	WEST LEG
BOUND	THRU	**35**	**108**	RATIO **3.5%**	BOUND	THRU	**69**	**220**	RATIO **5.2%**
	RIGHT	**13**	**34**	ADT 14,700		RIGHT	**25**	**44**	ADT 14,700

SAN GORGONIO AVENUE (NS) / WESTWARD AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014									
				161	96	0			
				<	v	>			
		164	^				^	0	
		0	>				<	0	
		42	v				v	0	
				<	^	>			
				28	121	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014									
					257	285			
					v	^			
			189	<	IN =	612	<	0	
			206	>	OUT =	612	>	0	
					v	^			
					138	149			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0			
				<	v	>			
		0	^				^	0	
		0	>				<	0	
		0	v				v	0	

PCE FACTORS BY AXLE:

				<	^	>			
2:	1.5	3:	2.0	4+:	3.0	0	0	0	

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014									
				161	96	0			
				<	v	>			
		164	^				^	0	
		0	>				<	0	
		42	v				v	0	
				<	^	>			
				28	121	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007									
					275	424			
					v	^			
			25	<	IN =	602	<	0	
			11	>	OUT =	602	>	0	
					v	^			
					168	318			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007									
					0	0			
					v	^			
			0	<	IN =	0	<	0	
			0	>	OUT =	0	>	0	
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.38									
PHF FOR TRUCKS:	0.333									
						104	161			
						v	^			
				10	<	IN =	229	<	0	
				4	>	OUT =	229	>	0	
						v	^			
						58	121			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035									
					186	305			
					v	^			
			358	<	IN =	941	<	134	
			242	>	OUT =	809	>	139	
					v	^			
					103	341			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035									
					0	0			
					v	^			
			0	<	IN =	0	<	0	
			0	>	OUT =	0	>	0	
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.38									
PHF FOR TRUCKS:	0.333									
						71	95			
						v	^			
				89	<	IN =	358	<	59	
				92	>	OUT =	307	>	49	
						v	^			
						75	136			

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

						-33	-67		
						v	^		
				79	<			<	59
				88	>			>	49
						v	^		
						17	16		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

						30	30		
						v	^		
				80	<	IN =	200	<	60
				90	>	OUT =	180	>	50
						v	^		
						20	20		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

						20	20		
						v	^		
				60	<			<	50
				70	>			>	40
						v	^		
						20	20		

NEW PROJECTED VOLUMES (PCE'S): 2035

						280	310		
						v	^		
				250	<			<	50
				280	>			>	40
						v	^		
						160	170		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

						10	10		
						v	^		
				20	<			<	20
				30	>			>	10
						v	^		
						10	10		

INITIAL YEAR 2022 VOLUMES:

2022									
						270	300		
						v	^		
				210	<	IN =	690	<	20
				240	>	OUT =	670	>	10
						v	^		
						150	160		

BALANCED YEAR 2022 VOLUMES:

2022									
						270	310		
						v	^		
				220	<	IN =	690	<	20
				240	>	OUT =	690	>	10
						v	^		
						150	160		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2014									
				42	121	0			
				<	v	>			
		36	^				^	0	
		0	>				<	0	
		18	v				v	0	
				<	^	>			
				5	97	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2014									
					163	133			
					v	^			
			47	<	IN =	319	<	0	
			54	>	OUT =	319	>	0	
					v	^			
					139	102			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0			
				<	v	>			
		0	^				^	0	
		0	>				<	0	
		0	v				v	0	

PCE FACTORS BY AXLE:

				<	^	>			
2:	1.5	3:	2	4+:	3.0	0	0	0	

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2014									
				42	121	0			
				<	v	>			
		36	^				^	0	
		0	>				<	0	
		18	v				v	0	
				<	^	>			
				5	97	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2007									
					567	451			
					v	^			
			24	<	IN =	907	<	0	
			24	>	OUT =	907	>	0	
					v	^			
					432	316			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2007									
					0	0			
					v	^			
			0	<	IN =	0	<	0	
			0	>	OUT =	0	>	0	
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.28									
PHF FOR TRUCKS:	0.25									
						159	126			
						v	^			
				7	<	IN =	254	<	0	
				7	>	OUT =	254	>	0	
						v	^			
						121	88			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035									
					412	221			
					v	^			
			774	<	IN =	1800	<	229	
			666	>	OUT =	1798	>	202	
					v	^			
					549	424			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035									
					0	0			
					v	^			
			0	<	IN =	0	<	0	
			0	>	OUT =	0	>	0	
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.28									
PHF FOR TRUCKS:	0.25									
						115	79			
						v	^			
				217	<	IN =	504	<	67	
				186	>	OUT =	503	>	57	
						v	^			
						151	136			

RAW GROWTH (PCE'S): 2007 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

						-43	-48		
						v	^		
				210	<			<	67
				179	>			>	57
						v	^		
						30	47		

ADJUSTED GROWTH (PCE'S): 2007 TO 2035

10 MINIMUM GROWTH %

						20	10		
						v	^		
				210	<	IN =	320	<	70
				180	>	OUT =	310	>	60
						v	^		
						30	50		

PRORATED GROWTH (PCE'S): 2014 TO 2035

21 YEARS

						20	10		
						v	^		
				160	<			<	50
				140	>			>	50
						v	^		
						20	40		

NEW PROJECTED VOLUMES (PCE'S): 2035

						180	140		
						v	^		
				210	<			<	50
				190	>			>	50
						v	^		
						160	140		

YEAR 2022 GROWTH: 2014 TO 2022

8 YEARS

						10	0		
						v	^		
				60	<			<	20
				50	>			>	20
						v	^		
						10	10		

INITIAL YEAR 2022 VOLUMES:

2022									
						170	130		
						v	^		
				110	<	IN =	400	<	20
				100	>	OUT =	410	>	20
						v	^		
						150	110		

BALANCED YEAR 2022 VOLUMES:

2022									
						170	130		
						v	^		
				110	<	IN =	400	<	20
				100	>	OUT =	410	>	20
						v	^		
						150	110		

SAN GORGONIO AVENUE (NS) / WESTWARD AVENUE (EW)

STARTING POINT TURNING MOVEMENT DERIVATION (BASE YEAR VOLUMES) AT LOCATIONS WITHOUT EXISTING COUNTS

MORNING PEAK HOUR	EVENING PEAK HOUR
NORTHBOUND APPROACH:	NORTHBOUND APPROACH:
NL< = NL / (NL + 2* NT + NR)	NL< = NL / (NL + 2* NT + NR)
= 250 / 250 + 2* 310 + 40	= 210 / 210 + 2* 140 + 50
= 0.27	= 0.39
NT^ = 2* NT / (NL + 2* NT + NR)	NT^ = 2* NT / (NL + 2* NT + NR)
= 2* 310 / 250 + 2* 310 + 40	= 2* 140 / 210 + 2* 140 + 50
= 0.68	= 0.52
NR> = NR / (NL + 2* NT + NR)	NR> = NR / (NL + 2* NT + NR)
= 40 / 250 + 2* 310 + 40	= 50 / 210 + 2* 140 + 50
= 0.04	= 0.09
SOUTHBOUND APPROACH:	SOUTHBOUND APPROACH:
SL> = SL / (SL + 2* ST + SR)	SL> = SL / (SL + 2* ST + SR)
= 40 / 40 + 2* 160 + 250	= 50 / 50 + 2* 160 + 210
= 0.07	= 0.09
STv = 2* ST / (SL + 2* ST + SR)	STv = 2* ST / (SL + 2* ST + SR)
= 2* 160 / 40 + 2* 160 + 250	= 2* 160 / 50 + 2* 160 + 210
= 0.52	= 0.55
SR< = SR / (SL + 2* ST + SR)	SR< = SR / (SL + 2* ST + SR)
= 250 / 40 + 2* 160 + 250	= 210 / 50 + 2* 160 + 210
= 0.41	= 0.36
EASTBOUND APPROACH:	EASTBOUND APPROACH:
EL^ = EL / (EL + 2* ET + ER)	EL^ = EL / (EL + 2* ET + ER)
= 310 / 310 + 2* 40 + 160	= 140 / 140 + 2* 50 + 160
= 0.56	= 0.35
ET> = 2* ET / (EL + 2* ET + ER)	ET> = 2* ET / (EL + 2* ET + ER)
= 2* 40 / 310 + 2* 40 + 160	= 2* 50 / 140 + 2* 50 + 160
= 0.15	= 0.25
ERv = ER / (EL + 2* ET + ER)	ERv = ER / (EL + 2* ET + ER)
= 160 / 310 + 2* 40 + 160	= 160 / 140 + 2* 50 + 160
= 0.29	= 0.40
WESTBOUND APPROACH:	WESTBOUND APPROACH:
WLv = WL / (WL + 2* WT + WR)	WLv = WL / (WL + 2* WT + WR)
= 160 / 160 + 2* 250 + 310	= 160 / 160 + 2* 210 + 140
= 0.16	= 0.22
WT< = 2* WT / (WL + 2* WT + WR)	WT< = 2* WT / (WL + 2* WT + WR)
= 2* 250 / 160 + 2* 250 + 310	= 2* 210 / 160 + 2* 210 + 140
= 0.52	= 0.58
WR^ = WR / (WL + 2* WT + WR)	WR^ = WR / (WL + 2* WT + WR)
= 310 / 160 + 2* 250 + 310	= 140 / 160 + 2* 210 + 140
= 0.32	= 0.19
ESTIMATED PERCENTAGES	ESTIMATED PERCENTAGES
41% 52% 7%	36% 55% 9%
< v >	< v >
56% ^ 1.00 ^ 32%	35% ^ 1.00 ^ 19%
15% > 1.00 1.00 > 52%	25% > 1.00 1.00 > 58%
29% v 1.00 v 16%	40% v 1.00 v 22%
< v >	< v >
27% 68% 4%	39% 52% 9%

SAN GORGONIO AVENUE (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	28	SOUTH LEG		NORTH	LEFT	5	SOUTH LEG	
BOUND	THRU	121	IN ...	150	BOUND	THRU	97	IN ...	100
	RIGHT	0	OUT ...	150		RIGHT	0	OUT ...	140
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	96	IN ...	260	BOUND	THRU	121	IN ...	170
	RIGHT	161	OUT ...	290		RIGHT	42	OUT ...	130
EAST	LEFT	164	WEST LEG		EAST	LEFT	36	WEST LEG	
BOUND	THRU	0	IN ...	220	BOUND	THRU	0	IN ...	60
	RIGHT	42	OUT ...	200		RIGHT	18	OUT ...	60
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	28	33	NORTH LEG	NORTH	LEFT	5	7	NORTH LEG
BOUND	THRU	121	119	RATIO 13.5%	BOUND	THRU	97	92	RATIO 7.3%
	RIGHT	0	0	ADT 4,100		RIGHT	0	0	ADT 4,100
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	96	98	RATIO 9.7%	BOUND	THRU	121	118	RATIO 7.7%
	RIGHT	161	167	ADT 3,100		RIGHT	42	53	ADT 3,100
EAST	LEFT	164	171	EAST LEG	EAST	LEFT	36	38	EAST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	42	52	ADT 0		RIGHT	18	22	ADT 0
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 22.3%	BOUND	THRU	0	0	RATIO 6.3%
	RIGHT	0	0	ADT 1,900		RIGHT	0	0	ADT 1,900

SAN GORGONIO AVENUE (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	28	SOUTH LEG		NORTH	LEFT	5	SOUTH LEG	
BOUND	THRU	121	IN ...	160	BOUND	THRU	97	IN ...	100
	RIGHT	0	OUT ...	150		RIGHT	0	OUT ...	140
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	96	IN ...	270	BOUND	THRU	121	IN ...	160
	RIGHT	161	OUT ...	300		RIGHT	42	OUT ...	130
EAST	LEFT	164	WEST LEG		EAST	LEFT	36	WEST LEG	
BOUND	THRU	0	IN ...	220	BOUND	THRU	0	IN ...	70
	RIGHT	42	OUT ...	200		RIGHT	18	OUT ...	70
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	28	32	NORTH LEG	NORTH	LEFT	5	12	NORTH LEG
BOUND	THRU	121	128	RATIO 13.3%	BOUND	THRU	97	90	RATIO 6.9%
	RIGHT	0	0	ADT 4,300		RIGHT	0	0	ADT 4,300
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	96	102	RATIO 9.7%	BOUND	THRU	121	108	RATIO 7.6%
	RIGHT	161	168	ADT 3,200		RIGHT	42	58	ADT 3,200
EAST	LEFT	164	172	EAST LEG	EAST	LEFT	36	40	EAST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	42	48	ADT 0		RIGHT	18	32	ADT 0
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 19.1%	BOUND	THRU	0	0	RATIO 6.4%
	RIGHT	0	0	ADT 2,200		RIGHT	0	0	ADT 2,200

SAN GORGONIO AVENUE (NS) / WESTWARD AVENUE (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	**28**	SOUTH LEG		NORTH	LEFT	**5**	SOUTH LEG	
BOUND	THRU	**121**	IN ...	**160**	BOUND	THRU	**97**	IN ...	**120**
	RIGHT	**0**	OUT ...	**150**		RIGHT	**0**	OUT ...	**160**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**96**	IN ...	**270**	BOUND	THRU	**121**	IN ...	**170**
	RIGHT	**161**	OUT ...	**300**		RIGHT	**42**	OUT ...	**130**
EAST	LEFT	**164**	WEST LEG		EAST	LEFT	**36**	WEST LEG	
BOUND	THRU	**0**	IN ...	**240**	BOUND	THRU	**0**	IN ...	**100**
	RIGHT	**42**	OUT ...	**210**		RIGHT	**18**	OUT ...	**110**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**28**	**37**	NORTH LEG	NORTH	LEFT	**5**	**33**	NORTH LEG
BOUND	THRU	**121**	**120**	RATIO **13.8%**	BOUND	THRU	**97**	**90**	RATIO **7.4%**
	RIGHT	**0**	**0**	ADT 4,100		RIGHT	**0**	**0**	ADT 4,100
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**96**	**94**	RATIO **9.0%**	BOUND	THRU	**121**	**98**	RATIO **8.3%**
	RIGHT	**161**	**173**	ADT 3,400		RIGHT	**42**	**77**	ADT 3,400
EAST	LEFT	**164**	**180**	EAST LEG	EAST	LEFT	**36**	**40**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**42**	**56**	ADT 0		RIGHT	**18**	**62**	ADT 0
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **11.7%**	BOUND	THRU	**0**	**0**	RATIO **5.6%**
	RIGHT	**0**	**0**	ADT 3,800		RIGHT	**0**	**0**	ADT 3,800

SAN GORGONIO AVENUE (NS) / WESTWARD AVENUE (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	28	SOUTH LEG		NORTH	LEFT	5	SOUTH LEG	
BOUND	THRU	121	IN ...	170	BOUND	THRU	97	IN ...	130
	RIGHT	0	OUT ...	160		RIGHT	0	OUT ...	160
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	96	IN ...	270	BOUND	THRU	121	IN ...	170
	RIGHT	161	OUT ...	300		RIGHT	42	OUT ...	130
EAST	LEFT	164	WEST LEG		EAST	LEFT	36	WEST LEG	
BOUND	THRU	0	IN ...	250	BOUND	THRU	0	IN ...	120
	RIGHT	42	OUT ...	220		RIGHT	18	OUT ...	130
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	28	46	NORTH LEG	NORTH	LEFT	5	44	NORTH LEG
BOUND	THRU	121	121	RATIO 13.5%	BOUND	THRU	97	86	RATIO 7.1%
	RIGHT	0	0	ADT 4,200		RIGHT	0	0	ADT 4,200
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	96	93	RATIO 9.4%	BOUND	THRU	121	84	RATIO 8.3%
	RIGHT	161	174	ADT 3,500		RIGHT	42	86	ADT 3,500
EAST	LEFT	164	179	EAST LEG	EAST	LEFT	36	44	EAST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	42	67	ADT 0		RIGHT	18	76	ADT 0
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 9.9%	BOUND	THRU	0	0	RATIO 5.3%
	RIGHT	0	0	ADT 4,700		RIGHT	0	0	ADT 4,700

SAN GORGONIO AVENUE (NS) / WESTWARD AVENUE (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	**28**	SOUTH LEG		NORTH	LEFT	**5**	SOUTH LEG	
BOUND	THRU	**121**	IN ...	**170**	BOUND	THRU	**97**	IN ...	**140**
	RIGHT	**0**	OUT ...	**160**		RIGHT	**0**	OUT ...	**170**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**96**	IN ...	**280**	BOUND	THRU	**121**	IN ...	**170**
	RIGHT	**161**	OUT ...	**310**		RIGHT	**42**	OUT ...	**140**
EAST	LEFT	**164**	WEST LEG		EAST	LEFT	**36**	WEST LEG	
BOUND	THRU	**0**	IN ...	**260**	BOUND	THRU	**0**	IN ...	**150**
	RIGHT	**42**	OUT ...	**230**		RIGHT	**18**	OUT ...	**160**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**28**	**46**	NORTH LEG	NORTH	LEFT	**5**	**59**	NORTH LEG
BOUND	THRU	**121**	**121**	RATIO **13.3%**	BOUND	THRU	**97**	**84**	RATIO **7.1%**
	RIGHT	**0**	**0**	ADT 4,400		RIGHT	**0**	**0**	ADT 4,400
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**96**	**93**	RATIO **8.8%**	BOUND	THRU	**121**	**73**	RATIO **8.5%**
	RIGHT	**161**	**184**	ADT 3,700		RIGHT	**42**	**101**	ADT 3,700
EAST	LEFT	**164**	**189**	EAST LEG	EAST	LEFT	**36**	**56**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**42**	**67**	ADT 0		RIGHT	**18**	**97**	ADT 0
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **8.4%**	BOUND	THRU	**0**	**0**	RATIO **5.4%**
	RIGHT	**0**	**0**	ADT 5,800		RIGHT	**0**	**0**	ADT 5,800

SAN GORGONIO AVENUE (NS) / WESTWARD AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**27**	SOUTH LEG		NORTH	LEFT	**39**	SOUTH LEG	
BOUND	THRU	**68**	IN ...	**170**	BOUND	THRU	**52**	IN ...	**140**
	RIGHT	**4**	OUT ...	**160**		RIGHT	**9**	OUT ...	**160**
SOUTH	LEFT	**7**	NORTH LEG		SOUTH	LEFT	**9**	NORTH LEG	
BOUND	THRU	**52**	IN ...	**280**	BOUND	THRU	**55**	IN ...	**180**
	RIGHT	**41**	OUT ...	**310**		RIGHT	**36**	OUT ...	**140**
EAST	LEFT	**56**	WEST LEG		EAST	LEFT	**35**	WEST LEG	
BOUND	THRU	**15**	IN ...	**280**	BOUND	THRU	**25**	IN ...	**190**
	RIGHT	**29**	OUT ...	**250**		RIGHT	**40**	OUT ...	**210**
WEST	LEFT	**16**	EAST LEG		WEST	LEFT	**22**	EAST LEG	
BOUND	THRU	**52**	IN ...	**50**	BOUND	THRU	**58**	IN ...	**50**
	RIGHT	**32**	OUT ...	**40**		RIGHT	**19**	OUT ...	**50**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**27**	**55**	NORTH LEG	NORTH	LEFT	**39**	**77**	NORTH LEG
BOUND	THRU	**68**	**107**	RATIO **14.6%**	BOUND	THRU	**52**	**57**	RATIO **8.0%**
	RIGHT	**4**	**4**	ADT 4,000		RIGHT	**9**	**7**	ADT 4,000
SOUTH	LEFT	**7**	**11**	SOUTH LEG	SOUTH	LEFT	**9**	**8**	SOUTH LEG
BOUND	THRU	**52**	**97**	RATIO **10.2%**	BOUND	THRU	**55**	**74**	RATIO **9.4%**
	RIGHT	**41**	**165**	ADT 3,200		RIGHT	**36**	**97**	ADT 3,200
EAST	LEFT	**56**	**189**	EAST LEG	EAST	LEFT	**35**	**76**	EAST LEG
BOUND	THRU	**15**	**26**	RATIO **2.3%**	BOUND	THRU	**25**	**35**	RATIO **2.6%**
	RIGHT	**29**	**58**	ADT 3,800		RIGHT	**40**	**79**	ADT 3,800
WEST	LEFT	**16**	**4**	WEST LEG	WEST	LEFT	**22**	**7**	WEST LEG
BOUND	THRU	**52**	**30**	RATIO **6.9%**	BOUND	THRU	**58**	**36**	RATIO **5.3%**
	RIGHT	**32**	**14**	ADT 7,600		RIGHT	**19**	**7**	ADT 7,600

SAN GORGONIO AVENUE (NS) / CHARLES STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

			0	45	44	
			<	v	>	
0	^				^	46
0	>				<	0
0	v				v	1
			<	^	>	
			0	67	0	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

				89	113	
				v	^	
0	<	IN	=	203	<	47
0	>	OUT	=	203	>	44
				v	^	
				46	67	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0	
			<	v	>	
0	^				^	0
0	>				<	0
0	v				v	0
			<	^	>	
			0	0	0	

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

			0	45	44	
			<	v	>	
0	^				^	46
0	>				<	0
0	v				v	1
			<	^	>	
			0	67	0	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

				153	318	
				v	^	
0	<	IN	=	548	<	1
0	>	OUT	=	548	>	76
				v	^	
				154	394	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

				0	0	
				v	^	
0	<	IN	=	0	<	0
0	>	OUT	=	0	>	0
				v	^	
				0	0	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				58	121	
				v	^	
0	<	IN	=	208	<	0
0	>	OUT	=	208	>	29
				v	^	
				59	150	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

				198	359	
				v	^	
0	<	IN	=	645	<	169
0	>	OUT	=	724	>	218
				v	^	
				147	278	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

				0	0	
				v	^	
0	<	IN	=	0	<	0
0	>	OUT	=	0	>	0
				v	^	
				0	0	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				75	136	
				v	^	
0	<	IN	=	245	<	64
0	>	OUT	=	275	>	83
				v	^	
				56	106	

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				17	16	
				v	^	
0	<				<	64
0	>				>	54
				v	^	
				-3	-44	

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

				20	20	
				v	^	
0	<	IN	=	80	<	60
0	>	OUT	=	70	>	50
				v	^	
				0	0	

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

				20	20	
				v	^	
0	<				<	50
0	>				>	40
				v	^	
				0	0	

NEW PROJECTED VOLUMES (PCE'S): 2035

				110	130	
				v	^	
0	<				<	100
0	>				>	80
				v	^	
				50	70	

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

				10	10	
				v	^	
0	<				<	20
0	>				>	10
				v	^	
				0	0	

INITIAL YEAR 2022 VOLUMES:
2022

				100	120	
				v	^	
0	<	IN	=	240	<	70
0	>	OUT	=	220	>	50
				v	^	
				50	70	

BALANCED YEAR 2022 VOLUMES:
2022

				100	130	
				v	^	
0	<	IN	=	240	<	70
0	>	OUT	=	230	>	50
				v	^	
				50	70	

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

			0	69	33	
			<	v	>	
0	^				^	21
0	>				<	0
0	v				v	0
			<	^	>	
			0	62	0	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

				102	88	
				v	^	
0	<	IN	=	185	<	21
0	>	OUT	=	185	>	33
				v	^	
				69	62	

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0	
			<	v	>	
0	^				^	0
0	>				<	0
0	v				v	0
			<	^	>	
			0	0	0	

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

			0	69	33	
			<	v	>	
0	^				^	21
0	>				<	0
0	v				v	0
			<	^	>	
			0	62	0	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

				432	316	
				v	^	
0	<	IN	=	948	<	124
0	>	OUT	=	948	>	76
				v	^	
				556	392	

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

				0	0	
				v	^	
0	<	IN	=	0	<	0
0	>	OUT	=	0	>	0
				v	^	
				0	0	

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				121	88	
				v	^	
0	<	IN	=	265	<	35
0	>	OUT	=	265	>	21
				v	^	
				156	110	

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

				540	484	
				v	^	
0	<	IN	=	1276	<	519
0	>	OUT	=	1277	>	492
				v	^	
				301	217	

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

				0	0	
				v	^	
0	<	IN	=	0	<	0
0	>	OUT	=	0	>	0
				v	^	
				0	0	

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				151	136	
				v	^	
0	<	IN	=	357	<	145
0	>	OUT	=	358	>	138
				v	^	
				84	61	

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				30	47	
				v	^	
0	<				<	111
0	>				>	116
				v	^	
				-71	-49	

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

				30	50	
				v	^	
0	<	IN	=	140	<	110
0	>	OUT	=	170	>	120
				v	^	
				0	0	

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

				20	40	
				v	^	
0	<				<	80
0	>				>	90
				v	^	
				0	0	

NEW PROJECTED VOLUMES (PCE'S): 2035

				120	120	
				v	^	
0	<				<	100
0	>				>	120
				v	^	
				70	60	

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

				10	10	
				v	^	
0	<				<	30
0	>				>	30
				v	^	
				0	0	

INITIAL YEAR 2022 VOLUMES:
2022

				110	90	
				v	^	
0	<	IN	=	220	<	50
0	>	OUT	=	220	>	60
				v	^	
				70	60	

BALANCED YEAR 2022 VOLUMES:
2022

				110	90	
				v	^	
0	<	IN	=	220	<	50
0	>	OUT	=	220	>	60
				v	^	
				70	60	

SAN GORGONIO AVENUE (NS) / CHARLES STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	67	IN ...	70	BOUND	THRU	62	IN ...	60
	RIGHT	0	OUT ...	50		RIGHT	0	OUT ...	70
SOUTH	LEFT	44	NORTH LEG		SOUTH	LEFT	33	NORTH LEG	
BOUND	THRU	45	IN ...	90	BOUND	THRU	69	IN ...	110
	RIGHT	0	OUT ...	120		RIGHT	0	OUT ...	80
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	1	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	50	BOUND	THRU	0	IN ...	20
	RIGHT	46	OUT ...	40		RIGHT	21	OUT ...	40

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	67	71	RATIO 8.0%	BOUND	THRU	62	60	RATIO 7.3%
	RIGHT	0	0	ADT 2,600		RIGHT	0	0	ADT 2,600
SOUTH	LEFT	44	40	SOUTH LEG	SOUTH	LEFT	33	40	SOUTH LEG
BOUND	THRU	45	49	RATIO 7.5%	BOUND	THRU	69	70	RATIO 8.1%
	RIGHT	0	0	ADT 1,600		RIGHT	0	0	ADT 1,600
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO 11.3%	BOUND	THRU	0	0	RATIO 7.5%
	RIGHT	0	0	ADT 800		RIGHT	0	0	ADT 800
WEST	LEFT	1	1	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	46	49	ADT 0		RIGHT	21	20	ADT 0

SAN GORGONIO AVENUE (NS) / CHARLES STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	67	IN ...	70	BOUND	THRU	62	IN ...	60
	RIGHT	0	OUT ...	60		RIGHT	0	OUT ...	70
SOUTH	LEFT	44	NORTH LEG		SOUTH	LEFT	33	NORTH LEG	
BOUND	THRU	45	IN ...	100	BOUND	THRU	69	IN ...	100
	RIGHT	0	OUT ...	120		RIGHT	0	OUT ...	80
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	1	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	50	BOUND	THRU	0	IN ...	30
	RIGHT	46	OUT ...	40		RIGHT	21	OUT ...	40

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	67	71	RATIO 7.8%	BOUND	THRU	62	53	RATIO 6.8%
	RIGHT	0	0	ADT 2,800		RIGHT	0	0	ADT 2,800
SOUTH	LEFT	44	40	SOUTH LEG	SOUTH	LEFT	33	40	SOUTH LEG
BOUND	THRU	45	59	RATIO 8.2%	BOUND	THRU	69	70	RATIO 7.7%
	RIGHT	0	0	ADT 1,600		RIGHT	0	0	ADT 1,600
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO 10.0%	BOUND	THRU	0	0	RATIO 7.4%
	RIGHT	0	0	ADT 900		RIGHT	0	0	ADT 900
WEST	LEFT	1	1	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	46	49	ADT 0		RIGHT	21	27	ADT 0

SAN GORGONIO AVENUE (NS) / CHARLES STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	67	IN ...	70	BOUND	THRU	62	IN ...	60
	RIGHT	0	OUT ...	50		RIGHT	0	OUT ...	70
SOUTH	LEFT	44	NORTH LEG		SOUTH	LEFT	33	NORTH LEG	
BOUND	THRU	45	IN ...	100	BOUND	THRU	69	IN ...	110
	RIGHT	0	OUT ...	130		RIGHT	0	OUT ...	90
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	1	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	70	BOUND	THRU	0	IN ...	50
	RIGHT	46	OUT ...	50		RIGHT	21	OUT ...	60

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	67	66	RATIO **9.9%**	BOUND	THRU	62	49	RATIO **9.6%**
	RIGHT	0	0	ADT 2,300		RIGHT	0	0	ADT 2,300
SOUTH	LEFT	44	50	SOUTH LEG	SOUTH	LEFT	33	60	SOUTH LEG
BOUND	THRU	45	48	RATIO **6.8%**	BOUND	THRU	69	70	RATIO **7.0%**
	RIGHT	0	0	ADT 1,700		RIGHT	0	0	ADT 1,700
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO **4.6%**	BOUND	THRU	0	0	RATIO **4.0%**
	RIGHT	0	0	ADT 2,500		RIGHT	0	0	ADT 2,500
WEST	LEFT	1	2	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO **#DIV/0!**	BOUND	THRU	0	0	RATIO **#DIV/0!**
	RIGHT	46	64	ADT 0		RIGHT	21	41	ADT 0

SAN GORGONIO AVENUE (NS) / CHARLES STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	67	IN ...	70	BOUND	THRU	62	IN ...	70
	RIGHT	0	OUT ...	50		RIGHT	0	OUT ...	70
SOUTH	LEFT	44	NORTH LEG		SOUTH	LEFT	33	NORTH LEG	
BOUND	THRU	45	IN ...	100	BOUND	THRU	69	IN ...	120
	RIGHT	0	OUT ...	130		RIGHT	0	OUT ...	100
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	1	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	70	BOUND	THRU	0	IN ...	70
	RIGHT	46	OUT ...	60		RIGHT	21	OUT ...	80

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	67	66	RATIO 10.3%	BOUND	THRU	62	50	RATIO 10.9%
	RIGHT	0	0	ADT 2,300		RIGHT	0	0	ADT 2,300
SOUTH	LEFT	44	60	SOUTH LEG	SOUTH	LEFT	33	80	SOUTH LEG
BOUND	THRU	45	47	RATIO 6.8%	BOUND	THRU	69	70	RATIO 7.1%
	RIGHT	0	0	ADT 1,700		RIGHT	0	0	ADT 1,700
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO 4.1%	BOUND	THRU	0	0	RATIO 4.2%
	RIGHT	0	0	ADT 3,100		RIGHT	0	0	ADT 3,100
WEST	LEFT	1	3	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	46	64	ADT 0		RIGHT	21	50	ADT 0

SAN GORGONIO AVENUE (NS) / CHARLES STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	67	IN ...	70	BOUND	THRU	62	IN ...	60
	RIGHT	0	OUT ...	50		RIGHT	0	OUT ...	70
SOUTH	LEFT	44	NORTH LEG		SOUTH	LEFT	33	NORTH LEG	
BOUND	THRU	45	IN ...	100	BOUND	THRU	69	IN ...	120
	RIGHT	0	OUT ...	130		RIGHT	0	OUT ...	110
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	1	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	80	BOUND	THRU	0	IN ...	80
	RIGHT	46	OUT ...	70		RIGHT	21	OUT ...	90

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	67	63	RATIO **10.1%**	BOUND	THRU	62	47	RATIO **11.3%**
	RIGHT	0	0	ADT 2,400		RIGHT	0	0	ADT 2,400
SOUTH	LEFT	44	70	SOUTH LEG	SOUTH	LEFT	33	90	SOUTH LEG
BOUND	THRU	45	43	RATIO **6.7%**	BOUND	THRU	69	70	RATIO **6.9%**
	RIGHT	0	0	ADT 1,700		RIGHT	0	0	ADT 1,700
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO **3.7%**	BOUND	THRU	0	0	RATIO **3.9%**
	RIGHT	0	0	ADT 3,900		RIGHT	0	0	ADT 3,900
WEST	LEFT	1	7	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO **#DIV/0!**	BOUND	THRU	0	0	RATIO **#DIV/0!**
	RIGHT	46	67	ADT 0		RIGHT	21	63	ADT 0

SAN GORGONIO AVENUE (NS) / CHARLES STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**67**	IN ...	**70**	BOUND	THRU	**62**	IN ...	**60**
	RIGHT	**0**	OUT ...	**50**		RIGHT	**0**	OUT ...	**70**
SOUTH	LEFT	**44**	NORTH LEG		SOUTH	LEFT	**33**	NORTH LEG	
BOUND	THRU	**45**	IN ...	**110**	BOUND	THRU	**69**	IN ...	**120**
	RIGHT	**0**	OUT ...	**130**		RIGHT	**0**	OUT ...	**120**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
WEST	LEFT	**1**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**100**	BOUND	THRU	**0**	IN ...	**100**
	RIGHT	**46**	OUT ...	**80**		RIGHT	**21**	OUT ...	**120**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**67**	**57**	RATIO **10.3%**	BOUND	THRU	**62**	**45**	RATIO **12.9%**
	RIGHT	**0**	**0**	ADT 2,400		RIGHT	**0**	**0**	ADT 2,400
SOUTH	LEFT	**44**	**80**	SOUTH LEG	SOUTH	LEFT	**33**	**120**	SOUTH LEG
BOUND	THRU	**45**	**38**	RATIO **6.0%**	BOUND	THRU	**69**	**70**	RATIO **6.4%**
	RIGHT	**0**	**0**	ADT 1,800		RIGHT	**0**	**0**	ADT 1,800
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **3.2%**	BOUND	THRU	**0**	**0**	RATIO **3.8%**
	RIGHT	**0**	**0**	ADT 5,200		RIGHT	**0**	**0**	ADT 5,200
WEST	LEFT	**1**	**12**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**46**	**73**	ADT 0		RIGHT	**21**	**75**	ADT 0

SAN GORGONIO AVENUE (NS) / WESLEY STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

				5	41	6			
			<		v		>		
		13	^					^	3
		0	>					<	0
		1	v					v	0
			<		^		>		
				1	57	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

					52	73			
					v	^			
			6	<	IN =		127	<	3
			14	>	OUT =		127	>	6
					v	^			
					42	58			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0			
			<		v		>		
		0	^					^	0
		0	>					<	0
		0	v					v	0
			<		^		>		
				0	0	0			

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

				5	41	6			
			<		v		>		
		13	^					^	3
		0	>					<	0
		1	v					v	0
			<		^		>		
				1	57	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

					154	318			
					v	^			
			0	<	IN =		573	<	4
			0	>	OUT =		496	>	27
					v	^			
					151	415			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

					0	0			
					v	^			
			0	<	IN =		0	<	0
			0	>	OUT =		0	>	0
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					59	121			
					v	^			
			0	<	IN =		218	<	2
			0	>	OUT =		188	>	10
					v	^			
					57	158			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					122	276			
					v	^			
			0	<	IN =		554	<	62
			0	>	OUT =		513	>	78
					v	^			
					159	370			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					0	0			
					v	^			
			0	<	IN =		0	<	0
			0	>	OUT =		0	>	0
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					46	105			
					v	^			
			0	<	IN =		211	<	24
			0	>	OUT =		195	>	30
					v	^			
					60	141			

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					-12	-16			
					v	^			
			0	<				<	22
			0	>				>	19
					v	^			
					3	-17			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					10	10			
					v	^			
			0	<	IN =		30	<	20
			0	>	OUT =		30	>	20
					v	^			
					0	0			

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					10	10			
					v	^			
			0	<				<	20
			0	>				>	20
					v	^			
					0	0			

NEW PROJECTED VOLUMES (PCE'S): 2035

					60	80			
					v	^			
			10	<				<	20
			10	>				>	30
					v	^			
					40	60			

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					0	0			
					v	^			
			0	<				<	10
			0	>				>	10
					v	^			
					0	0			

INITIAL YEAR 2022 VOLUMES:
2022

					50	70			
					v	^			
			10	<	IN =		130	<	10
			10	>	OUT =		140	>	20
					v	^			
					40	60			

BALANCED YEAR 2022 VOLUMES:
2022

					50	70			
					v	^			
			10	<	IN =		130	<	10
			10	>	OUT =		140	>	20
					v	^			
					40	60			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

				9	55	15			
			<		v		>		
		3	^					^	7
		0	>					<	0
		0	v					v	1
			<		^		>		
				0	51	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

					79	61			
					v	^			
			9	<	IN =		141	<	8
			3	>	OUT =		141	>	15
					v	^			
					56	51			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0			
			<		v		>		
		0	^					^	0
		0	>					<	0
		0	v					v	0
			<		^		>		
				0	0	0			

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

				9	55	15			
			<		v		>		
		3	^					^	7
		0	>					<	0
		0	v					v	1
			<		^		>		
				0	51	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

					556	392			
					v	^			
			0	<	IN =		1078	<	129
			0	>	OUT =		1078	>	9
					v	^			
					677	393			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

					0	0			
					v	^			
			0	<	IN =		0	<	0
			0	>	OUT =		0	>	0
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					156	110			
					v	^			
			0	<	IN =		302	<	36
			0	>	OUT =		302	>	3
					v	^			
					190	110			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					294	197			
					v	^			
			0	<	IN =		962	<	363
			0	>	OUT =		961	>	291
					v	^			
					473	305			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					0	0			
					v	^			
			0	<	IN =		0	<	0
			0	>	OUT =		0	>	0
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					82	55			
					v	^			
			0	<	IN =		269	<	102
			0	>	OUT =		269	>	81
					v	^			
					132	85			

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					-73	-55			
					v	^			
			0	<				<	66
			0	>				>	79
					v	^			
					-57	-25			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					10	10			
					v	^			
			0	<	IN =		80	<	70
			0	>	OUT =		90	>	80
					v	^			
					0	0			

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					10	10			
					v	^			
			0	<				<	50
			0	>				>	60
					v	^			
					0	0			

NEW PROJECTED VOLUMES (PCE'S): 2035

					90	70			
					v	^			
			10	<				<	60
			0	>				>	80
					v	^			
					60	50			

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					0	0			
					v	^			
			0	<				<	20
			0	>				>	20
					v	^			
					0	0			

INITIAL YEAR 2022 VOLUMES:
2022

					80	60			
					v	^			
			10	<	IN =		160	<	30
			0	>	OUT =		170	>	40
					v	^			
					60	50			

BALANCED YEAR 2022 VOLUMES:
2022

					90	60			
					v	^			
			10	<	IN =		170	<	30
			0	>	OUT =		170	>	40
					v	^			
					60	50			

SAN GORGONIO AVENUE (NS) / WESLEY STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	1	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	57	IN ...	70	BOUND	THRU	51	IN ...	50
	RIGHT	0	OUT ...	40		RIGHT	0	OUT ...	60
SOUTH	LEFT	6	NORTH LEG		SOUTH	LEFT	15	NORTH LEG	
BOUND	THRU	41	IN ...	50	BOUND	THRU	55	IN ...	90
	RIGHT	5	OUT ...	70		RIGHT	9	OUT ...	60
EAST	LEFT	13	WEST LEG		EAST	LEFT	3	WEST LEG	
BOUND	THRU	0	IN ...	10	BOUND	THRU	0	IN ...	0
	RIGHT	1	OUT ...	10		RIGHT	0	OUT ...	10
WEST	LEFT	0	EAST LEG		WEST	LEFT	1	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	10
	RIGHT	3	OUT ...	10		RIGHT	7	OUT ...	20

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	1	4	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	57	62	RATIO 6.9%	BOUND	THRU	51	51	RATIO 8.3%
	RIGHT	0	0	ADT 1,800		RIGHT	0	0	ADT 1,800
SOUTH	LEFT	6	10	SOUTH LEG	SOUTH	LEFT	15	20	SOUTH LEG
BOUND	THRU	41	38	RATIO 8.2%	BOUND	THRU	55	59	RATIO 8.5%
	RIGHT	5	6	ADT 1,300		RIGHT	9	10	ADT 1,300
EAST	LEFT	13	8	EAST LEG	EAST	LEFT	3	0	EAST LEG
BOUND	THRU	0	0	RATIO 3.3%	BOUND	THRU	0	0	RATIO 10.0%
	RIGHT	1	2	ADT 300		RIGHT	0	0	ADT 300
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	1	1	WEST LEG
BOUND	THRU	0	0	RATIO 19.7%	BOUND	THRU	0	0	RATIO 10.0%
	RIGHT	3	0	ADT 100		RIGHT	7	9	ADT 100

SAN GORGONIO AVENUE (NS) / WESLEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	1	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	57	IN ...	70	BOUND	THRU	51	IN ...	60
	RIGHT	0	OUT ...	40		RIGHT	0	OUT ...	60
SOUTH	LEFT	6	NORTH LEG		SOUTH	LEFT	15	NORTH LEG	
BOUND	THRU	41	IN ...	50	BOUND	THRU	55	IN ...	90
	RIGHT	5	OUT ...	70		RIGHT	9	OUT ...	60
EAST	LEFT	13	WEST LEG		EAST	LEFT	3	WEST LEG	
BOUND	THRU	0	IN ...	10	BOUND	THRU	0	IN ...	0
	RIGHT	1	OUT ...	10		RIGHT	0	OUT ...	10
WEST	LEFT	0	EAST LEG		WEST	LEFT	1	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	10
	RIGHT	3	OUT ...	10		RIGHT	7	OUT ...	30

YEAR 2019 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	1	4	NORTH LEG		NORTH	LEFT	0	0	NORTH LEG	
BOUND	THRU	57	62	RATIO	6.5%	BOUND	THRU	51	54	RATIO	8.3%
	RIGHT	0	0	ADT	1,900		RIGHT	0	0	ADT	1,900
SOUTH	LEFT	6	10	SOUTH LEG		SOUTH	LEFT	15	30	SOUTH LEG	
BOUND	THRU	41	38	RATIO	8.2%	BOUND	THRU	55	57	RATIO	8.8%
	RIGHT	5	6	ADT	1,300		RIGHT	9	10	ADT	1,300
EAST	LEFT	13	8	EAST LEG		EAST	LEFT	3	0	EAST LEG	
BOUND	THRU	0	0	RATIO	3.3%	BOUND	THRU	0	0	RATIO	13.2%
	RIGHT	1	2	ADT	300		RIGHT	0	0	ADT	300
WEST	LEFT	0	0	WEST LEG		WEST	LEFT	1	3	WEST LEG	
BOUND	THRU	0	0	RATIO	19.7%	BOUND	THRU	0	0	RATIO	10.0%
	RIGHT	3	0	ADT	100		RIGHT	7	6	ADT	100

SAN GORGONIO AVENUE (NS) / WESLEY STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	1	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	57	IN ...	60	BOUND	THRU	51	IN ...	50
	RIGHT	0	OUT ...	40		RIGHT	0	OUT ...	60
SOUTH	LEFT	6	NORTH LEG		SOUTH	LEFT	15	NORTH LEG	
BOUND	THRU	41	IN ...	50	BOUND	THRU	55	IN ...	90
	RIGHT	5	OUT ...	70		RIGHT	9	OUT ...	60
EAST	LEFT	13	WEST LEG		EAST	LEFT	3	WEST LEG	
BOUND	THRU	0	IN ...	10	BOUND	THRU	0	IN ...	0
	RIGHT	1	OUT ...	10		RIGHT	0	OUT ...	10
WEST	LEFT	0	EAST LEG		WEST	LEFT	1	EAST LEG	
BOUND	THRU	0	IN ...	10	BOUND	THRU	0	IN ...	30
	RIGHT	3	OUT ...	20		RIGHT	7	OUT ...	40

YEAR 2022 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	1	6	NORTH LEG		NORTH	LEFT	0	0	NORTH LEG	
BOUND	THRU	57	53	RATIO	7.2%	BOUND	THRU	51	44	RATIO	8.7%
	RIGHT	0	0	ADT	1,800		RIGHT	0	0	ADT	1,800
SOUTH	LEFT	6	20	SOUTH LEG		SOUTH	LEFT	15	40	SOUTH LEG	
BOUND	THRU	41	36	RATIO	7.1%	BOUND	THRU	55	47	RATIO	7.5%
	RIGHT	5	4	ADT	1,400		RIGHT	9	10	ADT	1,400
EAST	LEFT	13	7	EAST LEG		EAST	LEFT	3	0	EAST LEG	
BOUND	THRU	0	0	RATIO	3.3%	BOUND	THRU	0	0	RATIO	7.6%
	RIGHT	1	4	ADT	900		RIGHT	0	0	ADT	900
WEST	LEFT	0	0	WEST LEG		WEST	LEFT	1	13	WEST LEG	
BOUND	THRU	0	0	RATIO	20.5%	BOUND	THRU	0	0	RATIO	10.0%
	RIGHT	3	10	ADT	100		RIGHT	7	16	ADT	100

SAN GORGONIO AVENUE (NS) / WESLEY STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	1	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	57	IN ...	60	BOUND	THRU	51	IN ...	50
	RIGHT	0	OUT ...	40		RIGHT	0	OUT ...	60
SOUTH	LEFT	6	NORTH LEG		SOUTH	LEFT	15	NORTH LEG	
BOUND	THRU	41	IN ...	50	BOUND	THRU	55	IN ...	80
	RIGHT	5	OUT ...	70		RIGHT	9	OUT ...	60
EAST	LEFT	13	WEST LEG		EAST	LEFT	3	WEST LEG	
BOUND	THRU	0	IN ...	10	BOUND	THRU	0	IN ...	0
	RIGHT	1	OUT ...	10		RIGHT	0	OUT ...	10
WEST	LEFT	0	EAST LEG		WEST	LEFT	1	EAST LEG	
BOUND	THRU	0	IN ...	10	BOUND	THRU	0	IN ...	40
	RIGHT	3	OUT ...	20		RIGHT	7	OUT ...	50

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	1	6	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	57	53	RATIO 7.2%	BOUND	THRU	51	46	RATIO 8.5%
	RIGHT	0	0	ADT 1,800		RIGHT	0	0	ADT 1,800
SOUTH	LEFT	6	20	SOUTH LEG	SOUTH	LEFT	15	50	SOUTH LEG
BOUND	THRU	41	36	RATIO 7.1%	BOUND	THRU	55	33	RATIO 7.6%
	RIGHT	5	4	ADT 1,400		RIGHT	9	10	ADT 1,400
EAST	LEFT	13	7	EAST LEG	EAST	LEFT	3	0	EAST LEG
BOUND	THRU	0	0	RATIO 2.7%	BOUND	THRU	0	0	RATIO 8.3%
	RIGHT	1	4	ADT 1,100		RIGHT	0	0	ADT 1,100
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	1	27	WEST LEG
BOUND	THRU	0	0	RATIO 20.5%	BOUND	THRU	0	0	RATIO 10.0%
	RIGHT	3	10	ADT 100		RIGHT	7	14	ADT 100

SAN GORGONIO AVENUE (NS) / WESLEY STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	1	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	57	IN ...	60	BOUND	THRU	51	IN ...	50
	RIGHT	0	OUT ...	40		RIGHT	0	OUT ...	60
SOUTH	LEFT	6	NORTH LEG		SOUTH	LEFT	15	NORTH LEG	
BOUND	THRU	41	IN ...	60	BOUND	THRU	55	IN ...	90
	RIGHT	5	OUT ...	80		RIGHT	9	OUT ...	70
EAST	LEFT	13	WEST LEG		EAST	LEFT	3	WEST LEG	
BOUND	THRU	0	IN ...	10	BOUND	THRU	0	IN ...	0
	RIGHT	1	OUT ...	10		RIGHT	0	OUT ...	10
WEST	LEFT	0	EAST LEG		WEST	LEFT	1	EAST LEG	
BOUND	THRU	0	IN ...	10	BOUND	THRU	0	IN ...	50
	RIGHT	3	OUT ...	20		RIGHT	7	OUT ...	60

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	1	2	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	57	60	RATIO 8.2%	BOUND	THRU	51	47	RATIO 9.6%
	RIGHT	0	0	ADT 1,800		RIGHT	0	0	ADT 1,800
SOUTH	LEFT	6	20	SOUTH LEG	SOUTH	LEFT	15	60	SOUTH LEG
BOUND	THRU	41	39	RATIO 7.3%	BOUND	THRU	55	33	RATIO 7.6%
	RIGHT	5	8	ADT 1,400		RIGHT	9	10	ADT 1,400
EAST	LEFT	13	9	EAST LEG	EAST	LEFT	3	0	EAST LEG
BOUND	THRU	0	0	RATIO 2.2%	BOUND	THRU	0	0	RATIO 7.9%
	RIGHT	1	1	ADT 1,400		RIGHT	0	0	ADT 1,400
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	1	27	WEST LEG
BOUND	THRU	0	0	RATIO 20.5%	BOUND	THRU	0	0	RATIO 10.0%
	RIGHT	3	10	ADT 100		RIGHT	7	23	ADT 100

SAN GORGONIO AVENUE (NS) / WESLEY STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**1**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**57**	IN ...	**60**	BOUND	THRU	**51**	IN ...	**50**
	RIGHT	**0**	OUT ...	**40**		RIGHT	**0**	OUT ...	**60**
SOUTH	LEFT	**6**	NORTH LEG		SOUTH	LEFT	**15**	NORTH LEG	
BOUND	THRU	**41**	IN ...	**60**	BOUND	THRU	**55**	IN ...	**90**
	RIGHT	**5**	OUT ...	**80**		RIGHT	**9**	OUT ...	**70**
EAST	LEFT	**13**	WEST LEG		EAST	LEFT	**3**	WEST LEG	
BOUND	THRU	**0**	IN ...	**10**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**1**	OUT ...	**10**		RIGHT	**0**	OUT ...	**10**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**1**	EAST LEG	
BOUND	THRU	**0**	IN ...	**20**	BOUND	THRU	**0**	IN ...	**60**
	RIGHT	**3**	OUT ...	**30**		RIGHT	**7**	OUT ...	**80**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**1**	**5**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**57**	**53**	RATIO **8.0%**	BOUND	THRU	**51**	**47**	RATIO **9.5%**
	RIGHT	**0**	**0**	ADT 1,900		RIGHT	**0**	**0**	ADT 1,900
SOUTH	LEFT	**6**	**30**	SOUTH LEG	SOUTH	LEFT	**15**	**80**	SOUTH LEG
BOUND	THRU	**41**	**37**	RATIO **7.0%**	BOUND	THRU	**55**	**20**	RATIO **7.7%**
	RIGHT	**5**	**5**	ADT 1,400		RIGHT	**9**	**10**	ADT 1,400
EAST	LEFT	**13**	**7**	EAST LEG	EAST	LEFT	**3**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **2.6%**	BOUND	THRU	**0**	**0**	RATIO **7.5%**
	RIGHT	**1**	**3**	ADT 1,900		RIGHT	**0**	**0**	ADT 1,900
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**1**	**40**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **20.2%**	BOUND	THRU	**0**	**0**	RATIO **10.0%**
	RIGHT	**3**	**19**	ADT 100		RIGHT	**7**	**23**	ADT 100

SAN GORGONIO AVENUE/OLD IDYLLWILD ROAD (NS) / SR-243 (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

				0	1	38			
				<	v	>			
0	^						^		58
0	>						<		0
0	v						v		0
				<	^	>			
				0	2	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

					39	60			
					v	^			
0	<			IN =		99	<		58
0	>			OUT =		99	>		38
					v	^			
					1	2			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0			
				<	v	>			
0	^						^		0
0	>						<		0
0	v						v		0
				<	^	>			

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

				0	0	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

				0	1	38			
				<	v	>			
0	^						^		58
0	>						<		0
0	v						v		0
				<	^	>			
				0	2	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

					151	415			
					v	^			
0	<			IN =		566	<		415
0	>			OUT =		566	>		151
					v	^			
					0	0			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

					0	0			
					v	^			
0	<			IN =		0	<		0
0	>			OUT =		0	>		0
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					57	158			
					v	^			
0	<			IN =		215	<		158
0	>			OUT =		215	>		57
					v	^			
					0	0			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					159	370			
					v	^			
0	<			IN =		529	<		370
0	>			OUT =		529	>		159
					v	^			
					0	0			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					0	0			
					v	^			
0	<			IN =		0	<		0
0	>			OUT =		0	>		0
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					60	141			
					v	^			
0	<			IN =		201	<		141
0	>			OUT =		201	>		60
					v	^			
					0	0			

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					3	-17			
					v	^			
0	<						<		-17
0	>						>		3
					v	^			
					0	0			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					0	10			
					v	^			
0	<			IN =		10	<		10
0	>			OUT =		10	>		0
					v	^			
					0	0			

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					0	10			
					v	^			
0	<						<		10
0	>						>		0
					v	^			
					0	0			

NEW PROJECTED VOLUMES (PCE'S): 2035

					40	70			
					v	^			
0	<						<		70
0	>						>		40
					v	^			
					0	0			

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					0	0			
					v	^			
0	<						<		0
0	>						>		0
					v	^			
					0	0			

INITIAL YEAR 2022 VOLUMES:
2022

					40	60			
					v	^			
0	<			IN =		100	<		60
0	>			OUT =		100	>		40
					v	^			
					0	0			

BALANCED YEAR 2022 VOLUMES:
2022

					40	60			
					v	^			
0	<			IN =		100	<		60
0	>			OUT =		100	>		40
					v	^			
					0	0			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

				0	2	69			
				<	v	>			
0	^						^		48
0	>						<		0
0	v						v		0
				<	^	>			
				0	1	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

					71	49			
					v	^			
0	<			IN =		120	<		48
0	>			OUT =		120	>		69
					v	^			
					2	1			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0			
				<	v	>			
0	^						^		0
0	>						<		0
0	v						v		0
				<	^	>			

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

				0	0	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

				0	2	69			
				<	v	>			
0	^						^		48
0	>						<		0
0	v						v		0
				<	^	>			
				0	1	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

					677	393			
					v	^			
0	<			IN =		1070	<		393
0	>			OUT =		1070	>		677
					v	^			
					0	0			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

					0	0			
					v	^			
0	<			IN =		0	<		0
0	>			OUT =		0	>		0
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					190	110			
					v	^			
0	<			IN =		300	<		110
0	>			OUT =		300	>		190
					v	^			
					0	0			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					473	305			
					v	^			
0	<			IN =		778	<		305
0	>			OUT =		778	>		473
					v	^			
					0	0			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					0	0			
					v	^			
0	<			IN =		0	<		0
0	>			OUT =		0	>		0
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					132	85			
					v	^			
0	<			IN =		218	<		85
0	>			OUT =		218	>		132
					v	^			
					0	0			

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					-57	-25			
					v	^			
0	<						<		-25
0	>						>		-57
					v	^			
					0	0			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

					10	0			
					v	^			
0	<			IN =		10	<		0
0	>			OUT =		10	>		10
					v	^			
					0	0			

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

					10	0			
					v	^			
0	<						<		0
0	>						>		10
					v	^			
					0	0			

NEW PROJECTED VOLUMES (PCE'S): 2035

					80	50			
					v	^			
0	<						<		50
0	>						>		80
					v	^			
					0	0			

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

					0	0			
					v	^			
0	<						<		0
0	>						>		0
					v	^			
					0	0			

INITIAL YEAR 2022 VOLUMES:
2022

					70	50			
					v	^			
0	<			IN =		120	<		50
0	>			OUT =		120	>		70
					v	^			
					0	0			

BALANCED YEAR 2022 VOLUMES:
2022

					70	50			
					v	^			
0	<			IN =		120	<		50
0	>			OUT =		120	>		70
					v	^			
					0	0			

SAN GORGONIO AVENUE/OLD IDYLLWILD ROAD (NS) / SR-243 (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	2	IN ...	0	BOUND	THRU	1	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
SOUTH	LEFT	38	NORTH LEG		SOUTH	LEFT	69	NORTH LEG	
BOUND	THRU	1	IN ...	40	BOUND	THRU	2	IN ...	70
	RIGHT	0	OUT ...	60		RIGHT	0	OUT ...	50
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	60	BOUND	THRU	0	IN ...	50
	RIGHT	58	OUT ...	40		RIGHT	48	OUT ...	70

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	2	0	RATIO 6.7%	BOUND	THRU	1	0	RATIO 8.0%
	RIGHT	0	0	ADT 1,500		RIGHT	0	0	ADT 1,500
SOUTH	LEFT	38	40	SOUTH LEG	SOUTH	LEFT	69	70	SOUTH LEG
BOUND	THRU	1	0	RATIO #DIV/0!	BOUND	THRU	2	0	RATIO #DIV/0!
	RIGHT	0	0	ADT 0		RIGHT	0	0	ADT 0
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO 6.7%	BOUND	THRU	0	0	RATIO 8.0%
	RIGHT	0	0	ADT 1,500		RIGHT	0	0	ADT 1,500
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	58	60	ADT 0		RIGHT	48	50	ADT 0

SAN GORGONIO AVENUE/OLD IDYLLWILD ROAD (NS) / SR-243 (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	2	IN ...	0	BOUND	THRU	1	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
SOUTH	LEFT	38	NORTH LEG		SOUTH	LEFT	69	NORTH LEG	
BOUND	THRU	1	IN ...	40	BOUND	THRU	2	IN ...	70
	RIGHT	0	OUT ...	60		RIGHT	0	OUT ...	50
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	60	BOUND	THRU	0	IN ...	50
	RIGHT	58	OUT ...	40		RIGHT	48	OUT ...	70

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	2	0	RATIO 6.7%	BOUND	THRU	1	0	RATIO 8.0%
	RIGHT	0	0	ADT 1,500		RIGHT	0	0	ADT 1,500
SOUTH	LEFT	38	40	SOUTH LEG	SOUTH	LEFT	69	70	SOUTH LEG
BOUND	THRU	1	0	RATIO #DIV/0!	BOUND	THRU	2	0	RATIO #DIV/0!
	RIGHT	0	0	ADT 0		RIGHT	0	0	ADT 0
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO 6.7%	BOUND	THRU	0	0	RATIO 8.0%
	RIGHT	0	0	ADT 1,500		RIGHT	0	0	ADT 1,500
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	58	60	ADT 0		RIGHT	48	50	ADT 0

SAN GORGONIO AVENUE/OLD IDYLLWILD ROAD (NS) / SR-243 (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	2	IN ...	0	BOUND	THRU	1	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
SOUTH	LEFT	38	NORTH LEG		SOUTH	LEFT	69	NORTH LEG	
BOUND	THRU	1	IN ...	40	BOUND	THRU	2	IN ...	70
	RIGHT	0	OUT ...	60		RIGHT	0	OUT ...	50
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	60	BOUND	THRU	0	IN ...	50
	RIGHT	58	OUT ...	40		RIGHT	48	OUT ...	70

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	2	0	RATIO **6.7%**	BOUND	THRU	1	0	RATIO **8.0%**
	RIGHT	0	0	ADT 1,500		RIGHT	0	0	ADT 1,500
SOUTH	LEFT	38	40	SOUTH LEG	SOUTH	LEFT	69	70	SOUTH LEG
BOUND	THRU	1	0	RATIO **#DIV/0!**	BOUND	THRU	2	0	RATIO **#DIV/0!**
	RIGHT	0	0	ADT 0		RIGHT	0	0	ADT 0
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO **6.7%**	BOUND	THRU	0	0	RATIO **8.0%**
	RIGHT	0	0	ADT 1,500		RIGHT	0	0	ADT 1,500
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO **#DIV/0!**	BOUND	THRU	0	0	RATIO **#DIV/0!**
	RIGHT	58	60	ADT 0		RIGHT	48	50	ADT 0

SAN GORGONIO AVENUE/OLD IDYLLWILD ROAD (NS) / SR-243 (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		NORTH BOUND	LEFT	0	SOUTH LEG	
	THRU	2	IN ...	0		THRU	1	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	38	NORTH LEG		SOUTH BOUND	LEFT	69	NORTH LEG	
	THRU	1	IN ...	40		THRU	2	IN ...	70
	RIGHT	0	OUT ...	60		RIGHT	0	OUT ...	50
EAST BOUND	LEFT	0	WEST LEG		EAST BOUND	LEFT	0	WEST LEG	
	THRU	0	IN ...	0		THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	EAST LEG		WEST BOUND	LEFT	0	EAST LEG	
	THRU	0	IN ...	60		THRU	0	IN ...	50
	RIGHT	58	OUT ...	40		RIGHT	48	OUT ...	70

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	0	0	NORTH LEG	NORTH BOUND	LEFT	0	0	NORTH LEG
	THRU	2	0	RATIO 6.7%		THRU	1	0	RATIO 8.0%
	RIGHT	0	0	ADT 1,500		RIGHT	0	0	ADT 1,500
SOUTH BOUND	LEFT	38	40	SOUTH LEG	SOUTH BOUND	LEFT	69	70	SOUTH LEG
	THRU	1	0	RATIO #DIV/0!		THRU	2	0	RATIO #DIV/0!
	RIGHT	0	0	ADT 0		RIGHT	0	0	ADT 0
EAST BOUND	LEFT	0	0	EAST LEG	EAST BOUND	LEFT	0	0	EAST LEG
	THRU	0	0	RATIO 6.7%		THRU	0	0	RATIO 8.0%
	RIGHT	0	0	ADT 1,500		RIGHT	0	0	ADT 1,500
WEST BOUND	LEFT	0	0	WEST LEG	WEST BOUND	LEFT	0	0	WEST LEG
	THRU	0	0	RATIO #DIV/0!		THRU	0	0	RATIO #DIV/0!
	RIGHT	58	60	ADT 0		RIGHT	48	50	ADT 0

SAN GORGONIO AVENUE/OLD IDYLLWILD ROAD (NS) / SR-243 (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	2	IN ...	0	BOUND	THRU	1	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
SOUTH	LEFT	38	NORTH LEG		SOUTH	LEFT	69	NORTH LEG	
BOUND	THRU	1	IN ...	40	BOUND	THRU	2	IN ...	80
	RIGHT	0	OUT ...	70		RIGHT	0	OUT ...	50
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	70	BOUND	THRU	0	IN ...	50
	RIGHT	58	OUT ...	40		RIGHT	48	OUT ...	80

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	2	0	RATIO **7.3%**	BOUND	THRU	1	0	RATIO **8.7%**
	RIGHT	0	0	ADT 1,500		RIGHT	0	0	ADT 1,500
SOUTH	LEFT	38	40	SOUTH LEG	SOUTH	LEFT	69	80	SOUTH LEG
BOUND	THRU	1	0	RATIO **#DIV/0!**	BOUND	THRU	2	0	RATIO **#DIV/0!**
	RIGHT	0	0	ADT 0		RIGHT	0	0	ADT 0
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO **7.3%**	BOUND	THRU	0	0	RATIO **8.7%**
	RIGHT	0	0	ADT 1,500		RIGHT	0	0	ADT 1,500
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO **#DIV/0!**	BOUND	THRU	0	0	RATIO **#DIV/0!**
	RIGHT	58	70	ADT 0		RIGHT	48	50	ADT 0

SAN GORGONIO AVENUE/OLD IDYLLWILD ROAD (NS) / SR-243 (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**2**	IN ...	**0**	BOUND	THRU	**1**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
SOUTH	LEFT	**38**	NORTH LEG		SOUTH	LEFT	**69**	NORTH LEG	
BOUND	THRU	**1**	IN ...	**40**	BOUND	THRU	**2**	IN ...	**80**
	RIGHT	**0**	OUT ...	**70**		RIGHT	**0**	OUT ...	**50**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**70**	BOUND	THRU	**0**	IN ...	**50**
	RIGHT	**58**	OUT ...	**40**		RIGHT	**48**	OUT ...	**80**

YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**2**	**0**	RATIO **7.3%**	BOUND	THRU	**1**	**0**	RATIO **8.7%**
	RIGHT	**0**	**0**	ADT 1,500		RIGHT	**0**	**0**	ADT 1,500
SOUTH	LEFT	**38**	**40**	SOUTH LEG	SOUTH	LEFT	**69**	**80**	SOUTH LEG
BOUND	THRU	**1**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**2**	**0**	RATIO **#DIV/0!**
	RIGHT	**0**	**0**	ADT 0		RIGHT	**0**	**0**	ADT 0
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **7.3%**	BOUND	THRU	**0**	**0**	RATIO **8.7%**
	RIGHT	**0**	**0**	ADT 1,500		RIGHT	**0**	**0**	ADT 1,500
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**58**	**70**	ADT 0		RIGHT	**48**	**50**	ADT 0

SAN GORGONIO AVENUE (NS) / C STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

			1	38	0			
			<	v	>			
		2 ^			^	0		
		0 >			<	0		
		0 v			v	0		
			<	^	>			
			0	58	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

				39	60			
				v	^			
			1 <	IN =	99 <	0		
			2 >	OUT =	99 >	0		
				v	^			
				38	58			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0			
			<	v	>			
		0 ^			^	0		
		0 >			<	0		
		0 v			v	0		
			<	^	>			
			0	0	0			

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

			1	38	0			
			<	v	>			
		2 ^			^	0		
		0 >			<	0		
		0 v			v	0		
			<	^	>			
			0	58	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

				151	415			
				v	^			
			0 <	IN =	566 <	0		
			0 >	OUT =	566 >	0		
				v	^			
				151	415			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

				0	0			
				v	^			
			0 <	IN =	0 <	0		
			0 >	OUT =	0 >	0		
				v	^			
				0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				57	158			
				v	^			
			0 <	IN =	215 <	0		
			0 >	OUT =	215 >	0		
				v	^			
				57	158			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

				159	370			
				v	^			
			18 <	IN =	554 <	0		
			0 >	OUT =	546 >	0		
				v	^			
				158	395			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

				0	0			
				v	^			
			0 <	IN =	0 <	0		
			0 >	OUT =	0 >	0		
				v	^			
				0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				60	141			
				v	^			
			7 <	IN =	211 <	0		
			0 >	OUT =	207 >	0		
				v	^			
				60	150			

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				3	-17			
				v	^			
			7 <		<	0		
			0 >		>	0		
				v	^			
				3	-8			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

				0	10			
				v	^			
			10 <	IN =	0 <	0		
			0 >	OUT =	20 >	0		
				v	^			
				0	0			

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

				0	10			
				v	^			
			10 <		<	0		
			0 >		>	0		
				v	^			
				0	0			

NEW PROJECTED VOLUMES (PCE'S): 2035

				40	70			
				v	^			
			10 <		<	0		
			0 >		>	0		
				v	^			
				40	60			

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

				0	0			
				v	^			
			0 <		<	0		
			0 >		>	0		
				v	^			
				0	0			

INITIAL YEAR 2022 VOLUMES:
2022

				40	60			
				v	^			
			0 <	IN =	100 <	0		
			0 >	OUT =	100 >	0		
				v	^			
				40	60			

BALANCED YEAR 2022 VOLUMES:
2022

				40	60			
				v	^			
			0 <	IN =	100 <	0		
			0 >	OUT =	100 >	0		
				v	^			
				40	60			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2014

			2	69	0			
			<	v	>			
		1 ^			^	0		
		0 >			<	0		
		0 v			v	0		
			<	^	>			
			0	48	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2014

				71	49			
				v	^			
			2 <	IN =	120 <	0		
			1 >	OUT =	120 >	0		
				v	^			
				69	48			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0			
			<	v	>			
		0 ^			^	0		
		0 >			<	0		
		0 v			v	0		
			<	^	>			
			0	0	0			

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2014

			2	69	0			
			<	v	>			
		1 ^			^	0		
		0 >			<	0		
		0 v			v	0		
			<	^	>			
			0	48	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2007

				677	393			
				v	^			
			0 <	IN =	1070 <	0		
			0 >	OUT =	1070 >	0		
				v	^			
				677	393			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2007

				0	0			
				v	^			
			0 <	IN =	0 <	0		
			0 >	OUT =	0 >	0		
				v	^			
				0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				190	110			
				v	^			
			0 <	IN =	300 <	0		
			0 >	OUT =	300 >	0		
				v	^			
				190	110			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

				473	305			
				v	^			
			115 <	IN =	1047 <	0		
			156 >	OUT =	1048 >	0		
				v	^			
				628	418			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

				0	0			
				v	^			
			0 <	IN =	0 <	0		
			0 >	OUT =	0 >	0		
				v	^			
				0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				132	85			
				v	^			
			32 <	IN =	293 <	0		
			44 >	OUT =	293 >	0		
				v	^			
				176	117			

RAW GROWTH (PCE'S): 2007 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				-57	-25			
				v	^			
			32 <		<	0		
			44 >		>	0		
				v	^			
				-14	7			

ADJUSTED GROWTH (PCE'S): 2007 TO 2035
10 MINIMUM GROWTH %

				10	0			
				v	^			
			30 <	IN =	60 <	0		
			40 >	OUT =	30 >	0		
				v	^			
				0	10			

PRORATED GROWTH (PCE'S): 2014 TO 2035
21 YEARS

				10	0			
				v	^			
			20 <		<	0		
			30 >		>	0		
				v	^			
				0	10			

NEW PROJECTED VOLUMES (PCE'S): 2035

				80	50			
				v	^			
			20 <		<	0		
			30 >		>	0		
				v	^			
				70	60			

YEAR 2022 GROWTH: 2014 TO 2022
8 YEARS

				0	0			
				v	^			
			10 <		<	0		
			10 >		>	0		
				v	^			
				0	0			

INITIAL YEAR 2022 VOLUMES:
2022

				70	50			
				v	^			
			10 <	IN =	130 <	0		
			10 >	OUT =	130 >	0		
				v	^			
				70	50			

BALANCED YEAR 2022 VOLUMES:
2022

				70	50			
				v	^			
			10 <	IN =	130 <	0		
			10 >	OUT =	130 >	0		
				v	^			
				70	50			

SAN GORGONIO AVENUE (NS) / C STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2017 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	58	IN ...	60	BOUND	THRU	48	IN ...	50
	RIGHT	0	OUT ...	40		RIGHT	0	OUT ...	70
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	38	IN ...	40	BOUND	THRU	69	IN ...	70
	RIGHT	1	OUT ...	60		RIGHT	2	OUT ...	50
EAST	LEFT	2	WEST LEG		EAST	LEFT	1	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0

YEAR 2017 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2017 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	58	60	RATIO 6.7%	BOUND	THRU	48	50	RATIO 8.0%
	RIGHT	0	0	ADT 1,500		RIGHT	0	0	ADT 1,500
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	38	40	RATIO 6.3%	BOUND	THRU	69	70	RATIO 7.5%
	RIGHT	1	0	ADT 1,600		RIGHT	2	0	ADT 1,600
EAST	LEFT	2	0	EAST LEG	EAST	LEFT	1	0	EAST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	0	0	ADT 0		RIGHT	0	0	ADT 0
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 0.0%	BOUND	THRU	0	0	RATIO 0.0%
	RIGHT	0	0	ADT 100		RIGHT	0	0	ADT 100

SAN GORGONIO AVENUE (NS) / C STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2019 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	58	IN ...	60	BOUND	THRU	48	IN ...	50
	RIGHT	0	OUT ...	40		RIGHT	0	OUT ...	80
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	38	IN ...	40	BOUND	THRU	69	IN ...	70
	RIGHT	1	OUT ...	60		RIGHT	2	OUT ...	50
EAST	LEFT	2	WEST LEG		EAST	LEFT	1	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	10
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0

YEAR 2019 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2019 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	58	60	RATIO 6.7%	BOUND	THRU	48	42	RATIO 8.7%
	RIGHT	0	0	ADT 1,500		RIGHT	0	0	ADT 1,500
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	38	40	RATIO 5.9%	BOUND	THRU	69	80	RATIO 7.2%
	RIGHT	1	0	ADT 1,700		RIGHT	2	0	ADT 1,700
EAST	LEFT	2	0	EAST LEG	EAST	LEFT	1	8	EAST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	0	0	ADT 0		RIGHT	0	0	ADT 0
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 0.0%	BOUND	THRU	0	0	RATIO 8.3%
	RIGHT	0	0	ADT 100		RIGHT	0	0	ADT 100

SAN GORGONIO AVENUE (NS) / C STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2022 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	58	IN ...	60	BOUND	THRU	48	IN ...	50
	RIGHT	0	OUT ...	40		RIGHT	0	OUT ...	70
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	38	IN ...	40	BOUND	THRU	69	IN ...	70
	RIGHT	1	OUT ...	60		RIGHT	2	OUT ...	50
EAST	LEFT	2	WEST LEG		EAST	LEFT	1	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	10
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	10
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0

YEAR 2022 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2022 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	58	60	RATIO 6.7%	BOUND	THRU	48	42	RATIO 8.7%
	RIGHT	0	0	ADT 1,500		RIGHT	0	0	ADT 1,500
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	38	40	RATIO 5.6%	BOUND	THRU	69	70	RATIO 6.2%
	RIGHT	1	0	ADT 1,800		RIGHT	2	10	ADT 1,800
EAST	LEFT	2	0	EAST LEG	EAST	LEFT	1	8	EAST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	0	0	ADT 0		RIGHT	0	0	ADT 0
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 0.0%	BOUND	THRU	0	0	RATIO 6.1%
	RIGHT	0	0	ADT 300		RIGHT	0	0	ADT 300

SAN GORGONIO AVENUE (NS) / C STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		NORTH BOUND	LEFT	0	SOUTH LEG	
	THRU	58	IN ...	60		THRU	48	IN ...	50
	RIGHT	0	OUT ...	40		RIGHT	0	OUT ...	80
SOUTH BOUND	LEFT	0	NORTH LEG		SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	38	IN ...	40		THRU	69	IN ...	70
	RIGHT	1	OUT ...	60		RIGHT	2	OUT ...	50
EAST BOUND	LEFT	2	WEST LEG		EAST BOUND	LEFT	1	WEST LEG	
	THRU	0	IN ...	0		THRU	0	IN ...	20
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	10
WEST BOUND	LEFT	0	EAST LEG		WEST BOUND	LEFT	0	EAST LEG	
	THRU	0	IN ...	0		THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0

YEAR 2025 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	0	0	NORTH LEG	NORTH BOUND	LEFT	0	0	NORTH LEG
	THRU	58	60	RATIO 6.7%		THRU	48	36	RATIO 9.3%
	RIGHT	0	0	ADT 1,500		RIGHT	0	0	ADT 1,500
SOUTH BOUND	LEFT	0	0	SOUTH LEG	SOUTH BOUND	LEFT	0	0	SOUTH LEG
	THRU	38	40	RATIO 5.3%		THRU	69	80	RATIO 6.1%
	RIGHT	1	0	ADT 1,900		RIGHT	2	10	ADT 1,900
EAST BOUND	LEFT	2	0	EAST LEG	EAST BOUND	LEFT	1	14	EAST LEG
	THRU	0	0	RATIO #DIV/0!		THRU	0	0	RATIO #DIV/0!
	RIGHT	0	0	ADT 0		RIGHT	0	0	ADT 0
WEST BOUND	LEFT	0	0	WEST LEG	WEST BOUND	LEFT	0	0	WEST LEG
	THRU	0	0	RATIO 0.0%		THRU	0	0	RATIO 6.1%
	RIGHT	0	0	ADT 400		RIGHT	0	0	ADT 400

SAN GORGONIO AVENUE (NS) / C STREET (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2029 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	58	IN ...	70	BOUND	THRU	48	IN ...	60
	RIGHT	0	OUT ...	40		RIGHT	0	OUT ...	80
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	38	IN ...	50	BOUND	THRU	69	IN ...	80
	RIGHT	1	OUT ...	70		RIGHT	2	OUT ...	60
EAST	LEFT	2	WEST LEG		EAST	LEFT	1	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	20
	RIGHT	0	OUT ...	10		RIGHT	0	OUT ...	20
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0

YEAR 2029 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2029 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	58	70	RATIO 8.0%	BOUND	THRU	48	45	RATIO 10.7%
	RIGHT	0	0	ADT 1,500		RIGHT	0	0	ADT 1,500
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	38	40	RATIO 5.2%	BOUND	THRU	69	80	RATIO 6.0%
	RIGHT	1	10	ADT 2,100		RIGHT	2	20	ADT 2,100
EAST	LEFT	2	0	EAST LEG	EAST	LEFT	1	15	EAST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	0	0	ADT 0		RIGHT	0	0	ADT 0
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 1.7%	BOUND	THRU	0	0	RATIO 5.8%
	RIGHT	0	0	ADT 600		RIGHT	0	0	ADT 600

SAN GORGONIO AVENUE (NS) / C STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

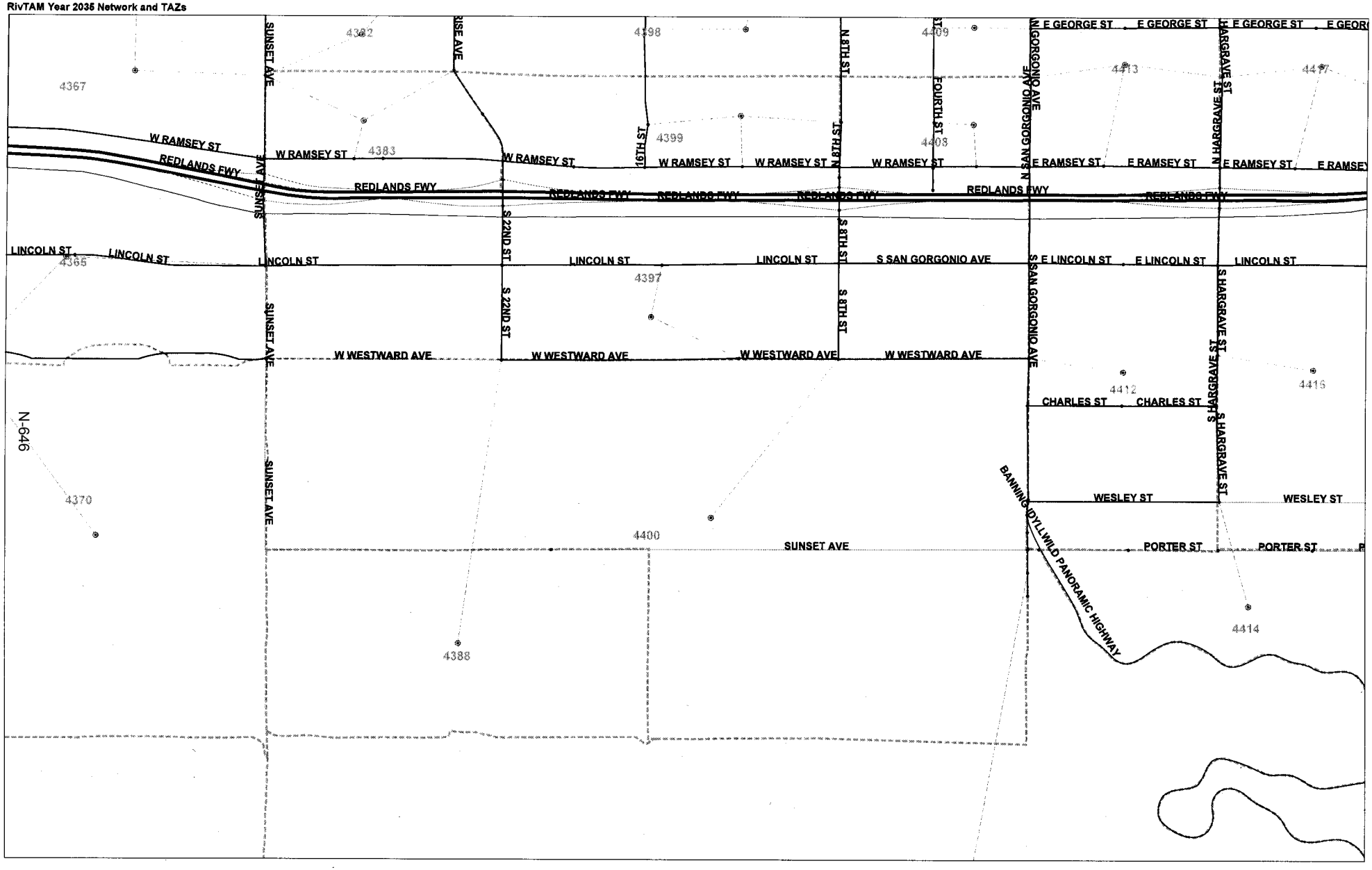
YEAR 2035 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**58**	IN ...	**60**	BOUND	THRU	**48**	IN ...	**60**
	RIGHT	**0**	OUT ...	**40**		RIGHT	**0**	OUT ...	**70**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**38**	IN ...	**40**	BOUND	THRU	**69**	IN ...	**80**
	RIGHT	**1**	OUT ...	**70**		RIGHT	**2**	OUT ...	**50**
EAST	LEFT	**2**	WEST LEG		EAST	LEFT	**1**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**30**
	RIGHT	**0**	OUT ...	**10**		RIGHT	**0**	OUT ...	**20**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2035 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG	
BOUND	THRU	**58**	**70**	RATIO **8.0%**	BOUND	THRU	**48**	**33**	RATIO **9.3%**	
	RIGHT	**0**	**0**	ADT 1,500		RIGHT	**0**	**0**	ADT 1,500	
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG	
BOUND	THRU	**38**	**40**	RATIO **4.8%**	BOUND	THRU	**69**	**70**	RATIO **4.5%**	
	RIGHT	**1**	**10**	ADT 2,300		RIGHT	**2**	**20**	ADT 2,300	
EAST	LEFT	**2**	**0**	EAST LEG	EAST	LEFT	**1**	**17**	EAST LEG	
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	
	RIGHT	**0**	**0**	ADT 0		RIGHT	**0**	**0**	ADT 0	
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG	
BOUND	THRU	**0**	**0**	RATIO **1.3%**	BOUND	THRU	**0**	**0**	RATIO **4.6%**	
	RIGHT	**0**	**0**	ADT 800		RIGHT	**0**	**0**	ADT 800	

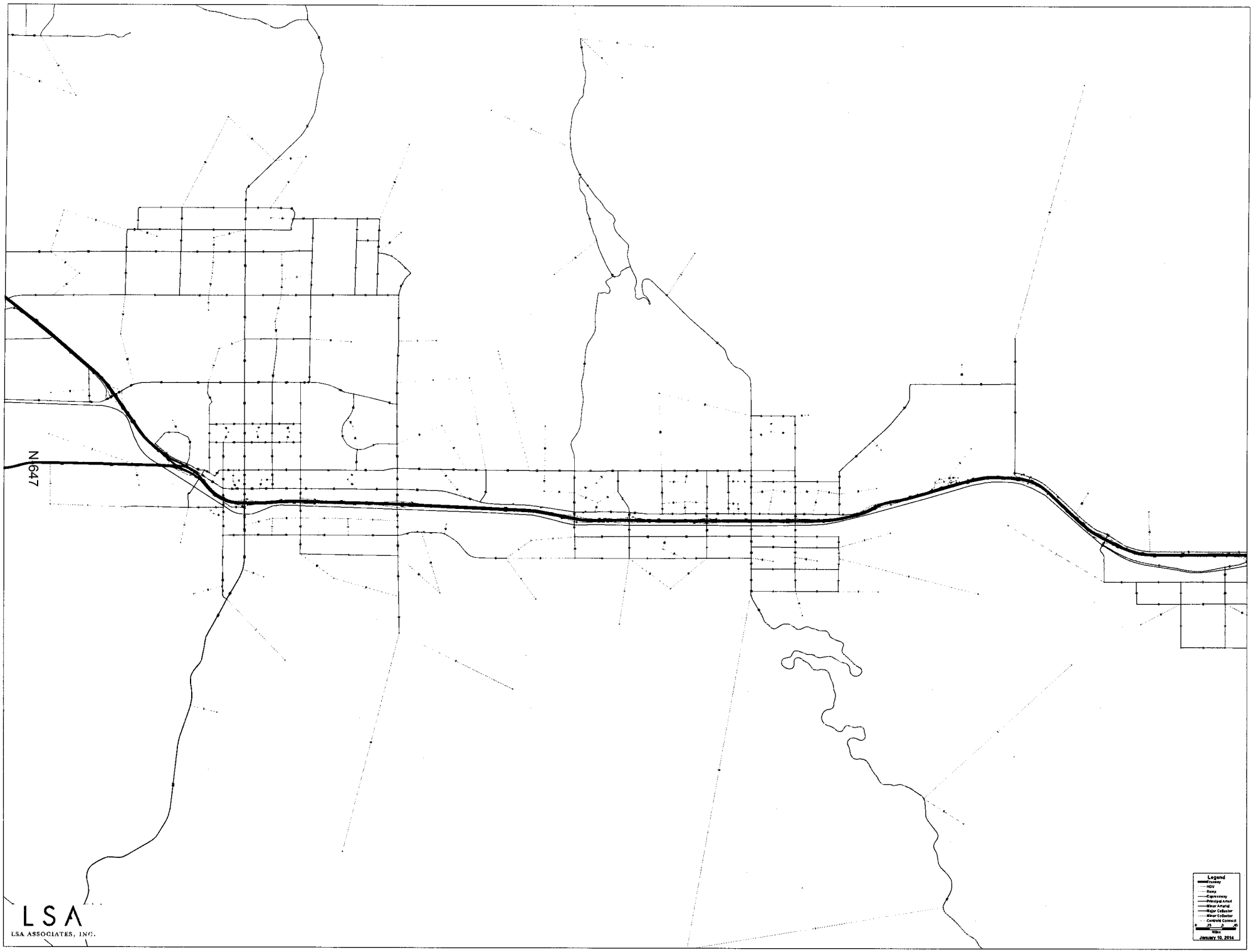
APPENDIX D

Model Plots

RivTAM Year 2035 Network and TAZs



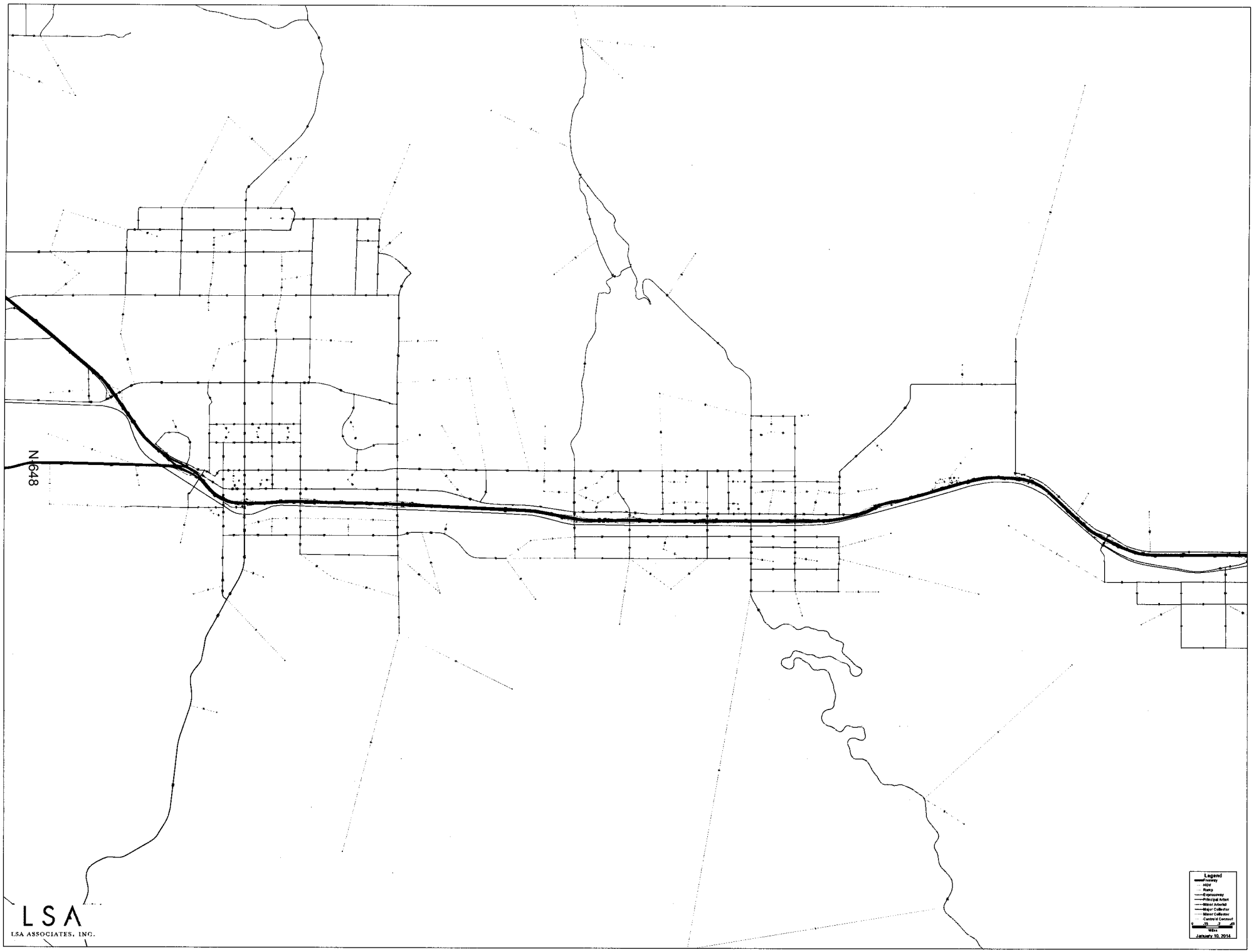
Rancho San Gorgonio Specific Plan - Year 2007 AM Peak Hour Volumes



LSA

LSA ASSOCIATES, INC.

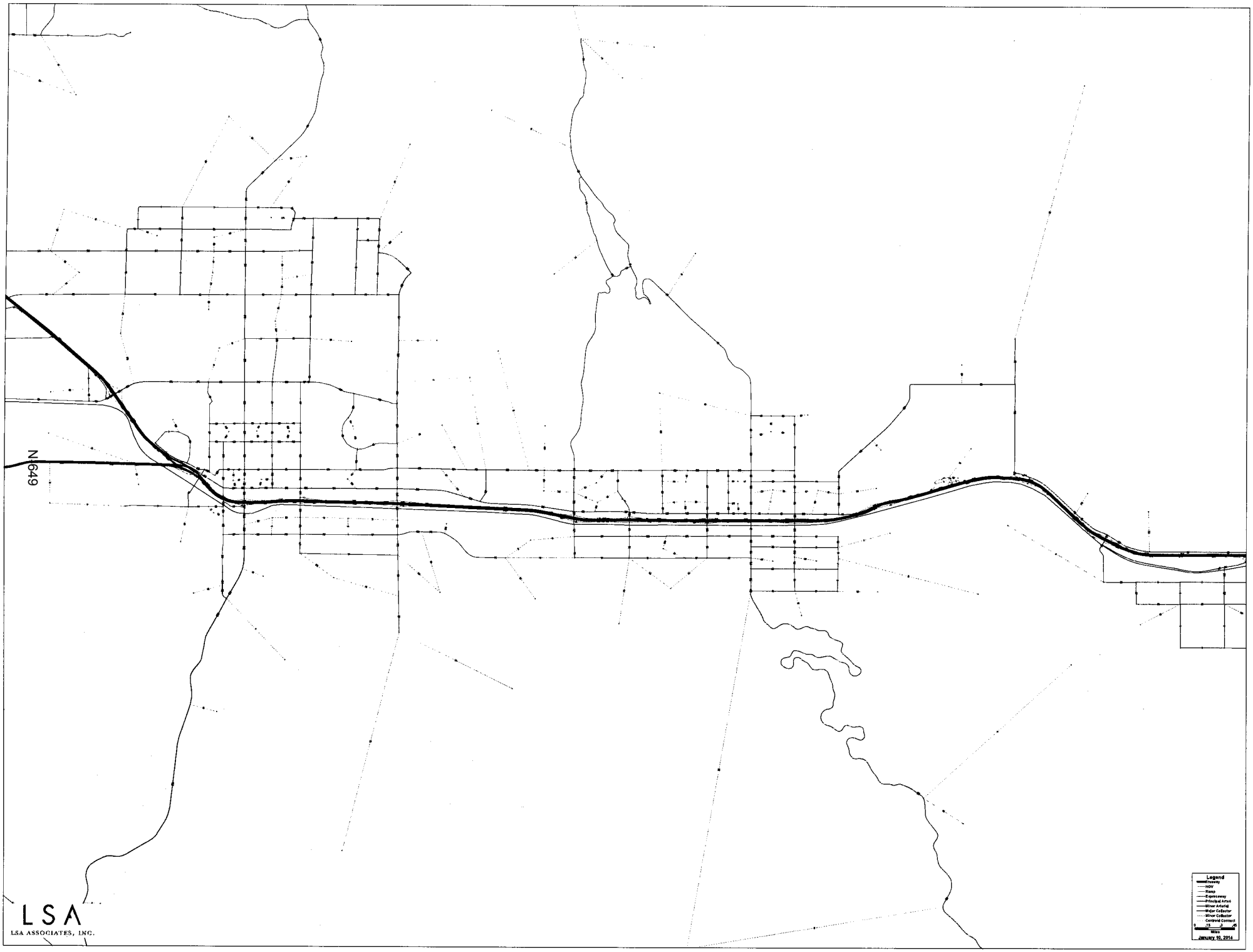
Rancho San Gorgonio Specific Plan - Year 2007 PM Peak Hour Volumes



LSA

LSA ASSOCIATES, INC.

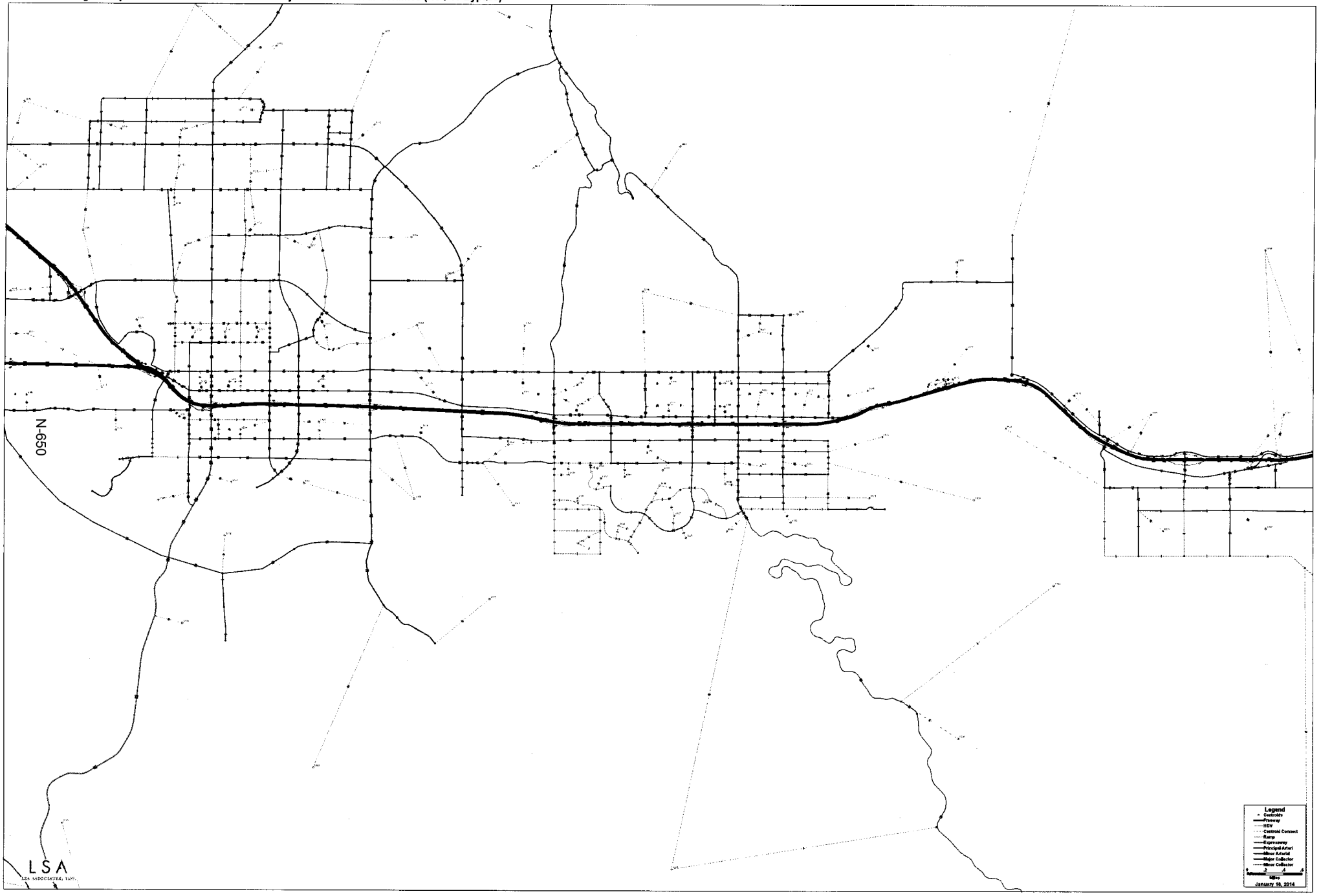
Rancho San Gorgonio Specific Plan - Year 2007 Daily Volumes



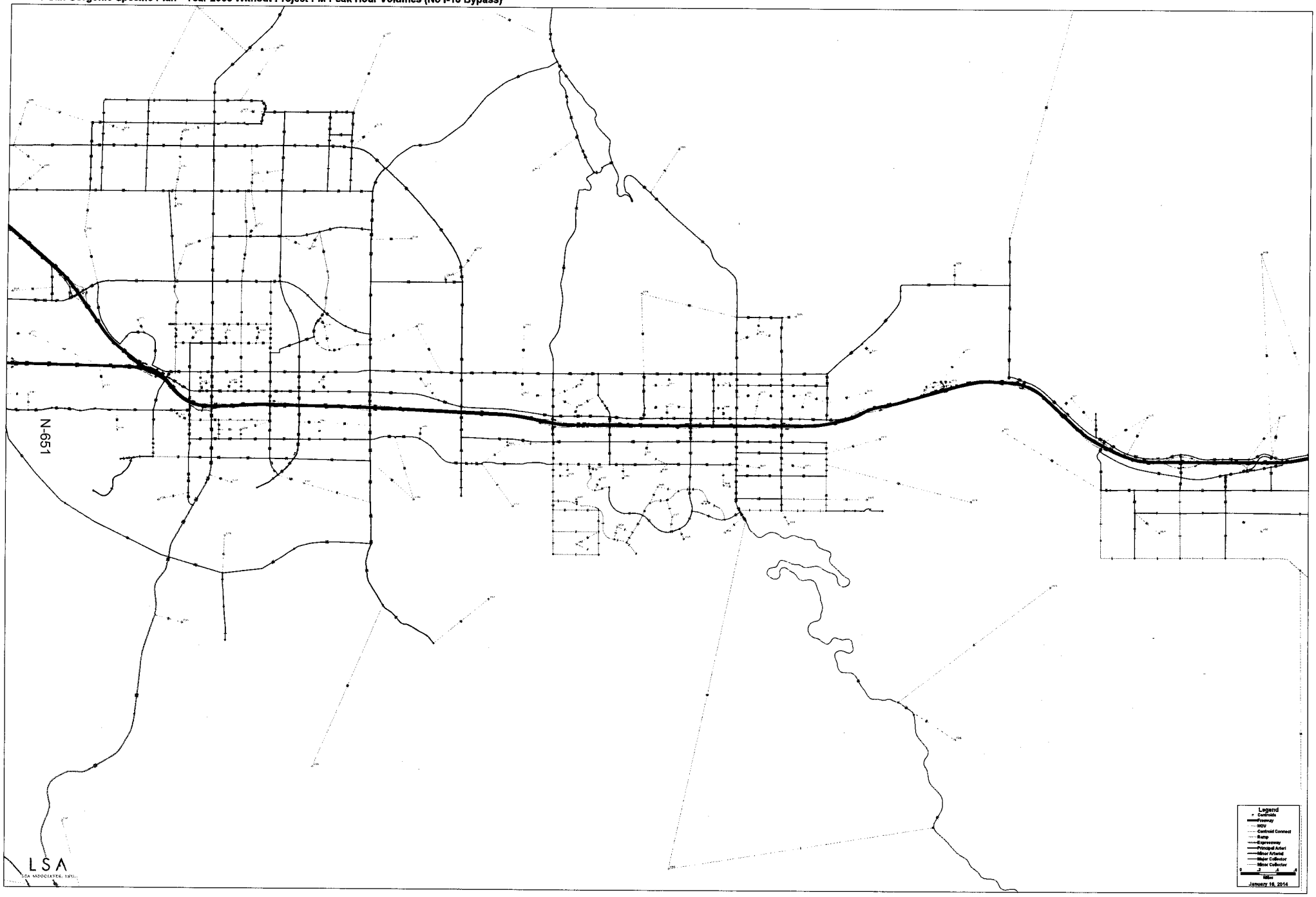
LSA

LSA ASSOCIATES, INC.

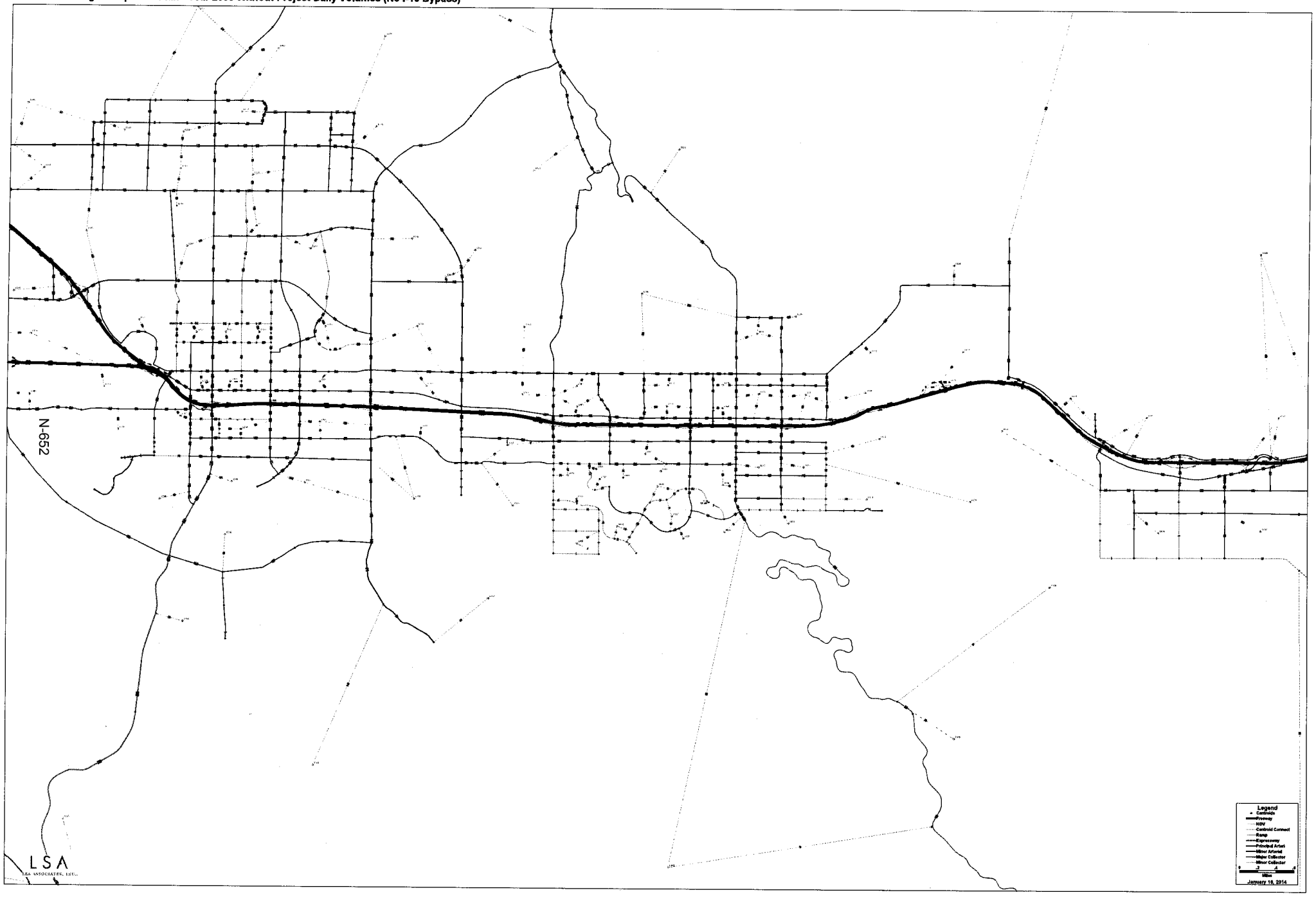
Rancho San Gorgonio Specific Plan - Year 2035 Without Project AM Peak Hour Volumes (No I-10 Bypass)



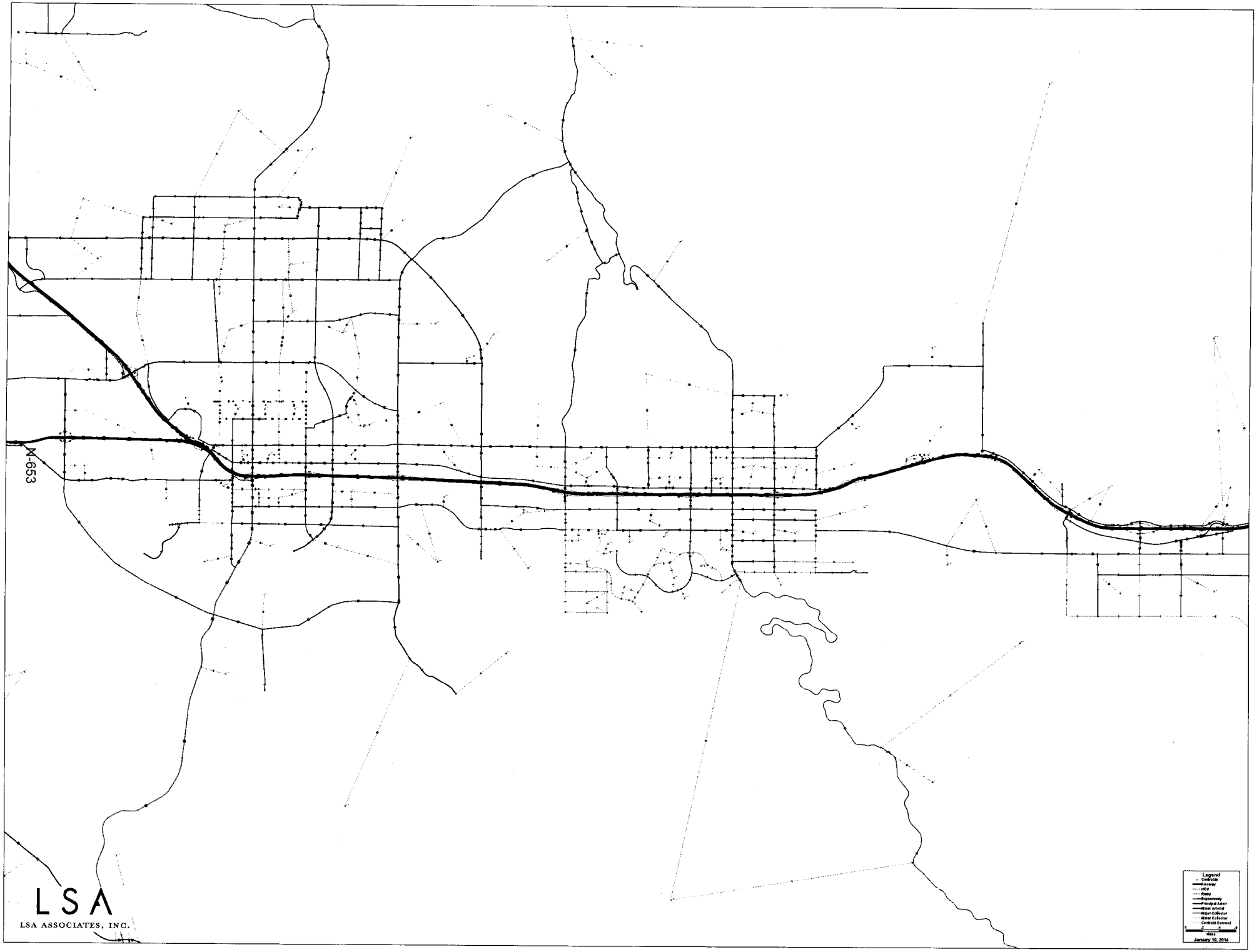
Rancho San Gorgonio Specific Plan - Year 2035 Without Project PM Peak Hour Volumes (No I-10 Bypass)



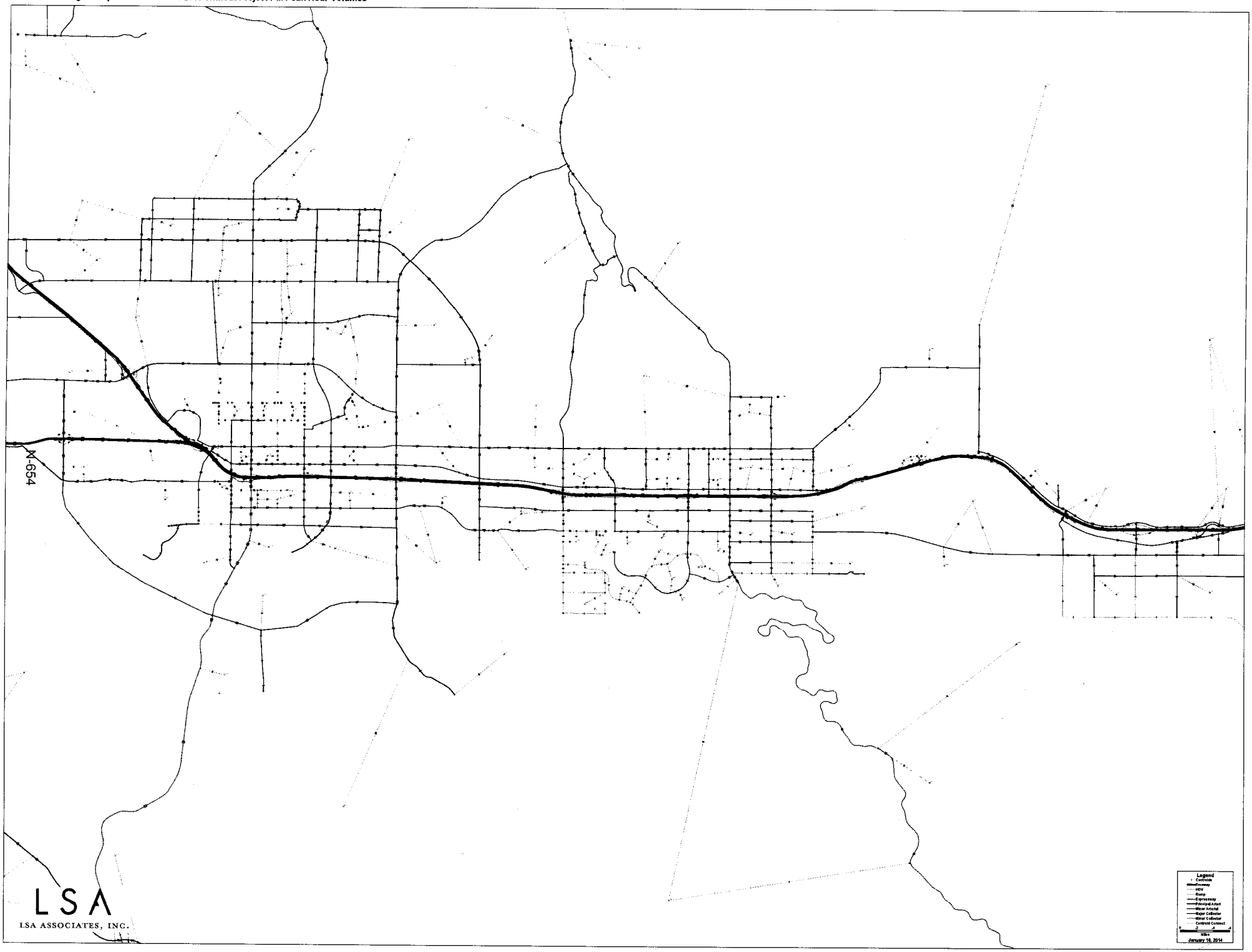
Rancho San Gorgonio Specific Plan - Year 2035 Without Project Daily Volumes (No I-10 Bypass)



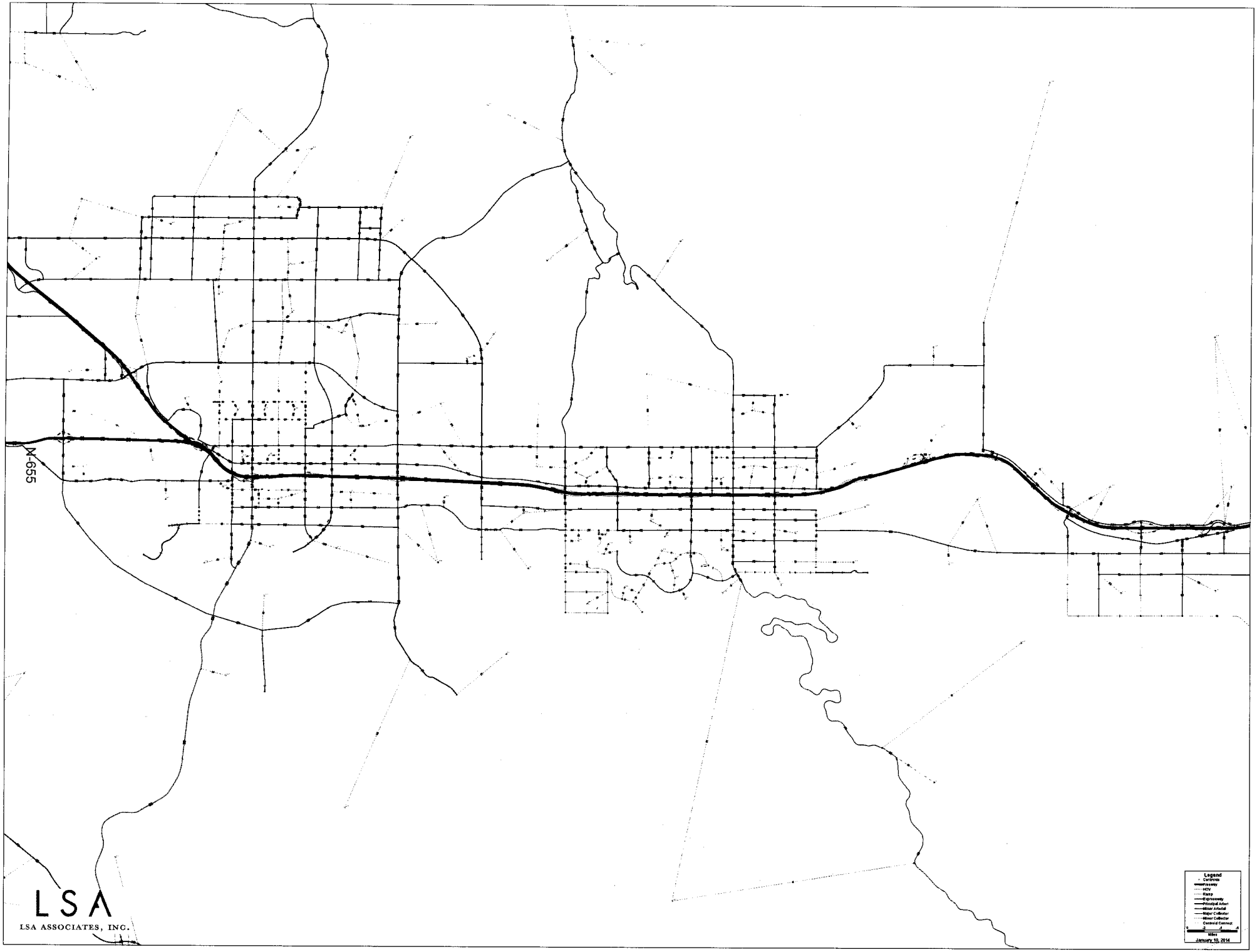
Rancho San Gorgonio Specific Plan - Year 2035 Without Project AM Peak Hour Volumes



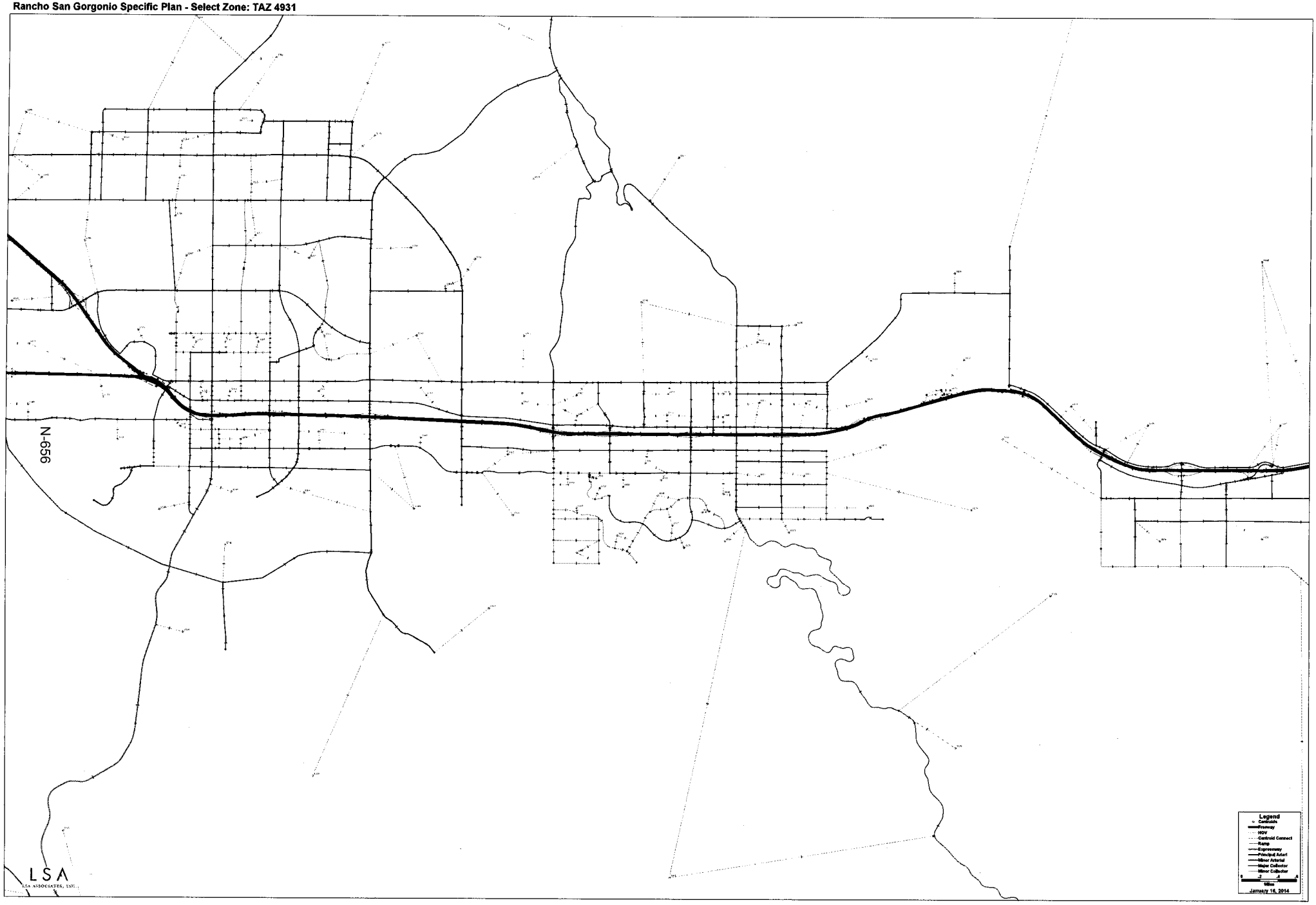
Rancho San Gorgonio Specific Plan - Year 2035 Without Project PM Peak Hour Volumes



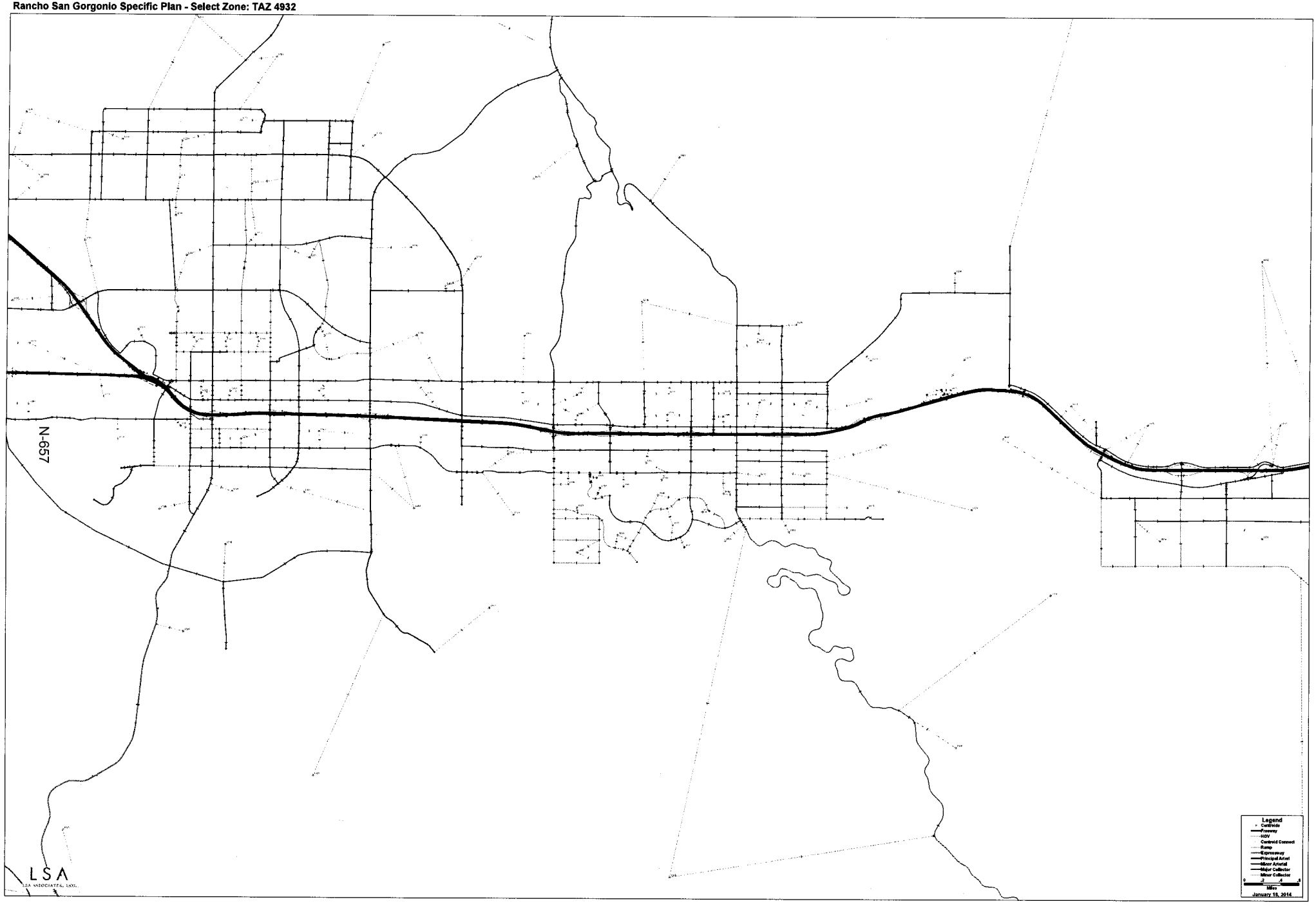
Rancho San Gorgonio Specific Plan - Year 2035 Without Project Daily Volumes



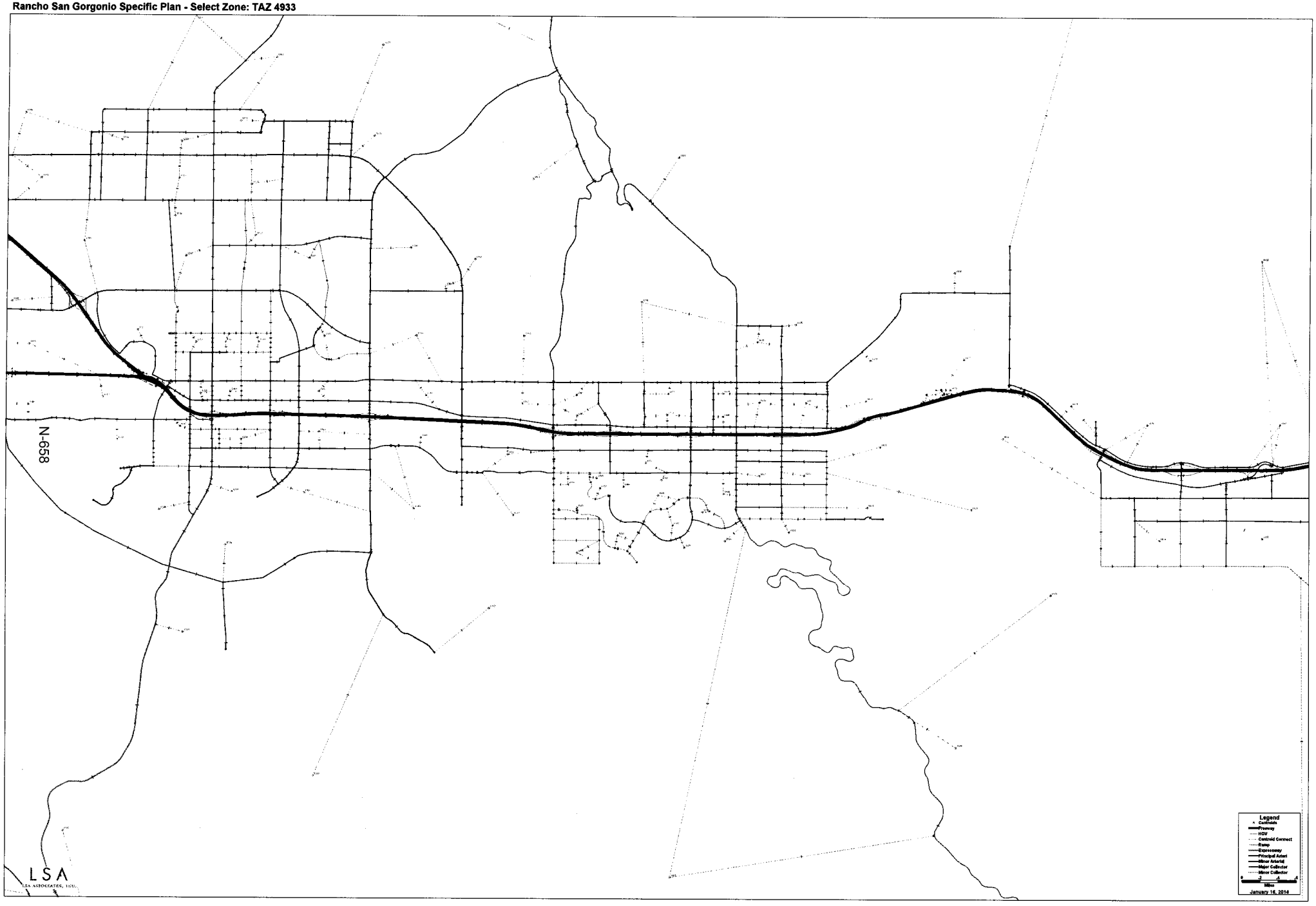
Rancho San Gorgonio Specific Plan - Select Zone: TAZ 4931



Rancho San Gorgonio Specific Plan - Select Zone: TAZ 4932



Rancho San Gorgonio Specific Plan - Select Zone: TAZ 4933



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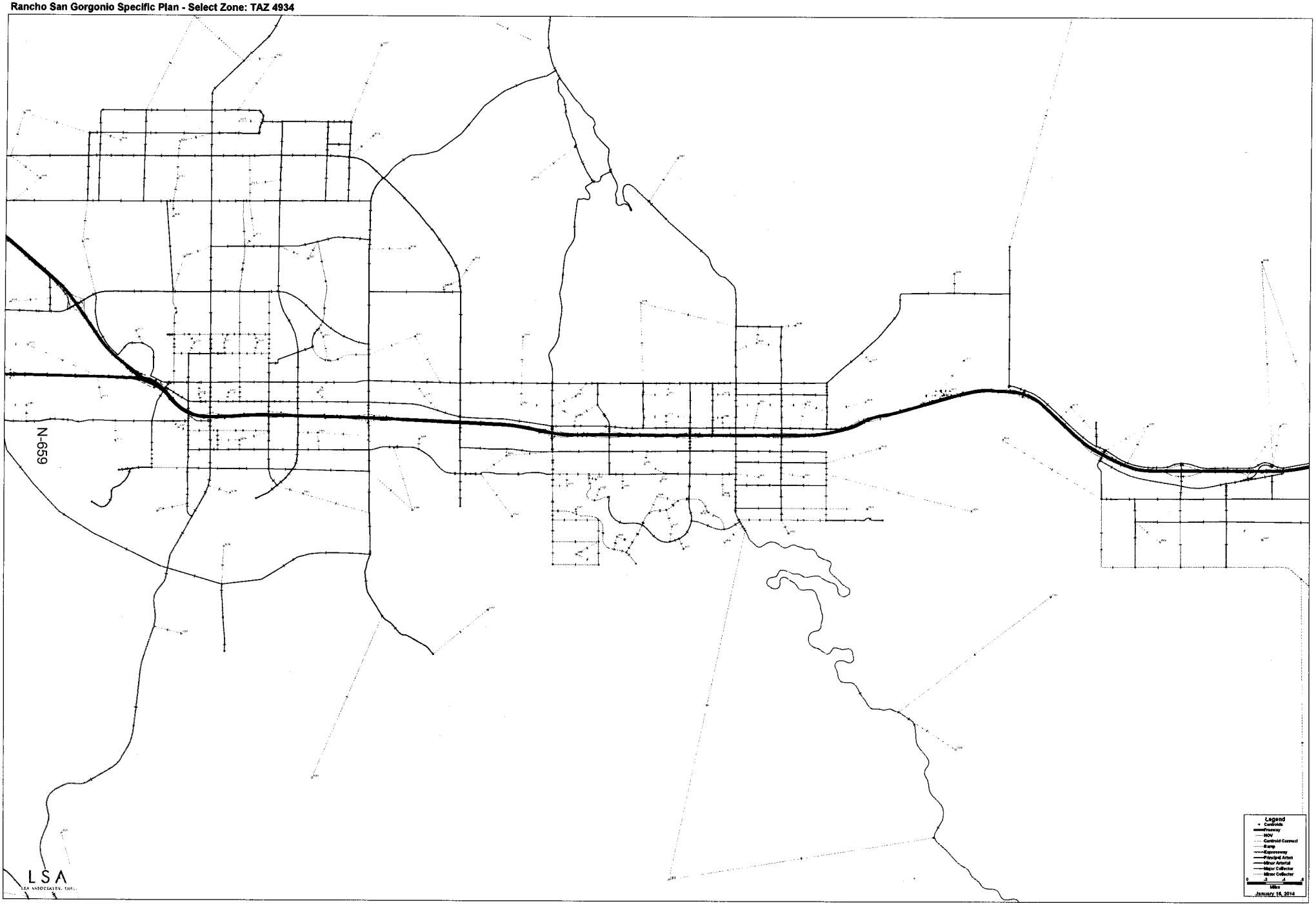

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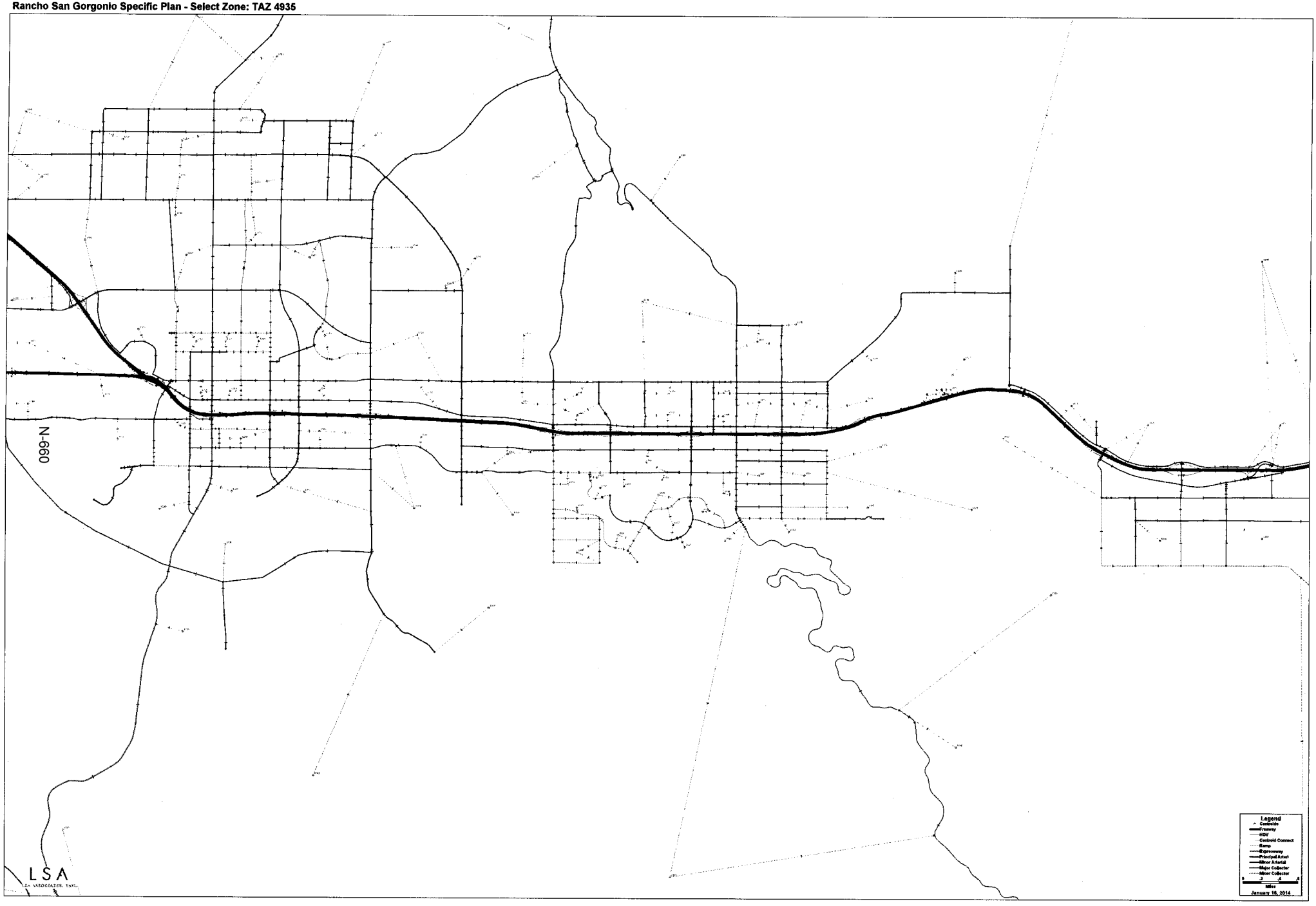

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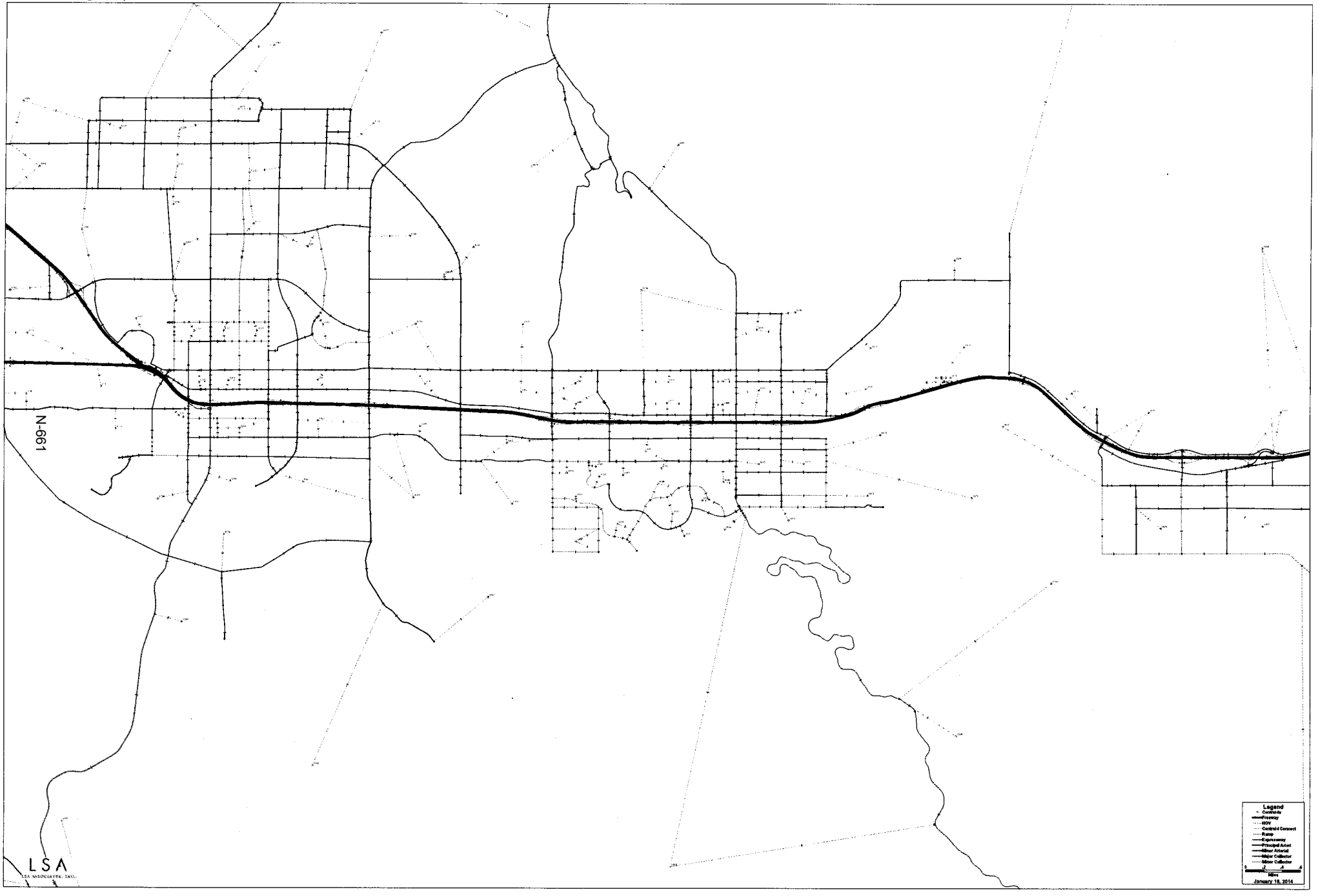
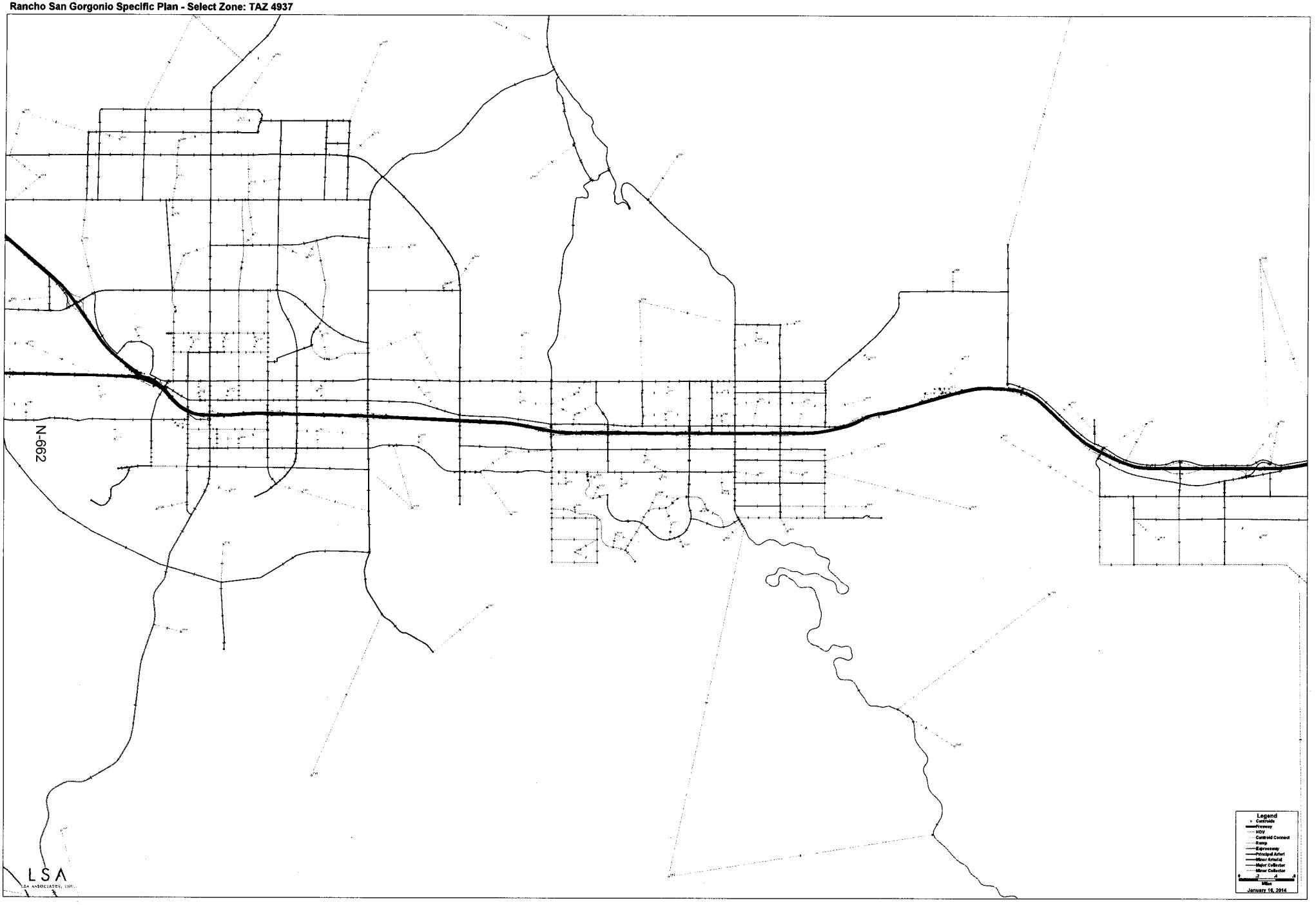


Rancho San Gorgonio Specific Plan - Select Zone: TAZ 4937



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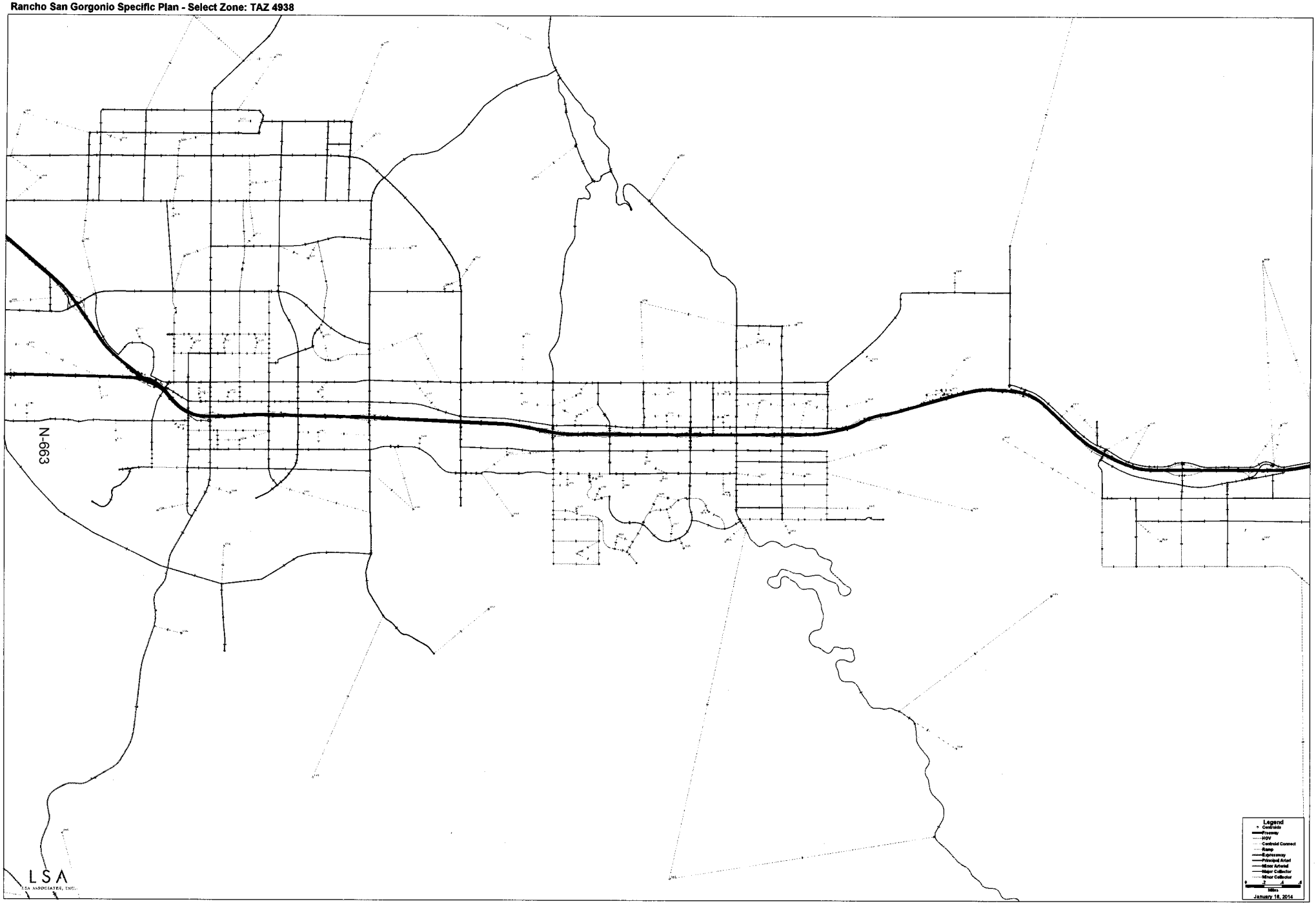

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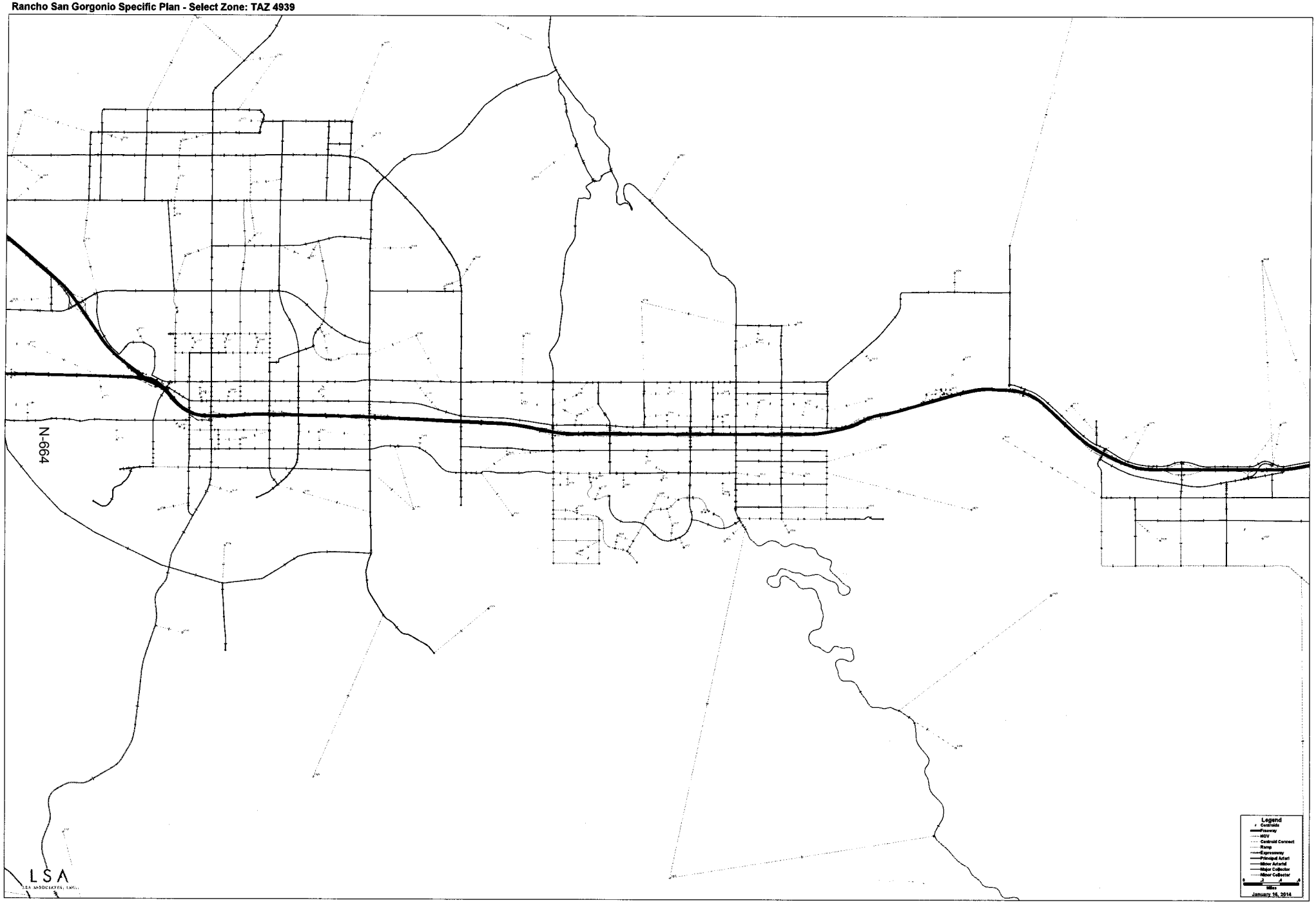
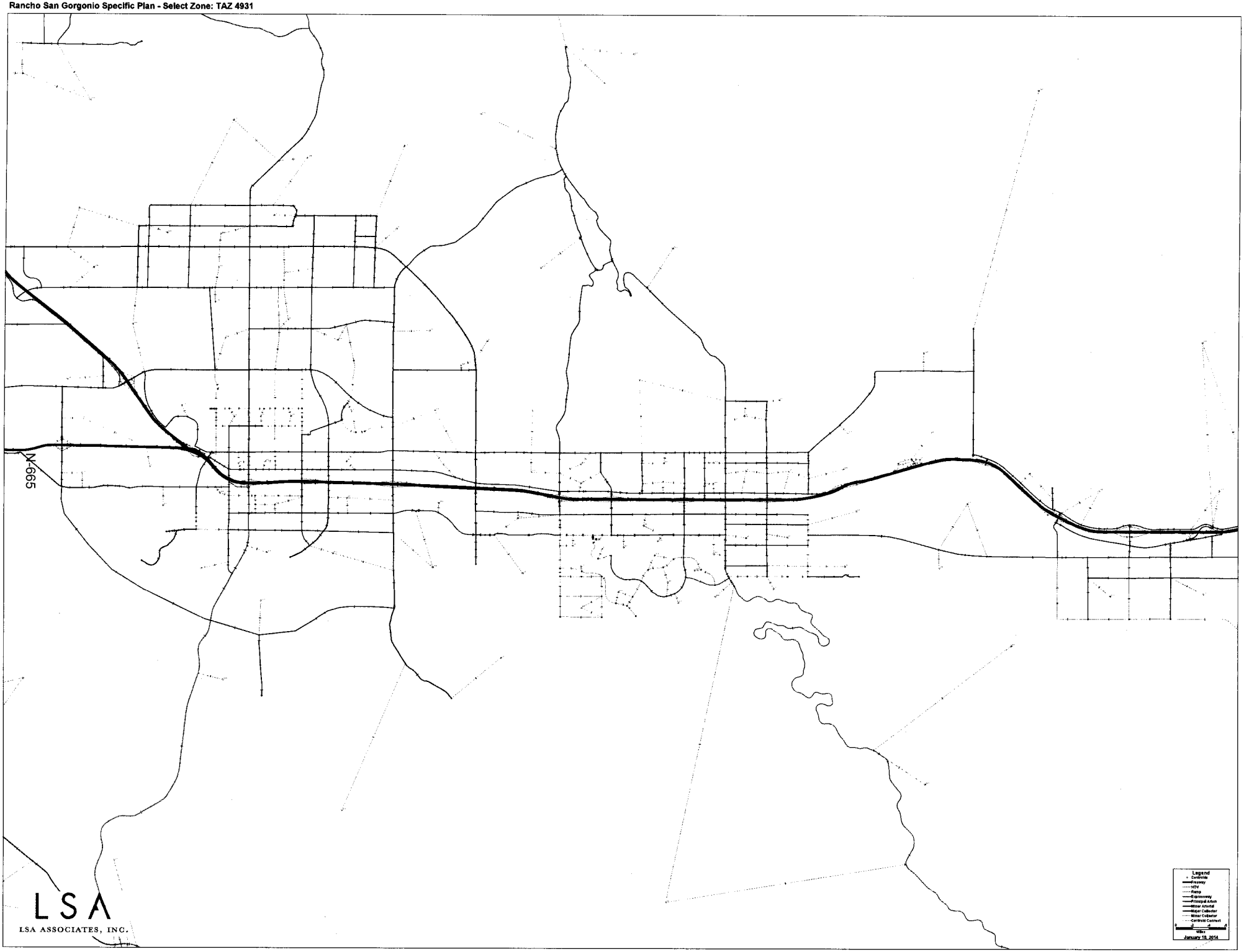
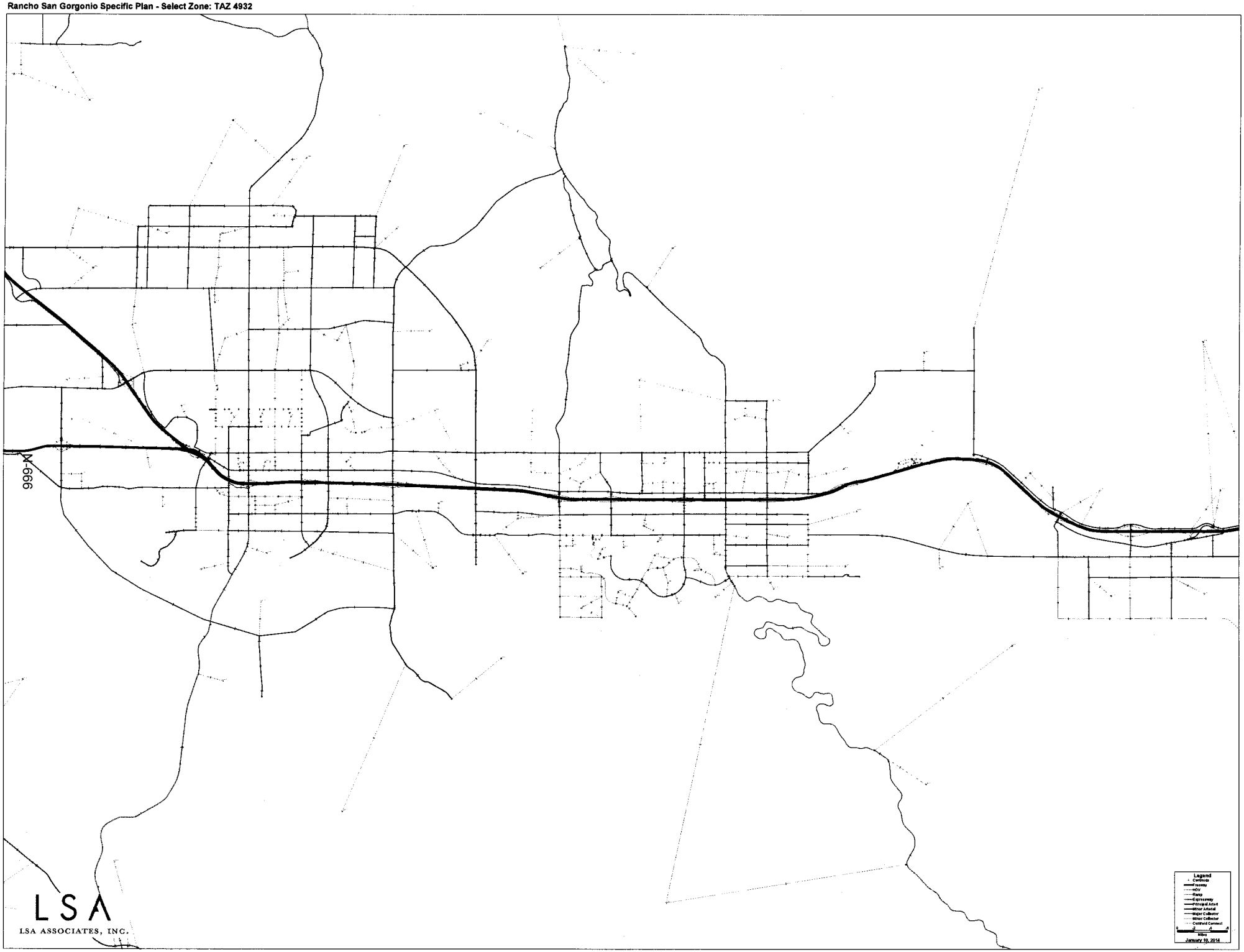


Rancho San Gorgonio Specific Plan - Select Zone: TAZ 4931



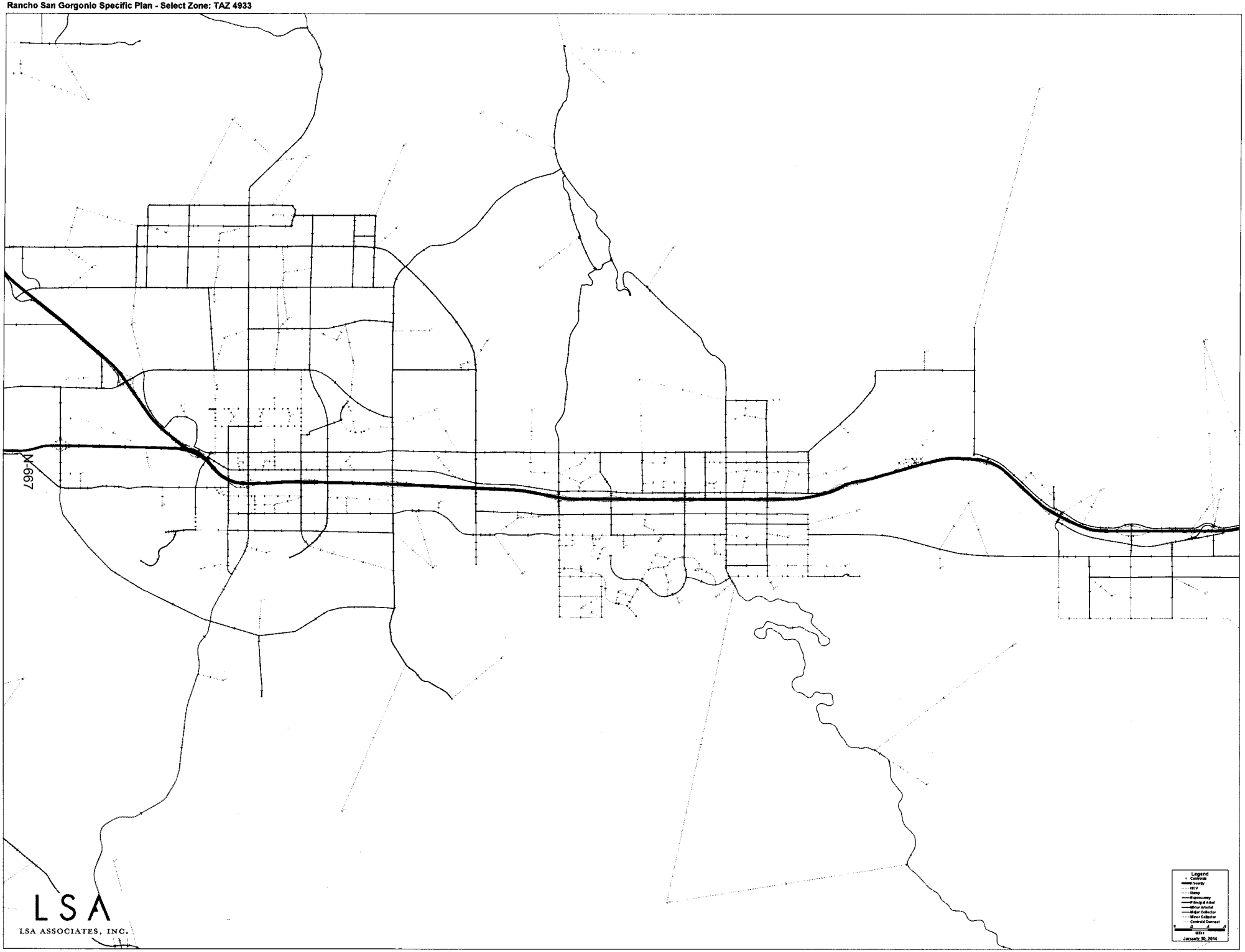
Rancho San Gorgonio Specific Plan - Select Zone: TAZ 4932



LSA

LSA ASSOCIATES, INC.

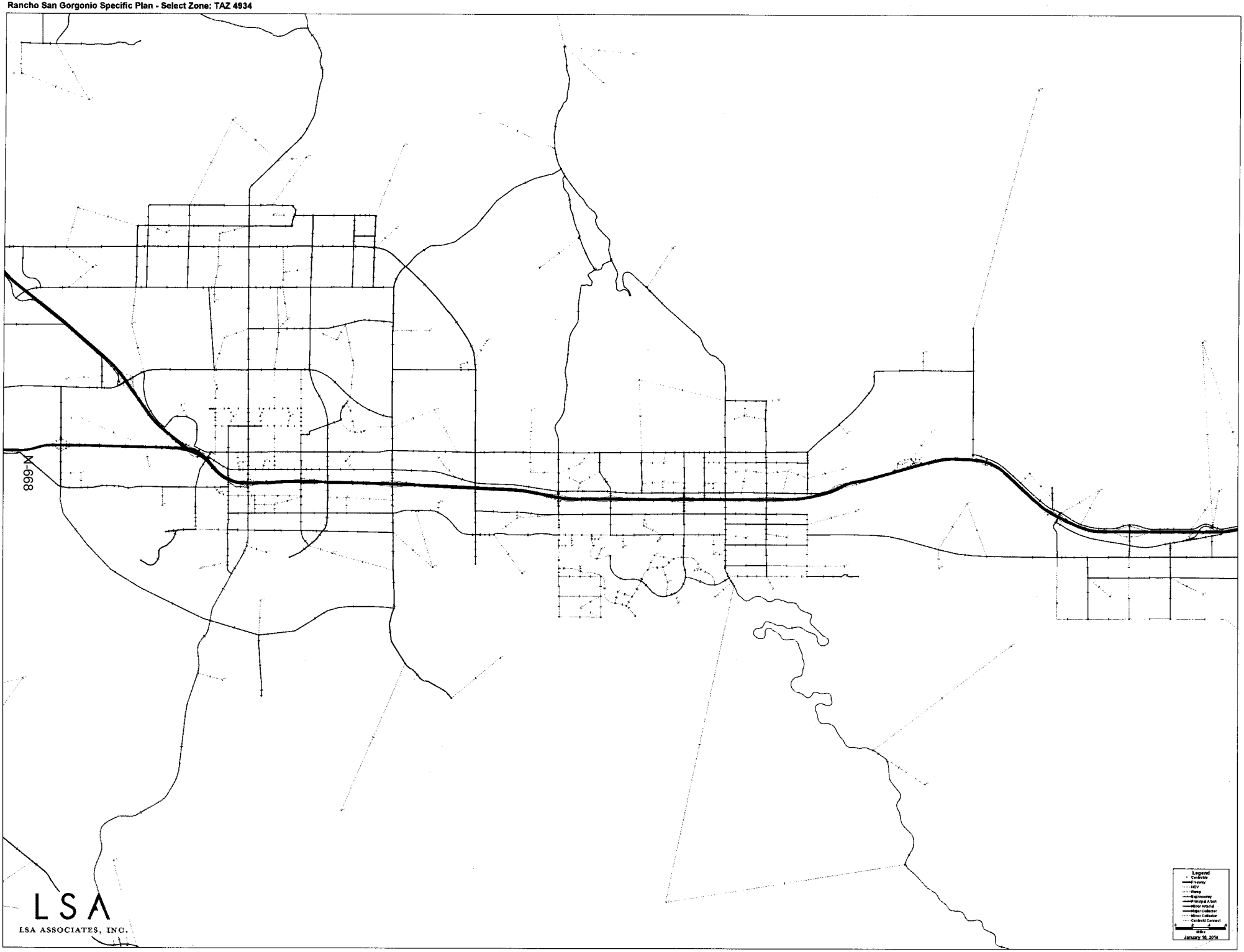
Rancho San Gorgonio Specific Plan - Select Zone: TAZ 4933



LSA

LSA ASSOCIATES, INC.

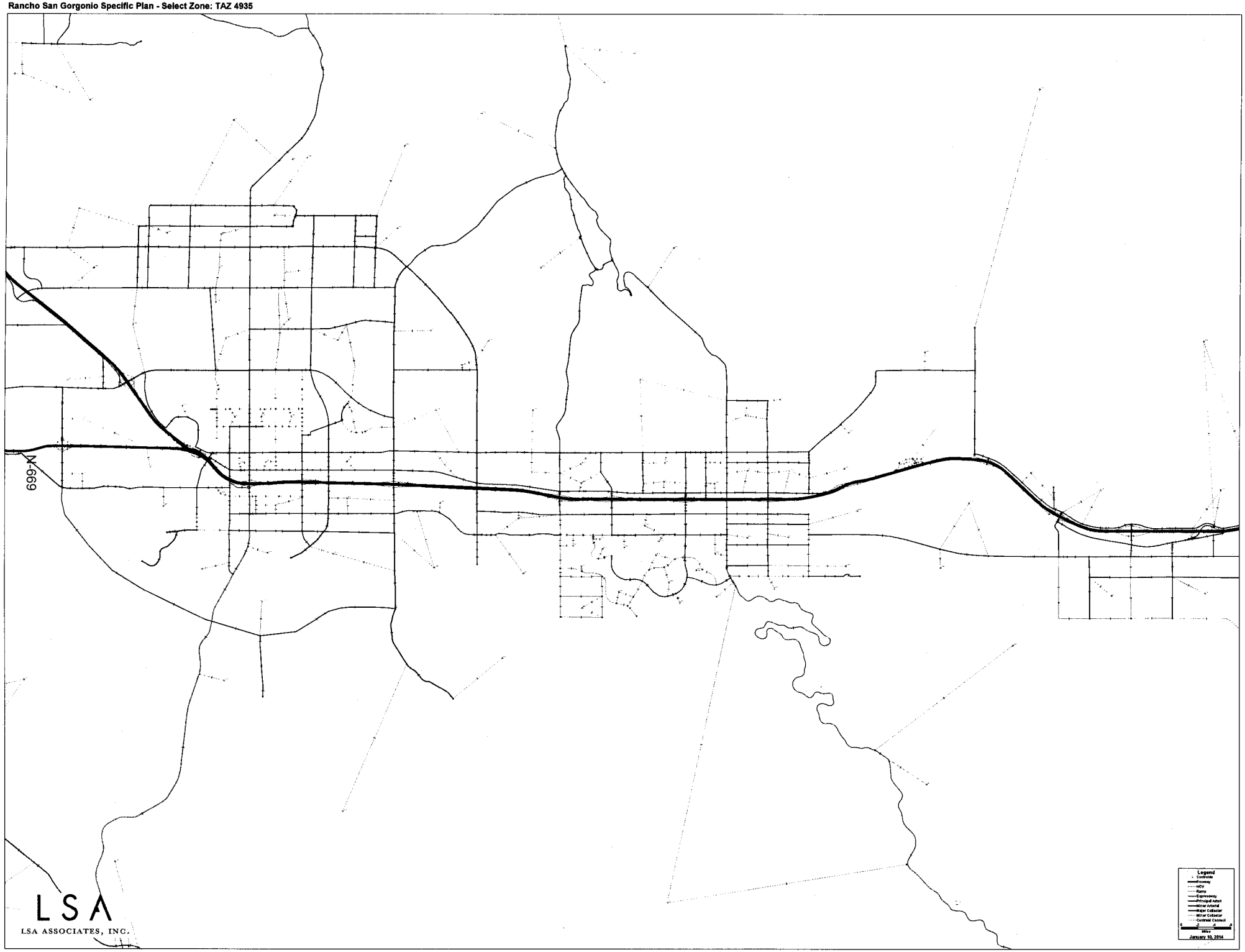
Rancho San Gorgonio Specific Plan - Select Zone: TAZ 4934



LSA

LSA ASSOCIATES, INC.

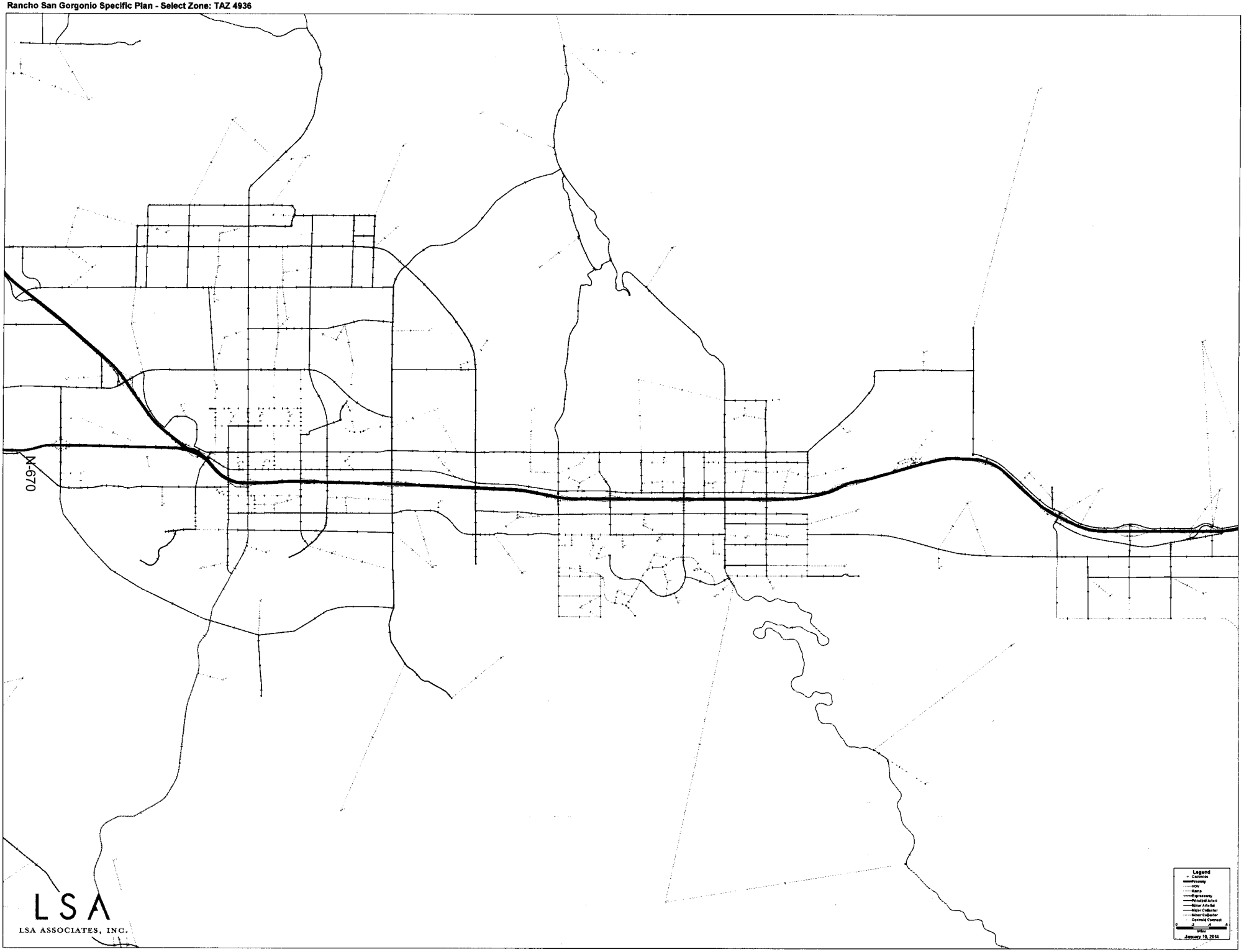
Rancho San Gorgonio Specific Plan - Select Zone: TAZ 4935



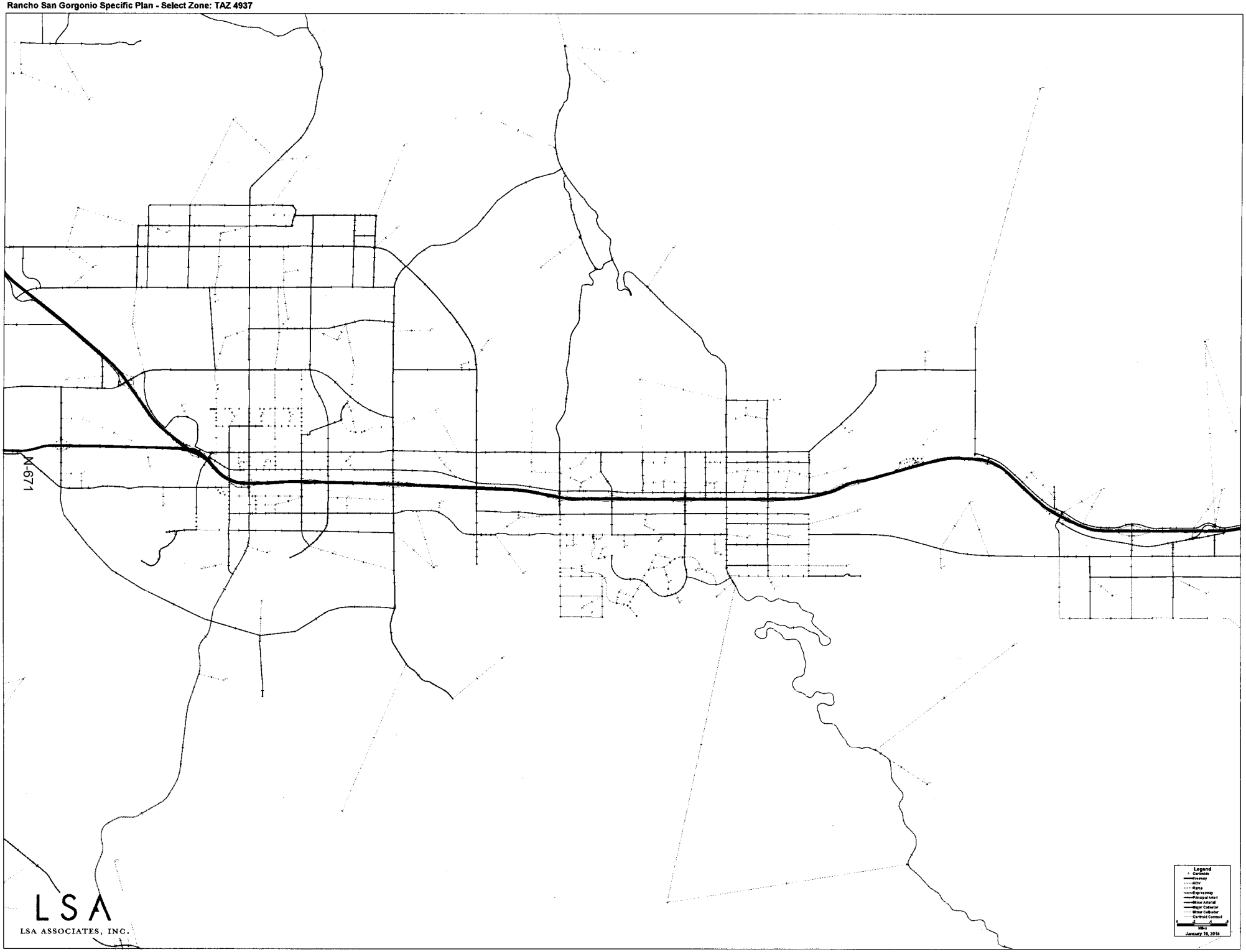
LSA

LSA ASSOCIATES, INC.

Rancho San Gorgonio Specific Plan - Select Zone: TAZ 4936



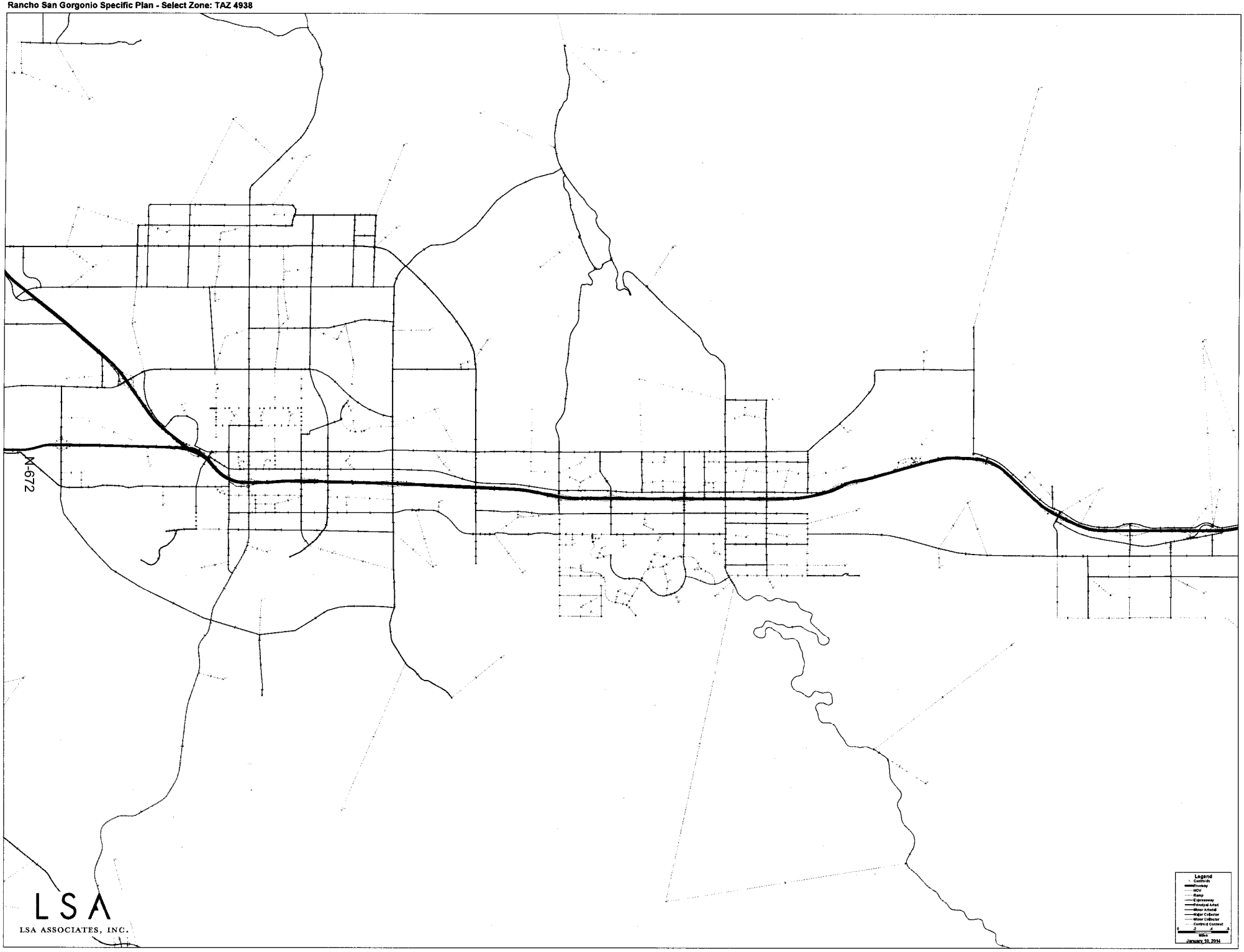
Rancho San Gorgonio Specific Plan - Select Zone: TAZ 4937



LSA

LSA ASSOCIATES, INC.

Rancho San Gorgonio Specific Plan - Select Zone: TAZ 4938



Rancho San Gorgonio Specific Plan - Select Zone: TAZ 4939

APPENDIX E

Explanation and Calculation of Intersection Delay

EXPLANATION AND CALCULATION OF INTERSECTION LEVEL OF SERVICE USING DELAY METHODOLOGY

The levels of service at the unsignalized and signalized intersections are calculated using the delay methodology in the Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. Similarly, there may be three lanes in the lane group serving the northbound through movement, one lane in the lane group serving the northbound right turn movement, and so forth. It is also possible for one lane to serve two lane groups. A shared lane might result in there being 1.5 lanes in the northbound left turn lane group and 2.5 lanes in the northbound through lane group.

For each lane group, there is a capacity. That capacity is calculated by multiplying the number of lanes in the lane group times a theoretical maximum lane capacity per lane time's 12 adjustment factors.

Each of the 12 adjustment factors has a value of approximately 1.00. A value less than 1.00 is generally assigned when a less than desirable condition occurs.

The 12 adjustment factors are as follows:

1. Peak hour factor (to account for peaking within the peak hour)
2. Lane utilization factor (to account for not all lanes loading equally)
3. Lane width
4. Percent of heavy trucks
5. Approach grade
6. Parking
7. Bus stops at intersections
8. Area type (CBD or other)
9. Right turns

10. Left turns

11. Pedestrian activity

12. Signal progression

The maximum theoretical lane capacity and the 12 adjustment factors for it are all unknowns for which approximate estimates have been recommended in the Highway Capacity Manual. For the most part, the recommended values are not based on statistical analysis but rather on educated estimates. However, it is possible to use the delay method and get reasonable results as will be discussed below.

Once the lane group volume is known and the lane group capacity is known, a volume to capacity ratio can be calculated for the lane group.

With a volume to capacity ratio calculated, average delay per vehicle in a lane group can be estimated. The average delay per vehicle in a lane group is calculated using a complex formula provided by the Highway Capacity Manual, which can be simplified and described as follows:

Delay per vehicle in a lane group is a function of the following:

1. Cycle length

2. Amount of red time faced by a lane group

3. Amount of yellow time for that lane group

4. The volume to capacity ratio of the lane group

The average delay per vehicle for each lane group is calculated, and eventually an overall average delay for all vehicles entering the intersection is calculated. This average delay per vehicle is then used to judge Level of Service. The Level of Services are defined in the table that follows this discussion.

Experience has shown that when a maximum lane capacity of 1,900 vehicles per hour is used (as recommended in the Highway Capacity Manual), little or no yellow time penalty is used, and none of the 12 penalty factors are applied, calculated delay is realistic. The delay calculation for instance assumes that yellow time is totally unused. Yet experience shows that most of the yellow time is used.

An idiosyncrasy of the delay methodology is that it is possible to add traffic to an intersection and reduce the average total delay per vehicle. If the average total delay is 30 seconds per vehicle for all vehicles traveling through an intersection, and traffic is added to a movement that has an average total delay of 15 seconds per vehicle, then the overall average total delay is reduced.

The delay calculation for a lane group is based on a concept that the delay is a function of the amount of unused capacity available. As the volume approaches capacity and there is no more unused capacity available, then the delay rapidly increases. Delay is not proportional to volume, but rather increases rapidly as the unused capacity approaches zero.

Because delay is not linearly related to volumes, the delay does not reflect how close an intersection is to overloading. If an intersection is operating at Level of Service C and has an average total delay of 18 seconds per vehicle, you know very little as to what percent the traffic can increase before Level of Service E is reached.

LEVEL OF SERVICE DESCRIPTION[1]

Level of Service	Description	Average Total Delay Per Vehicle (Seconds)	
		Signalized	Unsignalized
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 20.00	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	20.01 to 35.00	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.01 to 55.00	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	55.01 to 80.00	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	80.01 and up	50.01 and up

[1] Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 2000.

Existing

San Gorgonio Specific Plan
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	68	745	392	104	653	26	30	92	10	141	144	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	745	392	104	653	26	30	92	10	141	144	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	745	392	104	653	26	30	92	10	141	144	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	786	414	110	689	27	32	97	11	149	152	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	786	414	110	689	27	32	97	11	149	152	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	786	414	110	689	27	32	97	11	149	152	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.94	0.94	0.62	1.00	0.85	0.69	1.00	0.85
Lanes:	1.00	1.31	0.69	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2242	1180	1805	3451	137	1169	1900	1615	1315	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.06	0.20	0.20	0.03	0.05	0.01	0.11	0.08	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.23	0.52	0.52	0.12	0.40	0.40	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.17	0.68	0.68	0.52	0.50	0.50	0.16	0.31	0.04	0.68	0.48	0.40
Delay/Veh:	18.5	11.9	11.9	27.3	13.8	13.8	21.8	22.5	21.0	31.8	23.8	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	11.9	11.9	27.3	13.8	13.8	21.8	22.5	21.0	31.8	23.8	23.3
LOS by Move:	B	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	10	10	3	6	6	1	2	0	4	3	2

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	56	562	210		165	994	31		23	115	62		258	128	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	56	562	210		165	994	31		23	115	62		258	128	110	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	56	562	210		165	994	31		23	115	62		258	128	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	58	581	217		170	1027	32		24	119	64		267	132	114	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	58	581	217		170	1027	32		24	119	64		267	132	114	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	58	581	217		170	1027	32		24	119	64		267	132	114	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.95	0.95		0.67	1.00	0.85		0.68	1.00	0.85	
Lanes:	1.00	1.46	0.54		1.00	1.94	0.06		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1805	2520	942		1805	3487	109		1269	1900	1615		1284	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.23	0.23		0.09	0.29	0.29		0.02	0.06	0.04		0.21	0.07	0.07	
Crit Moves:	****					****							****			
Green/Cycle:	0.12	0.34	0.34		0.17	0.40	0.40		0.28	0.28	0.28		0.28	0.28	0.28	
Volume/Cap:	0.27	0.67	0.67		0.54	0.73	0.73		0.07	0.22	0.14		0.73	0.25	0.25	
Delay/Veh:	24.9	18.3	18.3		24.5	17.3	17.3		15.8	16.7	16.2		27.1	16.8	16.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.9	18.3	18.3		24.5	17.3	17.3		15.8	16.7	16.2		27.1	16.8	16.9	
LOS by Move:	C	B	B		C	B	B		B	B	B		C	B	B	
HCM2kAvgQ:	1	8	8		4	10	10		0	2	1		6	2	2	

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[14.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	335	1204	0	0	772	2	1	0	69	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	1204	0	0	772	2	1	0	69	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	1204	0	0	772	2	1	0	69	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	369	1326	0	0	850	2	1	0	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	369	1326	0	0	850	2	1	0	76	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	852	xxxx	xxxxx	xxxx	xxxx	xxxxx	2252	xxxx	426	xxxx	xxxx	xxxxx
Potent Cap.:	795	xxxx	xxxxx	xxxx	xxxx	xxxxx	36	xxxx	582	xxxx	xxxx	xxxxx
Move Cap.:	795	xxxx	xxxxx	xxxx	xxxx	xxxxx	23	xxxx	582	xxxx	xxxx	xxxxx
Volume/Cap:	0.46	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	0.13	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	169.9	xxxx	12.1	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.4			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: D[25.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	166	855	0	0	1424	1	1	0	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	855	0	0	1424	1	1	0	140	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	855	0	0	1424	1	1	0	140	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	183	944	0	0	1572	1	1	0	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	183	944	0	0	1572	1	1	0	155	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1573	xxxx	xxxxx	xxxx	xxxx	xxxxx	2411	xxxx	786	xxxx	xxxx	xxxxx
Potent Cap.:	425	xxxx	xxxxx	xxxx	xxxx	xxxxx	28	xxxx	339	xxxx	xxxx	xxxxx
Move Cap.:	425	xxxx	xxxxx	xxxx	xxxx	xxxxx	19	xxxx	339	xxxx	xxxx	xxxxx
Volume/Cap:	0.43	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.46	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	2.3	xxxx	xxxx	xxxxx
Control Del:	19.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	210.3	xxxx	24.2	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			25.5			xxxxxx		
ApproachLOS:	*			*			D			*		

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	166	0	41	0	0	0	0	408	100	25	152	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	0	41	0	0	0	0	408	100	25	152	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	0	41	0	0	0	0	408	100	25	152	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	176	0	44	0	0	0	0	434	106	27	162	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	0	44	0	0	0	0	434	106	27	162	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	0	44	0	0	0	0	434	106	27	162	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.00	0.20	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	490	0	121	0	0	0	0	665	760	561	611	0
Capacity Analysis Module:												
Vol/Sat:	0.36	xxxx	0.36	xxxx	xxxx	xxxx	xxxx	0.65	0.14	0.05	0.26	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	11.4	0.0	11.4	0.0	0.0	0.0	0.0	17.1	8.1	9.2	10.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	0.0	11.4	0.0	0.0	0.0	0.0	17.1	8.1	9.2	10.3	0.0
LOS by Move:	B	*	B	*	*	*	*	C	A	A	B	*
ApproachDel:		11.4			xxxxxx			15.4			10.2	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		11.4			xxxxxx			15.4			10.2	
LOS by Appr:		B			*			C			B	
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.0	1.7	0.2	0.0	0.3	0.0

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	90	0	27	0	0	0	0	326	133	26	342	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	27	0	0	0	0	326	133	26	342	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	27	0	0	0	0	326	133	26	342	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	93	0	28	0	0	0	0	339	138	27	355	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	0	28	0	0	0	0	339	138	27	355	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	0	28	0	0	0	0	339	138	27	355	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.00	0.23	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	448	0	134	0	0	0	0	682	782	608	670	0
Capacity Analysis Module:												
Vol/Sat:	0.21	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	0.50	0.18	0.04	0.53	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	10.1	0.0	10.1	0.0	0.0	0.0	0.0	12.8	8.1	8.8	13.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	0.0	10.1	0.0	0.0	0.0	0.0	12.8	8.1	8.8	13.6	0.0
LOS by Move:	B	*	B	*	*	*	*	B	A	A	B	*
ApproachDel:		10.1			xxxxxx			11.5			13.3	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		10.1			xxxxxx			11.5			13.3	
LOS by Appr:		B			*			B			B	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.9	0.2	0.0	1.0	0.0

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0	0 1	0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	1	1	1	134	1	78	220	193	1	1	102	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	134	1	78	220	193	1	1	102	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	134	1	78	220	193	1	1	102	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	1	1	1	154	1	89	252	221	1	1	117	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	154	1	89	252	221	1	1	117	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	154	1	89	252	221	1	1	117	211
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.01	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	415	441	481	492	7	578	534	575	640	498	538	604
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.15	0.15	0.47	0.38	0.00	0.00	0.22	0.35
Crit Moves:	****			****			****					****
Delay/Veh:	10.6	10.1	9.4	12.6	9.5	9.5	14.8	12.4	8.1	9.6	10.8	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.1	9.4	12.6	9.5	9.5	14.8	12.4	8.1	9.6	10.8	11.3
LOS by Move:	B	B	A	B	A	A	B	B	A	A	B	B
ApproachDel:	10.0			11.5			13.7			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.0			11.5			13.7			11.1		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.2	0.2	0.8	0.6	0.0	0.0	0.3	0.5

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

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San Gorgonio Specific Plan
Existing
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	182	1	146	151	215	1	1	209	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	182	1	146	151	215	1	1	209	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	182	1	146	151	215	1	1	209	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	1	1	191	1	153	158	226	1	1	219	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	191	1	153	158	226	1	1	219	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	191	1	153	158	226	1	1	219	232
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.01	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	392	414	450	487	4	575	486	523	574	486	529	588
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.39	0.27	0.27	0.33	0.43	0.00	0.00	0.41	0.39
Crit Moves:	****			****				****			****	
Delay/Veh:	11.0	10.5	9.8	14.1	10.6	10.6	13.1	14.1	8.7	9.8	13.7	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	10.5	9.8	14.1	10.6	10.6	13.1	14.1	8.7	9.8	13.7	12.2
LOS by Move:	B	B	A	B	B	B	B	B	A	A	B	B
ApproachDel:		10.5			12.6			13.7			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			12.6			13.7			12.9	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.0	0.0	0.6	0.3	0.3	0.4	0.7	0.0	0.0	0.6	0.6

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	105	216	0	0	259	9	16	0	211	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	216	0	0	259	9	16	0	211	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	216	0	0	259	9	16	0	211	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	120	247	0	0	296	10	18	0	241	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	247	0	0	296	10	18	0	241	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	247	0	0	296	10	18	0	241	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.97	0.03	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1827	63	1670	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.00	0.00	0.16	0.16	0.01	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.48	0.00	0.00	0.34	0.34	0.32	0.00	0.46	0.00	0.00	0.00
Volume/Cap:	0.47	0.27	0.00	0.00	0.47	0.47	0.03	0.00	0.33	0.00	0.00	0.00
Delay/Veh:	25.1	9.3	0.0	0.0	16.0	16.0	14.2	0.0	10.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	9.3	0.0	0.0	16.0	16.0	14.2	0.0	10.7	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	3	3	0	0	5	5	0	0	3	0	0	0

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

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San Gorgonio Specific Plan
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0 1	0 0		0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	238	271	0	0	209	12	4	0	160	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	271	0	0	209	12	4	0	160	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	271	0	0	209	12	4	0	160	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	245	279	0	0	215	12	4	0	165	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	279	0	0	215	12	4	0	165	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	279	0	0	215	12	4	0	165	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.84	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.95	0.05	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1784	102	1596	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.00	0.00	0.12	0.12	0.00	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.36	0.68	0.00	0.00	0.32	0.32	0.12	0.00	0.48	0.00	0.00	0.00
Volume/Cap:	0.37	0.21	0.00	0.00	0.37	0.37	0.02	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	14.5	3.6	0.0	0.0	16.1	16.1	23.5	0.0	9.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	3.6	0.0	0.0	16.1	16.1	23.5	0.0	9.2	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	C	A	A	A	A	A
HCM2kAvgQ:	4	2	0	0	4	4	0	0	2	0	0	0

****

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	66	184	121	148	433	96	23	103	128	145	112	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	184	121	148	433	96	23	103	128	145	112	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	184	121	148	433	96	23	103	128	145	112	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	76	212	139	170	498	110	26	119	147	167	129	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	212	139	170	498	110	26	119	147	167	129	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	212	139	170	498	110	26	119	147	167	129	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.92	0.92	0.95	0.87	0.87	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.64	0.36	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	2875	637	1805	1655	1655	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.09	0.09	0.17	0.17	0.01	0.07	0.09	0.09	0.04	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.21	0.37	0.21	0.30	0.30	0.16	0.15	0.15	0.16	0.16	0.16
Volume/Cap:	0.36	0.53	0.23	0.45	0.58	0.58	0.09	0.46	0.58	0.58	0.23	0.57
Delay/Veh:	25.5	22.5	13.2	21.6	18.5	18.5	21.7	23.7	25.3	26.1	22.3	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	22.5	13.2	21.6	18.5	18.5	21.7	23.7	25.3	26.1	22.3	26.4
LOS by Move:	C	C	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	4	2	3	6	6	0	3	4	4	1	3

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Ovl						Include						Include						Include					
Min. Green:	7	7	7				7	7	7				7	7	7				7	7	7			
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:	68	542	202				118	300	7				12	66	48				156	70	154			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	68	542	202				118	300	7				12	66	48				156	70	154			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	68	542	202				118	300	7				12	66	48				156	70	154			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.89	0.89	0.89				0.89	0.89	0.89				0.89	0.89	0.89				0.89	0.89	0.89			
PHF Volume:	76	610	227				133	337	8				13	74	54				175	79	173			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	76	610	227				133	337	8				13	74	54				175	79	173			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	76	610	227				133	337	8				13	74	54				175	79	173			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	1.00	0.85				0.95	0.95	0.95				0.95	0.89	0.89				0.95	0.95	0.85			
Lanes:	1.00	1.00	1.00				1.00	1.95	0.05				1.00	1.16	0.84				1.00	2.00	1.00			
Final Sat.:	1805	1900	1615				1805	3517	82				1805	1958	1424				1805	3610	1615			
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.32	0.14				0.07	0.10	0.10				0.01	0.04	0.04				0.10	0.02	0.11			
Crit Moves:		****					****						****								****			
Green/Cycle:	0.26	0.43	0.55				0.10	0.26	0.26				0.10	0.12	0.12				0.12	0.14	0.14			
Volume/Cap:	0.16	0.75	0.26				0.74	0.36	0.36				0.07	0.31	0.31				0.80	0.15	0.75			
Delay/Veh:	19.9	20.7	8.4				45.2	21.2	21.2				28.7	28.5	28.5				48.4	26.4	41.5			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	19.9	20.7	8.4				45.2	21.2	21.2				28.7	28.5	28.5				48.4	26.4	41.5			
LOS by Move:	B		C		A		D		C		C		C		C				D		C		D	
HCM2kAvgQ:	1		13		3		5		3		3		0		2				6		1		6	

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	96	406	166	123	456	70	82	156	150	159	111	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	406	166	123	456	70	82	156	150	159	111	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	406	166	123	456	70	82	156	150	159	111	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	106	450	184	136	506	78	91	173	166	176	123	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	450	184	136	506	78	91	173	166	176	123	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	450	184	136	506	78	91	173	166	176	123	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.11	0.08	0.14	0.05	0.05	0.05	0.10	0.10	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.19	0.19	0.18	0.25	0.25	0.18	0.19	0.19	0.18	0.18	0.18
Volume/Cap:	0.51	0.65	0.60	0.42	0.55	0.19	0.28	0.26	0.55	0.55	0.19	0.15
Delay/Veh:	26.9	24.6	25.3	22.8	20.2	17.8	21.6	21.1	24.4	24.6	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	24.6	25.3	22.8	20.2	17.8	21.6	21.1	24.4	24.6	20.9	20.9
LOS by Move:	C	C	C	C	C	B	C	C	C	C	C	C
HCM2kAvgQ:	3	5	4	3	5	1	2	2	4	4	1	1

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	155	513	166	76	455	79	173	218	173	266	259	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	513	166	76	455	79	173	218	173	266	259	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	513	166	76	455	79	173	218	173	266	259	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	169	558	181	83	495	86	188	237	188	289	282	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	558	181	83	495	86	188	237	188	289	282	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	558	181	83	495	86	188	237	188	289	282	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.11	0.05	0.14	0.05	0.10	0.07	0.12	0.16	0.08	0.06
Crit Moves:		****		****					****	****		
Green/Cycle:	0.16	0.22	0.22	0.12	0.18	0.18	0.20	0.17	0.17	0.23	0.20	0.20
Volume/Cap:	0.60	0.70	0.51	0.39	0.75	0.29	0.53	0.39	0.70	0.70	0.39	0.30
Delay/Veh:	27.3	24.3	21.7	25.7	28.1	21.7	23.0	22.7	31.5	26.5	21.3	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	24.3	21.7	25.7	28.1	21.7	23.0	22.7	31.5	26.5	21.3	21.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	7	4	2	7	2	4	2	5	6	3	2

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	208	630	0	0	536	301	0	0	0	154	2	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	630	0	0	536	301	0	0	0	154	2	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	630	0	0	536	301	0	0	0	154	2	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	223	677	0	0	576	323	0	0	0	165	2	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	677	0	0	576	323	0	0	0	165	2	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	677	0	0	576	323	0	0	0	165	2	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.93	0.93	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1735	23	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.00	0.00	0.16	0.20	0.00	0.00	0.00	0.10	0.10	0.10
Crit Moves:	****					****				****		
Green/Cycle:	0.23	0.61	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.19	0.19	0.19
Volume/Cap:	0.53	0.31	0.00	0.00	0.42	0.53	0.00	0.00	0.00	0.50	0.50	0.53
Delay/Veh:	21.5	5.7	0.0	0.0	14.1	15.5	0.0	0.0	0.0	22.9	22.9	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	5.7	0.0	0.0	14.1	15.5	0.0	0.0	0.0	22.9	22.9	23.6
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	4	3	0	0	4	5	0	0	0	3	3	4

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.9
Optimal Cycle: OPTIMIZED		Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	287	927	0	0	632	299	0	0	0	327	3	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	927	0	0	632	299	0	0	0	327	3	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	927	0	0	632	299	0	0	0	327	3	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	311	1003	0	0	684	324	0	0	0	354	3	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	1003	0	0	684	324	0	0	0	354	3	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	311	1003	0	0	684	324	0	0	0	354	3	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1728	16	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.00	0.00	0.19	0.20	0.00	0.00	0.00	0.20	0.20	0.18
Crit Moves:	****					****				****		
Green/Cycle:	0.24	0.52	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.72	0.54	0.00	0.00	0.68	0.72	0.00	0.00	0.00	0.72	0.72	0.63
Delay/Veh:	26.9	10.0	0.0	0.0	21.3	25.2	0.0	0.0	0.0	24.5	24.5	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	10.0	0.0	0.0	21.3	25.2	0.0	0.0	0.0	24.5	24.5	21.4
LOS by Move:	C	B	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	7	7	0	0	7	7	0	0	0	8	8	6

****

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0 1		1 0 2	0 0		0 1	0 0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	522	258	158	528	0	304	3	305	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	522	258	158	528	0	304	3	305	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	522	258	158	528	0	304	3	305	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	538	266	163	544	0	313	3	314	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	538	266	163	544	0	313	3	314	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	538	266	163	544	0	313	3	314	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1740	17	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.16	0.09	0.15	0.00	0.18	0.18	0.19	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.29	0.29	0.16	0.45	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.56	0.56	0.33	0.00	0.52	0.52	0.56	0.00	0.00	0.00
Delay/Veh:	0.0	18.0	19.5	25.7	10.7	0.0	16.4	16.4	17.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.0	19.5	25.7	10.7	0.0	16.4	16.4	17.2	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	5	5	4	4	0	5	5	5	0	0	0

****

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.8
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	832	377	160	779	0	376	13	443	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	832	377	160	779	0	376	13	443	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	832	377	160	779	0	376	13	443	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	868	393	167	812	0	392	14	462	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	868	393	167	812	0	392	14	462	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	868	393	167	812	0	392	14	462	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.97	0.03	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1712	59	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.09	0.23	0.00	0.23	0.23	0.29	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.31	0.31	0.12	0.43	0.00	0.37	0.37	0.37	0.00	0.00	0.00
Volume/Cap:	0.00	0.77	0.78	0.77	0.52	0.00	0.62	0.62	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	22.2	26.7	41.5	12.9	0.0	17.3	17.3	22.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	26.7	41.5	12.9	0.0	17.3	17.3	22.9	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	10	9	5	6	0	7	7	10	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.291
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Permitted					
Rights:	Include						Ignore						Include						Ignore					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	2	0	1		1	0	1	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	17		208		9		92		188		65		141		25		31		14		33		209	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	17		208		9		92		188		65		141		25		31		14		33		209	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	17		208		9		92		188		65		141		25		31		14		33		209	
User Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
PHF Adj:	0.97		0.97		0.97		0.97		0.97		0.00		0.97		0.97		0.97		0.97		0.97		0.00	
PHF Volume:	18		214		9		95		194		0		145		26		32		14		34		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	18		214		9		95		194		0		145		26		32		14		34		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
FinalVolume:	18		214		9		95		194		0		145		26		32		14		34		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.94		0.94		0.95		0.95		1.00		0.95		0.87		0.87		0.85		1.00		1.00	
Lanes:	1.00		1.92		0.08		1.00		2.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	1805		3440		149		1805		3610		1900		1805		1655		1655		1615		1900		1900	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.06		0.06		0.05		0.05		0.00		0.08		0.02		0.02		0.01		0.02		0.00	
Crit Moves:			****				****						****								****			
Green/Cycle:	0.18		0.20		0.20		0.17		0.18		0.00		0.25		0.37		0.37		0.12		0.12		0.00	
Volume/Cap:	0.05		0.32		0.32		0.32		0.30		0.00		0.32		0.04		0.05		0.08		0.15		0.00	
Delay/Veh:	20.4		20.9		20.9		22.6		21.5		0.0		18.6		12.1		12.1		23.8		24.2		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	20.4		20.9		20.9		22.6		21.5		0.0		18.6		12.1		12.1		23.8		24.2		0.0	
LOS by Move:	C		C		C		C		C		A		B		B		B		C		C		A	
HCM2kAvgQ:	0		2		2		2		2		0		2		0		0		0		1		0	

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.344
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Permitted					
Rights:	Include						Ignore						Include						Ignore					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	2	0	1		1	0	1	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	25		204		13		178		222		118		105		90		29		12		45		158	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	25		204		13		178		222		118		105		90		29		12		45		158	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	25		204		13		178		222		118		105		90		29		12		45		158	
User Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
PHF Adj:	0.96		0.96		0.96		0.96		0.96		0.00		0.96		0.96		0.96		0.96		0.96		0.00	
PHF Volume:	26		214		14		186		232		0		110		94		30		13		47		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	26		214		14		186		232		0		110		94		30		13		47		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
FinalVolume:	26		214		14		186		232		0		110		94		30		13		47		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.94		0.94		0.95		0.95		1.00		0.95		0.91		0.91		0.85		1.00		1.00	
Lanes:	1.00		1.88		0.12		1.00		2.00		1.00		1.00		1.51		0.49		1.00		1.00		1.00	
Final Sat.:	1805		3363		214		1805		3610		1900		1805		2629		847		1615		1900		1900	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.06		0.06		0.10		0.06		0.00		0.06		0.04		0.04		0.01		0.02		0.00	
Crit Moves:			****				****						****								****			
Green/Cycle:	0.23		0.17		0.17		0.28		0.23		0.00		0.17		0.28		0.28		0.12		0.12		0.00	
Volume/Cap:	0.06		0.37		0.37		0.37		0.29		0.00		0.37		0.13		0.13		0.07		0.21		0.00	
Delay/Veh:	18.3		22.3		22.3		17.8		19.4		0.0		23.0		16.1		16.1		23.7		24.5		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	18.3		22.3		22.3		17.8		19.4		0.0		23.0		16.1		16.1		23.7		24.5		0.0	
LOS by Move:	B		C		C		B		B		A		C		B		B		C		C		A	
HCM2kAvgQ:	0		2		2		3		2		0		2		1		1		0		1		0	

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

****

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[12.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 1		0 0 1!	0 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	15	1	27	4	6	14	5	266	11	33	331	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1	27	4	6	14	5	266	11	33	331	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1	27	4	6	14	5	266	11	33	331	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	17	1	31	5	7	16	6	302	12	37	376	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	1	31	5	7	16	6	302	12	37	376	1
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	579	765	151	614	776	188	377	xxxx	xxxxx	314	xxxx	xxxxx
Potent Cap.:	402	336	875	380	331	828	1193	xxxx	xxxxx	1257	xxxx	xxxxx
Move Cap.:	378	324	875	356	319	828	1193	xxxx	xxxxx	1257	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.04	0.01	0.02	0.02	0.00	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	0.0	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	15.0	16.1	9.3	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	B	C	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	512	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:		11.4			12.4			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

****

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.3]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	0	1	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	9	2	49	3	3	1	5	331	7		18	283	2							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
Initial Bse:	9	2	49	3	3	1	5	331	7		18	283	2							
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0							
Initial Fut:	9	2	49	3	3	1	5	331	7		18	283	2							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90							
PHF Volume:	10	2	54	3	3	1	6	368	8		20	314	2							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
FinalVolume:	10	2	54	3	3	1	6	368	8		20	314	2							
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx							
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	578	736	184	551	741	157	317	xxxx	xxxxx		376	xxxx	xxxxx							
Potent Cap.:	403	349	833	422	347	867	1255	xxxx	xxxxx		1194	xxxx	xxxxx							
Move Cap.:	393	342	833	386	339	867	1255	xxxx	xxxxx		1194	xxxx	xxxxx							
Volume/Cap:	0.03	0.01	0.07	0.01	0.01	0.00	0.00	xxxx	xxxx		0.02	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	0.1	0.0	0.2	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx		0.1	xxxx	xxxxx							
Control Del:	14.4	15.6	9.6	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx		8.1	xxxx	xxxxx							
LOS by Move:	B	C	A	*	*	*	A	*	*		A	*	*							
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	394	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.3	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	B	*	*	*	*		*	*	*							
ApproachDel:	10.5			14.3			xxxxxx				xxxxxx									
ApproachLOS:	B			B			*				*									

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[12.6]

****

Approach:	North Bound			South Bound			East Bound					West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R			L	- T	- R		
Control:	Stop Sign			Stop Sign			Uncontrolled					Uncontrolled				
Rights:	Include			Include			Include					Include				
Lanes:	0	0 1!	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																
Base Vol:	1	1	1	17	1	27	30	257	1			4	249	9		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	1	1	1	17	1	27	30	257	1			4	249	9		
Added Vol:	0	0	0	0	0	0	0	0	0			0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0			0	0	0		
Initial Fut:	1	1	1	17	1	27	30	257	1			4	249	9		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			0.86	0.86	0.86		
PHF Volume:	1	1	1	20	1	31	35	298	1			5	289	10		
Reduct Vol:	0	0	0	0	0	0	0	0	0			0	0	0		
FinalVolume:	1	1	1	20	1	31	35	298	1			5	289	10		
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	522	676	149	517	666	144	299	xxxx	xxxxx			299	xxxx	xxxxx		
Potent Cap.:	442	378	877	446	383	883	1274	xxxx	xxxxx			1274	xxxx	xxxxx		
Move Cap.:	415	366	877	434	371	883	1274	xxxx	xxxxx			1274	xxxx	xxxxx		
Volume/Cap:	0.00	0.00	0.00	0.05	0.00	0.04	0.03	xxxx	xxxx			0.00	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.2	7.9	xxxx	xxxxx			7.8	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	A	A	*	*			A	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT		
Shared Cap.:	xxxx	478	xxxxx	430	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	0.0	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	12.6	xxxxx	13.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	B	*	B	*	*	*	*	*			*	*	*		
ApproachDel:		12.6			11.1			xxxxxx					xxxxxx			
ApproachLOS:		B			B			*					*			

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[16.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 1	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	2	1	2	11	1	40	69	375	3	6	433	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	2	11	1	40	69	375	3	6	433	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	2	11	1	40	69	375	3	6	433	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	2	1	2	12	1	45	78	421	3	7	487	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	1	2	12	1	45	78	421	3	7	487	27
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	835	1105	212	866	1080	243	513	xxxx	xxxxx	425	xxxx	xxxxx
Potent Cap.:	264	213	799	250	220	764	1062	xxxx	xxxxx	1145	xxxx	xxxxx
Move Cap.:	232	196	799	234	203	764	1062	xxxx	xxxxx	1145	xxxx	xxxxx
Volume/Cap:	0.01	0.01	0.00	0.05	0.01	0.06	0.07	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0	8.7	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	308	xxxxx	231	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.9	xxxxx	21.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	C	*	*	*	*	*	*	*	*
ApproachDel:		16.9			12.7			xxxxxx			xxxxxx	
ApproachLOS:		C			B			*			*	

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.032
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0 0	0 0	0	0 1	0 1	0	0 0	0 0 0
Volume Module:												
Base Vol:	10	0	0	0	0	0	0	0	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	0	0	0	0	0	0	17	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	0	0	0	0	0	0	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
PHF Volume:	18	0	0	0	0	0	0	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	0	0	0	0	0	0	30	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	0	0	0	0	0	0	0	30	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	861	0	0	0	0	0	0	790	935	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.03	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	7.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:		7.2			xxxxxx			6.7			xxxxxx	
Delay Adj:		1.00			xxxxx			1.00			xxxxx	
ApprAdjDel:		7.2			xxxxxx			6.7			xxxxxx	
LOS by Appr:		A			*			A			*	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.033
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0 0	0 0	0	0 1	0 1	0	0 0	0 0 0
Volume Module:												
Base Vol:	19	0	0	0	0	0	0	0	18	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	0	0	0	0	0	0	18	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	0	0	0	0	0	0	0	18	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	29	0	0	0	0	0	0	0	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	0	0	0	0	0	0	27	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	0	0	0	0	0	0	0	27	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	862	0	0	0	0	0	0	785	927	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.03	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:		7.3			xxxxxx			6.7			xxxxxx	
Delay Adj:		1.00			xxxxx			1.00			xxxxx	
ApprAdjDel:		7.3			xxxxxx			6.7			xxxxxx	
LOS by Appr:		A			*			A			*	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

****

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.2
Optimal Cycle:	0	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	105	12	25	3	31	12	11	180	176	36	155	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	12	25	3	31	12	11	180	176	36	155	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	12	25	3	31	12	11	180	176	36	155	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	119	14	28	3	35	14	12	204	199	41	175	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	14	28	3	35	14	12	204	199	41	175	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	14	28	3	35	14	12	204	199	41	175	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.44	0.56	1.00	0.51	0.49	1.00	1.00	0.00
Final Sat.:	489	521	580	458	719	289	591	352	344	569	621	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.03	0.05	0.01	0.05	0.05	0.02	0.58	0.58	0.07	0.28	xxxx
Crit Moves:	****				****			****			****	
Delay/Veh:	11.6	9.2	8.6	9.9	9.5	9.2	8.7	14.2	14.2	9.2	10.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	9.2	8.6	9.9	9.5	9.2	8.7	14.2	14.2	9.2	10.4	0.0
LOS by Move:	B	A	A	A	A	A	A	B	B	A	B	*
ApproachDel:		10.8			9.5			14.0			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			9.5			14.0			10.2	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	0.1	0.4	0.4

****

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

****

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.7
Optimal Cycle:	0	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	186	33	64	1	8	1	0	161	168	48	123	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	33	64	1	8	1	0	161	168	48	123	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	33	64	1	8	1	0	161	168	48	123	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	211	37	72	1	9	1	0	182	190	54	139	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	37	72	1	9	1	0	182	190	54	139	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	37	72	1	9	1	0	182	190	54	139	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.78	0.22	1.00	0.49	0.51	1.00	0.97	0.03
Final Sat.:	513	547	613	439	839	106	556	318	332	536	566	18
Capacity Analysis Module:												
Vol/Sat:	0.41	0.07	0.12	0.00	0.01	0.01	0.00	0.57	0.57	0.10	0.25	0.25
Crit Moves:	****				****			****			****	
Delay/Veh:	13.7	9.3	8.9	10.2	9.6	9.5	0.0	14.7	14.7	9.8	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	9.3	8.9	10.2	9.6	9.5	0.0	14.7	14.7	9.8	10.4	10.4
LOS by Move:	B	A	A	B	A	A	*	B	B	A	B	B
ApproachDel:		12.1			9.7			14.7			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.1			9.7			14.7			10.2	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.6	0.1	0.1	0.0	0.0	0.0	0.0	1.2	1.2	0.1	0.3	0.3

****

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.239
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	1	1	0	
Volume Module:												
Base Vol:	92		105		73		74		202		41	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	92		105		73		74		202		41	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	92		105		73		74		202		41	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.92		0.92		0.92		0.92		0.92		0.92	
PHF Volume:	100		114		80		81		220		45	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	100		114		80		81		220		45	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	100		114		80		81		220		45	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.58		0.89		0.89		0.62		0.93		0.93	
Lanes:	1.00		1.18		0.82		1.00		1.66		0.34	
Final Sat.:	1106		2000		1390		1184		2926		594	
Capacity Analysis Module:												
Vol/Sat:	0.09		0.06		0.06		0.07		0.08		0.08	
Crit Moves:	****											
Green/Cycle:	0.38		0.38		0.38		0.38		0.38		0.38	
Volume/Cap:	0.24		0.15		0.15		0.18		0.20		0.20	
Delay/Veh:	13.0		12.3		12.3		12.6		12.6		12.6	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	13.0		12.3		12.3		12.6		12.6		12.6	
LOS by Move:	B		B		B		B		B		B	
HCM2kAvgQ:	1		1		1		1		2		2	

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	1	1	0	
Volume Module:												
Base Vol:	39		157		70		48		152		30	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	39		157		70		48		152		30	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	39		157		70		48		152		30	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.92		0.92		0.92		0.92		0.92		0.92	
PHF Volume:	42		171		76		52		166		33	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	42		171		76		52		166		33	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	42		171		76		52		166		33	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.91		0.91		0.95		0.93		0.93	
Lanes:	1.00		1.38		0.62		1.00		1.67		0.33	
Final Sat.:	1805		2382		1062		1805		2940		580	
Capacity Analysis Module:												
Vol/Sat:	0.02		0.07		0.07		0.03		0.06		0.06	
Crit Moves:			****				****					
Green/Cycle:	0.21		0.30		0.30		0.12		0.21		0.21	
Volume/Cap:	0.11		0.24		0.24		0.24		0.27		0.27	
Delay/Veh:	19.3		16.0		16.0		24.4		20.0		20.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	19.3		16.0		16.0		24.4		20.0		20.0	
LOS by Move:	B		B		B		C		C		C	
HCM2kAvgQ:	1		2		2		1		2		2	

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.314
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	117	250	64	85	198	35	68	223	89	97	305	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	250	64	85	198	35	68	223	89	97	305	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	250	64	85	198	35	68	223	89	97	305	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	119	255	65	87	202	36	69	227	91	99	311	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	255	65	87	202	36	69	227	91	99	311	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	255	65	87	202	36	69	227	91	99	311	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	0.92	0.92	0.55	0.93	0.93	0.95	0.91	0.91	0.95	0.92	0.92
Lanes:	1.00	1.59	0.41	1.00	1.70	0.30	1.00	1.43	0.57	1.00	1.64	0.36
Final Sat.:	1136	2785	713	1045	3000	530	1805	2469	985	1805	2872	640
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.08	0.07	0.07	0.04	0.09	0.09	0.05	0.11	0.11
Crit Moves:	****						****				****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.12	0.23	0.23	0.23	0.34	0.34
Volume/Cap:	0.31	0.27	0.27	0.25	0.20	0.20	0.31	0.39	0.39	0.23	0.31	0.31
Delay/Veh:	15.4	14.8	14.8	14.9	14.4	14.4	24.9	19.7	19.7	19.0	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	14.8	14.8	14.9	14.4	14.4	24.9	19.7	19.7	19.0	14.6	14.6
LOS by Move:	B	B	B	B	B	B	C	B	B	B	B	B
HCM2kAvgQ:	2	2	2	1	2	2	2	3	3	2	3	3

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

****

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[9.3]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	53	173		0			0	202		154			0	0		0			3	0		86		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	53	173		0			0	202		154			0	0		0			3	0		86		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	53	173		0			0	202		154			0	0		0			3	0		86		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.89	0.89		0.89			0.89	0.89		0.89			0.89	0.89		0.89			0.89	0.89		0.89		
PHF Volume:	59	194		0			0	226		173			0	0		0			3	0		96		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	59	194		0			0	226		173			0	0		0			3	0		96		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8	xxxx		6.9		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5	xxxx		3.3		
Capacity Module:																								
Cnflict Vol:	399	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										426	xxxx		97		
Potent Cap.:	1170	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										562	xxxx		947		
Move Cap.:	1170	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										540	xxxx		947		
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.01	xxxx		0.10		
Level Of Service Module:																								
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.0	xxxx		0.3		
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										11.7	xxxx		9.2		
LOS by Move:	A	*		*	*		*	*		*									B	*		A		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx		xxxxx		
Shared LOS:	*	*		*	*		*	*		*									*	*		*		
ApproachDel:	xxxxxx			xxxxxx			xxxxxx												9.3					
ApproachLOS:	*			*			*												A					

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[10.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 0	0 0		0 1 0	1 0	
Volume Module:												
Base Vol:	60	318	0	0	212	180	0	0	0	10	2	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	318	0	0	212	180	0	0	0	10	2	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	318	0	0	212	180	0	0	0	10	2	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	63	332	0	0	221	188	0	0	0	10	2	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	63	332	0	0	221	188	0	0	0	10	2	176
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	409	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	567	865	166
Potent Cap.:	1161	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	458	294	856
Move Cap.:	1161	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	439	278	856
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.01	0.21
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	401	xxxx	835
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	0.8
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.3	xxxx	10.5
Shared LOS:	*	*	*	*	*	*	*	*	*	B	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.7		
ApproachLOS:	*			*			*			B		

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: B[14.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	1 0 1	0	0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	92	6	124	60	0	138	2	49	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	92	6	124	60	0	138	2	49	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	92	6	124	60	0	138	2	49	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	111	7	150	72	0	166	2	59	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	111	7	150	72	0	166	2	59	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	118	xxxx	xxxxx	486	490	72	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1483	xxxx	xxxxx	544	482	995	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1483	xxxx	xxxxx	502	433	995	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	0.33	0.01	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	501	xxxx	947	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.5	xxxx	0.2	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.8	xxxx	9.1	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	A	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

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Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

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Average Delay (sec/veh): 10.0 Worst Case Level Of Service: C[19.7]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		1 0 1	0 0		0 1	0 1	0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	139	17	117	115	0	234	5	66	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	139	17	117	115	0	234	5	66	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	139	17	117	115	0	234	5	66	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	154	19	130	127	0	259	6	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	154	19	130	127	0	259	6	73	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	173	xxxx	xxxxx	550	560	127	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1416	xxxx	xxxxx	499	440	928	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1416	xxxx	xxxxx	464	400	928	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	0.56	0.01	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	463	xxxx	849	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	0.3	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.7	xxxx	9.7	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	A	*	*	*
ApproachDel:	xxxxxx			xxxxxx			19.7			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

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Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

****

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: A[8.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	39	5	82	10	0	0	0	0	5	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	39	5	82	10	0	0	0	0	5	0	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	39	5	82	10	0	0	0	0	5	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	45	6	94	12	0	0	0	0	6	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	45	6	94	12	0	0	0	0	6	0	66
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	51	xxxx	xxxxx	xxxx	xxxx	xxxxx	248	248	48
Potent Cap.:	xxxx	xxxx	xxxxx	1569	xxxx	xxxxx	xxxx	xxxx	xxxxx	745	658	1027
Move Cap.:	xxxx	xxxx	xxxxx	1569	xxxx	xxxxx	xxxx	xxxx	xxxxx	708	616	1027
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	991	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.9		
ApproachLOS:	*			*			*			A		

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: A[9.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	55	3	72	112	0	0	0	0	2	0	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	55	3	72	112	0	0	0	0	2	0	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	55	3	72	112	0	0	0	0	2	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	62	3	82	127	0	0	0	0	2	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	62	3	82	127	0	0	0	0	2	0	83
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	66	xxxx	xxxxx	xxxx	xxxx	xxxxx	355	355	64
Potent Cap.:	xxxx	xxxx	xxxxx	1549	xxxx	xxxxx	xxxx	xxxx	xxxxx	647	574	1006
Move Cap.:	xxxx	xxxx	xxxxx	1549	xxxx	xxxxx	xxxx	xxxx	xxxxx	620	542	1006
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	989	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.0		
ApproachLOS:	*			*			*			A		

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.039
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.4
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	0	1 0	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	7	8	17	4	0	0	0	0	7	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	7	8	17	4	0	0	0	0	7	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	7	8	17	4	0	0	0	0	7	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	10	12	25	6	0	0	0	0	10	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	12	25	6	0	0	0	0	10	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	12	25	6	0	0	0	0	10	0	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.81	0.19	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	788	931	643	151	0	0	0	0	697	0	909
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.01	0.01	0.04	0.04	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.00
Crit Moves:		****			****					****		
Delay/Veh:	0.0	7.3	6.6	7.7	7.7	0.0	0.0	0.0	0.0	7.9	0.0	6.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.3	6.6	7.7	7.7	0.0	0.0	0.0	0.0	7.9	0.0	6.6
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		6.9			7.7			xxxxxx			7.6	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		6.9			7.7			xxxxxx			7.6	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

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Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.085
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 Level Of Service: A

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	1	0 1	0 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	13	4	38	16	0	0	0	0	2	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	13	4	38	16	0	0	0	0	2	0	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	13	4	38	16	0	0	0	0	2	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	16	5	48	20	0	0	0	0	3	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	16	5	48	20	0	0	0	0	3	0	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	16	5	48	20	0	0	0	0	3	0	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.70	0.30	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	781	922	561	236	0	0	0	0	682	0	883
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.02	0.01	0.09	0.09	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.02
Crit Moves:		****		****								****
Delay/Veh:	0.0	7.4	6.6	7.9	7.9	0.0	0.0	0.0	0.0	7.9	0.0	6.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.4	6.6	7.9	7.9	0.0	0.0	0.0	0.0	7.9	0.0	6.8
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.2			7.9			xxxxxx			6.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.2			7.9			xxxxxx			6.9	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

****

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.339
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0 1	0 1		0 0 1!	0 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	80	32	172	16	41	13	5	224	73	122	178	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	32	172	16	41	13	5	224	73	122	178	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	32	172	16	41	13	5	224	73	122	178	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	92	37	198	18	47	15	6	257	84	140	205	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	37	198	18	47	15	6	257	84	140	205	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	37	198	18	47	15	6	257	84	140	205	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	1.00	0.85	0.93	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	0.23	0.59	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1404	1900	1615	403	1032	327	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.12	0.05	0.05	0.05	0.00	0.07	0.05	0.08	0.06	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.22	0.21	0.21	0.23	0.22	0.22
Volume/Cap:	0.18	0.05	0.34	0.13	0.13	0.13	0.01	0.34	0.25	0.34	0.26	0.03
Delay/Veh:	13.3	12.5	14.3	12.9	12.9	12.9	18.3	20.4	20.1	19.8	19.5	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	12.5	14.3	12.9	12.9	12.9	18.3	20.4	20.1	19.8	19.5	18.4
LOS by Move:	B	B	B	B	B	B	B	C	C	B	B	B
HCM2kAvgQ:	1	0	3	1	1	1	0	2	1	2	2	0

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	64	50	233	26	40	9	23	291	69	210	331	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	50	233	26	40	9	23	291	69	210	331	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	50	233	26	40	9	23	291	69	210	331	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	67	53	246	27	42	9	24	307	73	221	349	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	53	246	27	42	9	24	307	73	221	349	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	53	246	27	42	9	24	307	73	221	349	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.00	0.85	0.90	0.90	0.90	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	0.35	0.53	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1444	1900	1615	592	910	205	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.15	0.05	0.05	0.05	0.01	0.08	0.05	0.12	0.10	0.02
Crit Moves:			****					****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.23	0.19	0.19	0.27	0.23	0.23
Volume/Cap:	0.14	0.08	0.45	0.14	0.14	0.14	0.06	0.45	0.24	0.45	0.42	0.10
Delay/Veh:	13.9	13.6	16.1	13.9	13.9	13.9	18.0	22.0	21.1	18.7	20.0	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	13.6	16.1	13.9	13.9	13.9	18.0	22.0	21.1	18.7	20.0	18.3
LOS by Move:	B	B	B	B	B	B	B	C	C	B	B	B
HCM2kAvgQ:	1	1	4	1	1	1	0	3	1	4	3	1

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 0			0 0 1 1 0			0 0 0 0 0			0 1 0 1 0		
Volume Module:												
Base Vol:	26	225	0	0	103	170	0	0	0	10	3	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	225	0	0	103	170	0	0	0	10	3	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	225	0	0	103	170	0	0	0	10	3	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	31	272	0	0	125	206	0	0	0	12	4	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	272	0	0	125	206	0	0	0	12	4	126
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	331	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	398	666	136
Potent Cap.:	1240	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	585	383	894
Move Cap.:	1240	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	574	373	894
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.01	0.14
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	510	xxxx	860
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	0.5
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.3	xxxx	9.9
Shared LOS:	*	*	*	*	*	*	*	*	*	B	*	A
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.2		
ApproachLOS:	*			*			*			B		

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[10.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 0	0	0	0 1 0	1	0
Volume Module:												
Base Vol:	35	285	0	0	102	251	0	0	0	10	2	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	285	0	0	102	251	0	0	0	10	2	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	285	0	0	102	251	0	0	0	10	2	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	38	308	0	0	110	271	0	0	0	11	2	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	308	0	0	110	271	0	0	0	11	2	112
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	381	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	438	765	154
Potent Cap.:	1188	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	552	336	871
Move Cap.:	1188	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	538	325	871
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.01	0.13
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	485	xxxx	844
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	0.5
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.6	xxxx	9.9
Shared LOS:	*	*	*	*	*	*	*	*	*	B	*	A
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.2		
ApproachLOS:	*			*			*			B		

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: B[13.9]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		1 0 2	0 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	75	13	81	66	0	180	0	18	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	75	13	81	66	0	180	0	18	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	75	13	81	66	0	180	0	18	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	94	16	102	83	0	226	0	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	94	16	102	83	0	226	0	23	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	111	xxxx	xxxxx	334	xxxx	41	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1492	xxxx	xxxxx	641	xxxx	1027	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1492	xxxx	xxxxx	608	xxxx	1027	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.37	xxxx	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	1.7	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	14.4	xxxx	8.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	B	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

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Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

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Average Delay (sec/veh): 7.7 Worst Case Level Of Service: B[13.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0	0	1 0 2	0 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	102	10	62	61	0	228	0	23	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	102	10	62	61	0	228	0	23	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	102	10	62	61	0	228	0	23	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	115	11	70	69	0	257	0	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	115	11	70	69	0	257	0	26	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	126	xxxx	xxxxx	266	xxxx	34	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1473	xxxx	xxxxx	706	xxxx	1038	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1473	xxxx	xxxxx	681	xxxx	1038	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.38	xxxx	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	1.8	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	13.5	xxxx	8.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	B	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.0			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

****

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.145
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	42	6	19	40	23	19	42	18	5	22	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	42	6	19	40	23	19	42	18	5	22	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	42	6	19	40	23	19	42	18	5	22	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	13	61	9	28	58	33	28	61	26	7	32	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	61	9	28	58	33	28	61	26	7	32	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	61	9	28	58	33	28	61	26	7	32	41
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	1.47	0.21	0.46	0.98	0.56	0.24	0.53	0.23	0.09	0.40	0.51
Final Sat.:	212	1020	150	309	689	423	190	421	180	74	327	416
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.09	0.08	0.08	0.14	0.14	0.14	0.10	0.10	0.10
Crit Moves:	****			****				****			****	
Delay/Veh:	8.2	8.0	7.9	8.4	8.1	7.7	8.1	8.1	8.1	7.7	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.0	7.9	8.4	8.1	7.7	8.1	8.1	8.1	7.7	7.7	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.0			8.1			8.1			7.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			8.1			8.1			7.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

****

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

****

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.111
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	49	8	23	34	28	25	43	7	5	37	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	49	8	23	34	28	25	43	7	5	37	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	49	8	23	34	28	25	43	7	5	37	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	2	58	9	27	40	33	29	50	8	6	43	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	58	9	27	40	33	29	50	8	6	43	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	58	9	27	40	33	29	50	8	6	43	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	1.66	0.27	0.54	0.80	0.66	0.33	0.58	0.09	0.07	0.50	0.43
Final Sat.:	47	1182	198	363	574	513	264	454	74	56	418	361
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.07	0.07	0.06	0.11	0.11	0.11	0.10	0.10	0.10
Crit Moves:	****			****				****				****
Delay/Veh:	7.9	7.8	7.7	8.3	8.0	7.5	7.9	7.9	7.9	7.6	7.6	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	7.8	7.7	8.3	8.0	7.5	7.9	7.9	7.9	7.6	7.6	7.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			7.9			7.9			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			7.9			7.9			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

****

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.117
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 1	0 0	0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	7	1	48	2	8	6	26	0	2	15	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	7	1	48	2	8	6	26	0	2	15	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	7	1	48	2	8	6	26	0	2	15	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
PHF Volume:	2	11	2	75	3	13	9	41	0	3	24	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	11	2	75	3	13	9	41	0	3	24	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	11	2	75	3	13	9	41	0	3	24	53
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.78	0.11	0.96	0.04	1.00	0.19	0.81	0.00	0.04	0.29	0.67
Final Sat.:	90	627	90	644	27	860	154	668	0	36	270	612
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.12	0.12	0.01	0.06	0.06	xxxx	0.09	0.09	0.09
Crit Moves:		****		****				****			****	
Delay/Veh:	7.4	7.4	7.4	8.6	8.6	6.8	7.5	7.5	0.0	7.2	7.2	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	7.4	7.4	8.6	8.6	6.8	7.5	7.5	0.0	7.2	7.2	7.2
LOS by Move:	A	A	A	A	A	A	A	A	*	A	A	A
ApproachDel:		7.4			8.4			7.5			7.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.4			8.4			7.5			7.2	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.089
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	1	1	23	2	9	25	33	3	1	15	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	1	23	2	9	25	33	3	1	15	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	1	23	2	9	25	33	3	1	15	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	3	1	1	29	3	11	32	42	4	1	19	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	1	29	3	11	32	42	4	1	19	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1	1	29	3	11	32	42	4	1	19	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.25	0.25	0.92	0.08	1.00	0.41	0.54	0.05	0.03	0.47	0.50
Final Sat.:	413	207	207	623	54	868	356	469	43	29	438	467
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.01	0.09	0.09	0.09	0.04	0.04	0.04
Crit Moves:		****		****			****				****	
Delay/Veh:	7.3	7.3	7.3	8.2	8.2	6.8	7.5	7.5	7.5	7.0	7.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	7.3	7.3	8.2	8.2	6.8	7.5	7.5	7.5	7.0	7.0	7.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.3			7.8			7.5			7.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.3			7.8			7.5			7.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.268
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	36	52	34	14	92	36	23	112	43	48	104	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	52	34	14	92	36	23	112	43	48	104	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	52	34	14	92	36	23	112	43	48	104	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	46	66	43	18	117	46	29	142	54	61	132	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	66	43	18	117	46	29	142	54	61	132	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	66	43	18	117	46	29	142	54	61	132	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.43	0.28	0.10	0.65	0.25	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	195	281	184	66	435	170	566	616	698	563	612	694
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.27	0.27	0.27	0.05	0.23	0.08	0.11	0.22	0.01
Crit Moves:			****	****				****			****	
Delay/Veh:	9.5	9.5	9.5	9.8	9.8	9.8	9.1	9.8	8.0	9.5	9.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.5	9.5	9.8	9.8	9.8	9.1	9.8	8.0	9.5	9.7	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.5			9.8			9.3			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.5			9.8			9.3			9.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.0	0.3	0.1	0.1	0.2	0.0

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

****

Intersection #31 8th Street (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.315
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	25	125	55	2	86	38	49	116	40	49	93	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	125	55	2	86	38	49	116	40	49	93	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	125	55	2	86	38	49	116	40	49	93	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	27	134	59	2	92	41	53	124	43	53	100	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	134	59	2	92	41	53	124	43	53	100	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	134	59	2	92	41	53	124	43	53	100	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.61	0.27	0.02	0.68	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	85	426	187	11	463	205	568	617	700	559	605	686
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.20	0.20	0.20	0.09	0.20	0.06	0.09	0.16	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	10.0	10.0	10.0	9.1	9.1	9.1	9.3	9.6	7.9	9.4	9.4	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	10.0	9.1	9.1	9.1	9.3	9.6	7.9	9.4	9.4	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		10.0			9.1			9.2			9.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			9.1			9.2			9.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.2	0.2	0.1	0.2	0.1	0.1	0.2	0.0

****

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	63	179	169	33	265	37	20	159	90	103	96	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	179	169	33	265	37	20	159	90	103	96	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	179	169	33	265	37	20	159	90	103	96	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	75	214	202	40	317	44	24	190	108	123	115	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	214	202	40	317	44	24	190	108	123	115	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	214	202	40	317	44	24	190	108	123	115	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.88	0.12	1.00	1.00	1.00	1.00	1.67	0.33
Final Sat.:	1805	1900	1615	1805	1637	229	1805	1900	1615	1805	2938	582
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.13	0.02	0.19	0.19	0.01	0.10	0.07	0.07	0.04	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.23	0.23	0.22	0.33	0.33	0.14	0.17	0.17	0.12	0.14	0.14
Volume/Cap:	0.36	0.49	0.54	0.10	0.59	0.59	0.09	0.59	0.39	0.59	0.27	0.27
Delay/Veh:	25.5	20.8	21.9	19.0	18.2	18.2	22.5	25.8	23.0	29.3	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	20.8	21.9	19.0	18.2	18.2	22.5	25.8	23.0	29.3	23.2	23.2
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	4	4	1	6	6	0	4	2	3	1	1

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

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San Gorgonio Specific Plan
Existing
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	171	180	135	39	190	68	89	229	171	164	233	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	180	135	39	190	68	89	229	171	164	233	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	180	135	39	190	68	89	229	171	164	233	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	177	187	140	40	197	71	92	238	177	170	242	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	187	140	40	197	71	92	238	177	170	242	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	187	140	40	197	71	92	238	177	170	242	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.74	0.26	1.00	1.00	1.00	1.00	1.76	0.24
Final Sat.:	1805	1900	1615	1805	1343	481	1805	1900	1615	1805	3117	428
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.02	0.15	0.15	0.05	0.13	0.11	0.09	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.19	0.19	0.19	0.23	0.23	0.17	0.20	0.20	0.15	0.17	0.17
Volume/Cap:	0.63	0.51	0.45	0.12	0.63	0.63	0.30	0.63	0.56	0.63	0.45	0.45
Delay/Veh:	28.4	22.8	22.4	20.1	23.9	23.9	22.1	25.6	23.9	28.9	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	22.8	22.4	20.1	23.9	23.9	22.1	25.6	23.9	28.9	22.8	22.8
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	4	3	1	6	6	2	5	4	4	3	3

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

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San Gorgonio Specific Plan
Existing
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[15.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 1	0 1		0 0 0	0 0		0 1 0	1 0	
Volume Module:												
Base Vol:	124	388	0	0	297	214	0	0	0	11	1	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	388	0	0	297	214	0	0	0	11	1	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	388	0	0	297	214	0	0	0	11	1	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	151	473	0	0	362	261	0	0	0	13	1	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	151	473	0	0	362	261	0	0	0	13	1	70
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	623	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1268	1399	473
Potent Cap.:	968	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	188	142	595
Move Cap.:	968	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	163	118	595
Volume/Cap:	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.01	0.12
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	158	xxxx	556
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	0.4
Shrd ConDel:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	30.1	xxxx	12.4
Shared LOS:	A	*	*	*	*	*	*	*	*	D	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.4		
ApproachLOS:	*			*			*			C		

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: B[14.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 1	0 1		0 0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	134 380	0	0	223	340		0	0	0	28	0	147
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134 380	0	0	223	340		0	0	0	28	0	147
Added Vol:	0 0	0	0	0	0		0	0	0	0	0	0
PasserByVol:	0 0	0	0	0	0		0	0	0	0	0	0
Initial Fut:	134 380	0	0	223	340		0	0	0	28	0	147
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94 0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	143 406	0	0	239	364		0	0	0	30	0	157
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0
FinalVolume:	143 406	0	0	239	364		0	0	0	30	0	157
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx		6.4 xxxx		6.2
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx		3.5 xxxx		3.3
Capacity Module:												
Cnflict Vol:	602 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx		1113 xxxx		406
Potent Cap.:	985 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx		233 xxxx		649
Move Cap.:	985 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx		204 xxxx		649
Volume/Cap:	0.15 xxxx xxxx	xxxx	xxxx	xxxx	xxxx		xxxx	xxxx		0.15 xxxx		0.24
Level Of Service Module:												
2Way95thQ:	0.5 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx		0.5 xxxx		0.9
Control Del:	9.3 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx		25.6 xxxx		12.3
LOS by Move:	A *	*	*	*	*		*	*		D *		B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.5 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.3 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A *	*	*	*	*		*	*		*	*	*
ApproachDel:	xxxxxx		xxxxxx				xxxxxx			14.4		
ApproachLOS:	*		*				*			B		

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 17.2 Worst Case Level Of Service: E[45.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		0 1 0 0 0			1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	308	25	84	225	0	203	0	158	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	308	25	84	225	0	203	0	158	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	308	25	84	225	0	203	0	158	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	393	32	107	287	0	259	0	202	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	393	32	107	287	0	259	0	202	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	425	xxxx	xxxxx	910	xxxx	287	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1145	xxxx	xxxxx	307	xxxx	757	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1145	xxxx	xxxxx	284	xxxx	757	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	0.91	xxxx	0.27	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	8.4	xxxx	1.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	72.7	xxxx	11.5	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			45.9			xxxxxx		
ApproachLOS:	*			*			E			*		

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

****

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 12.3 Worst Case Level Of Service: D[27.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		0 1 0	0 0		1 0	0 0	1	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	274	29	110	143	0	259	0	136	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	274	29	110	143	0	259	0	136	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	274	29	110	143	0	259	0	136	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	293	31	118	153	0	277	0	145	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	293	31	118	153	0	277	0	145	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	324	xxxx	xxxxx	697	xxxx	153	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1247	xxxx	xxxxx	410	xxxx	898	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1247	xxxx	xxxxx	379	xxxx	898	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	0.73	xxxx	0.16	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	5.7	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	36.5	xxxx	9.8	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	E	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.3			xxxxxx		
ApproachLOS:	*			*			D			*		

****

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

****

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.9
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	3	152	4	127	226	35	29	29	10	3	27	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	152	4	127	226	35	29	29	10	3	27	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	152	4	127	226	35	29	29	10	3	27	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	4	152	4	159	226	35	36	29	10	4	27	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	152	4	159	226	35	36	29	10	4	27	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	152	4	159	226	35	36	29	10	4	27	143
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.95	0.03	0.41	0.59	1.00	0.49	0.38	0.13	0.12	0.88	1.00
Final Sat.:	14	570	15	261	371	747	252	201	69	66	475	613
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.61	0.61	0.05	0.14	0.14	0.14	0.06	0.06	0.23
Crit Moves:		****			****			****				****
Delay/Veh:	10.7	10.7	10.7	16.3	16.3	7.6	10.3	10.3	10.3	9.3	9.3	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	16.3	16.3	7.6	10.3	10.3	10.3	9.3	9.3	9.6
LOS by Move:	B	B	B	C	C	A	B	B	B	A	A	A
ApproachDel:		10.7			15.6			10.3			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			15.6			10.3			9.6	
LOS by Appr:		B			C			B			A	
AllWayAvgQ:	0.3	0.3	0.3	1.4	1.4	0.0	0.1	0.1	0.1	0.1	0.1	0.3

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.9
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 1	0 0	1
Volume Module:												
Base Vol:	1	75	1	154	88	48	47	28	9	1	31	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	75	1	154	88	48	47	28	9	1	31	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	75	1	154	88	48	47	28	9	1	31	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	1	87	1	178	102	56	54	32	10	1	36	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	87	1	178	102	56	54	32	10	1	36	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	87	1	178	102	56	54	32	10	1	36	203
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.98	0.01	0.64	0.36	1.00	0.56	0.33	0.11	0.03	0.97	1.00
Final Sat.:	8	566	8	383	219	722	314	187	60	18	571	670
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.47	0.47	0.08	0.17	0.17	0.17	0.06	0.06	0.30
Crit Moves:		****			****			****				****
Delay/Veh:	9.8	9.8	9.8	13.2	13.2	7.9	10.2	10.2	10.2	8.9	8.9	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.8	9.8	13.2	13.2	7.9	10.2	10.2	10.2	8.9	8.9	9.8
LOS by Move:	A	A	A	B	B	A	B	B	B	A	A	A
ApproachDel:		9.8			12.3			10.2			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			12.3			10.2			9.7	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.2	0.2	0.2	0.8	0.8	0.1	0.2	0.2	0.2	0.1	0.1	0.4

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	216	0	4	15	87	0	0	51	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	216	0	4	15	87	0	0	51	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	216	0	4	15	87	0	0	51	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	0	0	0	310	0	6	22	125	0	0	73	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	310	0	6	22	125	0	0	73	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	310	0	6	22	125	0	0	73	200
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.98	0.01	0.01	0.15	0.85	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	676	0	13	97	565	0	0	632	721
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.46	0.00	0.46	0.22	0.22	xxxx	xxxx	0.12	0.28
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	12.0	12.0	12.0	9.5	9.5	0.0	0.0	8.9	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.0	12.0	12.0	9.5	9.5	0.0	0.0	8.9	9.2
LOS by Move:	*	*	*	B	B	B	A	A	*	*	A	A
ApproachDel:	xxxxxx			12.0			9.5			9.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.0			9.5			9.1		
LOS by Appr:	*			B			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.8	0.8	0.3	0.3	0.3	0.0	0.1	0.3

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.108
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	52	0	15	10	27	0	0	31	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	52	0	15	10	27	0	0	31	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	52	0	15	10	27	0	0	31	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	0	0	0	69	0	20	13	36	0	0	41	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	69	0	20	13	36	0	0	41	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	69	0	20	13	36	0	0	41	74
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.78	0.00	0.22	0.27	0.73	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	637	0	184	219	591	0	0	749	878
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.11	xxxx	0.11	0.06	0.06	xxxx	xxxx	0.05	0.08
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	7.8	0.0	7.8	7.6	7.6	0.0	0.0	7.7	7.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.8	0.0	7.8	7.6	7.6	0.0	0.0	7.7	7.1
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.8			7.6			7.3		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.8			7.6			7.3		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	40	42	43	7	42	27	12	119	43	22	118	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	42	43	7	42	27	12	119	43	22	118	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	42	43	7	42	27	12	119	43	22	118	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	58	61	63	10	61	39	18	174	63	32	173	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	61	63	10	61	39	18	174	63	32	173	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	61	63	10	61	39	18	174	63	32	173	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.49	0.51	0.09	0.55	0.36	0.07	0.68	0.25	0.15	0.84	0.01
Final Sat.:	546	309	317	59	353	227	49	490	177	106	568	10
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.17	0.17	0.17	0.35	0.35	0.35	0.30	0.30	0.30
Crit Moves:		****		****				****			****	
Delay/Veh:	9.6	9.3	9.3	9.2	9.2	9.2	10.2	10.2	10.2	10.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.3	9.3	9.2	9.2	9.2	10.2	10.2	10.2	10.0	10.0	10.0
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:		9.4			9.2			10.2			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			9.2			10.2			10.0	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	0.1	0.2	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.4	0.4	0.4

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.243
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	63	48	7	41	15	23	102	44	37	85	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	63	48	7	41	15	23	102	44	37	85	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	63	48	7	41	15	23	102	44	37	85	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	23	70	54	8	46	17	26	114	49	41	95	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	70	54	8	46	17	26	114	49	41	95	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	70	54	8	46	17	26	114	49	41	95	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.57	0.43	0.11	0.65	0.24	0.14	0.60	0.26	0.30	0.68	0.02
Final Sat.:	592	387	295	78	456	167	105	467	202	219	503	12
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.10	0.10	0.10	0.24	0.24	0.24	0.19	0.19	0.19
Crit Moves:		****		****				****			****	
Delay/Veh:	8.7	8.7	8.7	8.3	8.3	8.3	8.8	8.8	8.8	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	8.3	8.3	8.3	8.8	8.8	8.8	8.7	8.7	8.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.7			8.3			8.8			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			8.3			8.8			8.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.2	0.2	0.1	0.1	0.1	0.3	0.3	0.3	0.2	0.2	0.2

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0 1!	0	0	1 0	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	6	106	47	10	76	50	48	118	6	39	88	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	106	47	10	76	50	48	118	6	39	88	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	106	47	10	76	50	48	118	6	39	88	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	8	148	66	14	106	70	67	165	8	55	123	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	148	66	14	106	70	67	165	8	55	123	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	148	66	14	106	70	67	165	8	55	123	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.96	0.96	0.85	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	0.04	0.67	0.29	0.12	0.88	1.00	1.00	0.95	0.05	1.00	1.00	1.00
Final Sat.:	68	1205	534	213	1619	1615	1805	1795	91	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.07	0.07	0.04	0.04	0.09	0.09	0.03	0.06	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.20	0.29	0.29	0.12	0.20	0.20
Volume/Cap:	0.31	0.31	0.31	0.17	0.17	0.11	0.18	0.31	0.31	0.26	0.32	0.05
Delay/Veh:	12.9	12.9	12.9	12.0	12.0	11.7	20.0	16.9	16.9	24.8	20.8	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.9	12.9	12.0	12.0	11.7	20.0	16.9	16.9	24.8	20.8	19.3
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	B
HCM2kAvgQ:	3	3	3	2	2	1	1	3	3	1	2	0

****

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.274
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	22	74	27	16	36	63	55	191	20	18	188	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	74	27	16	36	63	55	191	20	18	188	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	74	27	16	36	63	55	191	20	18	188	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	24	81	30	18	40	69	60	210	22	20	207	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	81	30	18	40	69	60	210	22	20	207	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	81	30	18	40	69	60	210	22	20	207	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.91	0.91	0.85	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	0.18	0.60	0.22	0.31	0.69	1.00	1.00	0.91	0.09	1.00	1.00	1.00
Final Sat.:	313	1053	384	534	1202	1615	1805	1696	178	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.03	0.03	0.04	0.03	0.12	0.12	0.01	0.11	0.02
Crit Moves:		****					****				****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.12	0.27	0.27	0.25	0.40	0.40
Volume/Cap:	0.27	0.27	0.27	0.12	0.12	0.15	0.27	0.46	0.46	0.04	0.27	0.05
Delay/Veh:	17.1	17.1	17.1	16.1	16.1	16.3	24.6	19.1	19.1	17.0	12.5	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	17.1	17.1	16.1	16.1	16.3	24.6	19.1	19.1	17.0	12.5	11.2
LOS by Move:	B	B	B	B	B	B	C	B	B	B	B	B
HCM2kAvgQ:	2	2	2	1	1	1	1	4	4	0	3	0

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

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San Gorgonio Specific Plan
Existing
Morning Peak Hour

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

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Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	0	1		1	0	0	1	0		0	1	0	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	83	164	45				15	121	15				28	75	51				74	35	13			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	83	164	45				15	121	15				28	75	51				74	35	13			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	83	164	45				15	121	15				28	75	51				74	35	13			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.72	0.72	0.72				0.72	0.72	0.72				0.72	0.72	0.72				0.72	0.72	0.72			
PHF Volume:	116	229	63				21	169	21				39	105	71				103	49	18			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	116	229	63				21	169	21				39	105	71				103	49	18			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	116	229	63				21	169	21				39	105	71				103	49	18			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00				1.00	0.89	0.11				0.27	0.73	1.00				1.00	1.00	1.00			
Final Sat.:	508	550	610				504	492	61				140	375	581				458	487	537			
Capacity Analysis Module:																								
Vol/Sat:	0.23	0.42	0.10				0.04	0.34	0.34				0.28	0.28	0.12				0.23	0.10	0.03			
Crit Moves:		****						****					****						****					
Delay/Veh:	11.4	13.2	8.9				9.7	11.8	11.8				11.7	11.7	9.2				12.1	10.3	9.1			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	11.4	13.2	8.9				9.7	11.8	11.8				11.7	11.7	9.2				12.1	10.3	9.1			
LOS by Move:	B	B	A				A	B	B				B	B	A				B	B	A			
ApproachDel:		12.1						11.6						10.9						11.2				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		12.1						11.6						10.9						11.2				
LOS by Appr:		B						B						B						B				
AllWayAvgQ:	0.3	0.6	0.1				0.0	0.5	0.5				0.3	0.3	0.1				0.3	0.1	0.0			

****

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

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.160
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	0 1	0	0 1	0	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	81	42	31	20	43	39	30	59	79	39	69	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	42	31	20	43	39	30	59	79	39	69	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	42	31	20	43	39	30	59	79	39	69	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	89	46	34	22	47	43	33	65	87	43	76	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	46	34	22	47	43	33	65	87	43	76	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	46	34	22	47	43	33	65	87	43	76	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.52	0.48	0.34	0.66	1.00	1.00	1.00	1.00
Final Sat.:	557	604	684	565	343	311	208	409	725	555	602	680
Capacity Analysis Module:												
Vol/Sat:	0.16	0.08	0.05	0.04	0.14	0.14	0.16	0.16	0.12	0.08	0.13	0.04
Crit Moves:	****				****			****			****	
Delay/Veh:	10.0	8.8	7.9	9.0	8.7	8.7	9.3	9.3	8.0	9.4	9.2	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	8.8	7.9	9.0	8.7	8.7	9.3	9.3	8.0	9.4	9.2	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.2			8.7			8.7			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			8.7			8.7			9.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.1	0.0	0.0	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.0

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

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

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: C[17.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	28	121		0			0		96	161			164		0	42			0		0	0		
Growth Adj:	1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00		
Initial Bse:	28	121		0			0		96	161			164		0	42			0		0	0		
Added Vol:	0	0		0			0		0	0			0		0	0			0		0	0		
PasserByVol:	0	0		0			0		0	0			0		0	0			0		0	0		
Initial Fut:	28	121		0			0		96	161			164		0	42			0		0	0		
User Adj:	1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00		
PHF Adj:	0.66	0.66		0.66			0.66		0.66	0.66			0.66		0.66	0.66			0.66		0.66	0.66		
PHF Volume:	42	183		0			0		145	243			248		0	63			0		0	0		
Reduct Vol:	0	0		0			0		0	0			0		0	0			0		0	0		
FinalVolume:	42	183		0			0		145	243			248		0	63			0		0	0		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	388	xxxx	xxxxx	xxxx	xxxx	xxxxx							534	xxxx		267	xxxx	xxxx	xxxxx					
Potent Cap.:	1181	xxxx	xxxxx	xxxx	xxxx	xxxxx							510	xxxx		777	xxxx	xxxx	xxxxx					
Move Cap.:	1181	xxxx	xxxxx	xxxx	xxxx	xxxxx							496	xxxx		777	xxxx	xxxx	xxxxx					
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx							0.50	xxxx		0.08	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx							2.7	xxxx		0.3	xxxx	xxxx	xxxxx					
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							19.3	xxxx		10.0	xxxxx	xxxx	xxxxx					
LOS by Move:	A	*	*	*	*	*							C	*		B	*	*	*					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*							*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									17.4			xxxxxx								
ApproachLOS:	*			*									C			*								

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 0		0 0 0	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	5	97	0	0	121	42	36	0	18	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	97	0	0	121	42	36	0	18	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	97	0	0	121	42	36	0	18	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	6	110	0	0	137	48	41	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	110	0	0	137	48	41	0	20	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	185	xxxx	xxxxx	xxxx	xxxx	xxxxx	282	xxxx	161	xxxx	xxxx	xxxxx
Potent Cap.:	1402	xxxx	xxxxx	xxxx	xxxx	xxxxx	712	xxxx	889	xxxx	xxxx	xxxxx
Move Cap.:	1402	xxxx	xxxxx	xxxx	xxxx	xxxxx	710	xxxx	889	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.4	xxxx	9.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.0			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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****

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

****

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[8.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	67	1	44	45	0	0	0	0	1	0	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	67	1	44	45	0	0	0	0	1	0	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	67	1	44	45	0	0	0	0	1	0	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	82	1	54	55	0	0	0	0	1	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	82	1	54	55	0	0	0	0	1	0	56
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	83	xxxx	xxxxx	xxxx	xxxx	xxxxx	217	245	82
Potent Cap.:	xxxx	xxxx	xxxxx	1527	xxxx	xxxxx	xxxx	xxxx	xxxxx	775	661	983
Move Cap.:	xxxx	xxxx	xxxxx	1527	xxxx	xxxxx	xxxx	xxxx	xxxxx	754	637	983
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	976	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.9		
ApproachLOS:	*			*			*			A		

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

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****

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

****

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[8.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	62	1	33	69	0	0	0	0	1	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	62	1	33	69	0	0	0	0	1	0	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	62	1	33	69	0	0	0	0	1	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	68	1	36	76	0	0	0	0	1	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	68	1	36	76	0	0	0	0	1	0	23
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	69	xxxx	xxxxx	xxxx	xxxx	xxxxx	180	218	69
Potent Cap.:	xxxx	xxxx	xxxxx	1544	xxxx	xxxxx	xxxx	xxxx	xxxxx	814	684	1000
Move Cap.:	xxxx	xxxx	xxxxx	1544	xxxx	xxxxx	xxxx	xxxx	xxxxx	800	667	1000
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	988	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.7		
ApproachLOS:	*			*			*			A		

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

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Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[9.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	57	1	6	41	5	13	1	1	1	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	57	1	6	41	5	13	1	1	1	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	57	1	6	41	5	13	1	1	1	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	1	61	1	6	44	5	14	1	1	1	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	61	1	6	44	5	14	1	1	1	1	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	49	xxxx	xxxxx	62	xxxx	xxxxx	123	121	44	124	126	62
Potent Cap.:	1571	xxxx	xxxxx	1554	xxxx	xxxxx	857	773	1032	855	768	1009
Move Cap.:	1571	xxxx	xxxxx	1554	xxxx	xxxxx	850	769	1032	850	765	1009
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.02	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	854	xxxxx	xxxx	916	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	9.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			9.3			9.0		
ApproachLOS:	*			*			A			A		

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

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****

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

****

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[9.6]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	1	0	0	1		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	1	51	1				15	55	9				3	1	1				1	1	7			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	1	51	1				15	55	9				3	1	1				1	1	7			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	1	51	1				15	55	9				3	1	1				1	1	7			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.80	0.80	0.80				0.80	0.80	0.80				0.80	0.80	0.80				0.80	0.80	0.80			
PHF Volume:	1	64	1				19	69	11				4	1	1				1	1	9			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	1	64	1				19	69	11				4	1	1				1	1	9			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5	6.2				7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0	3.3				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	80	xxxx	xxxxx				65	xxxx	xxxxx				178	174	69				180	184	64			
Potent Cap.:	1531	xxxx	xxxxx				1550	xxxx	xxxxx				789	723	1000				786	714	1006			
Move Cap.:	1531	xxxx	xxxxx				1550	xxxx	xxxxx				773	714	1000				777	704	1006			
Volume/Cap:	0.00	xxxx	xxxx				0.01	xxxx	xxxx				0.00	0.00	0.00				0.00	0.00	0.01			
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.4	xxxx	xxxxx				7.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	796	xxxxx				xxxx	931	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxxx	0.0	xxxxx				xxxxx	0.0	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				7.4	xxxx	xxxxx				xxxxx	9.6	xxxxx				xxxxx	8.9	xxxxx			
Shared LOS:	*	*	*				A	*	*				*	A	*				*	A	*			
ApproachDel:	xxxxxx						xxxxxx						9.6						8.9					
ApproachLOS:	*						*						A						A					

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

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Existing
Morning Peak Hour

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

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Intersection #43 San Gorgonio Avenue/Old Idyllwild Road (NS) at SR-243 Highway (

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[8.9]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	58	0	0	38	1	2	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	58	0	0	38	1	2	0	1	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	58	0	0	38	1	2	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	1	73	0	0	48	1	3	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	73	0	0	48	1	3	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	49	xxxx	xxxxx	xxxx	xxxx	xxxxx	123	123	48	xxxx	xxxx	xxxxx
Potent Cap.:	1571	xxxx	xxxxx	xxxx	xxxx	xxxxx	876	771	1026	xxxx	xxxx	xxxxx
Move Cap.:	1571	xxxx	xxxxx	xxxx	xxxx	xxxxx	876	770	1026	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	921	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx		
ApproachLOS:	*			*			A			*		

****

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

****

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San Gorgonio Specific Plan
Existing
Evening Peak Hour

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

****

Intersection #43 San Gorgonio Avenue/Old Idyllwild Road (NS) at SR-243 Highway (

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	48	0	0	69	1	1	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	48	0	0	69	1	1	0	1	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	48	0	0	69	1	1	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	1	64	0	0	92	1	1	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	64	0	0	92	1	1	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	93	xxxx	xxxxx	xxxx	xxxx	xxxxx	159	159	93	xxxx	xxxx	xxxxx
Potent Cap.:	1514	xxxx	xxxxx	xxxx	xxxx	xxxxx	836	737	970	xxxx	xxxx	xxxxx
Move Cap.:	1514	xxxx	xxxxx	xxxx	xxxx	xxxxx	836	736	970	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	898	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.0			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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Existing Plus Project

San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	68	745	392	104	653	26	30	92	10	141	144	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	745	392	104	653	26	30	92	10	141	144	102
Added Vol:	0	0	30	0	0	0	0	9	0	78	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	745	422	104	653	26	30	101	10	219	169	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	786	445	110	689	27	32	107	11	231	178	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	786	445	110	689	27	32	107	11	231	178	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	786	445	110	689	27	32	107	11	231	178	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.94	0.94	0.59	1.00	0.85	0.69	1.00	0.85
Lanes:	1.00	1.28	0.72	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2180	1235	1805	3451	137	1113	1900	1615	1302	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.06	0.20	0.20	0.03	0.06	0.01	0.18	0.09	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.21	0.46	0.46	0.12	0.36	0.36	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.19	0.79	0.79	0.52	0.55	0.55	0.13	0.25	0.03	0.79	0.42	0.30
Delay/Veh:	19.6	16.5	16.5	27.3	15.7	15.7	18.8	19.4	18.1	35.1	20.5	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	16.5	16.5	27.3	15.7	15.7	18.8	19.4	18.1	35.1	20.5	19.7
LOS by Move:	B	B	B	C	B	B	B	B	B	D	C	B
HCM2kAvgQ:	1	12	12	3	6	6	1	2	0	6	3	2

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

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	56	562	210		165	994	31		23	115	62		258	128	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	56	562	210		165	994	31		23	115	62		258	128	110	
Added Vol:	0	0	96		0	0	0		0	30	0		63	19	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	56	562	306		165	994	31		23	145	62		321	147	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	58	581	316		170	1027	32		24	150	64		332	152	114	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	58	581	316		170	1027	32		24	150	64		332	152	114	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	58	581	316		170	1027	32		24	150	64		332	152	114	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.95	0.95	0.95		0.65	1.00	0.85		0.66	1.00	0.85	
Lanes:	1.00	1.29	0.71		1.00	1.94	0.06		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1805	2213	1205		1805	3487	109		1243	1900	1615		1246	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.26	0.26		0.09	0.29	0.29		0.02	0.08	0.04		0.27	0.08	0.07	
Crit Moves:	****					****							****			
Green/Cycle:	0.12	0.33	0.33		0.15	0.36	0.36		0.32	0.32	0.32		0.32	0.32	0.32	
Volume/Cap:	0.27	0.80	0.80		0.64	0.82	0.82		0.06	0.24	0.12		0.82	0.25	0.22	
Delay/Veh:	24.9	22.4	22.4		29.5	21.8	21.8		14.0	15.1	14.4		31.2	15.1	14.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.9	22.4	22.4		29.5	21.8	21.8		14.0	15.1	14.4		31.2	15.1	14.9	
LOS by Move:	C	C	C		C	C	C		B	B	B		C	B	B	
HCM2kAvgQ:	1	10	10		4	12	12		0	2	1		8	2	2	

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

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[15.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 0			0 0 1 1 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	335	1204	0	0	772	2	1	0	69	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	1204	0	0	772	2	1	0	69	0	0	0
Added Vol:	0	30	0	0	78	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	1234	0	0	850	2	1	0	69	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	369	1359	0	0	936	2	1	0	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	369	1359	0	0	936	2	1	0	76	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	938	xxxx	xxxxx	xxxx	xxxx	xxxxx	2355	xxxx	469	xxxx	xxxx	xxxxx
Potent Cap.:	739	xxxx	xxxxx	xxxx	xxxx	xxxxx	31	xxxx	546	xxxx	xxxx	xxxxx
Move Cap.:	739	xxxx	xxxxx	xxxx	xxxx	xxxxx	19	xxxx	546	xxxx	xxxx	xxxxx
Volume/Cap:	0.50	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.14	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	14.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	210.3	xxxx	12.7	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.5			xxxxxx		
ApproachLOS:	*			*			C			*		

****

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

****

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: D[27.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 0			0 0 1 1 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	166	855	0	0	1424	1	1	0	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	855	0	0	1424	1	1	0	140	0	0	0
Added Vol:	0	96	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	951	0	0	1487	1	1	0	140	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	183	1050	0	0	1641	1	1	0	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	183	1050	0	0	1641	1	1	0	155	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1642	xxxx	xxxxx	xxxx	xxxx	xxxxx	2533	xxxx	821	xxxx	xxxx	xxxxx
Potent Cap.:	399	xxxx	xxxxx	xxxx	xxxx	xxxxx	23	xxxx	322	xxxx	xxxx	xxxxx
Move Cap.:	399	xxxx	xxxxx	xxxx	xxxx	xxxxx	15	xxxx	322	xxxx	xxxx	xxxxx
Volume/Cap:	0.46	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	0.48	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	2.5	xxxx	xxxx	xxxxx
Control Del:	21.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	266.7	xxxx	26.1	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	D	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.8			xxxxxx		
ApproachLOS:	*			*			D			*		

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	2 0	0	0	0 1	1 0	1 0	0 0	1	0	0 0	0 0
Volume Module:												
Base Vol:	335	1204	0	0	772	2	1	0	69	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	1204	0	0	772	2	1	0	69	0	0	0
Added Vol:	0	30	0	0	78	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	1234	0	0	850	2	1	0	69	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	369	1359	0	0	936	2	1	0	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	1359	0	0	936	2	1	0	76	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	1359	0	0	936	2	1	0	76	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.95	0.86	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.99	0.01	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3602	8	1628	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.38	0.00	0.00	0.26	0.26	0.00	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.30	0.68	0.00	0.00	0.38	0.38	0.12	0.00	0.12	0.00	0.00	0.00
Volume/Cap:	0.68	0.55	0.00	0.00	0.68	0.68	0.01	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	21.9	5.1	0.0	0.0	16.8	16.8	23.4	0.0	26.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	5.1	0.0	0.0	16.8	16.8	23.4	0.0	26.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	7	7	0	0	9	9	0	0	2	0	0	0

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Existing Plus Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	166	855	0	0	1424	1	1	0	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	855	0	0	1424	1	1	0	140	0	0	0
Added Vol:	0	96	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	951	0	0	1487	1	1	0	140	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	183	1050	0	0	1641	1	1	0	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1050	0	0	1641	1	1	0	155	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	1050	0	0	1641	1	1	0	155	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.95	0.87	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.99	0.01	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3608	2	1651	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.00	0.00	0.45	0.45	0.00	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.70	0.00	0.00	0.57	0.57	0.12	0.00	0.12	0.00	0.00	0.00
Volume/Cap:	0.80	0.42	0.00	0.00	0.80	0.80	0.01	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	45.4	4.4	0.0	0.0	13.4	13.4	25.2	0.0	48.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	4.4	0.0	0.0	13.4	13.4	25.2	0.0	48.5	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	C	A	D	A	A	A
HCM2kAvgQ:	6	5	0	0	16	16	0	0	5	0	0	0

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

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.1
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	166	0	41	0	0	0	0	408	100	25	152	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	0	41	0	0	0	0	408	100	25	152	0
Added Vol:	0	0	5	0	0	0	0	40	0	12	103	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	0	46	0	0	0	0	448	100	37	255	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	176	0	49	0	0	0	0	476	106	39	271	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	0	49	0	0	0	0	476	106	39	271	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	0	49	0	0	0	0	476	106	39	271	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.00	0.22	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	450	0	125	0	0	0	0	642	728	552	602	0
Capacity Analysis Module:												
Vol/Sat:	0.39	xxxx	0.39	xxxx	xxxx	xxxx	xxxx	0.74	0.15	0.07	0.45	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	12.3	0.0	12.3	0.0	0.0	0.0	0.0	22.0	8.4	9.5	13.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	0.0	12.3	0.0	0.0	0.0	0.0	22.0	8.4	9.5	13.0	0.0
LOS by Move:	B	*	B	*	*	*	*	C	A	A	B	*
ApproachDel:		12.3			xxxxxx			19.5			12.5	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		12.3			xxxxxx			19.5			12.5	
LOS by Appr:		B			*			C			B	
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.0	2.4	0.2	0.1	0.7	0.0

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

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

****

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	90	0	27	0	0	0	0	326	133	26	342	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	27	0	0	0	0	326	133	26	342	0
Added Vol:	0	0	16	0	0	0	0	125	0	10	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	43	0	0	0	0	451	133	36	424	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	93	0	45	0	0	0	0	468	138	37	440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	0	45	0	0	0	0	468	138	37	440	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	0	45	0	0	0	0	468	138	37	440	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.68	0.00	0.32	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	370	0	177	0	0	0	0	659	748	583	643	0
Capacity Analysis Module:												
Vol/Sat:	0.25	xxxx	0.25	xxxx	xxxx	xxxx	xxxx	0.71	0.18	0.06	0.68	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	10.9	0.0	10.9	0.0	0.0	0.0	0.0	19.9	8.4	9.1	19.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	0.0	10.9	0.0	0.0	0.0	0.0	19.9	8.4	9.1	19.0	0.0
LOS by Move:	B	*	B	*	*	*	*	C	A	A	C	*
ApproachDel:		10.9			xxxxxx			17.3			18.2	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		10.9			xxxxxx			17.3			18.2	
LOS by Appr:		B			*			C			C	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.0	2.2	0.2	0.1	1.9	0.0

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	166	0	41	0	0	0	0	408	100	25	152	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	0	41	0	0	0	0	408	100	25	152	0
Added Vol:	0	0	5	0	0	0	0	40	0	12	103	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	0	46	0	0	0	0	448	100	37	255	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	176	0	49	0	0	0	0	476	106	39	271	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	0	49	0	0	0	0	476	106	39	271	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	0	49	0	0	0	0	476	106	39	271	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	1.00	0.74	1.00	1.00	1.00	1.00	1.00	0.85	0.39	1.00	1.00
Lanes:	0.78	0.00	0.22	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1099	0	305	0	0	0	0	1900	1615	747	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.25	0.07	0.05	0.14	0.00
Crit Moves:	****							****				
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.53	0.53	0.53	0.53	0.00
Volume/Cap:	0.47	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.12	0.10	0.27	0.00
Delay/Veh:	16.4	0.0	16.4	0.0	0.0	0.0	0.0	9.3	7.2	7.2	7.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	0.0	16.4	0.0	0.0	0.0	0.0	9.3	7.2	7.2	7.9	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	6	1	0	3	0

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.394
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	90	0	27	0	0	0	0	326	133	26	342	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	27	0	0	0	0	326	133	26	342	0
Added Vol:	0	0	16	0	0	0	0	125	0	10	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	43	0	0	0	0	451	133	36	424	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	93	0	45	0	0	0	0	468	138	37	440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	0	45	0	0	0	0	468	138	37	440	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	0	45	0	0	0	0	468	138	37	440	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.00	0.76	1.00	1.00	1.00	1.00	1.00	0.85	0.44	1.00	1.00
Lanes:	0.68	0.00	0.32	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	980	0	468	0	0	0	0	1900	1615	836	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.25	0.09	0.04	0.23	0.00
Crit Moves:	****							****				
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.62	0.62	0.62	0.62	0.00
Volume/Cap:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.39	0.14	0.07	0.37	0.00
Delay/Veh:	19.8	0.0	19.8	0.0	0.0	0.0	0.0	5.8	4.7	4.5	5.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.8	0.0	19.8	0.0	0.0	0.0	0.0	5.8	4.7	4.5	5.7	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	3	0	0	0	0	5	1	0	4	0

****

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

****

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	134	1	78	220	193	1	1	102	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	134	1	78	220	193	1	1	102	184
Added Vol:	0	0	0	0	0	0	0	45	0	0	115	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	134	1	78	220	238	1	1	217	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	1	1	1	154	1	89	252	273	1	1	249	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	154	1	89	252	273	1	1	249	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	154	1	89	252	273	1	1	249	211
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.01	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	386	407	442	466	7	542	507	546	600	486	529	587
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.16	0.16	0.50	0.50	0.00	0.00	0.47	0.36
Crit Moves:	****			****				****			****	
Delay/Veh:	11.2	10.7	10.0	13.5	10.0	10.0	16.1	15.1	8.5	9.8	14.8	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	10.7	10.0	13.5	10.0	10.0	16.1	15.1	8.5	9.8	14.8	11.8
LOS by Move:	B	B	A	B	B	B	C	C	A	A	B	B
ApproachDel:		10.6			12.2			15.6			13.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			12.2			15.6			13.4	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.2	0.2	0.9	0.9	0.0	0.0	0.8	0.5

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

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	182	1	146	151	215	1	1	209	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	182	1	146	151	215	1	1	209	221
Added Vol:	0	0	0	0	0	0	0	141	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	182	1	146	151	356	1	1	301	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	1	1	191	1	153	158	374	1	1	316	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	191	1	153	158	374	1	1	316	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	191	1	153	158	374	1	1	316	232
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.01	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	352	370	398	453	4	528	466	505	545	458	500	549
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.29	0.29	0.34	0.74	0.00	0.00	0.63	0.42
Crit Moves:	****			****				****			****	
Delay/Veh:	11.9	11.4	10.7	15.6	11.7	11.7	13.9	26.4	9.0	10.3	20.7	13.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.4	10.7	15.6	11.7	11.7	13.9	26.4	9.0	10.3	20.7	13.4
LOS by Move:	B	B	B	C	B	B	B	D	A	B	C	B
ApproachDel:		11.3			13.8			22.6			17.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			13.8			22.6			17.6	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.4	0.4	0.5	2.3	0.0	0.0	1.5	0.7

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	134	1	78	220	193	1	1	102	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	134	1	78	220	193	1	1	102	184
Added Vol:	0	0	0	0	0	0	0	45	0	0	115	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	134	1	78	220	238	1	1	217	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	1	1	1	154	1	89	252	273	1	1	249	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	154	1	89	252	273	1	1	249	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	154	1	89	252	273	1	1	249	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	1.00	0.85	0.77	0.85	0.85	0.60	1.00	0.85	0.58	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	0.01	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1322	1900	1615	1459	20	1598	1136	1900	1615	1098	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.06	0.06	0.22	0.14	0.00	0.00	0.13	0.13
Crit Moves:				****			****					
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.00	0.00	0.00	0.38	0.20	0.20	0.38	0.24	0.00	0.00	0.22	0.22
Delay/Veh:	15.6	15.6	15.6	18.0	16.7	16.7	6.9	6.1	5.1	5.1	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	15.6	15.6	18.0	16.7	16.7	6.9	6.1	5.1	5.1	6.0	6.0
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	1	1	3	3	0	0	2	2

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	182	1	146	151	215	1	1	209	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	182	1	146	151	215	1	1	209	221
Added Vol:	0	0	0	0	0	0	0	141	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	182	1	146	151	356	1	1	301	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	1	1	191	1	153	158	374	1	1	316	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	191	1	153	158	374	1	1	316	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	191	1	153	158	374	1	1	316	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	1.00	0.85	0.77	0.85	0.85	0.53	1.00	0.85	0.48	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	0.01	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1241	1900	1615	1459	11	1606	998	1900	1615	904	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.10	0.10	0.16	0.20	0.00	0.00	0.17	0.14
Crit Moves:				****				****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.38	0.28	0.28	0.31	0.38	0.00	0.00	0.32	0.28
Delay/Veh:	12.8	12.8	12.8	15.2	14.4	14.4	8.5	8.8	6.9	6.9	8.5	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	12.8	12.8	15.2	14.4	14.4	8.5	8.8	6.9	6.9	8.5	8.2
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	2	2	2	4	0	0	3	3

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	105	216	0	0	259	9	16	0	211	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	216	0	0	259	9	16	0	211	0	0	0
Added Vol:	26	40	0	0	16	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	256	0	0	275	9	16	0	221	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	150	292	0	0	314	10	18	0	252	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	292	0	0	314	10	18	0	252	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	292	0	0	314	10	18	0	252	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.97	0.03	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1832	60	1666	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.00	0.00	0.17	0.17	0.01	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.16	0.50	0.00	0.00	0.33	0.33	0.30	0.00	0.47	0.00	0.00	0.00
Volume/Cap:	0.51	0.31	0.00	0.00	0.51	0.51	0.04	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	24.6	9.2	0.0	0.0	16.8	16.8	14.7	0.0	10.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	9.2	0.0	0.0	16.8	16.8	14.7	0.0	10.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	3	3	0	0	5	5	0	0	3	0	0	0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Ovl				Include			
Min. Green:	7	7	0		0	7	7		7	0	7		0	0	0	
Lanes:	1	0 1	0	0	0	0	1	0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	238	271	0		0	209	12		4	0	160		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	238	271	0		0	209	12		4	0	160		0	0	0	
Added Vol:	21	34	0		0	50	0		0	0	32		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	259	305	0		0	259	12		4	0	192		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	266	314	0		0	266	12		4	0	198		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	266	314	0		0	266	12		4	0	198		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	266	314	0		0	266	12		4	0	198		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	0.99	0.99		0.91	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	0.96	0.04		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	1805	84		1721	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.17	0.00		0.00	0.15	0.15		0.00	0.00	0.12		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.28	0.57	0.00		0.00	0.28	0.28		0.23	0.00	0.52		0.00	0.00	0.00	
Volume/Cap:	0.52	0.29	0.00		0.00	0.52	0.52		0.01	0.00	0.24		0.00	0.00	0.00	
Delay/Veh:	19.1	6.9	0.0		0.0	19.0	19.0		17.6	0.0	8.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	19.1	6.9	0.0		0.0	19.0	19.0		17.6	0.0	8.1		0.0	0.0	0.0	
LOS by Move:	B	A	A		A	B	B		B	A	A		A	A	A	
HCM2kAvgQ:	5	3	0		0	5	5		0	0	2		0	0	0	

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

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.7
Optimal Cycle: OPTIMIZED		Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	66	184	121	148	433	96	23	103	128	145	112	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	184	121	148	433	96	23	103	128	145	112	126
Added Vol:	0	16	0	20	6	0	0	6	0	0	14	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	200	121	168	439	96	23	109	128	145	126	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	76	230	139	193	505	110	26	125	147	167	145	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	230	139	193	505	110	26	125	147	167	145	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	230	139	193	505	110	26	125	147	167	145	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.92	0.92	0.95	0.87	0.87	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.64	0.36	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	2882	630	1805	1659	1659	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.09	0.11	0.18	0.18	0.01	0.08	0.09	0.09	0.04	0.13
Crit Moves:	****				****		****					****
Green/Cycle:	0.12	0.21	0.37	0.20	0.29	0.29	0.12	0.16	0.16	0.16	0.21	0.21
Volume/Cap:	0.36	0.58	0.23	0.53	0.60	0.60	0.13	0.47	0.55	0.57	0.19	0.60
Delay/Veh:	25.5	23.6	13.2	23.1	19.3	19.3	24.0	23.3	24.4	25.8	19.7	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	23.6	13.2	23.1	19.3	19.3	24.0	23.3	24.4	25.8	19.7	24.5
LOS by Move:	C	C	B	C	B	B	C	C	C	C	B	C
HCM2kAvgQ:	2	5	2	4	6	6	1	3	3	4	1	4

****

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

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:			Ovl						Include						Include						Include			
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:	68		542		202		118		300		7		12		66		48		156		70		154	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	68		542		202		118		300		7		12		66		48		156		70		154	
Added Vol:	0		11		0		64		18		0		0		18		0		0		13		44	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	68		553		202		182		318		7		12		84		48		156		83		198	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89	
PHF Volume:	76		622		227		205		358		8		13		94		54		175		93		223	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	76		622		227		205		358		8		13		94		54		175		93		223	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	76		622		227		205		358		8		13		94		54		175		93		223	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.85		0.95		0.95		0.95		0.95		0.90		0.90		0.95		0.95		0.85	
Lanes:	1.00		1.00		1.00		1.00		1.96		0.04		1.00		1.27		0.73		1.00		2.00		1.00	
Final Sat.:	1805		1900		1615		1805		3522		78		1805		2171		1241		1805		3610		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.04		0.33		0.14		0.11		0.10		0.10		0.01		0.04		0.04		0.10		0.03		0.14	
Crit Moves:			****				****						****										****	
Green/Cycle:	0.25		0.40		0.54		0.14		0.29		0.29		0.09		0.12		0.12		0.14		0.17		0.17	
Volume/Cap:	0.17		0.81		0.26		0.81		0.35		0.35		0.09		0.36		0.36		0.72		0.15		0.81	
Delay/Veh:	23.6		27.8		10.1		51.2		22.5		22.5		33.8		32.8		32.8		43.0		28.4		48.6	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	23.6		27.8		10.1		51.2		22.5		22.5		33.8		32.8		32.8		43.0		28.4		48.6	
LOS by Move:	C		C		B		D		C		C		C		C		C		D		C		D	
HCM2kAvgQ:	2		16		3		7		4		4		0		2		2		6		1		8	

****

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	7	7	7				7	7	7			
Lanes:	1	0	2	0	1		1	0	2	0	1	
Volume Module:												
Base Vol:	96	406	166				123	456	70			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	96	406	166				123	456	70			
Added Vol:	0	0	39				6	0	0			
PasserByVol:	0	0	0				0	0	0			
Initial Fut:	96	406	205				129	456	70			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90				0.90	0.90	0.90			
PHF Volume:	106	450	227				143	506	78			
Reduct Vol:	0	0	0				0	0	0			
Reduced Vol:	106	450	227				143	506	78			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	106	450	227				143	506	78			
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.95	0.85				0.95	0.95	0.85			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1805	3610	1615				1805	3610	1615			
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.14				0.08	0.14	0.05			
Crit Moves:			****				****					
Green/Cycle:	0.15	0.21	0.21				0.12	0.18	0.18			
Volume/Cap:	0.39	0.58	0.66				0.66	0.77	0.26			
Delay/Veh:	23.9	22.4	26.3				32.5	28.9	21.6			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	23.9	22.4	26.3				32.5	28.9	21.6			
LOS by Move:	C	C	C				C	C	C			
HCM2kAvgQ:	2	5	5				4	7	1			

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	7	7	7				7	7	7			
Lanes:	1	0	2	0	1		1	0	2	0	1	
Volume Module:												
Base Vol:	82	156	150				159	111	39			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	82	156	150				159	111	39			
Added Vol:	0	8	0				103	15	16			
PasserByVol:	0	0	0				0	0	0			
Initial Fut:	82	164	150				262	126	55			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90				0.90	0.90	0.90			
PHF Volume:	91	182	166				290	140	61			
Reduct Vol:	0	0	0				0	0	0			
Reduced Vol:	91	182	166				290	140	61			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	91	182	166				290	140	61			
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.95	0.85				0.95	0.95	0.85			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1805	3610	1615				1805	3610	1615			
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.10				0.16	0.04	0.04			
Crit Moves:			****				****					
Green/Cycle:	0.20	0.16	0.16				0.24	0.20	0.20			
Volume/Cap:	0.25	0.32	0.66				0.66	0.19	0.19			
Delay/Veh:	20.6	22.8	30.1				24.1	20.1	20.2			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	20.6	22.8	30.1				24.1	20.1	20.2			
LOS by Move:	C	C	C				C	C	C			
HCM2kAvgQ:	2	2	4				6	1	1			

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	155	513	166	76	455	79	173	218	173	266	259	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	513	166	76	455	79	173	218	173	266	259	87
Added Vol:	0	0	124	18	0	0	0	22	0	80	17	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	513	290	94	455	79	173	240	173	346	276	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	169	558	316	102	495	86	188	261	188	376	300	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	558	316	102	495	86	188	261	188	376	300	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	558	316	102	495	86	188	261	188	376	300	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.20	0.06	0.14	0.05	0.10	0.07	0.12	0.21	0.08	0.07
Crit Moves:			****	****					****	****		
Green/Cycle:	0.15	0.24	0.24	0.11	0.20	0.20	0.20	0.14	0.14	0.26	0.20	0.20
Volume/Cap:	0.61	0.64	0.81	0.53	0.70	0.27	0.52	0.50	0.81	0.81	0.41	0.33
Delay/Veh:	29.5	23.6	34.8	30.1	27.4	22.6	24.4	26.4	45.1	32.4	23.0	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	23.6	34.8	30.1	27.4	22.6	24.4	26.4	45.1	32.4	23.0	22.8
LOS by Move:	C	C	C	C	C	C	C	C	D	C	C	C
HCM2kAvgQ:	4	6	8	3	6	2	4	3	6	10	3	2

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

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	208	630	0	0	536	301	0	0	0	154	2	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	630	0	0	536	301	0	0	0	154	2	153
Added Vol:	0	39	0	0	103	0	0	0	0	92	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	669	0	0	639	301	0	0	0	246	2	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	223	719	0	0	686	323	0	0	0	264	2	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	719	0	0	686	323	0	0	0	264	2	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	719	0	0	686	323	0	0	0	264	2	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.91	0.91	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1711	14	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.00	0.00	0.19	0.20	0.00	0.00	0.00	0.15	0.15	0.10
Crit Moves:	****					****				****		
Green/Cycle:	0.21	0.54	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.26	0.26	0.26
Volume/Cap:	0.60	0.37	0.00	0.00	0.57	0.60	0.00	0.00	0.00	0.60	0.60	0.39
Delay/Veh:	24.2	8.0	0.0	0.0	17.0	18.4	0.0	0.0	0.0	21.8	21.8	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	8.0	0.0	0.0	17.0	18.4	0.0	0.0	0.0	21.8	21.8	19.0
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	B
HCM2kAvgQ:	5	4	0	0	6	6	0	0	0	5	5	3

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

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	0		0	7	7		0	0	0		7	7	7	
Lanes:	1 0	2 0	0		0 0	2 0	1		0 0	0 0	0		0 1	0 0	1	
Volume Module:																
Base Vol:	287	927	0		0	632	299		0	0	0		327	3	265	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	287	927	0		0	632	299		0	0	0		327	3	265	
Added Vol:	0	124	0		0	80	0		0	0	0		79	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	287	1051	0		0	712	299		0	0	0		406	3	265	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	311	1137	0		0	771	324		0	0	0		439	3	287	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	311	1137	0		0	771	324		0	0	0		439	3	287	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	311	1137	0		0	771	324		0	0	0		439	3	287	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	1.00		1.00	0.95	0.85		1.00	1.00	1.00		0.91	0.91	0.85	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.99	0.01	1.00	
Final Sat.:	1805	3610	0		0	3610	1615		0	0	0		1716	13	1615	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.32	0.00		0.00	0.21	0.20		0.00	0.00	0.00		0.26	0.26	0.18	
Crit Moves:	****					****							****			
Green/Cycle:	0.21	0.48	0.00		0.00	0.27	0.27		0.00	0.00	0.00		0.32	0.32	0.32	
Volume/Cap:	0.80	0.66	0.00		0.00	0.80	0.75		0.00	0.00	0.00		0.80	0.80	0.56	
Delay/Veh:	33.7	12.7	0.0		0.0	25.4	27.5		0.0	0.0	0.0		27.0	27.0	18.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.7	12.7	0.0		0.0	25.4	27.5		0.0	0.0	0.0		27.0	27.0	18.3	
LOS by Move:	C	B	A		A	C	C		A	A	A		C	C	B	
HCM2kAvgQ:	8	9	0		0	10	8		0	0	0		10	10	5	

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0 1		1 0 2	0 0		0 1	0 0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	522	258	158	528	0	304	3	305	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	522	258	158	528	0	304	3	305	0	0	0
Added Vol:	0	39	39	0	194	0	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	561	297	158	722	0	304	11	305	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	578	306	163	744	0	313	11	314	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	578	306	163	744	0	313	11	314	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	578	306	163	744	0	313	11	314	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.97	0.03	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1700	62	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.19	0.09	0.21	0.00	0.18	0.18	0.19	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.32	0.32	0.15	0.47	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.50	0.59	0.59	0.44	0.00	0.56	0.56	0.59	0.00	0.00	0.00
Delay/Veh:	0.0	16.9	19.0	27.2	10.7	0.0	17.9	17.9	18.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.9	19.0	27.2	10.7	0.0	17.9	17.9	18.6	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	5	6	4	5	0	6	6	6	0	0	0

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

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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.872
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	832	377	160	779	0	376	13	443	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	832	377	160	779	0	376	13	443	0	0	0
Added Vol:	0	124	117	0	159	0	0	33	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	956	494	160	938	0	376	46	443	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	997	515	167	978	0	392	48	462	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	997	515	167	978	0	392	48	462	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	997	515	167	978	0	392	48	462	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.94	0.94	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.89	0.11	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1583	194	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.32	0.09	0.27	0.00	0.25	0.25	0.29	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.36	0.36	0.12	0.48	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.77	0.89	0.79	0.57	0.00	0.77	0.77	0.89	0.00	0.00	0.00
Delay/Veh:	0.0	19.8	33.1	44.0	11.7	0.0	24.4	24.4	35.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.8	33.1	44.0	11.7	0.0	24.4	24.4	35.7	0.0	0.0	0.0
LOS by Move:	A	B	C	D	B	A	C	C	D	A	A	A
HCM2kAvgQ:	0	11	13	5	7	0	9	9	12	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	17	208	9	92	188	65	141	25	31	14	33	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	208	9	92	188	65	141	25	31	14	33	209
Added Vol:	0	6	0	39	14	142	56	0	0	0	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	214	9	131	202	207	197	25	31	14	33	224
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.00
PHF Volume:	18	221	9	135	208	0	203	26	32	14	34	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	221	9	135	208	0	203	26	32	14	34	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	18	221	9	135	208	0	203	26	32	14	34	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	1.00	0.95	0.87	0.87	0.85	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3444	145	1805	3610	1900	1805	1655	1655	1615	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.07	0.06	0.00	0.11	0.02	0.02	0.01	0.02	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.17	0.16	0.16	0.18	0.17	0.00	0.28	0.39	0.39	0.12	0.12	0.00
Volume/Cap:	0.06	0.41	0.41	0.41	0.34	0.00	0.41	0.04	0.05	0.08	0.15	0.00
Delay/Veh:	20.9	23.3	23.3	22.4	22.2	0.0	18.3	11.3	11.3	23.8	24.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	23.3	23.3	22.4	22.2	0.0	18.3	11.3	11.3	23.8	24.2	0.0
LOS by Move:	C	C	C	C	C	A	B	B	B	C	C	A
HCM2kAvgQ:	0	2	2	3	2	0	3	0	0	0	1	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Permitted					
Rights:	Include						Ignore						Include						Ignore					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	2	0	1		1	0	1	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	25		204		13		178		222		118		105		90		29		12		45		158	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	25		204		13		178		222		118		105		90		29		12		45		158	
Added Vol:	0		18		0		32		13		115		175		0		0		0		0		48	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	25		222		13		210		235		233		280		90		29		12		45		206	
User Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
PHF Adj:	0.96		0.96		0.96		0.96		0.96		0.00		0.96		0.96		0.96		0.96		0.96		0.00	
PHF Volume:	26		232		14		220		246		0		293		94		30		13		47		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	26		232		14		220		246		0		293		94		30		13		47		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
FinalVolume:	26		232		14		220		246		0		293		94		30		13		47		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.94		0.94		0.95		0.95		1.00		0.95		0.91		0.91		0.85		1.00		1.00	
Lanes:	1.00		1.89		0.11		1.00		2.00		1.00		1.00		1.51		0.49		1.00		1.00		1.00	
Final Sat.:	1805		3383		198		1805		3610		1900		1805		2629		847		1615		1900		1900	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.07		0.07		0.12		0.07		0.00		0.16		0.04		0.04		0.01		0.02		0.00	
Crit Moves:			****				****						****								****			
Green/Cycle:	0.17		0.12		0.12		0.21		0.17		0.00		0.28		0.40		0.40		0.12		0.12		0.00	
Volume/Cap:	0.09		0.57		0.57		0.57		0.41		0.00		0.57		0.09		0.09		0.07		0.21		0.00	
Delay/Veh:	21.3		26.8		26.8		23.3		22.8		0.0		19.9		11.2		11.2		23.7		24.5		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	21.3		26.8		26.8		23.3		22.8		0.0		19.9		11.2		11.2		23.7		24.5		0.0	
LOS by Move:	C		C		C		C		C		A		B		B		B		C		C		A	
HCM2kAvgQ:	0		3		3		5		3		0		5		1		0		0		1		0	

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

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

****

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[14.7]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	0	1	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	15		1		27	4		6		14	5		266		11	33		331		1
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	15		1		27	4		6		14	5		266		11	33		331		1
Added Vol:	35		0		0	0		0		0	0		23		13	0		54		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	50		1		27	4		6		14	5		289		24	33		385		1
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.88		0.88		0.88	0.88		0.88		0.88	0.88		0.88		0.88	0.88		0.88		0.88
PHF Volume:	57		1		31	5		7		16	6		328		27	37		437		1
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	57		1		31	5		7		16	6		328		27	37		437		1
Critical Gap Module:																				
Critical Gp:	7.5		6.5		6.9	7.5		6.5		6.9	4.1		xxxx		xxxxx	4.1		xxxx		xxxxx
FollowUpTim:	3.5		4.0		3.3	3.5		4.0		3.3	2.2		xxxx		xxxxx	2.2		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	636		852		164	688		879		219	438		xxxx		xxxxx	355		xxxx		xxxxx
Potent Cap.:	366		299		858	337		289		792	1132		xxxx		xxxxx	1215		xxxx		xxxxx
Move Cap.:	343		288		858	315		278		792	1132		xxxx		xxxxx	1215		xxxx		xxxxx
Volume/Cap:	0.17		0.00		0.04	0.01		0.02		0.02	0.01		xxxx		xxxx	0.03		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	0.6		0.0		0.1	xxxx		xxxx		xxxxx	0.0		xxxx		xxxxx	0.1		xxxx		xxxxx
Control Del:	17.6		17.5		9.4	xxxxx		xxxx		xxxxx	8.2		xxxx		xxxxx	8.1		xxxx		xxxxx
LOS by Move:	C		C		A	*		*		*	A		*		*	A		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		462		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		xxxx		xxxxx	xxxxx		0.2		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx		xxxx		xxxxx	xxxxx		13.3		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		*	*		B		*	*		*		*	*		*		*
ApproachDel:		14.7					13.3					xxxxxx					xxxxxx			
ApproachLOS:		B					B					*					*			

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

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

****

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[16.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 1		0 0 1!	0 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	9	2	49	3	3	1	5	331	7	18	283	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	2	49	3	3	1	5	331	7	18	283	2
Added Vol:	28	0	0	0	0	0	0	71	43	0	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	2	49	3	3	1	5	402	50	18	333	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	41	2	54	3	3	1	6	447	56	20	370	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	41	2	54	3	3	1	6	447	56	20	370	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	684	870	223	646	923	185	372	xxxx	xxxxx	502	xxxx	xxxxx
Potent Cap.:	338	292	786	361	272	832	1197	xxxx	xxxxx	1073	xxxx	xxxxx
Move Cap.:	329	285	786	328	265	832	1197	xxxx	xxxxx	1073	xxxx	xxxxx
Volume/Cap:	0.13	0.01	0.07	0.01	0.01	0.00	0.00	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	0.0	0.2	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	17.5	17.7	9.9	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	C	C	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	323	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	16.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:		13.3			16.4			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	

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

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Morning Peak Hour

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

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[15.4]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	1	0	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	1	1	1	17	1	27	30	257	1		4	249	9							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
Initial Bse:	1	1	1	17	1	27	30	257	1		4	249	9							
Added Vol:	0	0	0	13	0	0	0	65	0		0	169	35							
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0							
Initial Fut:	1	1	1	30	1	27	30	322	1		4	418	44							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86		0.86	0.86	0.86							
PHF Volume:	1	1	1	35	1	31	35	373	1		5	484	51							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
FinalVolume:	1	1	1	35	1	31	35	373	1		5	484	51							
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx							
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	695	988	187	750	937	242	535	xxxx	xxxxx		374	xxxx	xxxxx							
Potent Cap.:	332	249	829	304	267	765	1043	xxxx	xxxxx		1195	xxxx	xxxxx							
Move Cap.:	309	240	829	293	257	765	1043	xxxx	xxxxx		1195	xxxx	xxxxx							
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.04	0.03	xxxx	xxxx		0.00	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx		0.0	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.9	8.6	xxxx	xxxxx		8.0	xxxx	xxxxx							
LOS by Move:	*	*	*	*	*	A	A	*	*		A	*	*							
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	348	xxxxx	292	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	0.0	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	15.4	xxxxx	19.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	C	*	C	*	*	*	*	*		*	*	*							
ApproachDel:	15.4			14.8			xxxxxx				xxxxxx									
ApproachLOS:	C			B			*				*									

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

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: D[31.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	2	1	2	11	1	40	69	375	3	6	433	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	2	11	1	40	69	375	3	6	433	24
Added Vol:	0	0	0	43	0	0	0	205	0	0	134	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	2	54	1	40	69	580	3	6	567	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	2	1	2	61	1	45	78	652	3	7	637	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	1	2	61	1	45	78	652	3	7	637	58
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1141	1517	328	1132	1461	319	696	xxxx	xxxxx	655	xxxx	xxxxx
Potent Cap.:	158	120	674	160	130	683	910	xxxx	xxxxx	942	xxxx	xxxxx
Move Cap.:	136	109	674	148	118	683	910	xxxx	xxxxx	942	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.00	0.41	0.01	0.07	0.09	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.6	9.3	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	187	xxxxx	147	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	1.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	24.9	xxxxx	46.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	E	*	*	*	*	*	*	*	*
ApproachDel:		24.9			31.3			xxxxxx			xxxxxx	
ApproachLOS:		C			D			*			*	

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.186
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	1	1	1	17	1	27	30	257	1	4	249	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	17	1	27	30	257	1	4	249	9
Added Vol:	0	0	0	13	0	0	0	65	0	0	169	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	30	1	27	30	322	1	4	418	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	1	1	1	35	1	31	35	373	1	5	484	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	35	1	31	35	373	1	5	484	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	35	1	31	35	373	1	5	484	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.95	0.85	0.47	0.95	0.95	0.53	0.95	0.85
Lanes:	0.34	0.33	0.33	0.97	0.03	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	595	595	595	1754	58	1615	891	3599	11	1005	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.02	0.04	0.10	0.10	0.00	0.13	0.03
Crit Moves:		****			****						****	
Green/Cycle:	0.09	0.09	0.09	0.10	0.10	0.10	0.65	0.65	0.65	0.65	0.65	0.65
Volume/Cap:	0.02	0.02	0.02	0.21	0.21	0.20	0.06	0.16	0.16	0.01	0.21	0.05
Delay/Veh:	30.9	30.9	30.9	31.8	31.8	31.9	4.8	5.1	5.1	4.6	5.3	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	30.9	30.9	31.8	31.8	31.9	4.8	5.1	5.1	4.6	5.3	4.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	1	1	0	2	2	0	2	0

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.269
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	2	1	2	11	1	40	69	375	3	6	433	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	2	11	1	40	69	375	3	6	433	24
Added Vol:	0	0	0	43	0	0	0	205	0	0	134	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	2	54	1	40	69	580	3	6	567	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	2	1	2	61	1	45	78	652	3	7	637	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	2	61	1	45	78	652	3	7	637	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	2	61	1	45	78	652	3	7	637	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.95	0.95	0.85	0.38	0.95	0.95	0.37	0.95	0.85
Lanes:	0.40	0.20	0.40	0.98	0.02	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	705	352	705	1778	33	1615	728	3588	19	711	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.11	0.18	0.18	0.01	0.18	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.03	0.03	0.03	0.30	0.30	0.25	0.18	0.30	0.30	0.02	0.30	0.06
Delay/Veh:	26.0	26.0	26.0	27.4	27.4	27.1	6.1	6.6	6.6	5.4	6.5	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	26.0	26.0	27.4	27.4	27.1	6.1	6.6	6.6	5.4	6.5	5.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	1	1	1	4	4	0	3	1

****

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

****

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

****

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.032
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	0	0 0	0 0	0	0 0	1 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	10	0	0	0	0	0	0	0	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	0	0	0	0	0	0	17	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	0	0	0	0	0	0	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
PHF Volume:	18	0	0	0	0	0	0	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	0	0	0	0	0	0	30	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	0	0	0	0	0	0	0	30	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	861	0	0	0	0	0	0	790	935	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.03	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	7.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:	7.2			xxxxxx			6.7			xxxxxx		
Delay Adj:	1.00			xxxxx			1.00			xxxxx		
ApprAdjDel:	7.2			xxxxxx			6.7			xxxxxx		
LOS by Appr:	A			*			A			*		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

****

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

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

****

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.033
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0	0 0	0	0	1 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	19	0	0	0	0	0	0	0	18	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	0	0	0	0	0	0	18	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	0	0	0	0	0	0	0	18	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	29	0	0	0	0	0	0	0	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	0	0	0	0	0	0	27	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	0	0	0	0	0	0	0	27	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	862	0	0	0	0	0	0	785	927	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.03	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:		7.3			xxxxxx			6.7			xxxxxx	
Delay Adj:		1.00			xxxxx			1.00			xxxxx	
ApprAdjDel:		7.3			xxxxxx			6.7			xxxxxx	
LOS by Appr:		A			*			A			*	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

****

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

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	105	12	25	3	31	12	11	180	176	36	155	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	12	25	3	31	12	11	180	176	36	155	0
Added Vol:	80	26	0	0	10	0	0	0	33	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	38	25	3	41	12	11	180	209	36	155	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	209	43	28	3	46	14	12	204	236	41	175	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	43	28	3	46	14	12	204	236	41	175	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	43	28	3	46	14	12	204	236	41	175	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.55	0.45	1.00	0.46	0.54	1.00	1.00	0.00
Final Sat.:	477	506	560	422	706	212	541	294	342	511	554	0
Capacity Analysis Module:												
Vol/Sat:	0.44	0.08	0.05	0.01	0.07	0.06	0.02	0.69	0.69	0.08	0.32	xxxx
Crit Moves:	****				****				****		****	
Delay/Veh:	14.9	9.9	9.0	10.5	10.3	10.0	9.3	19.1	19.1	9.9	11.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	9.9	9.0	10.5	10.3	10.0	9.3	19.1	19.1	9.9	11.5	0.0
LOS by Move:	B	A	A	B	B	B	A	C	C	A	B	*
ApproachDel:		13.5			10.2			18.9			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.5			10.2			18.9			11.2	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.7	0.1	0.0	0.0	0.1	0.1	0.0	1.9	1.9	0.1	0.4	0.4

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

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.4
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	186	33	64	1	8	1	0	161	168	48	123	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	33	64	1	8	1	0	161	168	48	123	4
Added Vol:	71	21	0	0	32	0	0	0	103	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	54	64	1	40	1	0	161	271	48	123	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	291	61	72	1	45	1	0	182	307	54	139	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	61	72	1	45	1	0	182	307	54	139	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	61	72	1	45	1	0	182	307	54	139	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.95	0.05	1.00	0.37	0.63	1.00	0.97	0.03
Final Sat.:	475	503	556	396	821	21	510	225	379	473	494	16
Capacity Analysis Module:												
Vol/Sat:	0.61	0.12	0.13	0.00	0.06	0.06	0.00	0.81	0.81	0.11	0.28	0.28
Crit Moves:	****				****			****			****	
Delay/Veh:	20.1	10.4	9.7	11.0	10.9	10.8	0.0	27.8	27.8	10.8	11.8	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	10.4	9.7	11.0	10.9	10.8	0.0	27.8	27.8	10.8	11.8	11.8
LOS by Move:	C	B	A	B	B	B	*	D	D	B	B	B
ApproachDel:		16.9			10.9			27.8			11.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.9			10.9			27.8			11.5	
LOS by Appr:		C			B			D			B	
AllWayAvgQ:	1.3	0.1	0.1	0.0	0.0	0.0	0.0	3.2	3.2	0.1	0.3	0.3

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	1	1 0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	105	12	25	3	31	12	11	180	176	36	155	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	12	25	3	31	12	11	180	176	36	155	1
Added Vol:	80	26	0	0	10	0	0	0	33	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	38	25	3	41	12	11	180	209	36	155	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	209	43	28	3	46	14	12	204	236	41	175	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	43	28	3	46	14	12	204	236	41	175	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	43	28	3	46	14	12	204	236	41	175	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	1.00	0.85	0.73	0.92	0.92	0.64	0.92	0.92	0.43	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.55	0.45	1.00	0.46	0.54	1.00	0.99	0.01
Final Sat.:	1366	1900	1615	1389	2698	790	1214	808	938	813	1886	12
Capacity Analysis Module:												
Vol/Sat:	0.15	0.02	0.02	0.00	0.02	0.02	0.01	0.25	0.25	0.05	0.09	0.09
Crit Moves:	****							****				
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.47	0.07	0.05	0.01	0.05	0.05	0.02	0.47	0.47	0.09	0.17	0.17
Delay/Veh:	16.8	13.9	13.8	13.6	13.8	13.8	6.5	8.9	8.9	6.8	7.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	13.9	13.8	13.6	13.8	13.8	6.5	8.9	8.9	6.8	7.1	7.1
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	4	1	0	0	0	0	0	5	5	0	2	2

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	186	33	64	1	8	1	1	161	168	48	123	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	33	64	1	8	1	1	161	168	48	123	4
Added Vol:	71	21	0	0	32	0	0	0	103	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	54	64	1	40	1	1	161	271	48	123	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	291	61	72	1	45	1	1	182	307	54	139	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	61	72	1	45	1	1	182	307	54	139	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	61	72	1	45	1	1	182	307	54	139	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	1.00	0.85	0.72	0.95	0.95	0.66	0.91	0.91	0.37	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.95	0.05	1.00	0.37	0.63	1.00	0.97	0.03
Final Sat.:	1387	1900	1615	1360	3508	88	1254	642	1080	694	1831	60
Capacity Analysis Module:												
Vol/Sat:	0.21	0.03	0.04	0.00	0.01	0.01	0.00	0.28	0.28	0.08	0.08	0.08
Crit Moves:	****							****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.57	0.09	0.12	0.00	0.04	0.04	0.00	0.57	0.57	0.16	0.15	0.15
Delay/Veh:	16.7	12.4	12.6	12.0	12.1	12.1	7.6	11.5	11.5	8.4	8.2	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	12.4	12.6	12.0	12.1	12.1	7.6	11.5	11.5	8.4	8.2	8.2
LOS by Move:	B	B	B	B	B	B	A	B	B	A	A	A
HCM2kAvgQ:	5	1	1	0	0	0	0	7	7	1	1	1

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	92	105	73	74	202	41	39	157	70	48	152	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	105	73	74	202	41	39	157	70	48	152	30
Added Vol:	139	142	4	1	58	0	0	25	54	1	66	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	247	77	75	260	41	39	182	124	49	218	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	252	269	84	82	283	45	42	198	135	53	237	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	269	84	82	283	45	42	198	135	53	237	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	269	84	82	283	45	42	198	135	53	237	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	0.92	0.92	0.54	0.93	0.93	0.95	0.89	0.89	0.95	0.93	0.93
Lanes:	1.00	1.52	0.48	1.00	1.73	0.27	1.00	1.19	0.81	1.00	1.73	0.27
Final Sat.:	1045	2653	827	1022	3056	482	1805	2016	1374	1805	3060	477
Capacity Analysis Module:												
Vol/Sat:	0.24	0.10	0.10	0.08	0.09	0.09	0.02	0.10	0.10	0.03	0.08	0.08
Crit Moves:	****							****		****		
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.16	0.20	0.20	0.12	0.16	0.16
Volume/Cap:	0.50	0.21	0.21	0.16	0.19	0.19	0.15	0.50	0.50	0.25	0.49	0.49
Delay/Veh:	11.2	8.9	8.9	8.8	8.8	8.8	22.1	22.0	22.0	24.8	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	8.9	8.9	8.8	8.8	8.8	22.1	22.0	22.0	24.8	23.8	23.8
LOS by Move:	B	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	4	2	2	1	2	2	1	4	4	1	3	3

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

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Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	117	250	64	85	198	35	68	223	89	97	305	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	250	64	85	198	35	68	223	89	97	305	68
Added Vol:	118	123	2	5	180	0	0	74	173	4	45	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	373	66	90	378	35	68	297	262	101	350	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	239	380	67	92	385	36	69	302	267	103	356	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	380	67	92	385	36	69	302	267	103	356	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	380	67	92	385	36	69	302	267	103	356	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.93	0.93	0.46	0.94	0.94	0.95	0.88	0.88	0.95	0.93	0.93
Lanes:	1.00	1.70	0.30	1.00	1.83	0.17	1.00	1.06	0.94	1.00	1.66	0.34
Final Sat.:	920	3000	531	882	3261	302	1805	1784	1574	1805	2926	594
Capacity Analysis Module:												
Vol/Sat:	0.26	0.13	0.13	0.10	0.12	0.12	0.04	0.17	0.17	0.06	0.12	0.12
Crit Moves:	****							****		****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.19	0.27	0.27	0.12	0.20	0.20
Volume/Cap:	0.63	0.31	0.31	0.25	0.29	0.29	0.20	0.63	0.63	0.49	0.62	0.62
Delay/Veh:	17.3	11.9	11.9	11.9	11.8	11.8	20.8	20.7	20.7	26.6	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	11.9	11.9	11.9	11.8	11.8	20.8	20.7	20.7	26.6	23.7	23.7
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	3	3	1	3	3	1	6	6	3	5	5

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

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

****

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[13.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	53	173	0	0	202	154	0	0	0	3	0	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	173	0	0	202	154	0	0	0	3	0	86
Added Vol:	140	285	0	0	114	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	458	0	0	316	154	0	0	0	14	0	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	216	513	0	0	354	173	0	0	0	16	0	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	216	513	0	0	354	173	0	0	0	16	0	96
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	527	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1123	xxxx	257
Potent Cap.:	1050	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	203	xxxx	748
Move Cap.:	1050	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	170	xxxx	748
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.13
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	0.4
Control Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	28.3	xxxx	10.5
LOS by Move:	A	*	*	*	*	*	*	*	*	D	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.0		
ApproachLOS:	*			*			*			B		

****

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: C[20.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	60	318		0			0	212		180			0		0		0		10		0		169	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	60	318		0			0	212		180			0		0		0		10		0		169	
Added Vol:	131	243		0			0	358		0			0		0		0		42		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	191	561		0			0	570		180			0		0		0		52		0		169	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.96	0.96		0.96			0.96	0.96		0.96			0.96		0.96		0.96		0.96		0.96		0.96	
PHF Volume:	199	585		0			0	594		188			0		0		0		54		0		176	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	199	585		0			0	594		188			0		0		0		54		0		176	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8	xxxx		6.9		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5	xxxx		3.3		
Capacity Module:																								
Cnflict Vol:	782	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1281	xxxx		292		
Potent Cap.:	845	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										160	xxxx		710		
Move Cap.:	845	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										131	xxxx		710		
Volume/Cap:	0.24	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.41	xxxx		0.25		
Level Of Service Module:																								
2Way95thQ:	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1.8	xxxx		1.0		
Control Del:	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										50.6	xxxx		11.7		
LOS by Move:	B	*		*		*	*		*										F	*		B		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*	*		*	*											*	*		*		
ApproachDel:	xxxxxx			xxxxxx			xxxxxx												20.9					
ApproachLOS:	*			*			*												C					

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

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	53	173	0	0	202	154	0	0	0	3	0	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	173	0	0	202	154	0	0	0	3	0	86
Added Vol:	140	285	0	0	114	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	458	0	0	316	154	0	0	0	14	0	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	216	513	0	0	354	173	0	0	0	16	0	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	513	0	0	354	173	0	0	0	16	0	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	513	0	0	354	173	0	0	0	16	0	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.83	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.34	0.66	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2308	1125	0	0	0	1571	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.01	0.00	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.29	0.66	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.42	0.22	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.07	0.00	0.42
Delay/Veh:	17.8	4.2	0.0	0.0	14.3	14.3	0.0	0.0	0.0	22.4	0.0	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	4.2	0.0	0.0	14.3	14.3	0.0	0.0	0.0	22.4	0.0	24.6
LOS by Move:	B	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	4	2	0	0	4	4	0	0	0	0	0	2

****

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

****

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	60	318	0	0	212	180	0	0	0	10	0	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	318	0	0	212	180	0	0	0	10	0	169
Added Vol:	131	243	0	0	358	0	0	0	0	42	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	561	0	0	570	180	0	0	0	52	0	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	199	585	0	0	594	188	0	0	0	54	0	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	585	0	0	594	188	0	0	0	54	0	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	585	0	0	594	188	0	0	0	54	0	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.92	0.92	1.00	1.00	1.00	0.83	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	1.52	0.48	0.00	0.00	0.00	0.24	0.00	0.76
Final Sat.:	1805	3610	0	0	2645	835	0	0	0	373	0	1211
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:	****				****					****		
Green/Cycle:	0.18	0.56	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.60	0.29	0.00	0.00	0.60	0.60	0.00	0.00	0.00	0.60	0.00	0.60
Delay/Veh:	25.5	7.1	0.0	0.0	15.9	15.9	0.0	0.0	0.0	22.9	0.0	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	7.1	0.0	0.0	15.9	15.9	0.0	0.0	0.0	22.9	0.0	22.9
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	4	3	0	0	7	7	0	0	0	5	0	5

****

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

****

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

****

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 13.7 Worst Case Level Of Service: F[57.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	1 0 1	0	0	0 1	0	1 0	0 0 0	0	0
Volume Module:												
Base Vol:	0	92	6	124	60	0	138	2	49	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	92	6	124	60	0	138	2	49	0	0	0
Added Vol:	0	424	41	0	125	0	0	0	59	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	516	47	124	185	0	138	2	108	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	622	57	150	223	0	166	2	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	622	57	150	223	0	166	2	130	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	679	xxxx	xxxxx	1173	1201	223	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	923	xxxx	xxxxx	214	186	821	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	923	xxxx	xxxxx	188	156	821	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	0.89	0.02	0.16	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	187	xxxx	762	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.9	xxxx	0.6	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	93.5	xxxx	10.7	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	B	*	*	*
ApproachDel:	xxxxxx			xxxxxx			57.1			xxxxxx		
ApproachLOS:	*			*			F			*		

****

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

****

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

****

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 72.0 Worst Case Level Of Service: F[246.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	1 0 1	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	139	17	117	115	0	234	0	66	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	139	17	117	115	0	234	0	66	0	0	0
Added Vol:	0	374	24	0	400	0	0	0	184	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	513	41	117	515	0	234	0	250	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.90 0.90	0.90		0.90 0.90	0.90		0.90 0.90	0.90		0.90 0.90	0.90	
PHF Volume:	0	569	45	130	571	0	259	0	277	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	569	45	130	571	0	259	0	277	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	614	xxxx	xxxxx	1422	xxxx	571	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	975	xxxx	xxxxx	152	xxxx	524	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	975	xxxx	xxxxx	136	xxxx	524	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	1.91	xxxx	0.53	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	20.2	xxxx	3.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	488.8	xxxx	19.3	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	F	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			246.3			xxxxxx		
ApproachLOS:	*			*			F			*		

****

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

****

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		7	0	7		0	0	0	
Lanes:	0	0	1	0 1	1	0	1	0 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	92	6		124	60	0		138	0	49		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	92	6		124	60	0		138	0	49		0	0	0	
Added Vol:	0	424	41		0	125	0		0	0	59		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	516	47		124	185	0		138	0	108		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	0	622	57		150	223	0		166	0	130		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	622	57		150	223	0		166	0	130		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	622	57		150	223	0		166	0	130		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	1.00	1.00		0.77	1.00	0.85		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	1900	1615		1805	1900	0		1461	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.33	0.04		0.08	0.12	0.00		0.11	0.00	0.08		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.00	0.50	0.50		0.13	0.63	0.00		0.17	0.00	0.17		0.00	0.00	0.00	
Volume/Cap:	0.00	0.66	0.07		0.66	0.19	0.00		0.66	0.00	0.46		0.00	0.00	0.00	
Delay/Veh:	0.0	12.8	7.8		31.7	4.8	0.0		29.2	0.0	23.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	12.8	7.8		31.7	4.8	0.0		29.2	0.0	23.5		0.0	0.0	0.0	
LOS by Move:	A	B	A		C	A	A		C	A	C		A	A	A	
HCM2kAvgQ:	0	10	1		4	2	0		4	0	3		0	0	0	

****

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	1	0 1	0 0	0 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	139	17	117	115	0	234	0	66	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	139	17	117	115	0	234	0	66	0	0	0
Added Vol:	0	374	24	0	400	0	0	0	184	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	513	41	117	515	0	234	0	250	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	569	45	130	571	0	259	0	277	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	569	45	130	571	0	259	0	277	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	569	45	130	571	0	259	0	277	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.78	1.00	0.78	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.48	0.00	0.52	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	1900	0	716	0	765	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.03	0.07	0.30	0.00	0.36	0.00	0.36	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.34	0.34	0.08	0.43	0.00	0.41	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.87	0.08	0.87	0.71	0.00	0.87	0.00	0.87	0.00	0.00	0.00
Delay/Veh:	0.0	35.6	16.7	73.4	20.6	0.0	33.2	0.0	33.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.6	16.7	73.4	20.6	0.0	33.2	0.0	33.2	0.0	0.0	0.0
LOS by Move:	A	D	B	E	C	A	C	A	C	A	A	A
HCM2kAvgQ:	0	16	1	6	12	0	15	0	15	0	0	0

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

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

****

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

****

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[13.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	39	5	82	10	0	0	0	0	5	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	39	5	82	10	0	0	0	0	5	0	57
Added Vol:	0	465	0	0	184	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	504	5	82	194	0	0	0	0	5	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	581	6	94	224	0	0	0	0	6	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	581	6	94	224	0	0	0	0	6	0	66
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	586	xxxx	xxxxx	xxxx	xxxx	xxxxx	996	996	584
Potent Cap.:	xxxx	xxxx	xxxxx	998	xxxx	xxxxx	xxxx	xxxx	xxxxx	273	246	516
Move Cap.:	xxxx	xxxx	xxxxx	998	xxxx	xxxxx	xxxx	xxxx	xxxxx	252	222	516
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.13
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	476	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.9		
ApproachLOS:	*			*			*			B		

****

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

****

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[13.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	55	3	72	112	0	0	0	0	2	0	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	55	3	72	112	0	0	0	0	2	0	73
Added Vol:	0	397	0	0	583	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	452	3	72	695	0	0	0	0	2	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	513	3	82	789	0	0	0	0	2	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	513	3	82	789	0	0	0	0	2	0	83
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	516	xxxx	xxxxx	xxxx	xxxx	xxxxx	1467	1467	515
Potent Cap.:	xxxx	xxxx	xxxxx	1060	xxxx	xxxxx	xxxx	xxxx	xxxxx	142	129	564
Move Cap.:	xxxx	xxxx	xxxxx	1060	xxxx	xxxxx	xxxx	xxxx	xxxxx	133	119	564
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.15
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	519	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.3		
ApproachLOS:	*			*			*			B		

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 4.5
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	39	5	82	10	0	0	0	0	5	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	39	5	82	10	0	0	0	0	5	0	57
Added Vol:	0	465	0	0	184	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	504	5	82	194	0	0	0	0	5	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	581	6	94	224	0	0	0	0	6	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	581	6	94	224	0	0	0	0	6	0	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	581	6	94	224	0	0	0	0	6	0	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.77	0.77	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Lanes:	0.00	0.99	0.01	0.30	0.70	0.00	0.00	0.00	0.00	0.08	0.00	0.92
Final Sat.:	0	1879	19	432	1023	0	0	0	0	131	0	1493
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.22	0.22	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****								****		
Green/Cycle:	0.00	0.75	0.75	0.75	0.75	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.00	0.41	0.41	0.29	0.29	0.00	0.00	0.00	0.00	0.38	0.00	0.38
Delay/Veh:	0.0	2.9	2.9	2.5	2.5	0.0	0.0	0.0	0.0	25.7	0.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.9	2.9	2.5	2.5	0.0	0.0	0.0	0.0	25.7	0.0	25.7
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	4	4	2	2	0	0	0	0	2	0	2

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	55	3	72	112	0	0	0	0	2	0	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	55	3	72	112	0	0	0	0	2	0	73
Added Vol:	0	397	0	0	583	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	452	3	72	695	0	0	0	0	2	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	513	3	82	789	0	0	0	0	2	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	513	3	82	789	0	0	0	0	2	0	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	513	3	82	789	0	0	0	0	2	0	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.92	1.00	1.00	1.00	1.00	0.86	1.00	0.86
Lanes:	0.00	0.99	0.01	0.09	0.91	0.00	0.00	0.00	0.00	0.03	0.00	0.97
Final Sat.:	0	1886	13	163	1577	0	0	0	0	44	0	1596
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.50	0.50	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:					****					****		
Green/Cycle:	0.00	0.79	0.79	0.79	0.79	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.35	0.35	0.64	0.64	0.00	0.00	0.00	0.00	0.52	0.00	0.52
Delay/Veh:	0.0	2.3	2.3	4.2	4.2	0.0	0.0	0.0	0.0	32.8	0.0	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.3	2.3	4.2	4.2	0.0	0.0	0.0	0.0	32.8	0.0	32.8
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	3	3	9	9	0	0	0	0	3	0	3

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

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	0 1	0	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	7	8	17	4	0	0	0	0	7	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	7	8	17	4	0	0	0	0	7	0	2
Added Vol:	0	201	41	137	56	0	0	0	0	14	0	280
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	208	49	154	60	0	0	0	0	21	0	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	305	72	226	88	0	0	0	0	31	0	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	305	72	226	88	0	0	0	0	31	0	414
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	305	72	226	88	0	0	0	0	31	0	414
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.72	0.28	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	559	621	402	156	0	0	0	0	512	0	620
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.55	0.12	0.56	0.56	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.67
Crit Moves:		****			****							****
Delay/Veh:	0.0	15.7	8.9	16.5	16.5	0.0	0.0	0.0	0.0	9.9	0.0	18.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.7	8.9	16.5	16.5	0.0	0.0	0.0	0.0	9.9	0.0	18.0
LOS by Move:	*	C	A	C	C	*	*	*	*	A	*	C
ApproachDel:		14.4			16.5			xxxxxx			17.4	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		14.4			16.5			xxxxxx			17.4	
LOS by Appr:		B			C			*			C	
AllWayAvgQ:	0.0	1.1	0.1	1.1	1.1	1.1	0.0	0.0	0.0	0.1	0.0	1.7

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

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.377
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	118.0
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	1	0	1 0	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	13	4	38	16	0	0	0	0	2	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	13	4	38	16	0	0	0	0	2	0	13
Added Vol:	0	118	28	393	207	0	0	0	0	44	0	291
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	131	32	431	223	0	0	0	0	46	0	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	165	40	541	280	0	0	0	0	58	0	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	165	40	541	280	0	0	0	0	58	0	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	165	40	541	280	0	0	0	0	58	0	382
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.66	0.34	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	527	586	393	203	0	0	0	0	500	0	598
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.31	0.07	1.38	1.38	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.64
Crit Moves:		****			****							****
Delay/Veh:	0.0	12.3	9.1	198.4	198	0.0	0.0	0.0	0.0	10.8	0.0	18.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.3	9.1	198.4	198	0.0	0.0	0.0	0.0	10.8	0.0	18.4
LOS by Move:	*	B	A	F	F	*	*	*	*	B	*	C
ApproachDel:		11.6			198.4			xxxxxx			17.4	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		11.6			198.4			xxxxxx			17.4	
LOS by Appr:		B			F			*			C	
AllWayAvgQ:	0.0	0.4	0.1	31.4	31.4	31.4	0.0	0.0	0.0	0.1	0.0	1.6

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	7	8	17	4	0	0	0	0	7	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	7	8	17	4	0	0	0	0	7	0	2
Added Vol:	0	201	41	137	56	0	0	0	0	14	0	280
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	208	49	154	60	0	0	0	0	21	0	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	305	72	226	88	0	0	0	0	31	0	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	305	72	226	88	0	0	0	0	31	0	414
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	305	72	226	88	0	0	0	0	31	0	414
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1638	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.04	0.13	0.05	0.00	0.00	0.00	0.00	0.02	0.00	0.26
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.24	0.24	0.18	0.42	0.00	0.00	0.00	0.00	0.38	0.00	0.38
Volume/Cap:	0.00	0.68	0.19	0.68	0.11	0.00	0.00	0.00	0.00	0.05	0.00	0.68
Delay/Veh:	0.0	24.9	18.5	28.3	10.6	0.0	0.0	0.0	0.0	11.9	0.0	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.9	18.5	28.3	10.6	0.0	0.0	0.0	0.0	11.9	0.0	18.7
LOS by Move:	A	C	B	C	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	7	1	5	1	0	0	0	0	0	0	8

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0 1	0 1		1 0 1	0 0		0 0 0	0 0		1 0	0 0 1	
Volume Module:												
Base Vol:	0	13	4	38	16	0	0	0	0	2	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	13	4	38	16	0	0	0	0	2	0	13
Added Vol:	0	118	28	393	207	0	0	0	0	44	0	291
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	131	32	431	223	0	0	0	0	46	0	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	165	40	541	280	0	0	0	0	58	0	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	165	40	541	280	0	0	0	0	58	0	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	165	40	541	280	0	0	0	0	58	0	382
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.82	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1550	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.02	0.30	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.24
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.12	0.12	0.38	0.50	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.00	0.74	0.21	0.79	0.30	0.00	0.00	0.00	0.00	0.12	0.00	0.79
Delay/Veh:	0.0	38.3	24.6	22.3	9.0	0.0	0.0	0.0	0.0	15.3	0.0	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.3	24.6	22.3	9.0	0.0	0.0	0.0	0.0	15.3	0.0	27.4
LOS by Move:	A	D	C	C	A	A	A	A	A	B	A	C
HCM2kAvgQ:	0	5	1	11	3	0	0	0	0	1	0	9

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

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

****

Intersection #24 Sunset Avenue (NS) at C Street (EW)

****

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: A[9.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	0	0	0 0	0	0	0 0	0	1
Volume Module:												
Base Vol:	0	15	0	0	11	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	15	0	0	11	0	0	0	0	0	0	0
Added Vol:	0	0	0	70	0	0	0	0	0	0	0	242
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	15	0	70	11	0	0	0	0	0	0	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	16	0	74	12	0	0	0	0	0	0	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	16	0	74	12	0	0	0	0	0	0	255
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	16	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	16
Potent Cap.:	xxxx	xxxx	xxxxx	1615	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1069
Move Cap.:	xxxx	xxxx	xxxxx	1615	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1069
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.24
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.9
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.4		
ApproachLOS:	*			*			*			A		

****

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

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

****

Intersection #24 Sunset Avenue (NS) at C Street (EW)

****

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: A[8.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	0	0	0 0	0	0	0 0	0	1
Volume Module:												
Base Vol:	0	17	0	0	18	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	17	0	0	18	0	0	0	0	0	0	0
Added Vol:	0	0	0	252	0	0	0	0	0	0	0	146
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	17	0	252	18	0	0	0	0	0	0	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	18	0	265	19	0	0	0	0	0	0	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	18	0	265	19	0	0	0	0	0	0	154
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	18	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	18
Potent Cap.:	xxxx	xxxx	xxxxx	1612	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1067
Move Cap.:	xxxx	xxxx	xxxxx	1612	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1067
Volume/Cap:	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.9
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.9		
ApproachLOS:	*			*			*			A		

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 A Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.237
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	32	0	0	24	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	32	0	0	24	0
Added Vol:	95	0	9	0	0	0	0	109	70	7	199	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	0	9	0	0	0	0	141	70	7	223	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	100	0	9	0	0	0	0	148	74	7	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	9	0	0	0	0	148	74	7	235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	9	0	0	0	0	148	74	7	235	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	1.00	0.75	1.00	1.00	1.00	1.00	0.96	0.96	0.99	0.99	1.00
Lanes:	0.91	0.00	0.09	0.00	0.00	0.00	0.00	0.67	0.33	0.03	0.97	0.00
Final Sat.:	1301	0	123	0	0	0	0	1213	602	57	1829	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.12	0.12	0.13	0.13	0.00
Crit Moves:	****										****	
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.54	0.54	0.54	0.54	0.00
Volume/Cap:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.23	0.23	0.24	0.24	0.00
Delay/Veh:	15.1	0.0	15.1	0.0	0.0	0.0	0.0	7.3	7.3	7.3	7.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	0.0	15.1	0.0	0.0	0.0	0.0	7.3	7.3	7.3	7.3	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	2	2	2	2	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 A Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	61	0	0	26	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	61	0	0	26	0
Added Vol:	146	0	16	0	0	0	0	254	167	18	189	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	0	16	0	0	0	0	315	167	18	215	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	154	0	17	0	0	0	0	332	176	19	226	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	0	17	0	0	0	0	332	176	19	226	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	0	17	0	0	0	0	332	176	19	226	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	1.00	0.73	1.00	1.00	1.00	1.00	0.95	0.95	0.96	0.96	1.00
Lanes:	0.90	0.00	0.10	0.00	0.00	0.00	0.00	0.65	0.35	0.08	0.92	0.00
Final Sat.:	1242	0	136	0	0	0	0	1183	627	141	1681	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.28	0.28	0.13	0.13	0.00
Crit Moves:	****							****				
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.60	0.60	0.60	0.60	0.00
Volume/Cap:	0.47	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.47	0.22	0.22	0.00
Delay/Veh:	19.4	0.0	19.4	0.0	0.0	0.0	0.0	6.9	6.9	5.6	5.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	0.0	19.4	0.0	0.0	0.0	0.0	6.9	6.9	5.6	5.6	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	3	0	0	0	0	6	6	2	2	0

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

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San Gorgonio Specific Plan
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Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	80	32	172	16	41	13	5	224	73	122	178	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	32	172	16	41	13	5	224	73	122	178	8
Added Vol:	65	12	63	9	5	0	0	9	26	26	26	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	44	235	25	46	13	5	233	99	148	204	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	167	51	270	29	53	15	6	268	114	170	234	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	51	270	29	53	15	6	268	114	170	234	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	51	270	29	53	15	6	268	114	170	234	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	1.00	0.85	0.91	0.91	0.91	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	0.30	0.55	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1319	1900	1615	513	944	267	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.17	0.06	0.06	0.06	0.00	0.07	0.07	0.09	0.06	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.20	0.18	0.18	0.22	0.20	0.20
Volume/Cap:	0.32	0.07	0.42	0.14	0.14	0.14	0.02	0.42	0.40	0.42	0.32	0.06
Delay/Veh:	12.8	11.2	13.5	11.6	11.6	11.6	19.2	22.4	22.8	20.6	20.8	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	11.2	13.5	11.6	11.6	11.6	19.2	22.4	22.8	20.6	20.8	19.5
LOS by Move:	B	B	B	B	B	B	B	C	C	C	C	B
HCM2kAvgQ:	2	1	4	1	1	1	0	3	2	3	2	0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	64	50	233	26	40	9	23	291	69	210	331	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	50	233	26	40	9	23	291	69	210	331	36
Added Vol:	48	11	57	4	16	0	0	30	76	81	17	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	61	290	30	56	9	23	321	145	291	348	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	118	64	306	32	59	9	24	338	153	307	367	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	64	306	32	59	9	24	338	153	307	367	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	64	306	32	59	9	24	338	153	307	367	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	1.00	0.85	0.90	0.90	0.90	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	0.32	0.59	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1334	1900	1615	541	1009	162	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.19	0.06	0.06	0.06	0.01	0.09	0.09	0.17	0.10	0.03
Crit Moves:			****					****		****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.23	0.17	0.17	0.30	0.23	0.23
Volume/Cap:	0.26	0.10	0.57	0.17	0.17	0.17	0.06	0.57	0.57	0.57	0.44	0.11
Delay/Veh:	14.9	13.8	17.8	14.3	14.3	14.3	18.0	24.3	26.0	19.1	20.0	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	13.8	17.8	14.3	14.3	14.3	18.0	24.3	26.0	19.1	20.0	18.3
LOS by Move:	B	B	B	B	B	B	B	C	C	B	C	B
HCM2kAvgQ:	2	1	5	1	1	1	0	4	4	6	4	1

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

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

****

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: B[13.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 0			0 0 1 1 0			0 0 0 0 0			0 1 0 1 0		
Volume Module:												
Base Vol:	26	225	0	0	103	170	0	0	0	10	3	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	225	0	0	103	170	0	0	0	10	3	104
Added Vol:	88	139	0	0	58	0	0	0	0	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	364	0	0	161	170	0	0	0	33	3	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	138	441	0	0	195	206	0	0	0	40	4	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	138	441	0	0	195	206	0	0	0	40	4	126
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	401	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	814	1117	220
Potent Cap.:	1169	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	320	209	790
Move Cap.:	1169	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	291	184	790
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.02	0.16
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	278	xxxx	723
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	0.6
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.4	xxxx	11.1
Shared LOS:	*	*	*	*	*	*	*	*	*	C	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.4		
ApproachLOS:	*			*			*			B		

****

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: C[15.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	35	285	0	0	102	251	0	0	0	10	0	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	285	0	0	102	251	0	0	0	10	0	104
Added Vol:	65	116	0	0	173	0	0	0	0	74	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	401	0	0	275	251	0	0	0	84	0	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	108	433	0	0	297	271	0	0	0	91	0	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	108	433	0	0	297	271	0	0	0	91	0	112
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	568	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	798	xxxx	217
Potent Cap.:	1014	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	328	xxxx	794
Move Cap.:	1014	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	301	xxxx	794
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	xxxx	0.14
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	0.5
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.0	xxxx	10.3
LOS by Move:	A	*	*	*	*	*	*	*	*	C	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.5		
ApproachLOS:	*			*			*			C		

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.253
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	26	225	0	0	103	170	0	0	0	10	0	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	225	0	0	103	170	0	0	0	10	0	104
Added Vol:	88	139	0	0	58	0	0	0	0	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	364	0	0	161	170	0	0	0	33	0	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	138	441	0	0	195	206	0	0	0	40	0	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	441	0	0	195	206	0	0	0	40	0	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	441	0	0	195	206	0	0	0	40	0	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.95	1.00	1.00	0.88	0.88	1.00	1.00	1.00	0.84	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	977	3610	0	0	1666	1666	0	0	0	1594	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.03	0.00	0.08
Crit Moves:	****											****
Green/Cycle:	0.56	0.56	0.00	0.00	0.56	0.56	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.25	0.22	0.00	0.00	0.21	0.22	0.00	0.00	0.00	0.08	0.00	0.25
Delay/Veh:	7.1	6.7	0.0	0.0	6.7	6.7	0.0	0.0	0.0	14.8	0.0	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	6.7	0.0	0.0	6.7	6.7	0.0	0.0	0.0	14.8	0.0	15.8
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	2	2	0	0	2	2	0	0	0	1	0	2

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	35	285	0	0	102	251	0	0	0	10	0	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	285	0	0	102	251	0	0	0	10	0	104
Added Vol:	65	116	0	0	173	0	0	0	0	74	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	401	0	0	275	251	0	0	0	84	0	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	108	433	0	0	297	271	0	0	0	91	0	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	433	0	0	297	271	0	0	0	91	0	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	433	0	0	297	271	0	0	0	91	0	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.95	1.00	1.00	0.88	0.88	1.00	1.00	1.00	0.81	1.00	0.81
Lanes:	1.00	2.00	0.00	0.00	1.05	0.95	0.00	0.00	0.00	0.45	0.00	0.55
Final Sat.:	768	3610	0	0	1751	1599	0	0	0	684	0	847
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:					****					****		
Green/Cycle:	0.49	0.49	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.38	0.00	0.38
Volume/Cap:	0.29	0.25	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.35	0.00	0.35
Delay/Veh:	9.6	9.1	0.0	0.0	9.7	9.7	0.0	0.0	0.0	13.6	0.0	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.1	0.0	0.0	9.7	9.7	0.0	0.0	0.0	13.6	0.0	13.6
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	1	3	0	0	4	4	0	0	0	3	0	3

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: C[20.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		2 0 0	1 0		0 1	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	75	13	81	66	0	180	0	18	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	75	13	81	66	0	180	0	18	0	0	0
Added Vol:	0	227	53	0	81	0	0	0	34	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	302	66	81	147	0	180	0	52	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	379	83	102	185	0	226	0	65	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	379	83	102	185	0	226	0	65	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	462	xxxx	xxxxx	578	xxxx	92	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1109	xxxx	xxxxx	451	xxxx	953	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1109	xxxx	xxxxx	420	xxxx	953	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	0.54	xxxx	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	3.1	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	23.2	xxxx	9.1	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	C	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			20.0			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 8.1 Worst Case Level Of Service: C[23.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		1 0 2	0 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	102	10	62	61	0	228	0	23	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	102	10	62	61	0	228	0	23	0	0	0
Added Vol:	0	182	54	0	247	0	0	0	103	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	284	64	62	308	0	228	0	126	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	320	72	70	347	0	257	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	320	72	70	347	0	257	0	142	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	392	xxxx	xxxxx	647	xxxx	174	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1177	xxxx	xxxxx	408	xxxx	846	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1177	xxxx	xxxxx	390	xxxx	846	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	0.66	xxxx	0.17	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	4.6	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	30.4	xxxx	10.1	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	D	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			23.2			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	75	13	81	66	0	180	0	18	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	75	13	81	66	0	180	0	18	0	0	0
Added Vol:	0	227	53	0	81	0	0	0	34	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	302	66	81	147	0	180	0	52	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	379	83	102	185	0	226	0	65	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	379	83	102	185	0	226	0	65	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	379	83	102	185	0	226	0	65	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.45	0.95	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.64	0.36	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2883	630	855	3610	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.12	0.05	0.00	0.15	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.00	0.40	0.40	0.40	0.40	0.00	0.47	0.00	0.47	0.00	0.00	0.00
Volume/Cap:	0.00	0.33	0.33	0.30	0.13	0.00	0.33	0.00	0.09	0.00	0.00	0.00
Delay/Veh:	0.0	12.6	12.6	12.8	11.5	0.0	10.3	0.0	8.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.6	12.6	12.8	11.5	0.0	10.3	0.0	8.9	0.0	0.0	0.0
LOS by Move:	A	B	B	B	B	A	B	A	A	A	A	A
HCM2kAvgQ:	0	3	3	2	1	0	3	0	1	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.332
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Permitted			Permitted			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	0	0	0	0	0	0	7	0	7				0	0	0			
Lanes:	0	0 1	1 0	1	0 2	0 0	1	0 0	0 1				0	0 0	0 0			
Volume Module:																		
Base Vol:	0	102	10	62	61	0	228	0	23				0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	102	10	62	61	0	228	0	23				0	0	0			
Added Vol:	0	182	54	0	247	0	0	0	103				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	0	284	64	62	308	0	228	0	126				0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89			
PHF Volume:	0	320	72	70	347	0	257	0	142				0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	0	320	72	70	347	0	257	0	142				0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	0	320	72	70	347	0	257	0	142				0	0	0			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	1.00	0.92	0.92	0.49	0.95	1.00	0.77	1.00	0.85				1.00	1.00	1.00			
Lanes:	0.00	1.63	0.37	1.00	2.00	0.00	1.00	0.00	1.00				0.00	0.00	0.00			
Final Sat.:	0	2864	645	931	3610	0	1461	0	1615				0	0	0			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.11	0.11	0.08	0.10	0.00	0.18	0.00	0.09				0.00	0.00	0.00			
Crit Moves:		****					****											
Green/Cycle:	0.00	0.34	0.34	0.34	0.34	0.00	0.53	0.00	0.53				0.00	0.00	0.00			
Volume/Cap:	0.00	0.33	0.33	0.22	0.29	0.00	0.33	0.00	0.17				0.00	0.00	0.00			
Delay/Veh:	0.0	15.0	15.0	14.6	14.7	0.0	8.3	0.0	7.4				0.0	0.0	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.0	15.0	15.0	14.6	14.7	0.0	8.3	0.0	7.4				0.0	0.0	0.0			
LOS by Move:	A	B	B	B	B	A	A	A	A				A	A	A			
HCM2kAvgQ:	0	3	3	1	3	0	3	0	1				0	0	0			

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

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

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	42	6	19	40	23	19	42	18	5	22	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	42	6	19	40	23	19	42	18	5	22	28
Added Vol:	0	280	0	0	114	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	322	6	19	154	23	19	42	18	5	22	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	13	467	9	28	224	33	28	61	26	7	32	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	467	9	28	224	33	28	61	26	7	32	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	467	9	28	224	33	28	61	26	7	32	41
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	1.91	0.04	0.19	1.58	0.23	0.24	0.53	0.23	0.09	0.40	0.51
Final Sat.:	35	1261	24	119	990	151	143	316	136	55	240	306
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.23	0.23	0.22	0.19	0.19	0.19	0.13	0.13	0.13
Crit Moves:	****			****			****				****	
Delay/Veh:	11.1	11.1	11.0	10.0	9.8	9.6	9.8	9.8	9.8	9.2	9.2	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	11.0	10.0	9.8	9.6	9.8	9.8	9.8	9.2	9.2	9.2
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		11.1			9.8			9.8			9.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			9.8			9.8			9.2	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.6	0.5	0.5	0.3	0.3	0.3	0.2	0.2	0.2	0.1	0.1	0.1

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

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Evening Peak Hour

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

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	49	8	23	34	28	25	43	7	5	37	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	49	8	23	34	28	25	43	7	5	37	32
Added Vol:	0	236	0	0	351	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	285	8	23	385	28	25	43	7	5	37	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	2	335	9	27	452	33	29	50	8	6	43	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	335	9	27	452	33	29	50	8	6	43	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	335	9	27	452	33	29	50	8	6	43	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	1.94	0.05	0.10	1.77	0.13	0.33	0.58	0.09	0.07	0.50	0.43
Final Sat.:	9	1222	34	69	1164	86	189	324	53	40	294	254
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.39	0.39	0.38	0.16	0.16	0.16	0.15	0.15	0.15
Crit Moves:	****			****				****			****	
Delay/Veh:	10.3	10.2	10.2	11.5	11.3	11.1	9.9	9.9	9.9	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.2	10.2	11.5	11.3	11.1	9.9	9.9	9.9	9.5	9.5	9.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:		10.2			11.3			9.9			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.2			11.3			9.9			9.5	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.4	0.3	0.3	0.6	0.6	0.6	0.2	0.2	0.2	0.1	0.1	0.1

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

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.221
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	76.9
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0	1 0	0 1	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	1	7	1	48	2	8	6	26	0	2	15	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	7	1	48	2	8	6	26	0	2	15	34
Added Vol:	160	262	41	0	110	4	17	38	63	21	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	269	42	48	112	12	23	64	63	23	56	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
PHF Volume:	253	423	66	75	176	19	36	101	99	36	88	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	423	66	75	176	19	36	101	99	36	88	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	423	66	75	176	19	36	101	99	36	88	53
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.57	0.09	0.30	0.70	1.00	0.15	0.43	0.42	0.20	0.50	0.30
Final Sat.:	207	346	54	151	352	569	80	223	219	101	247	150
Capacity Analysis Module:												
Vol/Sat:	1.22	1.22	1.22	0.50	0.50	0.03	0.45	0.45	0.45	0.36	0.36	0.36
Crit Moves:		****			****		****					****
Delay/Veh:	134.2	134	134.2	16.0	16.0	9.0	14.7	14.7	14.7	13.4	13.4	13.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	134.2	134	134.2	16.0	16.0	9.0	14.7	14.7	14.7	13.4	13.4	13.4
LOS by Move:	F	F	F	C	C	A	B	B	B	B	B	B
ApproachDel:		134.2			15.6			14.7			13.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		134.2			15.6			14.7			13.4	
LOS by Appr:		F			C			B			B	
AllWayAvgQ:	21.2	21.2	21.2	0.9	0.9	0.0	0.7	0.7	0.7	0.5	0.5	0.5

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

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

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Intersection #30 22nd Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.128
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 70.4
Optimal Cycle: 0 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	2	1	1	23	2	9	25	33	3	1	15	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	1	23	2	9	25	33	3	1	15	16
Added Vol:	137	226	47	0	333	17	10	57	203	61	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	227	48	23	335	26	35	90	206	62	68	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	177	288	61	29	426	33	44	114	262	79	86	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	288	61	29	426	33	44	114	262	79	86	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	288	61	29	426	33	44	114	262	79	86	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.55	0.12	0.06	0.94	1.00	0.11	0.27	0.62	0.42	0.47	0.11
Final Sat.:	157	256	54	29	419	493	50	129	296	167	183	43
Capacity Analysis Module:												
Vol/Sat:	1.13	1.13	1.13	1.02	1.02	0.07	0.88	0.88	0.88	0.47	0.47	0.47
Crit Moves:	****				****				****		****	
Delay/Veh:	108.5	109	108.5	75.4	75.4	10.5	44.5	44.5	44.5	19.1	19.1	19.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.5	109	108.5	75.4	75.4	10.5	44.5	44.5	44.5	19.1	19.1	19.1
LOS by Move:	F	F	F	F	F	B	E	E	E	C	C	C
ApproachDel:	108.5			71.0			44.5			19.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	108.5			71.0			44.5			19.1		
LOS by Appr:	F			F			E			C		
AllWayAvgQ:	12.7	12.7	12.7	8.0	8.0	0.1	4.5	4.5	4.5	0.8	0.8	0.8

****

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7	7	7				7	7	7				7	7	7				7	7	7			
Lanes:	1	0	0	1	0		1	0	0	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	1	7	1				48	2	8				6	26	0				2	15	34			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	1	7	1				48	2	8				6	26	0				2	15	34			
Added Vol:	160	262	41				0	110	4				17	38	63				21	41	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	161	269	42				48	112	12				23	64	63				23	56	34			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.64	0.64	0.64				0.64	0.64	0.64				0.64	0.64	0.64				0.64	0.64	0.64			
PHF Volume:	253	423	66				75	176	19				36	101	99				36	88	53			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	253	423	66				75	176	19				36	101	99				36	88	53			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	253	423	66				75	176	19				36	101	99				36	88	53			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.63	0.98	0.98				0.40	0.99	0.99				0.88	0.88	0.88				0.87	0.87	0.87			
Lanes:	1.00	0.86	0.14				1.00	0.90	0.10				0.15	0.43	0.42				0.20	0.50	0.30			
Final Sat.:	1193	1611	251				760	1690	181				257	716	705				336	819	497			
Capacity Analysis Module:																								
Vol/Sat:	0.21	0.26	0.26				0.10	0.10	0.10				0.14	0.14	0.14				0.11	0.11	0.11			
Crit Moves:		****												****										
Green/Cycle:	0.56	0.56	0.56				0.56	0.56	0.56				0.30	0.30	0.30				0.30	0.30	0.30			
Volume/Cap:	0.38	0.47	0.47				0.18	0.18	0.18				0.47	0.47	0.47				0.36	0.36	0.36			
Delay/Veh:	7.6	8.0	8.0				6.5	6.4	6.4				17.7	17.7	17.7				16.8	16.8	16.8			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	7.6	8.0	8.0				6.5	6.4	6.4				17.7	17.7	17.7				16.8	16.8	16.8			
LOS by Move:	A	A	A				A	A	A				B	B	B				B	B	B			
HCM2kAvgQ:	3	6	6				1	2	2				4	4	4				3	3	3			

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	1	1	23	2	9	25	33	3	1	15	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	1	23	2	9	25	33	3	1	15	16
Added Vol:	137	226	47	0	333	17	10	57	203	61	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	227	48	23	335	26	35	90	206	62	68	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	177	288	61	29	426	33	44	114	262	79	86	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	288	61	29	426	33	44	114	262	79	86	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	288	61	29	426	33	44	114	262	79	86	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.97	0.97	0.46	0.99	0.99	0.87	0.87	0.87	0.75	0.75	0.75
Lanes:	1.00	0.83	0.17	1.00	0.93	0.07	0.11	0.27	0.62	0.42	0.47	0.11
Final Sat.:	675	1528	323	882	1744	135	176	452	1034	604	662	156
Capacity Analysis Module:												
Vol/Sat:	0.26	0.19	0.19	0.03	0.24	0.24	0.25	0.25	0.25	0.13	0.13	0.13
Crit Moves:	****							****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.59	0.43	0.43	0.08	0.55	0.55	0.59	0.59	0.59	0.31	0.31	0.31
Delay/Veh:	15.9	11.9	11.9	9.8	13.2	13.2	14.6	14.6	14.6	11.7	11.7	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	11.9	11.9	9.8	13.2	13.2	14.6	14.6	14.6	11.7	11.7	11.7
LOS by Move:	B	B	B	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	4	5	5	0	7	7	7	7	7	2	2	2

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

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.312
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	36	52	34	14	92	36	23	112	43	48	104	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	52	34	14	92	36	23	112	43	48	104	6
Added Vol:	0	0	42	0	0	0	0	0	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	52	76	14	92	36	23	112	43	69	104	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	46	66	96	18	117	46	29	142	54	87	132	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	66	96	18	117	46	29	142	54	87	132	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	66	96	18	117	46	29	142	54	87	132	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.32	0.46	0.10	0.65	0.25	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	146	211	308	64	418	164	545	590	666	547	592	669
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.28	0.28	0.28	0.05	0.24	0.08	0.16	0.22	0.01
Crit Moves:		****		****				****			****	
Delay/Veh:	10.2	10.2	10.2	10.1	10.1	10.1	9.3	10.2	8.2	10.1	10.0	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	10.2	10.1	10.1	10.1	9.3	10.2	8.2	10.1	10.0	7.8
LOS by Move:	B	B	B	B	B	B	A	B	A	B	A	A
ApproachDel:		10.2			10.1			9.6			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.2			10.1			9.6			10.0	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.3	0.3	0.3	0.1	0.3	0.1	0.2	0.3	0.0

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

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	25	125	55	2	86	38	49	116	40	49	93	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	125	55	2	86	38	49	116	40	49	93	5
Added Vol:	0	0	32	0	0	0	0	0	0	48	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	125	87	2	86	38	49	116	40	97	93	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	27	134	93	2	92	41	53	124	43	104	100	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	134	93	2	92	41	53	124	43	104	100	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	134	93	2	92	41	53	124	43	104	100	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.53	0.37	0.02	0.68	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	72	361	251	10	441	195	548	593	670	549	594	671
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.21	0.21	0.21	0.10	0.21	0.06	0.19	0.17	0.01
Crit Moves:		****			****			****		****		
Delay/Veh:	10.7	10.7	10.7	9.4	9.4	9.4	9.6	9.9	8.1	10.3	9.5	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	9.4	9.4	9.4	9.6	9.9	8.1	10.3	9.5	7.8
LOS by Move:	B	B	B	A	A	A	A	A	A	B	A	A
ApproachDel:		10.7			9.4			9.4			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			9.4			9.4			9.9	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.1	0.2	0.1	0.2	0.2	0.0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	0	1	0	
Volume Module:												
Base Vol:	63		179		169		33		265		37	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	63		179		169		33		265		37	
Added Vol:	71		42		31		0		21		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	134		221		200		33		286		37	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.84		0.84		0.84		0.84		0.84		0.84	
PHF Volume:	160		265		240		40		343		44	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	160		265		240		40		343		44	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	160		265		240		40		343		44	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.85		0.95		0.98		0.98	
Lanes:	1.00		1.00		1.00		1.00		0.89		0.11	
Final Sat.:	1805		1900		1615		1805		1654		214	
Capacity Analysis Module:												
Vol/Sat:	0.09		0.14		0.15		0.02		0.21		0.21	
Crit Moves:	****								****			
Green/Cycle:	0.14		0.25		0.25		0.20		0.32		0.32	
Volume/Cap:	0.65		0.55		0.58		0.11		0.65		0.65	
Delay/Veh:	30.7		20.7		21.8		19.8		20.2		20.2	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	30.7		20.7		21.8		19.8		20.2		20.2	
LOS by Move:	C		C		C		B		C		C	
HCM2kAvgQ:	4		5		5		1		7		7	

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	1	1	0	
Volume Module:												
Base Vol:	20		159		90		103		96		19	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	20		159		90		103		96		19	
Added Vol:	0		0		38		21		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	20		159		128		124		96		19	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.84		0.84		0.84		0.84		0.84		0.84	
PHF Volume:	24		190		153		149		115		23	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	24		190		153		149		115		23	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	24		190		153		149		115		23	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.85		0.95		0.93		0.93	
Lanes:	1.00		1.00		1.00		1.00		1.67		0.33	
Final Sat.:	1805		1900		1615		1805		2938		582	
Capacity Analysis Module:												
Vol/Sat:	0.01		0.10		0.09		0.08		0.04		0.04	
Crit Moves:			****				****					
Green/Cycle:	0.14		0.15		0.15		0.13		0.14		0.14	
Volume/Cap:	0.09		0.65		0.62		0.65		0.28		0.28	
Delay/Veh:	22.7		29.1		28.4		31.6		23.4		23.4	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	22.7		29.1		28.4		31.6		23.4		23.4	
LOS by Move:	C		C		C		C		C		C	
HCM2kAvgQ:	0		5		4		4		1		1	

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	171	180	135	39	190	68	89	229	171	164	233	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	180	135	39	190	68	89	229	171	164	233	32
Added Vol:	44	32	22	0	48	0	0	0	69	30	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	212	157	39	238	68	89	229	240	194	233	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	223	220	163	40	247	71	92	238	249	201	242	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	220	163	40	247	71	92	238	249	201	242	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	220	163	40	247	71	92	238	249	201	242	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.97	0.97	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.78	0.22	1.00	1.00	1.00	1.00	1.76	0.24
Final Sat.:	1805	1900	1615	1805	1429	408	1805	1900	1615	1805	3117	428
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.10	0.02	0.17	0.17	0.05	0.13	0.15	0.11	0.08	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.19	0.19	0.19	0.23	0.23	0.17	0.20	0.20	0.15	0.17	0.17
Volume/Cap:	0.77	0.60	0.52	0.12	0.77	0.77	0.30	0.62	0.77	0.77	0.45	0.45
Delay/Veh:	35.6	24.8	23.3	20.1	30.1	30.1	22.1	25.0	33.1	37.3	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	24.8	23.3	20.1	30.1	30.1	22.1	25.0	33.1	37.3	22.7	22.7
LOS by Move:	D	C	C	C	C	C	C	C	C	D	C	C
HCM2kAvgQ:	6	5	3	1	8	8	2	5	6	6	3	3

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: F[60.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 1	0 1		0 0 0	0 0	0	1 0 0	0 1	
Volume Module:												
Base Vol:	124	388	0	0	297	214	0	0	0	11	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	388	0	0	297	214	0	0	0	11	0	57
Added Vol:	62	145	0	0	79	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	533	0	0	376	214	0	0	0	46	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	227	650	0	0	459	261	0	0	0	56	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	227	650	0	0	459	261	0	0	0	56	0	70
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	720	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1693	xxxx	650
Potent Cap.:	891	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	103	xxxx	473
Move Cap.:	891	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	80	xxxx	473
Volume/Cap:	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.70	xxxx	0.15
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.3	xxxx	0.5
Control Del:	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	119.2	xxxx	13.9
LOS by Move:	B	*	*	*	*	*	*	*	*	F	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			60.9		
ApproachLOS:	*			*			*			F		

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 11.7 Worst Case Level Of Service: F[67.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	134	380	0	0	223	340	0	0	0	28	0	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	380	0	0	223	340	0	0	0	28	0	147
Added Vol:	40	98	0	0	147	0	0	0	0	77	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	478	0	0	370	340	0	0	0	105	0	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	186	511	0	0	396	364	0	0	0	112	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	186	511	0	0	396	364	0	0	0	112	0	157
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	759	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1461	xxxx	511
Potent Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	143	xxxx	567
Move Cap.:	861	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	117	xxxx	567
Volume/Cap:	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.96	xxxx	0.28
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	6.2	xxxx	1.1
Control Del:	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	142.9	xxxx	13.8
LOS by Move:	B	*	*	*	*	*	*	*	*	F	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			67.6		
ApproachLOS:	*			*			*			F		

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	124	388	0	0	297	214	0	0	0	11	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	388	0	0	297	214	0	0	0	11	0	57
Added Vol:	62	145	0	0	79	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	533	0	0	376	214	0	0	0	46	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	227	650	0	0	459	261	0	0	0	56	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	650	0	0	459	261	0	0	0	56	0	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	650	0	0	459	261	0	0	0	56	0	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.77	1.00	0.85
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	1900	0	0	1900	1615	0	0	0	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.00	0.00	0.24	0.16	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:	****				****					****		
Green/Cycle:	0.23	0.68	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.54	0.50	0.00	0.00	0.54	0.36	0.00	0.00	0.00	0.33	0.00	0.37
Delay/Veh:	21.5	4.9	0.0	0.0	12.7	11.2	0.0	0.0	0.0	25.5	0.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	4.9	0.0	0.0	12.7	11.2	0.0	0.0	0.0	25.5	0.0	25.7
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	4	6	0	0	7	3	0	0	0	1	0	2

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	1	0 0	0 0	1	0 1	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	134	380	0	0	223	340	0	0	0	28	0	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	380	0	0	223	340	0	0	0	28	0	147
Added Vol:	40	98	0	0	147	0	0	0	0	77	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	478	0	0	370	340	0	0	0	105	0	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	186	511	0	0	396	364	0	0	0	112	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	511	0	0	396	364	0	0	0	112	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	511	0	0	396	364	0	0	0	112	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.77	1.00	0.85
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	1900	0	0	1900	1615	0	0	0	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.00	0.00	0.21	0.23	0.00	0.00	0.00	0.08	0.00	0.10
Crit Moves:	****					****						****
Green/Cycle:	0.21	0.67	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.49	0.40	0.00	0.00	0.45	0.49	0.00	0.00	0.00	0.39	0.00	0.49
Delay/Veh:	21.9	4.7	0.0	0.0	11.5	11.9	0.0	0.0	0.0	21.8	0.0	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	4.7	0.0	0.0	11.5	11.9	0.0	0.0	0.0	21.8	0.0	22.6
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	4	5	0	0	5	5	0	0	0	2	0	3

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

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

****

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 62.6 Worst Case Level Of Service: F[228.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 0 1			0 1 0 0 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	308	25	84	225	0	203	0	158	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	308	25	84	225	0	203	0	158	0	0	0
Added Vol:	0	206	74	0	114	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	514	99	84	339	0	203	0	183	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	656	126	107	432	0	259	0	233	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	656	126	107	432	0	259	0	233	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	782	xxxx	xxxxx	1365	xxxx	432	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	845	xxxx	xxxxx	164	xxxx	627	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	845	xxxx	xxxxx	147	xxxx	627	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	1.76	xxxx	0.37	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	19.1	xxxx	1.7	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	421.4	xxxx	14.1	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	F	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			228.3			xxxxxx		
ApproachLOS:	*			*			F			*		

****

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

****

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 40.8 Worst Case Level Of Service: F[124.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		0 1 0	0 0		1 0	0 0	1	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	274	29	110	143	0	259	0	136	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	274	29	110	143	0	259	0	136	0	0	0
Added Vol:	0	138	48	0	224	0	0	0	68	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	412	77	110	367	0	259	0	204	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	441	82	118	393	0	277	0	218	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	441	82	118	393	0	277	0	218	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	523	xxxx	xxxxx	1110	xxxx	393	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1054	xxxx	xxxxx	234	xxxx	661	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1054	xxxx	xxxxx	212	xxxx	661	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	1.30	xxxx	0.33	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	15.0	xxxx	1.4	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	211.3	xxxx	13.1	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	F	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			124.0			xxxxxx		
ApproachLOS:	*			*			F			*		

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	1 0	1	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	308	25	84	225	0	203	0	158	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	308	25	84	225	0	203	0	158	0	0	0
Added Vol:	0	206	74	0	114	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	514	99	84	339	0	203	0	183	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	656	126	107	432	0	259	0	233	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	656	126	107	432	0	259	0	233	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	656	126	107	432	0	259	0	233	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	1900	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.08	0.06	0.23	0.00	0.18	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.47	0.47	0.08	0.56	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.73	0.16	0.73	0.41	0.00	0.73	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	0.0	15.6	9.1	43.5	7.9	0.0	28.2	0.0	22.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.6	9.1	43.5	7.9	0.0	28.2	0.0	22.5	0.0	0.0	0.0
LOS by Move:	A	B	A	D	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	11	1	4	5	0	6	0	5	0	0	0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	274	29	110	143	0	259	0	136	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	274	29	110	143	0	259	0	136	0	0	0
Added Vol:	0	138	48	0	224	0	0	0	68	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	412	77	110	367	0	259	0	204	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	441	82	118	393	0	277	0	218	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	441	82	118	393	0	277	0	218	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	441	82	118	393	0	277	0	218	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	1900	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.05	0.07	0.21	0.00	0.19	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.38	0.38	0.11	0.49	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.61	0.13	0.61	0.42	0.00	0.61	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	0.0	16.5	12.2	31.1	10.2	0.0	19.9	0.0	17.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.5	12.2	31.1	10.2	0.0	19.9	0.0	17.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	7	1	3	5	0	5	0	4	0	0	0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.5
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	3	152	4	127	226	35	29	29	10	3	27	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	152	4	127	226	35	29	29	10	3	27	143
Added Vol:	0	280	41	0	139	0	0	0	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	432	45	127	365	35	29	29	10	24	27	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	4	432	45	159	365	35	36	29	10	30	27	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	432	45	159	365	35	36	29	10	30	27	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	432	45	159	365	35	36	29	10	30	27	143
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.90	0.09	0.30	0.70	1.00	0.49	0.38	0.13	0.53	0.47	1.00
Final Sat.:	4	509	53	173	398	658	205	164	56	235	211	505
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.85	0.92	0.92	0.05	0.18	0.18	0.18	0.13	0.13	0.28
Crit Moves:			****		****			****				****
Delay/Veh:	33.9	33.9	33.9	43.7	43.7	8.4	12.5	12.5	12.5	11.5	11.5	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	33.9	33.9	43.7	43.7	8.4	12.5	12.5	12.5	11.5	11.5	11.9
LOS by Move:	D	D	D	E	E	A	B	B	B	B	B	B
ApproachDel:		33.9			41.4			12.5			11.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		33.9			41.4			12.5			11.8	
LOS by Appr:		D			E			B			B	
AllWayAvgQ:	3.9	3.9	3.9	5.5	5.5	0.1	0.2	0.2	0.2	0.1	0.1	0.3

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

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.120
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	52.9
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 1	0 0	1
Volume Module:												
Base Vol:	1	75	1	154	88	48	47	28	9	1	31	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	75	1	154	88	48	47	28	9	1	31	175
Added Vol:	0	186	34	0	292	0	0	0	0	48	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	261	35	154	380	48	47	28	9	49	31	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	1	302	41	178	440	56	54	32	10	57	36	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	302	41	178	440	56	54	32	10	57	36	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	302	41	178	440	56	54	32	10	57	36	203
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.88	0.11	0.29	0.71	1.00	0.56	0.33	0.11	0.61	0.39	1.00
Final Sat.:	2	460	62	159	393	628	236	141	45	278	176	521
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	1.12	1.12	0.09	0.23	0.23	0.23	0.20	0.20	0.39
Crit Moves:		****		****				****				****
Delay/Veh:	21.4	21.4	21.4	99.6	99.6	8.9	13.3	13.3	13.3	12.3	12.3	13.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	21.4	21.4	99.6	99.6	8.9	13.3	13.3	13.3	12.3	12.3	13.5
LOS by Move:	C	C	C	F	F	A	B	B	B	B	B	B
ApproachDel:		21.4			92.1			13.3			13.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.4			92.1			13.3			13.1	
LOS by Appr:		C			F			B			B	
AllWayAvgQ:	1.7	1.7	1.7	13.9	13.9	0.1	0.3	0.3	0.3	0.2	0.2	0.6

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	3	152	4	127	226	35	29	29	10	3	27	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	152	4	127	226	35	29	29	10	3	27	143
Added Vol:	0	280	41	0	139	0	0	0	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	432	45	127	365	35	29	29	10	24	27	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	4	432	45	159	365	35	36	29	10	30	27	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	432	45	159	365	35	36	29	10	30	27	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	432	45	159	365	35	36	29	10	30	27	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.64	0.99	0.99	0.96	0.96	0.96	0.97	0.97	0.85
Lanes:	0.01	0.90	0.09	1.00	0.91	0.09	0.49	0.38	0.13	0.53	0.47	1.00
Final Sat.:	15	1680	175	1212	1711	164	878	701	242	975	875	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.13	0.21	0.21	0.04	0.04	0.04	0.03	0.03	0.09
Crit Moves:		****						****			****	
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.12	0.12	0.12	0.22	0.22	0.22
Volume/Cap:	0.55	0.55	0.55	0.28	0.46	0.46	0.35	0.35	0.35	0.14	0.14	0.41
Delay/Veh:	12.2	12.2	12.2	10.0	11.2	11.2	25.4	25.4	25.4	19.2	19.2	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	12.2	12.2	10.0	11.2	11.2	25.4	25.4	25.4	19.2	19.2	21.1
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	C
HCM2kAvgQ:	7	7	7	2	5	5	2	2	2	1	1	3

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	75	1	154	88	48	47	28	9	1	31	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	75	1	154	88	48	47	28	9	1	31	175
Added Vol:	0	186	34	0	292	0	0	0	0	48	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	261	35	154	380	48	47	28	9	49	31	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	1	302	41	178	440	56	54	32	10	57	36	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	302	41	178	440	56	54	32	10	57	36	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	302	41	178	440	56	54	32	10	57	36	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.64	0.98	0.98	0.96	0.96	0.96	0.97	0.97	0.85
Lanes:	0.01	0.88	0.11	1.00	0.89	0.11	0.56	0.33	0.11	0.61	0.39	1.00
Final Sat.:	6	1643	220	1220	1658	209	1020	608	195	1129	714	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.15	0.27	0.27	0.05	0.05	0.05	0.05	0.05	0.13
Crit Moves:					****		****					****
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.12	0.12	0.12	0.22	0.22	0.22
Volume/Cap:	0.40	0.40	0.40	0.31	0.57	0.57	0.46	0.46	0.46	0.23	0.23	0.57
Delay/Veh:	10.9	10.9	10.9	10.4	12.7	12.7	26.3	26.3	26.3	19.5	19.5	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.9	10.4	12.7	12.7	26.3	26.3	26.3	19.5	19.5	23.1
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	C
HCM2kAvgQ:	4	4	4	2	7	7	2	2	2	2	2	4

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

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San Gorgonio Specific Plan
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Morning Peak Hour

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

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 60.8
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	0	0	216	0	4	15	87	0	0	51	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	216	0	4	15	87	0	0	51	139
Added Vol:	62	299	9	0	146	14	22	3	32	4	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	299	9	216	146	18	37	90	32	4	54	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	89	430	13	310	210	26	53	129	46	6	78	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	430	13	310	210	26	53	129	46	6	78	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	430	13	310	210	26	53	129	46	6	78	200
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.81	0.02	0.57	0.38	0.05	0.23	0.57	0.20	0.07	0.93	1.00
Final Sat.:	86	415	12	289	195	24	102	248	88	29	393	461
Capacity Analysis Module:												
Vol/Sat:	1.04	1.04	1.04	1.07	1.07	1.07	0.52	0.52	0.52	0.20	0.20	0.43
Crit Moves:		****			****		****					****
Delay/Veh:	75.7	75.7	75.7	87.4	87.4	87.4	19.3	19.3	19.3	13.1	13.1	16.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.7	75.7	75.7	87.4	87.4	87.4	19.3	19.3	19.3	13.1	13.1	16.0
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	C
ApproachDel:		75.7			87.4			19.3			15.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		75.7			87.4			19.3			15.1	
LOS by Appr:		F			F			C			C	
AllWayAvgQ:	9.4	9.4	9.4	10.9	10.9	10.9	1.0	1.0	1.0	0.2	0.2	0.7

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

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San Gorgonio Specific Plan
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Evening Peak Hour

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

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	0	0	52	0	15	10	27	0	0	31	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	52	0	15	10	27	0	0	31	56
Added Vol:	38	188	6	0	303	37	31	8	61	10	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	188	6	52	303	52	41	35	61	10	39	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	50	248	8	69	400	69	54	46	80	13	51	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	248	8	69	400	69	54	46	80	13	51	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	248	8	69	400	69	54	46	80	13	51	74
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.81	0.03	0.13	0.74	0.13	0.30	0.26	0.44	0.20	0.80	1.00
Final Sat.:	99	488	16	85	497	85	156	133	233	94	366	512
Capacity Analysis Module:												
Vol/Sat:	0.51	0.51	0.51	0.80	0.80	0.80	0.35	0.35	0.35	0.14	0.14	0.14
Crit Moves:		****			****			****				****
Delay/Veh:	13.9	13.9	13.9	25.4	25.4	25.4	12.0	12.0	12.0	10.8	10.8	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	13.9	13.9	25.4	25.4	25.4	12.0	12.0	12.0	10.8	10.8	9.9
LOS by Move:	B	B	B	D	D	D	B	B	B	B	B	A
ApproachDel:		13.9			25.4			12.0			10.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.9			25.4			12.0			10.3	
LOS by Appr:		B			D			B			B	
AllWayAvgQ:	0.9	0.9	0.9	3.2	3.2	3.2	0.4	0.4	0.4	0.1	0.1	0.1

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 37.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	0	0	216	0	4	15	87	0	0	51	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	216	0	4	15	87	0	0	51	139
Added Vol:	62	299	9	0	146	14	22	3	32	4	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	299	9	216	146	18	37	90	32	4	54	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	89	430	13	310	210	26	53	129	46	6	78	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	430	13	310	210	26	53	129	46	6	78	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	430	13	310	210	26	53	129	46	6	78	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.53	0.53	0.53	0.96	0.96	0.96	1.00	1.00	0.85
Lanes:	0.17	0.81	0.02	0.57	0.38	0.05	0.23	0.57	0.20	0.07	0.93	1.00
Final Sat.:	269	1297	39	576	390	48	425	1034	368	131	1764	1615
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.54	0.54	0.54	0.13	0.13	0.13	0.04	0.04	0.12
Crit Moves:					****				****			****
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.14	0.14	0.14	0.13	0.13	0.13
Volume/Cap:	0.56	0.56	0.56	0.92	0.92	0.92	0.92	0.92	0.92	0.33	0.33	0.92
Delay/Veh:	11.6	11.6	11.6	34.7	34.7	34.7	71.6	71.6	71.6	34.0	34.0	75.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.6	11.6	34.7	34.7	34.7	71.6	71.6	71.6	34.0	34.0	75.0
LOS by Move:	B	B	B	C	C	C	E	E	E	C	C	E
HCM2kAvgQ:	9	9	9	17	17	17	10	10	10	2	2	9

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

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San Gorgonio Specific Plan
Existing Plus Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	0	0	52	0	15	10	27	0	0	31	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	52	0	15	10	27	0	0	31	56
Added Vol:	38	188	6	0	303	37	31	8	61	10	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	188	6	52	303	52	41	35	61	10	39	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	50	248	8	69	400	69	54	46	80	13	51	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	248	8	69	400	69	54	46	80	13	51	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	248	8	69	400	69	54	46	80	13	51	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.91	0.91	0.91	0.93	0.93	0.93	0.99	0.99	0.85
Lanes:	0.16	0.81	0.03	0.13	0.74	0.13	0.30	0.26	0.44	0.20	0.80	1.00
Final Sat.:	272	1346	43	220	1283	220	526	449	783	384	1497	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.31	0.31	0.31	0.10	0.10	0.10	0.03	0.03	0.05
Crit Moves:					****			****			****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.17	0.17	0.17	0.12	0.12	0.12
Volume/Cap:	0.36	0.36	0.36	0.61	0.61	0.61	0.61	0.61	0.61	0.29	0.29	0.39
Delay/Veh:	9.0	9.0	9.0	11.5	11.5	11.5	26.6	26.6	26.6	25.0	25.0	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	11.5	11.5	11.5	26.6	26.6	26.6	25.0	25.0	25.9
LOS by Move:	A	A	A	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	4	4	8	8	8	4	4	4	1	1	2

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	40	42	43	7	42	27	12	119	43	22	118	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	42	43	7	42	27	12	119	43	22	118	2
Added Vol:	0	1	1	0	0	14	28	14	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	43	44	7	42	41	40	133	43	22	125	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	58	63	64	10	61	60	58	194	63	32	183	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	63	64	10	61	60	58	194	63	32	183	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	63	64	10	61	60	58	194	63	32	183	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.49	0.51	0.08	0.47	0.45	0.18	0.62	0.20	0.15	0.84	0.01
Final Sat.:	520	294	300	48	286	279	129	428	138	97	551	9
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.21	0.21	0.21	0.21	0.45	0.45	0.45	0.33	0.33	0.33
Crit Moves:			****		****		****			****		
Delay/Veh:	9.9	9.7	9.7	9.6	9.6	9.6	11.8	11.8	11.8	10.6	10.6	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.7	9.7	9.6	9.6	9.6	11.8	11.8	11.8	10.6	10.6	10.6
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:		9.8			9.6			11.8			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			9.6			11.8			10.6	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	0.1	0.2	0.2	0.2	0.2	0.2	0.7	0.7	0.7	0.4	0.4	0.4

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.303
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	63	48	7	41	15	23	102	44	37	85	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	63	48	7	41	15	23	102	44	37	85	2
Added Vol:	0	1	0	0	1	32	22	11	0	1	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	64	48	7	42	47	45	113	44	38	101	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	23	71	54	8	47	52	50	126	49	42	113	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	71	54	8	47	52	50	126	49	42	113	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	71	54	8	47	52	50	126	49	42	113	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.57	0.43	0.07	0.44	0.49	0.22	0.56	0.22	0.27	0.72	0.01
Final Sat.:	570	372	279	51	304	340	165	416	162	190	506	10
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.15	0.15	0.15	0.30	0.30	0.30	0.22	0.22	0.22
Crit Moves:		****		****			****				****	
Delay/Veh:	8.9	9.0	9.0	8.6	8.6	8.6	9.5	9.5	9.5	9.1	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	9.0	9.0	8.6	8.6	8.6	9.5	9.5	9.5	9.1	9.1	9.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.0			8.6			9.5			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.0			8.6			9.5			9.1	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.2	0.2	0.2	0.2	0.2	0.4	0.4	0.4	0.3	0.3	0.3

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

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San Gorgonio Specific Plan
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Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.304
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	6	106	47	10	76	50	48	118	6	39	88	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	106	47	10	76	50	48	118	6	39	88	12
Added Vol:	1	6	1	0	3	7	12	3	0	1	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	112	48	10	79	57	60	121	6	40	92	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	10	157	67	14	110	80	84	169	8	56	129	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	157	67	14	110	80	84	169	8	56	129	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	157	67	14	110	80	84	169	8	56	129	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.97	0.97	0.85	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	0.04	0.67	0.29	0.11	0.89	1.00	1.00	0.95	0.05	1.00	1.00	1.00
Final Sat.:	76	1214	520	206	1631	1615	1805	1798	89	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.07	0.07	0.05	0.05	0.09	0.09	0.03	0.07	0.01
Crit Moves:		****					****				****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.15	0.19	0.19	0.19	0.22	0.22
Volume/Cap:	0.30	0.30	0.30	0.16	0.16	0.12	0.30	0.50	0.50	0.17	0.30	0.05
Delay/Veh:	11.6	11.6	11.6	10.8	10.8	10.5	23.2	23.0	23.0	20.7	19.9	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.6	11.6	10.8	10.8	10.5	23.2	23.0	23.0	20.7	19.9	18.4
LOS by Move:	B	B	B	B	B	B	C	C	C	C	B	B
HCM2kAvgQ:	3	3	3	1	1	1	2	4	4	1	2	0

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

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.274
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	22	74	27	16	36	63	55	191	20	18	188	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	74	27	16	36	63	55	191	20	18	188	29
Added Vol:	0	6	2	0	8	11	7	1	1	2	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	80	29	16	44	74	62	192	21	20	189	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	24	88	32	18	48	81	68	211	23	22	208	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	88	32	18	48	81	68	211	23	22	208	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	88	32	18	48	81	68	211	23	22	208	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.85	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	0.17	0.61	0.22	0.27	0.73	1.00	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	294	1070	388	467	1283	1615	1805	1687	185	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.04	0.04	0.05	0.04	0.13	0.13	0.01	0.11	0.02
Crit Moves:		****						****		****		
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.26	0.41	0.41	0.12	0.26	0.26
Volume/Cap:	0.30	0.30	0.30	0.14	0.14	0.19	0.14	0.30	0.30	0.10	0.41	0.07
Delay/Veh:	17.7	17.7	17.7	16.7	16.7	17.0	17.0	12.1	12.1	23.9	18.8	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	17.7	17.7	16.7	16.7	17.0	17.0	12.1	12.1	23.9	18.8	16.6
LOS by Move:	B	B	B	B	B	B	B	B	B	C	B	B
HCM2kAvgQ:	2	2	2	1	1	1	1	3	3	0	4	0

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

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign					
Rights:	Include						Include					
Min. Green:	0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	0	1	0	
Volume Module:												
Base Vol:	83		164		45		15		121		15	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	83		164		45		15		121		15	
Added Vol:	0		6		3		0		2		2	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	83		170		48		15		123		17	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.72		0.72		0.72		0.72		0.72		0.72	
PHF Volume:	116		237		67		21		172		24	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	116		237		67		21		172		24	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	116		237		67		21		172		24	
Saturation Flow Module:												
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		0.88		0.12	
Final Sat.:	483		521		574		478		460		64	
Capacity Analysis Module:												
Vol/Sat:	0.24		0.46		0.12		0.04		0.37		0.37	
Crit Moves:			****						****			
Delay/Veh:	12.0		14.5		9.4		10.1		12.8		12.8	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	12.0		14.5		9.4		10.1		12.8		12.8	
LOS by Move:	B		B		A		B		B		B	
ApproachDel:			13.0						12.5			
Delay Adj:			1.00						1.00			
ApprAdjDel:			13.0						12.5			
LOS by Appr:			B						B			
AllWayAvgQ:	0.3		0.7		0.1		0.0		0.5		0.5	

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign					
Rights:	Include						Include					
Min. Green:	0		0		0		0		0		0	
Lanes:	0	1	0	0	1		1	0	1	0	1	
Volume Module:												
Base Vol:	28		75		51		74		35		13	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	28		75		51		74		35		13	
Added Vol:	1		40		0		1		19		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	29		115		51		75		54		13	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.72		0.72		0.72		0.72		0.72		0.72	
PHF Volume:	41		161		71		105		75		18	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	41		161		71		105		75		18	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	41		161		71		105		75		18	
Saturation Flow Module:												
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.20		0.80		1.00		1.00		1.00		1.00	
Final Sat.:	102		405		566		441		469		513	
Capacity Analysis Module:												
Vol/Sat:	0.40		0.40		0.13		0.24		0.16		0.04	
Crit Moves:			****				****					
Delay/Veh:	13.5		13.5		9.5		12.6		11.2		9.4	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	13.5		13.5		9.5		12.6		11.2		9.4	
LOS by Move:	B		B		A		B		B		A	
ApproachDel:			12.4						11.8			
Delay Adj:			1.00						1.00			
ApprAdjDel:			12.4						11.8			
LOS by Appr:			B						B			
AllWayAvgQ:	0.6		0.6		0.1		0.3		0.2		0.0	

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

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

****

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.224
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	0	1		1	0	0	1	0		0	1	0	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	81	42		31			20	43		39			30	59		79			39	69		25		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	81	42		31			20	43		39			30	59		79			39	69		25		
Added Vol:	0	4		2			0	7		4			4	30		0			3	44		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	81	46		33			20	50		43			34	89		79			42	113		25		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.91	0.91		0.91			0.91	0.91		0.91			0.91	0.91		0.91			0.91	0.91		0.91		
PHF Volume:	89	51		36			22	55		47			37	98		87			46	124		27		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	89	51		36			22	55		47			37	98		87			46	124		27		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	89	51		36			22	55		47			37	98		87			46	124		27		
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	1.00		1.00			1.00	0.54		0.46			0.28	0.72		1.00			1.00	1.00		1.00		
Final Sat.:	527	567		637			537	331		284			167	436		700			538	585		656		
Capacity Analysis Module:																								
Vol/Sat:	0.17	0.09		0.06			0.04	0.17		0.17			0.22	0.22		0.12			0.09	0.21		0.04		
Crit Moves:	****									****				****						****				
Delay/Veh:	10.4	9.2		8.3			9.3	9.2		9.2			10.0	10.0		8.2			9.7	10.1		8.1		
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	10.4	9.2		8.3			9.3	9.2		9.2			10.0	10.0		8.2			9.7	10.1		8.1		
LOS by Move:	B	A		A			A	A		A			A	A		A			A	B		A		
ApproachDel:		9.6						9.2						9.3						9.7				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		9.6						9.2						9.3						9.7				
LOS by Appr:		A						A						A						A				
AllWayAvgQ:	0.2	0.1		0.1			0.0	0.2		0.2			0.3	0.3		0.1			0.1	0.2		0.0		

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

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

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Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: C[18.5]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	28	121	0				0	96	161				164	0	42				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	28	121	0				0	96	161				164	0	42				0	0	0			
Added Vol:	6	4	0				0	1	1				5	0	8				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	34	125	0				0	97	162				169	0	50				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.66	0.66	0.66				0.66	0.66	0.66				0.66	0.66	0.66				0.66	0.66	0.66			
PHF Volume:	51	189	0				0	147	245				255	0	76				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	51	189	0				0	147	245				255	0	76				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	391	xxxx	xxxxx	xxxx	xxxx	xxxxx							560	xxxx		269	xxxx	xxxx	xxxxx					
Potent Cap.:	1178	xxxx	xxxxx	xxxx	xxxx	xxxxx							493	xxxx		775	xxxx	xxxx	xxxxx					
Move Cap.:	1178	xxxx	xxxxx	xxxx	xxxx	xxxxx							476	xxxx		775	xxxx	xxxx	xxxxx					
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx							0.54	xxxx		0.10	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx							3.1	xxxx		0.3	xxxx	xxxx	xxxxx					
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							21.0	xxxx		10.1	xxxxx	xxxx	xxxxx					
LOS by Move:	A	*	*	*	*	*							C	*		B	*	*	*					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*							*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									18.5			xxxxxx								
ApproachLOS:	*			*									C			*								

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

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

****

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[10.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	5	97	0	0	121	42	36	0	18	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	97	0	0	121	42	36	0	18	0	0	0
Added Vol:	13	3	0	0	5	5	3	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	100	0	0	126	47	39	0	29	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	20	113	0	0	143	53	44	0	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	113	0	0	143	53	44	0	33	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	196	xxxx	xxxxx	xxxx	xxxx	xxxxx	324	xxxx	170	xxxx	xxxx	xxxxx
Potent Cap.:	1389	xxxx	xxxxx	xxxx	xxxx	xxxxx	674	xxxx	880	xxxx	xxxx	xxxxx
Move Cap.:	1389	xxxx	xxxxx	xxxx	xxxx	xxxxx	667	xxxx	880	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	9.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.1			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

****

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

****

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: A[9.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	67	1	44	45	0	0	0	0	1	0	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	67	1	44	45	0	0	0	0	1	0	46
Added Vol:	0	4	35	8	1	0	0	0	0	18	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	71	36	52	46	0	0	0	0	19	0	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	87	44	63	56	0	0	0	0	23	0	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	87	44	63	56	0	0	0	0	23	0	63
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	131	xxxx	xxxxx	xxxx	xxxx	xxxxx	264	292	109
Potent Cap.:	xxxx	xxxx	xxxxx	1467	xxxx	xxxxx	xxxx	xxxx	xxxxx	730	622	951
Move Cap.:	xxxx	xxxx	xxxxx	1467	xxxx	xxxxx	xxxx	xxxx	xxxxx	705	594	951
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	869	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.6		
ApproachLOS:	*			*			*			A		

****

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

****

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

****

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

****

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[9.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	62	1	33	69	0	0	0	0	1	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	62	1	33	69	0	0	0	0	1	0	21
Added Vol:	0	3	21	11	5	0	0	0	0	33	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	65	22	44	74	0	0	0	0	34	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	72	24	49	82	0	0	0	0	37	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	72	24	49	82	0	0	0	0	37	0	37
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	96	xxxx	xxxxx	xxxx	xxxx	xxxxx	222	262	84
Potent Cap.:	xxxx	xxxx	xxxxx	1510	xxxx	xxxxx	xxxx	xxxx	xxxxx	771	646	981
Move Cap.:	xxxx	xxxx	xxxxx	1510	xxxx	xxxxx	xxxx	xxxx	xxxxx	752	625	981
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	851	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.6		
ApproachLOS:	*			*			*			A		

****

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

****

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

****

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

****

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[9.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	57	1	6	41	5	13	1	1	1	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	57	1	6	41	5	13	1	1	1	1	3
Added Vol:	0	39	40	0	20	0	0	0	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	96	41	6	61	5	13	1	1	19	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	1	103	44	6	65	5	14	1	1	20	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	103	44	6	65	5	14	1	1	20	1	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	71	xxxx	xxxxx	147	xxxx	xxxxx	207	227	65	209	210	125
Potent Cap.:	1543	xxxx	xxxxx	1448	xxxx	xxxxx	755	676	1004	753	690	931
Move Cap.:	1543	xxxx	xxxxx	1448	xxxx	xxxxx	748	672	1004	748	687	931
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.02	0.00	0.00	0.03	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	755	xxxxx	xxxx	765	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	9.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			9.9			9.9		
ApproachLOS:	*			*			A			A		

****

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

****

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[10.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	1	0	0	1		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	1	51		1			15	55		9			3	1		1			1	1		7		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	1	51		1			15	55		9			3	1		1			1	1		7		
Added Vol:	0	24		26			0	38		0			0	0		0			41	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	1	75		27			15	93		9			3	1		1			42	1		7		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.80	0.80		0.80			0.80	0.80		0.80			0.80	0.80		0.80			0.80	0.80		0.80		
PHF Volume:	1	94		34			19	116		11			4	1		1			52	1		9		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	1	94		34			19	116		11			4	1		1			52	1		9		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5		6.2			7.1	6.5		6.2		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	127	xxxx	xxxxx				127	xxxx	xxxxx				272	283		116			273	278		110		
Potent Cap.:	1471	xxxx	xxxxx				1471	xxxx	xxxxx				685	629		942			683	633		948		
Move Cap.:	1471	xxxx	xxxxx				1471	xxxx	xxxxx				671	620		942			674	625		948		
Volume/Cap:	0.00	xxxx	xxxx				0.01	xxxx	xxxx				0.01	0.00		0.00			0.08	0.00		0.01		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.4	xxxx	xxxxx				7.5	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	700	xxxxx				xxxx	701	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxxx	0.0	xxxxx				xxxxx	0.3	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				7.5	xxxx	xxxxx				xxxxx	10.2	xxxxx				xxxxx	10.6	xxxxx			
Shared LOS:	*	*	*				A	*	*				*	B	*				*	B	*			
ApproachDel:	xxxxxx						xxxxxx						10.2						10.6					
ApproachLOS:	*						*						B						B					

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

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San Gorgonio Specific Plan
Existing Plus Project
Morning Peak Hour

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

Intersection #44 SR-243 Highway (NS) at C Street (EW)

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[9.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	58	0	0	38	1	2	0	0	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	58	0	0	38	1	2	0	0	0	0	0
Added Vol:	5	0	0	0	0	38	79	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	58	0	0	38	39	81	0	13	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80		0.80 0.80	0.80	
PHF Volume:	6	73	0	0	48	49	102	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	73	0	0	48	49	102	0	16	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	96 xxxx	xxxxx	xxxx	xxxx	xxxxx	157	157	72	xxxx	xxxx	xxxxx	
Potent Cap.:	1510 xxxx	xxxxx	xxxx	xxxx	xxxxx	839	738	996	xxxx	xxxx	xxxxx	
Move Cap.:	1510 xxxx	xxxxx	xxxx	xxxx	xxxxx	836	735	996	xxxx	xxxx	xxxxx	
Volume/Cap:	0.00 xxxx	xxxx	xxxx	xxxx	xxxx	0.12	0.00	0.02	xxxx	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	0.0 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	7.4 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	855	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	7.4 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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San Gorgonio Specific Plan
Existing Plus Project
Evening Peak Hour

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

****

Intersection #44 SR-243 Highway (NS) at C Street (EW)

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[10.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	48	0	0	69	2	1	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	48	0	0	69	2	1	0	0	0	0	0
Added Vol:	16	0	0	0	0	79	50	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	48	0	0	69	81	51	0	11	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	21	64	0	0	92	108	68	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	64	0	0	92	108	68	0	15	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	200	xxxx	xxxxx	xxxx	xxxx	xxxxx	253	253	146	xxxx	xxxx	xxxxx
Potent Cap.:	1384	xxxx	xxxxx	xxxx	xxxx	xxxxx	740	654	906	xxxx	xxxx	xxxxx
Move Cap.:	1384	xxxx	xxxxx	xxxx	xxxx	xxxxx	731	644	906	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	757	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.3			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

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Opening Year (2017) Without Project

San Gorgonio Specific Plan
Opening Year (2017) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	69	778	422	108	718	25	29	91	10	171	156	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	778	422	108	718	25	29	91	10	171	156	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	778	422	108	718	25	29	91	10	171	156	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	73	821	445	114	757	26	31	96	11	180	165	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	821	445	114	757	26	31	96	11	180	165	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	821	445	114	757	26	31	96	11	180	165	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.95	0.59	1.00	0.85	0.69	1.00	0.85
Lanes:	1.00	1.30	0.70	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2216	1202	1805	3471	121	1123	1900	1615	1317	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.06	0.22	0.22	0.03	0.05	0.01	0.14	0.09	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.21	0.50	0.50	0.12	0.40	0.40	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.19	0.74	0.74	0.54	0.54	0.54	0.15	0.27	0.04	0.74	0.47	0.40
Delay/Veh:	19.5	13.8	13.8	27.8	14.2	14.2	20.8	21.4	20.1	34.7	22.8	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	13.8	13.8	27.8	14.2	14.2	20.8	21.4	20.1	34.7	22.8	22.4
LOS by Move:	B	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	11	11	3	6	6	1	2	0	5	3	2

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.7
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	57	599	223	171	1018	31	23	115	61	271	132	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	599	223	171	1018	31	23	115	61	271	132	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	599	223	171	1018	31	23	115	61	271	132	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	59	619	230	177	1052	32	24	119	63	280	136	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	619	230	177	1052	32	24	119	63	280	136	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	619	230	177	1052	32	24	119	63	280	136	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.95	0.67	1.00	0.85	0.68	1.00	0.85
Lanes:	1.00	1.46	0.54	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2523	939	1805	3489	106	1264	1900	1615	1284	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.10	0.30	0.30	0.02	0.06	0.04	0.22	0.07	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.12	0.35	0.35	0.17	0.40	0.40	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.28	0.71	0.71	0.59	0.76	0.76	0.07	0.22	0.14	0.76	0.25	0.26
Delay/Veh:	24.9	18.8	18.8	26.3	18.1	18.1	15.6	16.5	16.0	28.4	16.7	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	18.8	18.8	26.3	18.1	18.1	15.6	16.5	16.0	28.4	16.7	16.8
LOS by Move:	C	B	B	C	B	B	B	B	B	C	B	B
HCM2kAvgQ:	1	9	9	4	11	11	0	2	1	7	2	2

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

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[15.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	348	1270		0 0	840			2	1		0	90	0		0	0
Growth Adj:	1.00	1.00		1.00 1.00	1.00			1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	348	1270		0 0	840			2	1		0	90	0		0	0
Added Vol:	0	0		0 0	0			0	0		0	0	0		0	0
PasserByVol:	0	0		0 0	0			0	0		0	0	0		0	0
Initial Fut:	348	1270		0 0	840			2	1		0	90	0		0	0
User Adj:	1.00	1.00		1.00 1.00	1.00			1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.91	0.91		0.91 0.91	0.91			0.91	0.91		0.91	0.91	0.91		0.91	0.91
PHF Volume:	383	1399		0 0	925			2	1		0	99	0		0	0
Reduct Vol:	0	0		0 0	0			0	0		0	0	0		0	0
FinalVolume:	383	1399		0 0	925			2	1		0	99	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx xxxx	xxxxx			6.8	xxxx		6.9	xxxxx xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx xxxx	xxxxx			3.5	xxxx		3.3	xxxxx xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	927	xxxx	xxxxx	xxxx xxxx	xxxxx			2392	xxxx		464	xxxx xxxx	xxxxx			
Potent Cap.:	746	xxxx	xxxxx	xxxx xxxx	xxxxx			29	xxxx		551	xxxx xxxx	xxxxx			
Move Cap.:	746	xxxx	xxxxx	xxxx xxxx	xxxxx			17	xxxx		551	xxxx xxxx	xxxxx			
Volume/Cap:	0.51	xxxx	xxxx	xxxx xxxx	xxxx			0.06	xxxx		0.18	xxxx xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	3.0	xxxx	xxxxx	xxxx xxxx	xxxxx			0.2	xxxx		0.7	xxxx xxxx	xxxxx			
Control Del:	14.8	xxxx	xxxxx	xxxxx xxxx	xxxxx			228.2	xxxx		13.0	xxxxx xxxx	xxxxx			
LOS by Move:	B	*		* *	*			F	*		B	* *	*			
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*			*	*	*	*	*	*		
ApproachDel:	xxxxxx			xxxxxx					15.3			xxxxxx				
ApproachLOS:	*			*					C			*				

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

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: D[28.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	189	920	0	0	1491	1	1	0	139	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	920	0	0	1491	1	1	0	139	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	920	0	0	1491	1	1	0	139	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	209	1015	0	0	1646	1	1	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	209	1015	0	0	1646	1	1	0	153	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1647	xxxx	xxxxx	xxxx	xxxx	xxxxx	2571	xxxx	823	xxxx	xxxx	xxxxx
Potent Cap.:	398	xxxx	xxxxx	xxxx	xxxx	xxxxx	22	xxxx	321	xxxx	xxxx	xxxxx
Move Cap.:	398	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	xxxx	321	xxxx	xxxx	xxxxx
Volume/Cap:	0.52	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.48	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	2.5	xxxx	xxxx	xxxxx
Control Del:	23.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	312.1	xxxx	26.1	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	D	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			28.2			xxxxxx		
ApproachLOS:	*			*			D			*		

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

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

****

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0 0	0	0	1 0	1	0	1 0 0
Volume Module:												
Base Vol:	168	0	42	0	0	0	0	428	102	28	172	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	42	0	0	0	0	428	102	28	172	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	42	0	0	0	0	428	102	28	172	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	179	0	45	0	0	0	0	455	108	30	183	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	0	45	0	0	0	0	455	108	30	183	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	0	45	0	0	0	0	455	108	30	183	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.01	0.20	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	479	0	120	0	0	0	0	659	753	557	606	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.37	xxxx	xxxx	xxxx	xxxx	0.69	0.14	0.05	0.30	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	11.7	11.7	11.7	0.0	0.0	0.0	0.0	18.8	8.2	9.3	10.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.7	11.7	0.0	0.0	0.0	0.0	18.8	8.2	9.3	10.8	0.0
LOS by Move:	B	B	B	*	*	*	*	C	A	A	B	*
ApproachDel:	11.7			xxxxxx				16.8			10.6	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	11.7			xxxxxx				16.8			10.6	
LOS by Appr:	B			*				C			B	
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.0	2.0	0.2	0.1	0.4	0.0

****

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

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

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	91	0	28	0	0	0	0	342	133	27	359	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	0	28	0	0	0	0	342	133	27	359	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	0	28	0	0	0	0	342	133	27	359	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	94	0	29	0	0	0	0	355	138	28	373	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	0	29	0	0	0	0	355	138	28	373	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	0	29	0	0	0	0	355	138	28	373	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.00	0.24	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	441	0	136	0	0	0	0	678	776	604	667	0
Capacity Analysis Module:												
Vol/Sat:	0.21	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	0.52	0.18	0.05	0.56	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	10.2	0.0	10.2	0.0	0.0	0.0	0.0	13.4	8.2	8.8	14.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	0.0	10.2	0.0	0.0	0.0	0.0	13.4	8.2	8.8	14.4	0.0
LOS by Move:	B	*	B	*	*	*	*	B	A	A	B	*
ApproachDel:		10.2			xxxxxx			12.0			14.0	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		10.2			xxxxxx			12.0			14.0	
LOS by Appr:		B			*			B			B	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	1.0	0.2	0.0	1.2	0.0

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	132	6	92	230	198	2	2	108	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	132	6	92	230	198	2	2	108	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	132	6	92	230	198	2	2	108	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	1	1	1	151	7	106	264	227	2	2	124	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	151	7	106	264	227	2	2	124	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	151	7	106	264	227	2	2	124	206
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.06	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	408	432	473	488	35	543	528	568	632	490	530	593
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.19	0.19	0.50	0.40	0.00	0.00	0.23	0.35
Crit Moves:	****			****			****					****
Delay/Veh:	10.7	10.2	9.5	12.7	9.9	9.9	15.6	12.7	8.2	9.8	11.1	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.2	9.5	12.7	9.9	9.9	15.6	12.7	8.2	9.8	11.1	11.4
LOS by Move:	B	B	A	B	A	A	C	B	A	A	B	B
ApproachDel:		10.2			11.5			14.2			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.2			11.5			14.2			11.3	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.2	0.2	0.9	0.6	0.0	0.0	0.3	0.5

****

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Evening Peak Hour

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

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	0	1		1	0	0	1	0		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	2	6	2				186	6	141				160	232	2				2	237	214			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	2	6	2				186	6	141				160	232	2				2	237	214			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	2	6	2				186	6	141				160	232	2				2	237	214			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	2	6	2				195	6	148				168	243	2				2	249	225			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	2	6	2				195	6	148				168	243	2				2	249	225			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	2	6	2				195	6	148				168	243	2				2	249	225			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00				1.00	0.04	0.96				1.00	1.00	1.00				1.00	1.00	1.00			
Final Sat.:	381	403	437				477	23	540				478	513	561				477	518	576			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.02	0.00				0.41	0.27	0.27				0.35	0.47	0.00				0.00	0.48	0.39			
Crit Moves:		****					****							****						****				
Delay/Veh:	11.3	10.8	10.1				14.7	11.0	11.0				13.7	15.2	8.8				10.0	15.2	12.4			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	11.3	10.8	10.1				14.7	11.0	11.0				13.7	15.2	8.8				10.0	15.2	12.4			
LOS by Move:	B	B	B				B	B	B				B	C	A				A	C	B			
ApproachDel:		10.8						13.0						14.6						13.9				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		10.8						13.0						14.6						13.9				
LOS by Appr:		B						B						B						B				
AllWayAvgQ:	0.0	0.0	0.0				0.6	0.3	0.3				0.5	0.8	0.0				0.0	0.8	0.6			

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

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Opening Year (2017) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	104	244	0	0	309	16	26	0	201	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	244	0	0	309	16	26	0	201	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	244	0	0	309	16	26	0	201	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	119	279	0	0	353	18	30	0	229	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	279	0	0	353	18	30	0	229	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	279	0	0	353	18	30	0	229	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.85	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.95	0.05	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1794	93	1615	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.00	0.00	0.20	0.20	0.02	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.52	0.00	0.00	0.39	0.39	0.28	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.51	0.28	0.00	0.00	0.51	0.51	0.07	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	26.1	8.3	0.0	0.0	14.5	14.5	15.9	0.0	12.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	8.3	0.0	0.0	14.5	14.5	15.9	0.0	12.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	3	3	0	0	6	6	0	0	3	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Ovl				Include			
Min. Green:	7	7	0		0	7	7		7	0	7		0	0	0	
Lanes:	1	0 1	0	0	0	0 1	0		1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	226	331	0	0	236	24	9	0	154	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	226	331	0	0	236	24	9	0	154	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	226	331	0	0	236	24	9	0	154	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	233	341	0	0	243	25	9	0	158	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	233	341	0	0	243	25	9	0	158	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	233	341	0	0	243	25	9	0	158	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.82	1.00	0.85	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	0.91	0.09	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1805	1900	0	0	1704	173	1560	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.18	0.00	0.00	0.14	0.14	0.01	0.00	0.10	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.32	0.68	0.00	0.00	0.36	0.36	0.12	0.00	0.44	0.00	0.00	0.00				
Volume/Cap:	0.40	0.26	0.00	0.00	0.40	0.40	0.05	0.00	0.22	0.00	0.00	0.00				
Delay/Veh:	16.2	3.8	0.0	0.0	14.8	14.8	23.7	0.0	10.5	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	16.2	3.8	0.0	0.0	14.8	14.8	23.7	0.0	10.5	0.0	0.0	0.0				
LOS by Move:	B	A	A	A	B	B	C	A	B	A	A	A				
HCM2kAvgQ:	4	3	0	0	4	4	0	0	2	0	0	0				

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Ovl						Include						Include						Include					
Min. Green:	7	7	7				7	7	7				7	7	7				7	7	7			
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:	71	195	134				156	455	99				23	110	136				158	120	132			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	71	195	134				156	455	99				23	110	136				158	120	132			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	71	195	134				156	455	99				23	110	136				158	120	132			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.87	0.87	0.87				0.87	0.87	0.87				0.87	0.87	0.87				0.87	0.87	0.87			
PHF Volume:	82	224	154				180	524	114				26	127	157				182	138	152			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	82	224	154				180	524	114				26	127	157				182	138	152			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	82	224	154				180	524	114				26	127	157				182	138	152			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	1.00	0.85				0.95	0.92	0.92				0.95	0.87	0.87				0.95	0.95	0.85			
Lanes:	1.00	1.00	1.00				1.00	1.64	0.36				1.00	1.00	1.00				1.00	2.00	1.00			
Final Sat.:	1805	1900	1615				1805	2885	628				1805	1655	1655				1805	3610	1615			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.12	0.10				0.10	0.18	0.18				0.01	0.08	0.09				0.10	0.04	0.09			
Crit Moves:	****							****							****				****					
Green/Cycle:	0.12	0.21	0.37				0.21	0.30	0.30				0.16	0.15	0.15				0.16	0.16	0.16			
Volume/Cap:	0.39	0.57	0.26				0.48	0.61	0.61				0.09	0.49	0.61				0.61	0.24	0.59			
Delay/Veh:	25.7	23.3	13.3				22.0	19.2	19.2				21.6	23.9	26.1				27.0	22.2	26.9			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	25.7	23.3	13.3				22.0	19.2	19.2				21.6	23.9	26.1				27.0	22.2	26.9			
LOS by Move:	C	C	B				C	B	B				C	C	C				C	C	C			
HCM2kAvgQ:	2	5	2				4	6	6				0	3	4				4	1	4			

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Ovl						Include						Include						Include					
Min. Green:	7	7	7				7	7	7				7	7	7				7	7	7			
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:	80	550	200				133	307	9				16	87	57				156	91	173			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	80	550	200				133	307	9				16	87	57				156	91	173			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	80	550	200				133	307	9				16	87	57				156	91	173			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.89	0.89	0.89				0.89	0.89	0.89				0.89	0.89	0.89				0.89	0.89	0.89			
PHF Volume:	90	619	225				150	345	10				18	98	64				175	102	195			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	90	619	225				150	345	10				18	98	64				175	102	195			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	90	619	225				150	345	10				18	98	64				175	102	195			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	1.00	0.85				0.95	0.95	0.95				0.95	0.89	0.89				0.95	0.95	0.85			
Lanes:	1.00	1.00	1.00				1.00	1.94	0.06				1.00	1.21	0.79				1.00	2.00	1.00			
Final Sat.:	1805	1900	1615				1805	3493	102				1805	2052	1345				1805	3610	1615			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.33	0.14				0.08	0.10	0.10				0.01	0.05	0.05				0.10	0.03	0.12			
Crit Moves:		****					****						****								****			
Green/Cycle:	0.26	0.41	0.54				0.11	0.26	0.26				0.10	0.13	0.13				0.13	0.15	0.15			
Volume/Cap:	0.19	0.79	0.26				0.79	0.38	0.38				0.10	0.38	0.38				0.77	0.19	0.79			
Delay/Veh:	20.4	23.2	8.8				50.0	21.6	21.6				28.9	28.6	28.6				44.2	26.0	44.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	20.4	23.2	8.8				50.0	21.6	21.6				28.9	28.6	28.6				44.2	26.0	44.0			
LOS by Move:	C	C	A				D	C	C				C	C	C				D	C	D			
HCM2kAvgQ:	2	14	3				5	4	4				0	2	2				6	1	6			

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7	7	7				7	7	7				7	7	7				7	7	7			
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	103	419	161				137	470	86				96	172	153				157	131	44			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	103	419	161				137	470	86				96	172	153				157	131	44			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	103	419	161				137	470	86				96	172	153				157	131	44			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90	0.90			
PHF Volume:	114	465	178				152	521	95				106	191	170				174	145	49			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	114	465	178				152	521	95				106	191	170				174	145	49			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	114	465	178				152	521	95				106	191	170				174	145	49			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.95	0.85				0.95	0.95	0.85				0.95	0.95	0.85				0.95	0.95	0.85			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1805	3610	1615				1805	3610	1615				1805	3610	1615				1805	3610	1615			
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.13	0.11				0.08	0.14	0.06				0.06	0.05	0.11				0.10	0.04	0.03			
Crit Moves:	****							****							****				****					
Green/Cycle:	0.12	0.20	0.20				0.18	0.26	0.26				0.18	0.19	0.19				0.17	0.18	0.18			
Volume/Cap:	0.54	0.66	0.56				0.47	0.56	0.23				0.33	0.28	0.56				0.56	0.22	0.17			
Delay/Veh:	27.9	24.5	24.1				23.2	20.1	17.9				22.1	21.1	24.5				25.1	21.2	21.1			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	27.9	24.5	24.1				23.2	20.1	17.9				22.1	21.1	24.5				25.1	21.2	21.1			
LOS by Move:	C	C	C				C	C	B				C	C	C				C	C	C			
HCM2kAvgQ:	3	5	4				3	5	2				2	2	4				4	1	1			

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	157	513	170	82	463	85	185	238	177	270	278	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	513	170	82	463	85	185	238	177	270	278	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	513	170	82	463	85	185	238	177	270	278	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	171	558	185	89	504	92	201	259	193	294	303	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	558	185	89	504	92	201	259	193	294	303	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	558	185	89	504	92	201	259	193	294	303	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.11	0.05	0.14	0.06	0.11	0.07	0.12	0.16	0.08	0.06
Crit Moves:		****		****					****	****		
Green/Cycle:	0.15	0.22	0.22	0.12	0.18	0.18	0.20	0.17	0.17	0.23	0.20	0.20
Volume/Cap:	0.62	0.71	0.52	0.42	0.76	0.31	0.56	0.43	0.71	0.71	0.42	0.31
Delay/Veh:	28.1	24.7	22.1	26.0	28.6	21.9	23.7	22.8	31.9	26.8	21.4	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	24.7	22.1	26.0	28.6	21.9	23.7	22.8	31.9	26.8	21.4	21.1
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	7	4	2	7	2	4	3	5	7	3	2

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	218	637	0	0	546	300	0	0	0	164	2	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	637	0	0	546	300	0	0	0	164	2	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	637	0	0	546	300	0	0	0	164	2	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	234	684	0	0	586	322	0	0	0	176	2	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	684	0	0	586	322	0	0	0	176	2	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	684	0	0	586	322	0	0	0	176	2	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1733	21	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.00	0.00	0.16	0.20	0.00	0.00	0.00	0.10	0.10	0.10
Crit Moves:	****					****				****		
Green/Cycle:	0.24	0.61	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.19	0.19	0.19
Volume/Cap:	0.54	0.31	0.00	0.00	0.44	0.54	0.00	0.00	0.00	0.54	0.54	0.54
Delay/Veh:	21.2	5.7	0.0	0.0	14.4	15.8	0.0	0.0	0.0	23.7	23.7	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	5.7	0.0	0.0	14.4	15.8	0.0	0.0	0.0	23.7	23.7	23.9
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	5	3	0	0	5	5	0	0	0	4	4	4

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	293	932	0	0	643	304	0	0	0	337	3	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	932	0	0	643	304	0	0	0	337	3	268
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	932	0	0	643	304	0	0	0	337	3	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	317	1009	0	0	696	329	0	0	0	365	3	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	1009	0	0	696	329	0	0	0	365	3	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	1009	0	0	696	329	0	0	0	365	3	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1727	15	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.00	0.00	0.19	0.20	0.00	0.00	0.00	0.21	0.21	0.18
Crit Moves:	****					****					****	
Green/Cycle:	0.24	0.51	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.74	0.54	0.00	0.00	0.70	0.74	0.00	0.00	0.00	0.74	0.74	0.63
Delay/Veh:	27.8	10.2	0.0	0.0	21.7	26.2	0.0	0.0	0.0	25.1	25.1	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	10.2	0.0	0.0	21.7	26.2	0.0	0.0	0.0	25.1	25.1	21.4
LOS by Move:	C	B	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	7	7	0	0	8	7	0	0	0	8	8	6

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	542	272	165	548	0	308	3	312	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	542	272	165	548	0	308	3	312	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	542	272	165	548	0	308	3	312	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	558	280	170	564	0	317	3	321	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	558	280	170	564	0	317	3	321	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	558	280	170	564	0	317	3	321	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1742	17	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.17	0.09	0.16	0.00	0.18	0.18	0.20	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.30	0.30	0.16	0.46	0.00	0.34	0.34	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.52	0.58	0.58	0.34	0.00	0.53	0.53	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	18.0	19.8	26.3	10.5	0.0	16.9	16.9	17.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.0	19.8	26.3	10.5	0.0	16.9	16.9	17.9	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	5	5	4	4	0	5	5	6	0	0	0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	852	384	163	794	0	378	13	446	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	852	384	163	794	0	378	13	446	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	852	384	163	794	0	378	13	446	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	888	400	170	828	0	394	14	465	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	888	400	170	828	0	394	14	465	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	888	400	170	828	0	394	14	465	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.97	0.03	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1712	59	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.09	0.23	0.00	0.23	0.23	0.29	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.31	0.31	0.12	0.43	0.00	0.37	0.37	0.37	0.00	0.00	0.00
Volume/Cap:	0.00	0.79	0.79	0.79	0.53	0.00	0.63	0.63	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	22.5	27.1	42.7	12.8	0.0	17.6	17.6	23.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.5	27.1	42.7	12.8	0.0	17.6	17.6	23.7	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	10	9	5	6	0	7	7	10	0	0	0

****

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.316
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	24	225	13	103	201	70	139	33	39	20	46	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	225	13	103	201	70	139	33	39	20	46	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	225	13	103	201	70	139	33	39	20	46	226
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.00
PHF Volume:	25	232	13	106	207	0	143	34	40	21	47	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	232	13	106	207	0	143	34	40	21	47	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	25	232	13	106	207	0	143	34	40	21	47	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	1.00	0.95	0.87	0.87	0.85	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3386	196	1805	3610	1900	1805	1659	1659	1615	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.06	0.06	0.00	0.08	0.02	0.02	0.01	0.02	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.20	0.20	0.18	0.19	0.00	0.24	0.35	0.35	0.12	0.12	0.00
Volume/Cap:	0.07	0.34	0.34	0.34	0.30	0.00	0.34	0.06	0.07	0.11	0.21	0.00
Delay/Veh:	20.1	20.7	20.7	22.3	21.1	0.0	19.4	12.8	12.9	24.0	24.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	20.7	20.7	22.3	21.1	0.0	19.4	12.8	12.9	24.0	24.5	0.0
LOS by Move:	C	C	C	C	C	A	B	B	B	C	C	A
HCM2kAvgQ:	0	2	2	2	2	0	2	0	1	0	1	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Permitted					
Rights:	Include						Ignore						Include						Ignore					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	2	0	1		1	0	1	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	32		221		18		193		246		116		97		109		36		18		61		182	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	32		221		18		193		246		116		97		109		36		18		61		182	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	32		221		18		193		246		116		97		109		36		18		61		182	
User Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
PHF Adj:	0.96		0.96		0.96		0.96		0.96		0.00		0.96		0.96		0.96		0.96		0.96		0.00	
PHF Volume:	34		231		19		202		258		0		102		114		38		19		64		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	34		231		19		202		258		0		102		114		38		19		64		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
FinalVolume:	34		231		19		202		258		0		102		114		38		19		64		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.94		0.94		0.95		0.95		1.00		0.95		0.91		0.91		0.85		1.00		1.00	
Lanes:	1.00		1.85		0.15		1.00		2.00		1.00		1.00		1.50		0.50		1.00		1.00		1.00	
Final Sat.:	1805		3301		269		1805		3610		1900		1805		2613		863		1615		1900		1900	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.07		0.07		0.11		0.07		0.00		0.06		0.04		0.04		0.01		0.03		0.00	
Crit Moves:			****				****						****								****			
Green/Cycle:	0.24		0.18		0.18		0.29		0.24		0.00		0.15		0.26		0.26		0.12		0.12		0.00	
Volume/Cap:	0.08		0.39		0.39		0.39		0.30		0.00		0.39		0.17		0.17		0.10		0.29		0.00	
Delay/Veh:	17.9		22.0		22.0		17.5		19.1		0.0		24.2		17.2		17.2		23.9		24.9		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	17.9		22.0		22.0		17.5		19.1		0.0		24.2		17.2		17.2		23.9		24.9		0.0	
LOS by Move:	B		C		C		B		B		A		C		B		B		C		C		A	
HCM2kAvgQ:	1		3		3		3		2		0		2		1		1		0		1		0	

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

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

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[14.1]

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	1	0 1	0 1	0	0 1!	0 0	1	0 2	0 1				1	0 2	0 1			
Volume Module:																		
Base Vol:	11	1	29	4	5	10	8	317	11				44	378	2			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	11	1	29	4	5	10	8	317	11				44	378	2			
Added Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	11	1	29	4	5	10	8	317	11				44	378	2			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88			
PHF Volume:	12	1	33	5	6	11	9	360	12				50	429	2			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	12	1	33	5	6	11	9	360	12				50	429	2			
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	695	909	180	728	919	215	431	xxxx	xxxxx				372	xxxx	xxxxx			
Potent Cap.:	332	277	838	315	273	797	1139	xxxx	xxxxx				1197	xxxx	xxxxx			
Move Cap.:	310	263	838	290	260	797	1139	xxxx	xxxxx				1197	xxxx	xxxxx			
Volume/Cap:	0.04	0.00	0.04	0.02	0.02	0.01	0.01	xxxx	xxxx				0.04	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	0.1	0.0	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	17.1	18.7	9.5	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx				8.1	xxxx	xxxxx			
LOS by Move:	C	C	A	*	*	*	A	*	*				A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	417	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.1	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	B	*	*	*	*				*	*	*			
ApproachDel:	11.7			14.1			xxxxxx						xxxxxx					
ApproachLOS:	B			B			*						*					

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

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

****

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[16.2]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	0	1	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	8	2	60			5	4	1			5	375	6			21	330	3		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	8	2	60			5	4	1			5	375	6			21	330	3		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	8	2	60			5	4	1			5	375	6			21	330	3		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.90	0.90	0.90			0.90	0.90	0.90			0.90	0.90	0.90			0.90	0.90	0.90		
PHF Volume:	9	2	67			6	4	1			6	417	7			23	367	3		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	9	2	67			6	4	1			6	417	7			23	367	3		
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9			7.5	6.5	6.9			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3			3.5	4.0	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	660	844	208			634	848	183			370	xxxx	xxxxx			423	xxxx	xxxxx		
Potent Cap.:	352	302	804			368	301	834			1200	xxxx	xxxxx			1147	xxxx	xxxxx		
Move Cap.:	341	294	804			329	293	834			1200	xxxx	xxxxx			1147	xxxx	xxxxx		
Volume/Cap:	0.03	0.01	0.08			0.02	0.02	0.00			0.00	xxxx	xxxx			0.02	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.1	0.0	0.3			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	15.8	17.3	9.9			xxxxx	xxxx	xxxxx			8.0	xxxx	xxxxx			8.2	xxxx	xxxxx		
LOS by Move:	C	C	A			*	*	*			A	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	333	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	0.1	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	16.2	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	C	*			*	*	*			*	*	*		
ApproachDel:	10.8					16.2					xxxxxx					xxxxxx				
ApproachLOS:	B					C					*					*				

****

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Morning Peak Hour

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

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[13.4]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0	1! 0	0	0	1	1	0	1	1	0		1	0	2	0	1	
Volume Module:																		
Base Vol:	1	1	1	26	1	24	26	294	1				9	286	14			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	1	1	1	26	1	24	26	294	1				9	286	14			
Added Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	1	1	1	26	1	24	26	294	1				9	286	14			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86				0.86	0.86	0.86			
PHF Volume:	1	1	1	30	1	28	30	341	1				10	331	16			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	1	1	1	30	1	28	30	341	1				10	331	16			
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	589	770	171	583	754	166	348	xxxx	xxxxx				342	xxxx	xxxxx			
Potent Cap.:	396	333	849	400	340	856	1223	xxxx	xxxxx				1229	xxxx	xxxxx			
Move Cap.:	373	323	849	388	329	856	1223	xxxx	xxxxx				1229	xxxx	xxxxx			
Volume/Cap:	0.00	0.00	0.00	0.08	0.00	0.03	0.02	xxxx	xxxx				0.01	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx				0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.3	8.0	xxxx	xxxxx				8.0	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	A	A	*	*				A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	431	xxxxx	386	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.0	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	13.4	xxxxx	15.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	B	*	C	*	*	*	*	*				*	*	*			
ApproachDel:	13.4			12.4			xxxxxx						xxxxxx					
ApproachLOS:	B			B			*						*					

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Evening Peak Hour

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

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[20.2]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0	1! 0	0	0	1	0	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module:																			
Base Vol:	1	1	1	10	1	40	75	420	3				7	480	25				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00				
Initial Bse:	1	1	1	10	1	40	75	420	3				7	480	25				
Added Vol:	0	0	0	0	0	0	0	0	0				0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0				
Initial Fut:	1	1	1	10	1	40	75	420	3				7	480	25				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00				
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89				
PHF Volume:	1	1	1	11	1	45	84	472	3				8	539	28				
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0				
FinalVolume:	1	1	1	11	1	45	84	472	3				8	539	28				
Critical Gap Module:																			
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				
Capacity Module:																			
Cnflict Vol:	928	1225	238	960	1199	270	567	xxxx	xxxxx				475	xxxx	xxxxx				
Potent Cap.:	226	180	770	214	187	734	1015	xxxx	xxxxx				1097	xxxx	xxxxx				
Move Cap.:	197	164	770	198	170	734	1015	xxxx	xxxxx				1097	xxxx	xxxxx				
Volume/Cap:	0.01	0.01	0.00	0.06	0.01	0.06	0.08	xxxx	xxxx				0.01	xxxx	xxxx				
Level Of Service Module:																			
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.3	xxxx	xxxxx				0.0	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.2	8.9	xxxx	xxxxx				8.3	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	B	A	*	*				A	*	*				
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT				LT	- LTR	- RT				
Shared Cap.:	xxxx	240	xxxxx	195	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.0	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	20.2	xxxxx	24.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				
Shared LOS:	*	C	*	C	*	*	*	*	*				*	*	*				
ApproachDel:	20.2			13.3			xxxxxx						xxxxxx						
ApproachLOS:	C			B			*						*						

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

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Opening Year (2017) Without Project
Morning Peak Hour

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

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.063
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0 0	0 0	0	0 1	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	30	0	0	0	0	0	0	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	0	0	0	0	0	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	0	0	0	0	0	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
PHF Volume:	53	0	0	0	0	0	0	0	53	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	0	0	0	0	0	0	0	53	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	0	0	0	0	0	0	0	53	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	847	0	0	0	0	0	0	773	910	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.06	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:		7.5			xxxxxx			6.9			xxxxxx	
Delay Adj:		1.00			xxxxx			1.00			xxxxx	
ApprAdjDel:		7.5			xxxxxx			6.9			xxxxxx	
LOS by Appr:		A			*			A			*	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Evening Peak Hour

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

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.090
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0 0	0 0	0	0 1	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	50	0	0	0	0	0	0	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	0	0	0	0	0	0	40	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	0	0	0	0	0	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	76	0	0	0	0	0	0	0	61	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	0	0	0	0	0	0	0	61	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	0	0	0	0	0	0	0	61	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	844	0	0	0	0	0	0	762	894	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.07	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:		7.6			xxxxxx			6.9			xxxxxx	
Delay Adj:		1.00			xxxxx			1.00			xxxxx	
ApprAdjDel:		7.6			xxxxxx			6.9			xxxxxx	
LOS by Appr:		A			*			A			*	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Morning Peak Hour

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

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.1
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	108	11	33	5	41	15	9	222	174	45	187	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	11	33	5	41	15	9	222	174	45	187	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	11	33	5	41	15	9	222	174	45	187	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	122	12	37	6	46	17	10	251	197	51	212	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	12	37	6	46	17	10	251	197	51	212	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	12	37	6	46	17	10	251	197	51	212	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.46	0.54	1.00	0.56	0.44	1.00	0.99	0.01
Final Sat.:	463	492	545	435	689	261	571	374	293	550	597	3
Capacity Analysis Module:												
Vol/Sat:	0.26	0.03	0.07	0.01	0.07	0.07	0.02	0.67	0.67	0.09	0.35	0.35
Crit Moves:	****				****			****			****	
Delay/Veh:	12.2	9.6	9.1	10.3	10.0	9.7	8.9	17.7	17.7	9.6	11.5	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	9.6	9.1	10.3	10.0	9.7	8.9	17.7	17.7	9.6	11.5	11.5
LOS by Move:	B	A	A	B	B	A	A	C	C	A	B	B
ApproachDel:		11.4			10.0			17.5			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.4			10.0			17.5			11.1	
LOS by Appr:		B			A			C			B	
AllWayAvgQ:	0.3	0.0	0.1	0.0	0.1	0.1	0.0	1.8	1.8	0.1	0.5	0.5

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Evening Peak Hour

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

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.3
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	191	35	74	1	10	1	1	196	164	56	159	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	35	74	1	10	1	1	196	164	56	159	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	35	74	1	10	1	1	196	164	56	159	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	216	40	84	1	11	1	1	222	186	63	180	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	40	84	1	11	1	1	222	186	63	180	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	40	84	1	11	1	1	222	186	63	180	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.82	0.18	1.00	0.54	0.46	1.00	0.97	0.03
Final Sat.:	491	522	582	415	807	81	541	342	286	523	552	17
Capacity Analysis Module:												
Vol/Sat:	0.44	0.08	0.14	0.00	0.01	0.01	0.00	0.65	0.65	0.12	0.33	0.33
Crit Moves:	****				****				****		****	
Delay/Veh:	14.7	9.7	9.4	10.5	10.0	10.0	9.1	17.5	17.5	10.1	11.5	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	9.7	9.4	10.5	10.0	10.0	9.1	17.5	17.5	10.1	11.5	11.5
LOS by Move:	B	A	A	B	B	A	A	C	C	B	B	B
ApproachDel:		12.8			10.1			17.5			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.8			10.1			17.5			11.2	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.7	0.1	0.1	0.0	0.0	0.0	0.0	1.6	1.6	0.1	0.4	0.4

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.284
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	113	110	80	73	214	45	42	177	84	52	172	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	110	80	73	214	45	42	177	84	52	172	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	110	80	73	214	45	42	177	84	52	172	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	123	120	87	80	233	49	46	193	92	57	187	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	120	87	80	233	49	46	193	92	57	187	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	120	87	80	233	49	46	193	92	57	187	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.89	0.89	0.62	0.93	0.93	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	1.00	1.16	0.84	1.00	1.65	0.35	1.00	1.36	0.64	1.00	1.71	0.29
Final Sat.:	1089	1958	1424	1169	2905	611	1805	2331	1106	1805	3021	509
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.06	0.07	0.08	0.08	0.03	0.08	0.08	0.03	0.06	0.06
Crit Moves:	****							****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.20	0.29	0.29	0.12	0.20	0.20
Volume/Cap:	0.29	0.16	0.16	0.17	0.20	0.20	0.13	0.29	0.29	0.27	0.31	0.31
Delay/Veh:	12.8	11.8	11.8	12.0	12.0	12.0	19.7	16.7	16.7	24.9	20.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	11.8	11.8	12.0	12.0	12.0	19.7	16.7	16.7	24.9	20.6	20.6
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	2	1	1	1	2	2	1	2	2	1	2	2

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

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Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.1
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	136	263	71	84	209	36	71	245	104	106	328	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	263	71	84	209	36	71	245	104	106	328	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	263	71	84	209	36	71	245	104	106	328	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	138	268	72	86	213	37	72	249	106	108	334	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	268	72	86	213	37	72	249	106	108	334	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	268	72	86	213	37	72	249	106	108	334	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.92	0.92	0.54	0.93	0.93	0.95	0.91	0.91	0.95	0.93	0.93
Lanes:	1.00	1.57	0.43	1.00	1.71	0.29	1.00	1.40	0.60	1.00	1.66	0.34
Final Sat.:	1123	2752	743	1017	3012	519	1805	2420	1027	1805	2930	590
Capacity Analysis Module:												
Vol/Sat:	0.12	0.10	0.10	0.08	0.07	0.07	0.04	0.10	0.10	0.06	0.11	0.11
Crit Moves:	****							****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.23	0.29	0.29	0.17	0.23	0.23
Volume/Cap:	0.36	0.28	0.28	0.24	0.20	0.20	0.18	0.36	0.36	0.36	0.50	0.50
Delay/Veh:	15.3	14.4	14.4	14.4	13.9	13.9	18.8	17.2	17.2	22.9	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	14.4	14.4	14.4	13.9	13.9	18.8	17.2	17.2	22.9	20.7	20.7
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	2	3	3	1	2	2	1	3	3	2	4	4

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

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Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.297
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2	0 0	0	0 1	1 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	69	203	0	0	246	161	0	0	0	4	0	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	203	0	0	246	161	0	0	0	4	0	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	203	0	0	246	161	0	0	0	4	0	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	77	228	0	0	276	180	0	0	0	4	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	228	0	0	276	180	0	0	0	4	0	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	228	0	0	276	180	0	0	0	4	0	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.21	0.79	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2053	1344	0	0	0	1701	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.00	0.00	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.14	0.60	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.30	0.11	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.01	0.00	0.30
Delay/Veh:	23.6	5.2	0.0	0.0	10.5	10.5	0.0	0.0	0.0	19.1	0.0	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	5.2	0.0	0.0	10.5	10.5	0.0	0.0	0.0	19.1	0.0	20.8
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	C
HCM2kAvgQ:	2	1	0	0	3	3	0	0	0	0	0	2

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

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Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.6
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	78	350	0	0	264	179	0	0	0	16	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	350	0	0	264	179	0	0	0	16	0	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	350	0	0	264	179	0	0	0	16	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	81	365	0	0	275	187	0	0	0	17	0	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	365	0	0	275	187	0	0	0	17	0	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	365	0	0	275	187	0	0	0	17	0	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.88	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.19	0.81	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2020	1370	0	0	0	1676	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.01	0.00	0.12
Crit Moves:	****				****							****
Green/Cycle:	0.12	0.49	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.37	0.21	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.03	0.00	0.37
Delay/Veh:	25.3	8.8	0.0	0.0	14.1	14.1	0.0	0.0	0.0	14.3	0.0	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	8.8	0.0	0.0	14.1	14.1	0.0	0.0	0.0	14.3	0.0	16.5
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	B
HCM2kAvgQ:	2	2	0	0	4	4	0	0	0	0	0	3

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

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.324
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	128	6	133	90	0	152	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	128	6	133	90	0	152	0	50	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	128	6	133	90	0	152	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	154	7	160	109	0	183	0	60	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	154	7	160	109	0	183	0	60	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	154	7	160	109	0	183	0	60	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3424	161	1805	3610	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.09	0.03	0.00	0.13	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.14	0.14	0.27	0.41	0.00	0.39	0.00	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.32	0.32	0.32	0.07	0.00	0.32	0.00	0.10	0.00	0.00	0.00
Delay/Veh:	0.0	23.7	23.7	17.7	10.7	0.0	13.2	0.0	11.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.7	23.7	17.7	10.7	0.0	13.2	0.0	11.8	0.0	0.0	0.0
LOS by Move:	A	C	C	B	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	2	2	3	1	0	3	0	1	0	0	0

****

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		7	0	7		0	0	0	
Lanes:	0	0	1	1 0	1	0	2	0 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	178	13		123	155	0		252	0	55		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	178	13		123	155	0		252	0	55		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	178	13		123	155	0		252	0	55		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	197	14		136	172	0		279	0	61		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	197	14		136	172	0		279	0	61		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	197	14		136	172	0		279	0	61		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.94	0.94		0.95	0.95	1.00		0.77	1.00	0.85		1.00	1.00	1.00	
Lanes:	0.00	1.86	0.14		1.00	2.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3331	243		1805	3610	0		1461	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06	0.06		0.08	0.05	0.00		0.19	0.00	0.04		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.00	0.15	0.15		0.19	0.33	0.00		0.47	0.00	0.47		0.00	0.00	0.00	
Volume/Cap:	0.00	0.41	0.41		0.41	0.14	0.00		0.41	0.00	0.08		0.00	0.00	0.00	
Delay/Veh:	0.0	23.8	23.8		22.3	14.2	0.0		10.8	0.0	8.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	23.8	23.8		22.3	14.2	0.0		10.8	0.0	8.8		0.0	0.0	0.0	
LOS by Move:	A	C	C		C	B	A		B	A	A		A	A	A	
HCM2kAvgQ:	0	2	2		3	1	0		4	0	1		0	0	0	

****

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: A[9.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	1 0	0 1	0	0 0	0 0	0	0 0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	50	10	100	21	0	0	0	0	19	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	10	100	21	0	0	0	0	19	0	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	10	100	21	0	0	0	0	19	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	58	12	115	24	0	0	0	0	22	0	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	58	12	115	24	0	0	0	0	22	0	92
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	69	xxxx	xxxxx	xxxx	xxxx	xxxxx	318	318	63
Potent Cap.:	xxxx	xxxx	xxxxx	1545	xxxx	xxxxx	xxxx	xxxx	xxxxx	679	602	1007
Move Cap.:	xxxx	xxxx	xxxxx	1545	xxxx	xxxxx	xxxx	xxxx	xxxxx	638	554	1007
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	906	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.5		
ApproachLOS:	*			*			*			A		

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[9.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	62	24	96	124	0	0	0	0	16	0	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	62	24	96	124	0	0	0	0	16	0	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	62	24	96	124	0	0	0	0	16	0	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	70	27	109	141	0	0	0	0	18	0	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	70	27	109	141	0	0	0	0	18	0	111
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	98	xxxx	xxxxx	xxxx	xxxx	xxxxx	443	443	84
Potent Cap.:	xxxx	xxxx	xxxxx	1508	xxxx	xxxxx	xxxx	xxxx	xxxxx	576	512	981
Move Cap.:	xxxx	xxxx	xxxxx	1508	xxxx	xxxxx	xxxx	xxxx	xxxxx	542	473	981
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.11
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	881	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.8		
ApproachLOS:	*			*			*			A		

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.069
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	0	1 0	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	21	1	29	8	0	0	0	0	2	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	21	1	29	8	0	0	0	0	2	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	21	1	29	8	0	0	0	0	2	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	31	1	43	12	0	0	0	0	3	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	31	1	43	12	0	0	0	0	3	0	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	31	1	43	12	0	0	0	0	3	0	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.78	0.22	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	785	925	621	171	0	0	0	0	683	0	884
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.04	0.00	0.07	0.07	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.01
Crit Moves:		****		****								****
Delay/Veh:	0.0	7.5	6.6	7.9	7.9	0.0	0.0	0.0	0.0	7.9	0.0	6.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	6.6	7.9	7.9	0.0	0.0	0.0	0.0	7.9	0.0	6.8
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.4			7.9			xxxxxx			7.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.4			7.9			xxxxxx			7.0	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.113
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	0	1 0	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	24	0	50	20	0	0	0	0	0	0	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	24	0	50	20	0	0	0	0	0	0	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	24	0	50	20	0	0	0	0	0	0	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	30	0	63	25	0	0	0	0	0	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	0	63	25	0	0	0	0	0	0	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	0	63	25	0	0	0	0	0	0	45
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.71	0.29	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	765	898	558	223	0	0	0	0	670	0	864
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.04	0.00	0.11	0.11	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.05
Crit Moves:		****			****							****
Delay/Veh:	0.0	7.5	0.0	8.1	8.1	0.0	0.0	0.0	0.0	0.0	0.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	0.0	8.1	8.1	0.0	0.0	0.0	0.0	0.0	0.0	7.0
LOS by Move:	*	A	*	A	A	*	*	*	*	*	*	A
ApproachDel:		7.5			8.1			xxxxxx			7.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.5			8.1			xxxxxx			7.0	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	80	35	178	17	40	13	6	245	73	127	196	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	35	178	17	40	13	6	245	73	127	196	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	35	178	17	40	13	6	245	73	127	196	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	92	40	205	20	46	15	7	282	84	146	225	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	40	205	20	46	15	7	282	84	146	225	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	40	205	20	46	15	7	282	84	146	225	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	1.00	0.85	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	0.24	0.57	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1402	1900	1615	426	1002	326	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.13	0.05	0.05	0.05	0.00	0.08	0.05	0.08	0.06	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.22	0.22	0.22	0.23	0.22	0.22
Volume/Cap:	0.18	0.06	0.36	0.13	0.13	0.13	0.02	0.36	0.24	0.36	0.28	0.03
Delay/Veh:	13.5	12.8	14.7	13.2	13.2	13.2	18.2	20.1	19.7	20.1	19.5	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	12.8	14.7	13.2	13.2	13.2	18.2	20.1	19.7	20.1	19.5	18.3
LOS by Move:	B	B	B	B	B	B	B	C	B	C	B	B
HCM2kAvgQ:	1	1	3	1	1	1	0	3	1	3	2	0

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	7	7	7	7	7	7	7	7	7		7	7	7	
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1		1 0	2 0	1	
Volume Module:														
Base Vol:	67	50	241	28	42	10	24	311	72		216	353	37	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	67	50	241	28	42	10	24	311	72		216	353	37	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	67	50	241	28	42	10	24	311	72		216	353	37	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	71	53	254	30	44	11	25	328	76		228	372	39	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	71	53	254	30	44	11	25	328	76		228	372	39	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	71	53	254	30	44	11	25	328	76		228	372	39	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.75	1.00	0.85	0.90	0.90	0.90	0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00	0.35	0.52	0.13	1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1431	1900	1615	596	893	213	1805	3610	1615		1805	3610	1615	
Capacity Analysis Module:														
Vol/Sat:	0.05	0.03	0.16	0.05	0.05	0.05	0.01	0.09	0.05		0.13	0.10	0.02	
Crit Moves:			****					****			****			
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.23	0.19	0.19		0.27	0.23	0.23	
Volume/Cap:	0.15	0.08	0.47	0.15	0.15	0.15	0.06	0.47	0.24		0.47	0.44	0.10	
Delay/Veh:	14.0	13.6	16.3	14.0	14.0	14.0	18.0	21.9	20.8		19.0	20.1	18.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.0	13.6	16.3	14.0	14.0	14.0	18.0	21.9	20.8		19.0	20.1	18.3	
LOS by Move:	B	B	B	B	B	B	B	C	C		B	C	B	
HCM2kAvgQ:	1	1	4	1	1	1	0	3	1		4	4	1	

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Morning Peak Hour

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

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: A[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	26	234	0	0	99	170	0	0	0	11	0	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	234	0	0	99	170	0	0	0	11	0	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	234	0	0	99	170	0	0	0	11	0	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	31	283	0	0	120	206	0	0	0	13	0	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	283	0	0	120	206	0	0	0	13	0	140
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	326	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	406	xxxx	142
Potent Cap.:	1245	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	578	xxxx	887
Move Cap.:	1245	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	567	xxxx	887
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.16
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.6
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.5	xxxx	9.8
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.0		
ApproachLOS:	*			*			*			A		

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Evening Peak Hour

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

****

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[10.1]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	43	286		0			0		97	265			0		0		0		13		0		124	
Growth Adj:	1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	43	286		0			0		97	265			0		0		0		13		0		124	
Added Vol:	0	0		0			0		0	0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0		0	0			0		0		0		0		0		0	
Initial Fut:	43	286		0			0		97	265			0		0		0		13		0		124	
User Adj:	1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.93	0.93		0.93			0.93		0.93	0.93			0.93		0.93		0.93		0.93		0.93		0.93	
PHF Volume:	46	309		0			0		105	286			0		0		0		14		0		134	
Reduct Vol:	0	0		0			0		0	0			0		0		0		0		0		0	
FinalVolume:	46	309		0			0		105	286			0		0		0		14		0		134	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8	xxxx			6.9	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5	xxxx			3.3	
Capacity Module:																								
Cnflict Vol:	391	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										454	xxxx			154	
Potent Cap.:	1179	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										540	xxxx			870	
Move Cap.:	1179	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										523	xxxx			870	
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.03	xxxx			0.15	
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.1	xxxx			0.5	
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										12.1	xxxx			9.9	
LOS by Move:	A	*		*		*	*		*										B	*			A	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*										*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx												10.1					
ApproachLOS:	*			*			*												B					

****

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

****

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Morning Peak Hour

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

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: B[14.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0	0	1 0 2	0 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	81	9	81	67	0	189	0	13	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	81	9	81	67	0	189	0	13	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	81	9	81	67	0	189	0	13	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	102	11	102	84	0	237	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	102	11	102	84	0	237	0	16	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	113	xxxx	xxxxx	339	xxxx	42	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1489	xxxx	xxxxx	637	xxxx	1026	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1489	xxxx	xxxxx	604	xxxx	1026	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.39	xxxx	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	1.9	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	14.8	xxxx	8.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	B	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.4			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Evening Peak Hour

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

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: B[13.0]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	1	0		1	0	2	0	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	0	110		10			60	59		0			230		0		21		0		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	110		10			60	59		0			230		0		21		0		0		0	
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	0	110		10			60	59		0			230		0		21		0		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.89	0.89		0.89			0.89	0.89		0.89			0.89		0.89		0.89		0.89		0.89		0.89	
PHF Volume:	0	124		11			68	67		0			259		0		24		0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	124		11			68	67		0			259		0		24		0		0		0	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			4.1	xxxx		xxxxx			6.8	xxxx		6.9			xxxxx	xxxx		xxxxx		
FollowUpTim:	xxxxx	xxxx		xxxxx			2.2	xxxx		xxxxx			3.5	xxxx		3.3			xxxxx	xxxx		xxxxx		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			135	xxxx		xxxxx			264	xxxx		33			xxxx	xxxx		xxxxx		
Potent Cap.:	xxxx	xxxx		xxxxx			1461	xxxx		xxxxx			708	xxxx		1039			xxxx	xxxx		xxxxx		
Move Cap.:	xxxx	xxxx		xxxxx			1461	xxxx		xxxxx			683	xxxx		1039			xxxx	xxxx		xxxxx		
Volume/Cap:	xxxx	xxxx		xxxx			0.05	xxxx		xxxx			0.38	xxxx		0.02			xxxx	xxxx		xxxx		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			0.1	xxxx		xxxxx			1.8	xxxx		0.1			xxxx	xxxx		xxxxx		
Control Del:	xxxxx	xxxx		xxxxx			7.6	xxxx		xxxxx			13.5	xxxx		8.5			xxxxx	xxxx		xxxxx		
LOS by Move:	*	*		*			A	*		*			B	*		A			*	*		*		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*	*		*			*	*		*			*	*		*			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						13.0						xxxxxx					
ApproachLOS:	*						*						B						*					

****

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

****

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Morning Peak Hour

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

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.180
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	37	9	21	33	24	17	61	19	8	44	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	37	9	21	33	24	17	61	19	8	44	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	37	9	21	33	24	17	61	19	8	44	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	17	54	13	30	48	35	25	89	28	12	64	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	54	13	30	48	35	25	89	28	12	64	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	54	13	30	48	35	25	89	28	12	64	52
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	1.28	0.31	0.54	0.85	0.61	0.17	0.63	0.20	0.09	0.50	0.41
Final Sat.:	264	848	214	342	571	446	137	491	153	73	401	328
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.09	0.08	0.08	0.18	0.18	0.18	0.16	0.16	0.16
Crit Moves:	****			****			****			****		
Delay/Veh:	8.5	8.2	8.0	8.6	8.3	7.8	8.4	8.4	8.4	8.1	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.2	8.0	8.6	8.3	7.8	8.4	8.4	8.4	8.1	8.1	8.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.2			8.2			8.4			8.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			8.2			8.4			8.1	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Evening Peak Hour

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

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.182
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	55	11	18	36	35	34	71	15	8	70	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	55	11	18	36	35	34	71	15	8	70	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	55	11	18	36	35	34	71	15	8	70	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	5	65	13	21	42	41	40	83	18	9	82	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	65	13	21	42	41	40	83	18	9	82	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	65	13	21	42	41	40	83	18	9	82	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	1.58	0.31	0.40	0.81	0.79	0.28	0.60	0.12	0.07	0.64	0.29
Final Sat.:	75	1052	217	259	540	582	220	459	97	58	507	232
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.08	0.08	0.07	0.18	0.18	0.18	0.16	0.16	0.16
Crit Moves:	****			****				****			****	
Delay/Veh:	8.3	8.1	8.0	8.5	8.3	7.7	8.4	8.4	8.4	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.1	8.0	8.5	8.3	7.7	8.4	8.4	8.4	8.2	8.2	8.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.1			8.1			8.4			8.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.1			8.1			8.4			8.2	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Morning Peak Hour

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

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Intersection #30 22nd Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.142
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0	0	0	1	0	0	1!	0	0	0	0	1!	0 0
Volume Module:																
Base Vol:	1	6	3		59	1	3		2	29	1		1	16	41	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	6	3		59	1	3		2	29	1		1	16	41	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	6	3		59	1	3		2	29	1		1	16	41	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.64	0.64	0.64		0.64	0.64	0.64		0.64	0.64	0.64		0.64	0.64	0.64	
PHF Volume:	2	9	5		93	2	5		3	46	2		2	25	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	9	5		93	2	5		3	46	2		2	25	64	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2	9	5		93	2	5		3	46	2		2	25	64	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.10	0.60	0.30		0.98	0.02	1.00		0.06	0.91	0.03		0.02	0.27	0.71	
Final Sat.:	82	491	246		655	11	855		51	743	26		16	252	646	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.14	0.14	0.01		0.06	0.06	0.06		0.10	0.10	0.10	
Crit Moves:	****					****				****					****	
Delay/Veh:	7.3	7.3	7.3		8.8	8.8	6.8		7.5	7.5	7.5		7.2	7.2	7.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	7.3	7.3	7.3		8.8	8.8	6.8		7.5	7.5	7.5		7.2	7.2	7.2	
LOS by Move:	A	A	A		A	A	A		A	A	A		A	A	A	
ApproachDel:		7.3				8.7				7.5				7.2		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		7.3				8.7				7.5				7.2		
LOS by Appr:		A				A				A				A		
AllWayAvgQ:	0.0	0.0	0.0		0.2	0.2	0.0		0.1	0.1	0.1		0.1	0.1	0.1	

****

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.109
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	1	1	28	4	11	26	42	6	1	29	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	28	4	11	26	42	6	1	29	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	28	4	11	26	42	6	1	29	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	1	1	1	36	5	14	33	53	8	1	37	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	36	5	14	33	53	8	1	37	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	36	5	14	33	53	8	1	37	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.33	0.33	0.88	0.12	1.00	0.35	0.57	0.08	0.02	0.54	0.44
Final Sat.:	271	271	271	582	83	843	302	488	70	17	491	407
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.02	0.11	0.11	0.11	0.08	0.08	0.08
Crit Moves:	****			****					****	****		
Delay/Veh:	7.3	7.3	7.3	8.3	8.3	6.9	7.6	7.6	7.6	7.2	7.2	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	7.3	7.3	8.3	8.3	6.9	7.6	7.6	7.6	7.2	7.2	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.3			7.9			7.6			7.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.3			7.9			7.6			7.2	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1!	0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	36	48	38	17	86	39	25	145	43	50	125	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	48	38	17	86	39	25	145	43	50	125	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	48	38	17	86	39	25	145	43	50	125	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	46	61	48	22	109	49	32	184	54	63	158	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	61	48	22	109	49	32	184	54	63	158	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	61	48	22	109	49	32	184	54	63	158	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.39	0.31	0.12	0.61	0.27	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	187	249	197	77	389	177	561	609	690	556	603	682
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.28	0.28	0.28	0.06	0.30	0.08	0.11	0.26	0.01
Crit Moves:			****			****		****			****	
Delay/Veh:	9.9	9.9	9.9	10.1	10.1	10.1	9.2	10.6	8.1	9.6	10.3	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	10.1	10.1	10.1	9.2	10.6	8.1	9.6	10.3	7.8
LOS by Move:	A	A	A	B	B	B	A	B	A	A	B	A
ApproachDel:		9.9			10.1			9.9			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			10.1			9.9			10.0	
LOS by Appr:		A			B			A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.1	0.4	0.1	0.1	0.3	0.0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.333
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1!	0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	29	120	58	2	82	44	54	140	43	55	127	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	120	58	2	82	44	54	140	43	55	127	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	120	58	2	82	44	54	140	43	55	127	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	31	129	62	2	88	47	58	150	46	59	136	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	129	62	2	88	47	58	150	46	59	136	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	129	62	2	88	47	58	150	46	59	136	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.58	0.28	0.02	0.64	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	93	387	187	10	415	223	559	606	687	552	597	674
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.21	0.21	0.21	0.10	0.25	0.07	0.11	0.23	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	10.4	10.4	10.4	9.4	9.4	9.4	9.5	10.1	8.0	9.6	10.0	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	10.4	10.4	9.4	9.4	9.4	9.5	10.1	8.0	9.6	10.0	7.8
LOS by Move:	B	B	B	A	A	A	A	B	A	A	A	A
ApproachDel:		10.4			9.4			9.6			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.4			9.4			9.6			9.8	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.2	0.2	0.1	0.3	0.1	0.1	0.3	0.0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.6
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	71	179	167	33	263	42	22	170	96	101	108	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	179	167	33	263	42	22	170	96	101	108	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	179	167	33	263	42	22	170	96	101	108	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	85	214	200	40	315	50	26	204	115	121	129	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	214	200	40	315	50	26	204	115	121	129	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	214	200	40	315	50	26	204	115	121	129	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.70	0.30
Final Sat.:	1805	1900	1615	1805	1604	256	1805	1900	1615	1805	3002	528
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.12	0.02	0.20	0.20	0.01	0.11	0.07	0.07	0.04	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.23	0.23	0.21	0.32	0.32	0.15	0.18	0.18	0.12	0.15	0.15
Volume/Cap:	0.40	0.50	0.55	0.10	0.61	0.61	0.10	0.61	0.40	0.57	0.29	0.29
Delay/Veh:	25.8	21.1	22.2	19.1	18.9	18.9	22.3	26.0	22.8	28.9	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	21.1	22.2	19.1	18.9	18.9	22.3	26.0	22.8	28.9	23.2	23.2
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	4	4	1	7	7	0	5	2	3	2	2

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.7
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	176	176	135	39	188	71	93	245	179	163	243	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	176	135	39	188	71	93	245	179	163	243	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	176	135	39	188	71	93	245	179	163	243	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	183	183	140	40	195	74	96	254	186	169	252	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	183	140	40	195	74	96	254	186	169	252	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	183	140	40	195	74	96	254	186	169	252	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.73	0.27	1.00	1.00	1.00	1.00	1.77	0.23
Final Sat.:	1805	1900	1615	1805	1323	499	1805	1900	1615	1805	3136	413
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.02	0.15	0.15	0.05	0.13	0.11	0.09	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.19	0.19	0.19	0.23	0.23	0.18	0.21	0.21	0.14	0.18	0.18
Volume/Cap:	0.65	0.50	0.45	0.12	0.65	0.65	0.31	0.65	0.56	0.65	0.46	0.46
Delay/Veh:	29.0	22.8	22.5	20.2	24.6	24.6	22.1	25.6	23.5	29.9	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	22.8	22.5	20.2	24.6	24.6	22.1	25.6	23.5	29.9	22.7	22.7
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	4	3	1	6	6	2	6	4	4	3	3

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[15.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	R	L	-	T	R	L	-	T	R	L	-	T	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0	0	0	0	1	0	1	0	0	1	0	0	1
Volume Module:																
Base Vol:	122	393	0	0	307	217	0	0	0	13	0	67				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	122	393	0	0	307	217	0	0	0	13	0	67				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	122	393	0	0	307	217	0	0	0	13	0	67				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82				
PHF Volume:	149	479	0	0	374	265	0	0	0	16	0	82				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	149	479	0	0	374	265	0	0	0	16	0	82				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3				
Capacity Module:																
Cnflict Vol:	639	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1284	xxxx	479				
Potent Cap.:	955	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	184	xxxx	591				
Move Cap.:	955	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	160	xxxx	591				
Volume/Cap:	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	0.14				
Level Of Service Module:																
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	0.5				
Control Del:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	30.0	xxxx	12.1				
LOS by Move:	A	*	*	*	*	*	*	*	*	D	*	B				
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.0						
ApproachLOS:	*			*			*			B						

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[14.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 1	0 1	0	0 0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	136	384	0	0	230	350	0	0	0	30	0	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	384	0	0	230	350	0	0	0	30	0	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	384	0	0	230	350	0	0	0	30	0	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	145	411	0	0	246	374	0	0	0	32	0	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	145	411	0	0	246	374	0	0	0	32	0	167
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	620	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1135	xxxx	411
Potent Cap.:	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	226	xxxx	645
Move Cap.:	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	198	xxxx	645
Volume/Cap:	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.26
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	1.0
Control Del:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.7	xxxx	12.5
LOS by Move:	A	*	*	*	*	*	*	*	*	D	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.8		
ApproachLOS:	*			*			*			B		

****

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 20.8 Worst Case Level Of Service: F[56.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	0 1	0	0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	310	23	87	236	0	210	0	154	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	310	23	87	236	0	210	0	154	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	310	23	87	236	0	210	0	154	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	395	29	111	301	0	268	0	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	395	29	111	301	0	268	0	196	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	425	xxxx	xxxxx	933	xxxx	301	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1145	xxxx	xxxxx	298	xxxx	743	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1145	xxxx	xxxxx	274	xxxx	743	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	0.98	xxxx	0.26	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	9.6	xxxx	1.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	88.9	xxxx	11.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			56.2			xxxxxx		
ApproachLOS:	*			*			F			*		

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

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Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 13.1 Worst Case Level Of Service: D[29.2]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	0 1	0	0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	0	276	27	110	153	0	264	0	137	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	276	27	110	153	0	264	0	137	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	276	27	110	153	0	264	0	137	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	295	29	118	164	0	282	0	147	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	295	29	118	164	0	282	0	147	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	324	xxxx	xxxxx	709	xxxx	164	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1247	xxxx	xxxxx	404	xxxx	886	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1247	xxxx	xxxxx	373	xxxx	886	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	0.76	xxxx	0.17	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	6.1	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	39.3	xxxx	9.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	E	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			29.2			xxxxxx		
ApproachLOS:	*			*			D			*		

****

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Morning Peak Hour

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

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0	0 1	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	5	148	5	125	222	50	34	41	14	3	45	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	148	5	125	222	50	34	41	14	3	45	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	148	5	125	222	50	34	41	14	3	45	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	6	148	5	157	222	50	43	41	14	4	45	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	148	5	157	222	50	43	41	14	4	45	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	148	5	157	222	50	43	41	14	4	45	138
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.93	0.03	0.41	0.59	1.00	0.44	0.42	0.14	0.08	0.92	1.00
Final Sat.:	23	543	18	255	362	727	228	219	75	41	495	604
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.61	0.61	0.07	0.19	0.19	0.19	0.09	0.09	0.23
Crit Moves:		****		****				****				****
Delay/Veh:	11.0	11.0	11.0	16.6	16.6	7.8	10.7	10.7	10.7	9.5	9.5	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	16.6	16.6	7.8	10.7	10.7	10.7	9.5	9.5	9.7
LOS by Move:	B	B	B	C	C	A	B	B	B	A	A	A
ApproachDel:		11.0			15.6			10.7			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			15.6			10.7			9.6	
LOS by Appr:		B			C			B			A	
AllWayAvgQ:	0.3	0.3	0.3	1.4	1.4	0.1	0.2	0.2	0.2	0.1	0.1	0.2

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Opening Year (2017) Without Project
Evening Peak Hour

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

****

Intersection #35 8th Street (NS) at Lincoln Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	78	0	155	93	54	49	45	15	2	54	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	78	0	155	93	54	49	45	15	2	54	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	78	0	155	93	54	49	45	15	2	54	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	2	90	0	179	108	63	57	52	17	2	63	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	90	0	179	108	63	57	52	17	2	63	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	90	0	179	108	63	57	52	17	2	63	200
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.98	0.00	0.62	0.38	1.00	0.45	0.41	0.14	0.04	0.96	1.00
Final Sat.:	14	544	0	365	219	696	250	230	77	21	558	655
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	xxxx	0.49	0.49	0.09	0.23	0.23	0.23	0.11	0.11	0.31
Crit Moves:		****			****			****				****
Delay/Veh:	10.2	10.2	0.0	14.0	14.0	8.1	10.7	10.7	10.7	9.3	9.3	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	0.0	14.0	14.0	8.1	10.7	10.7	10.7	9.3	9.3	10.0
LOS by Move:	B	B	*	B	B	A	B	B	B	A	A	B
ApproachDel:		10.2			12.9			10.7			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.2			12.9			10.7			9.8	
LOS by Appr:		B			B			B			A	
AllWayAvgQ:	0.2	0.2	0.2	0.9	0.9	0.1	0.3	0.3	0.3	0.1	0.1	0.4

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Opening Year (2017) Without Project
Morning Peak Hour

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

****

Intersection #36 8th Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	218	0	8	11	102	0	0	52	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	218	0	8	11	102	0	0	52	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	218	0	8	11	102	0	0	52	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	0	0	0	313	0	11	16	147	0	0	75	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	313	0	11	16	147	0	0	75	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	313	0	11	16	147	0	0	75	200
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.96	0.01	0.03	0.10	0.90	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	661	0	24	64	595	0	0	626	713
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.47	0.00	0.47	0.25	0.25	xxxx	xxxx	0.12	0.28
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	12.3	12.3	12.3	9.8	9.8	0.0	0.0	8.9	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.3	12.3	12.3	9.8	9.8	0.0	0.0	8.9	9.3
LOS by Move:	*	*	*	B	B	B	A	A	*	*	A	A
ApproachDel:	xxxxxx			12.3			9.8			9.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.3			9.8			9.2		
LOS by Appr:	*			B			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.8	0.8	0.3	0.3	0.3	0.0	0.1	0.3

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Opening Year (2017) Without Project
Evening Peak Hour

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

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.130
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1! 0	0	0 1	0	0 0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	56	0	24	16	34	0	0	46	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	56	0	24	16	34	0	0	46	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	56	0	24	16	34	0	0	46	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	0	0	0	74	0	32	21	45	0	0	61	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	74	0	32	21	45	0	0	61	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	74	0	32	21	45	0	0	61	71
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.70	0.00	0.30	0.32	0.68	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	569	0	244	254	540	0	0	740	864
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.13	xxxx	0.13	0.08	0.08	xxxx	xxxx	0.08	0.08
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	7.9	0.0	7.9	7.8	7.8	0.0	0.0	7.9	7.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.9	0.0	7.9	7.8	7.8	0.0	0.0	7.9	7.1
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.9			7.8			7.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.9			7.8			7.5		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Morning Peak Hour

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

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0	0	1! 0	0	0	1! 0	0	0	1! 0 0
Volume Module:												
Base Vol:	33	57	47	13	57	38	19	150	39	25	138	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	57	47	13	57	38	19	150	39	25	138	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	57	47	13	57	38	19	150	39	25	138	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	48	83	69	19	83	56	28	219	57	37	202	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	83	69	19	83	56	28	219	57	37	202	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	83	69	19	83	56	28	219	57	37	202	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.55	0.45	0.12	0.53	0.35	0.09	0.72	0.19	0.15	0.83	0.02
Final Sat.:	510	316	261	72	314	209	61	481	125	96	528	15
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.26	0.27	0.27	0.27	0.46	0.46	0.46	0.38	0.38	0.38
Crit Moves:		****		****			****				****	
Delay/Veh:	9.9	10.3	10.3	10.3	10.3	10.3	12.0	12.0	12.0	11.3	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	10.3	10.3	10.3	10.3	10.3	12.0	12.0	12.0	11.3	11.3	11.3
LOS by Move:	A	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		10.2			10.3			12.0			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.2			10.3			12.0			11.3	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.1	0.3	0.3	0.3	0.3	0.3	0.7	0.7	0.7	0.5	0.5	0.5

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Opening Year (2017) Without Project
Evening Peak Hour

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

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.309
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0	0	1! 0	0	0	1! 0	0	0	1! 0 0
Volume Module:												
Base Vol:	18	73	51	13	46	22	33	136	35	39	119	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	73	51	13	46	22	33	136	35	39	119	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	73	51	13	46	22	33	136	35	39	119	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	20	81	57	14	51	25	37	152	39	43	133	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	81	57	14	51	25	37	152	39	43	133	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	81	57	14	51	25	37	152	39	43	133	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.59	0.41	0.16	0.57	0.27	0.16	0.67	0.17	0.24	0.74	0.02
Final Sat.:	564	379	265	106	375	179	119	491	126	171	521	18
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.14	0.14	0.14	0.31	0.31	0.31	0.25	0.25	0.25
Crit Moves:			****			****		****			****	
Delay/Veh:	9.0	9.3	9.3	8.8	8.8	8.8	9.7	9.7	9.7	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.3	9.3	8.8	8.8	8.8	9.7	9.7	9.7	9.4	9.4	9.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.2			8.8			9.7			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			8.8			9.7			9.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.2	0.2	0.1	0.1	0.1	0.4	0.4	0.4	0.3	0.3	0.3

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.324
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0	0	0	1	0	0	1	0	1	0 1
Volume Module:												
Base Vol:	5	106	53	15	75	51	48	132	5	40	94	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	106	53	15	75	51	48	132	5	40	94	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	106	53	15	75	51	48	132	5	40	94	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	7	148	74	21	105	71	67	185	7	56	131	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	148	74	21	105	71	67	185	7	56	131	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	148	74	21	105	71	67	185	7	56	131	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.94	0.94	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.03	0.65	0.32	0.17	0.83	1.00	1.00	0.96	0.04	1.00	1.00	1.00
Final Sat.:	55	1166	583	298	1490	1615	1805	1822	69	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.07	0.07	0.04	0.04	0.10	0.10	0.03	0.07	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.21	0.30	0.30	0.12	0.21	0.21
Volume/Cap:	0.33	0.33	0.33	0.19	0.19	0.12	0.18	0.33	0.33	0.27	0.33	0.07
Delay/Veh:	13.5	13.5	13.5	12.5	12.5	12.1	19.7	16.6	16.6	24.8	20.6	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.5	13.5	12.5	12.5	12.1	19.7	16.6	16.6	24.8	20.6	19.1
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	B
HCM2kAvgQ:	3	3	3	2	2	1	1	3	3	1	2	0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7	7	7				7	7	7				7	7	7				7	7	7			
Lanes:	0	0	1!	0	0		0	1	0	0	1		1	0	0	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	22	75	33				19	38	62				52	218	20				21	206	32			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	22	75	33				19	38	62				52	218	20				21	206	32			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	22	75	33				19	38	62				52	218	20				21	206	32			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.91	0.91	0.91				0.91	0.91	0.91				0.91	0.91	0.91				0.91	0.91	0.91			
PHF Volume:	24	82	36				21	42	68				57	240	22				23	226	35			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	24	82	36				21	42	68				57	240	22				23	226	35			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	24	82	36				21	42	68				57	240	22				23	226	35			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.92	0.92	0.92				0.90	0.90	0.85				0.95	0.99	0.99				0.95	1.00	0.85			
Lanes:	0.17	0.58	0.25				0.33	0.67	1.00				1.00	0.92	0.08				1.00	1.00	1.00			
Final Sat.:	295	1006	443				569	1137	1615				1805	1718	158				1805	1900	1615			
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.08	0.08				0.04	0.04	0.04				0.03	0.14	0.14				0.01	0.12	0.02			
Crit Moves:		****												****					****					
Green/Cycle:	0.25	0.25	0.25				0.25	0.25	0.25				0.27	0.43	0.43				0.12	0.28	0.28			
Volume/Cap:	0.32	0.32	0.32				0.15	0.15	0.17				0.12	0.32	0.32				0.11	0.43	0.08			
Delay/Veh:	18.7	18.7	18.7				17.5	17.5	17.7				16.6	11.5	11.5				23.9	18.4	16.1			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	18.7	18.7	18.7				17.5	17.5	17.7				16.6	11.5	11.5				23.9	18.4	16.1			
LOS by Move:	B	B	B				B	B	B				B	B	B				C	B	B			
HCM2kAvgQ:	2	2	2				1	1	1				1	3	3				0	4	1			

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	84	162	50	20	120	18	30	91	47	83	48	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	162	50	20	120	18	30	91	47	83	48	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	162	50	20	120	18	30	91	47	83	48	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	117	226	70	28	168	25	42	127	66	116	67	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	226	70	28	168	25	42	127	66	116	67	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	226	70	28	168	25	42	127	66	116	67	24
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.87	0.13	0.25	0.75	1.00	1.00	1.00	1.00
Final Sat.:	490	529	584	487	464	70	125	380	567	450	478	525
Capacity Analysis Module:												
Vol/Sat:	0.24	0.43	0.12	0.06	0.36	0.36	0.33	0.33	0.12	0.26	0.14	0.05
Crit Moves:		****			****		****			****		
Delay/Veh:	11.9	13.8	9.3	10.1	12.4	12.4	12.6	12.6	9.4	12.7	10.8	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	13.8	9.3	10.1	12.4	12.4	12.6	12.6	9.4	12.7	10.8	9.3
LOS by Move:	B	B	A	B	B	B	B	B	A	B	B	A
ApproachDel:		12.5			12.1			11.7			11.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.5			12.1			11.7			11.7	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.7	0.1	0.1	0.5	0.5	0.4	0.4	0.1	0.3	0.1	0.0

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
Evening Peak Hour

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

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Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.203
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	80	42	31	24	41	46	38	75	80	38	84	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	42	31	24	41	46	38	75	80	38	84	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	42	31	24	41	46	38	75	80	38	84	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	88	46	34	26	45	51	42	82	88	42	92	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	46	34	26	45	51	42	82	88	42	92	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	46	34	26	45	51	42	82	88	42	92	33
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.47	0.53	0.34	0.66	1.00	1.00	1.00	1.00
Final Sat.:	540	583	657	551	301	337	205	405	714	544	590	665
Capacity Analysis Module:												
Vol/Sat:	0.16	0.08	0.05	0.05	0.15	0.15	0.20	0.20	0.12	0.08	0.16	0.05
Crit Moves:	****				****			****			****	
Delay/Veh:	10.2	9.0	8.1	9.2	8.9	8.9	9.7	9.7	8.1	9.5	9.5	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	9.0	8.1	9.2	8.9	8.9	9.7	9.7	8.1	9.5	9.5	8.1
LOS by Move:	B	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.5			8.9			9.1			9.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.5			8.9			9.1			9.2	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.1	0.0	0.0	0.2	0.2	0.2	0.2	0.1	0.1	0.2	0.0

****

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: C[18.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 1		0 0	0 0	0
Volume Module:												
Base Vol:	33	119	0	0	98	167	171	0	52	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	119	0	0	98	167	171	0	52	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	119	0	0	98	167	171	0	52	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	50	180	0	0	148	252	258	0	79	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	180	0	0	148	252	258	0	79	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	400	xxxx	xxxxx	xxxx	xxxx	xxxxx	554	xxxx	274	xxxx	xxxx	xxxxx
Potent Cap.:	1169	xxxx	xxxxx	xxxx	xxxx	xxxxx	497	xxxx	769	xxxx	xxxx	xxxxx
Move Cap.:	1169	xxxx	xxxxx	xxxx	xxxx	xxxxx	481	xxxx	769	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.54	xxxx	0.10	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.1	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.8	xxxx	10.2	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.4			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 0		0 0 0	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	7	92	0	0	118	53	38	0	22	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	92	0	0	118	53	38	0	22	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	92	0	0	118	53	38	0	22	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	8	104	0	0	134	60	43	0	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	104	0	0	134	60	43	0	25	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	194	xxxx	xxxxx	xxxx	xxxx	xxxxx	284	xxxx	164	xxxx	xxxx	xxxxx
Potent Cap.:	1391	xxxx	xxxxx	xxxx	xxxx	xxxxx	710	xxxx	886	xxxx	xxxx	xxxxx
Move Cap.:	1391	xxxx	xxxxx	xxxx	xxxx	xxxxx	707	xxxx	886	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.4	xxxx	9.2	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.0			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1 1	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	71	0	40	49	0	0	0	0	1	0	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	71	0	40	49	0	0	0	0	1	0	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	71	0	40	49	0	0	0	0	1	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	87	0	49	60	0	0	0	0	1	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	87	0	49	60	0	0	0	0	1	0	60
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	87	xxxx	xxxxx	xxxx	xxxx	xxxxx	214	244	87
Potent Cap.:	xxxx	xxxx	xxxxx	1522	xxxx	xxxxx	xxxx	xxxx	xxxxx	778	661	977
Move Cap.:	xxxx	xxxx	xxxxx	1522	xxxx	xxxxx	xxxx	xxxx	xxxxx	759	639	977
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	972	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.0		
ApproachLOS:	*			*			*			A		

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

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San Gorgonio Specific Plan
Opening Year (2017) Without Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

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Average Delay (sec/veh): 2.5 Worst Case Level Of Service: A[8.7]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 0 0			0 1 1 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	60	0	40	70	0	0	0	0	0	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	60	0	40	70	0	0	0	0	0	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	60	0	40	70	0	0	0	0	0	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	66	0	44	77	0	0	0	0	0	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	66	0	44	77	0	0	0	0	0	0	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	66	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	66
Potent Cap.:	xxxx	xxxx	xxxxx	1548	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1003
Move Cap.:	xxxx	xxxx	xxxxx	1548	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1003
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.7		
ApproachLOS:	*			*			*			A		

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

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

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[9.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0 1	0	0 1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	62	0	10	38	6	8	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	62	0	10	38	6	8	0	2	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	62	0	10	38	6	8	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	4	66	0	11	41	6	9	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	66	0	11	41	6	9	0	2	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	47	xxxx	xxxxx	66	xxxx	xxxxx	137	137	41	141	143	66
Potent Cap.:	1573	xxxx	xxxxx	1548	xxxx	xxxxx	861	758	1036	833	751	1003
Move Cap.:	1573	xxxx	xxxxx	1548	xxxx	xxxxx	855	750	1036	825	744	1003
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	886	xxxxx	xxxx	0	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	A	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.1		xxxxxx		
ApproachLOS:	*			*				A		*		

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

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

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[8.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	0	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	51	0	20	59	10	0	0	0	1	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	51	0	20	59	10	0	0	0	1	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	51	0	20	59	10	0	0	0	1	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	64	0	25	74	12	0	0	0	1	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	64	0	25	74	12	0	0	0	1	0	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	64	xxxx	xxxxx	193	187	74	194	200	64
Potent Cap.:	xxxx	xxxx	xxxxx	1552	xxxx	xxxxx	771	711	994	800	700	1006
Move Cap.:	xxxx	xxxx	xxxxx	1552	xxxx	xxxxx	753	699	994	790	688	1006
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	980	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.7		
ApproachLOS:	*			*			*			A		

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

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

Intersection #43 San Gorgonio Avenue/Old Idyllwild Road (NS) at SR-243 Highway (

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: A[9.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		1 0	0 0		0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	0	0	40	0	0	0	0	0	0	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	0	0	0	0	0	0	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	0	0	0	0	0	0	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	0	0	50	0	0	0	0	0	0	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	50	0	0	0	0	0	0	0	75
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	138	100	0	xxxx	xxxx	0
Potent Cap.:	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	837	794	900	xxxx	xxxx	900
Move Cap.:	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	735	749	900	xxxx	xxxx	900
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3
Control Del:	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.4		
ApproachLOS:	*			*			*			A		

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

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

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Intersection #43 San Gorgonio Avenue/Old Idyllwild Road (NS) at SR-243 Highway (

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Average Delay (sec/veh): 9.4 Worst Case Level Of Service: A[9.5]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		1 0	0 0	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0 0 0			70 0		0	0 0		0	0 0		50
Growth Adj:	1.00 1.00 1.00			1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	0 0 0			70 0		0	0 0		0	0 0		50
Added Vol:	0 0 0			0 0		0	0 0		0	0 0		0
PasserByVol:	0 0 0			0 0		0	0 0		0	0 0		0
Initial Fut:	0 0 0			70 0		0	0 0		0	0 0		50
User Adj:	1.00 1.00 1.00			1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	0.75 0.75 0.75			0.75 0.75		0.75	0.75 0.75		0.75	0.75 0.75		0.75
PHF Volume:	0 0 0			93 0		0	0 0		0	0 0		67
Reduct Vol:	0 0 0			0 0		0	0 0		0	0 0		0
FinalVolume:	0 0 0			93 0		0	0 0		0	0 0		67
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx			4.1 xxxx xxxxx			7.1 6.5		6.2	xxxxx xxxx		6.2
FollowUpTim:	xxxxx xxxx xxxxx			2.2 xxxx xxxxx			3.5 4.0		3.3	xxxxx xxxx		3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx			0 xxxx xxxxx			220 187		0	xxxx xxxx		0
Potent Cap.:	xxxx xxxx xxxxx			900 xxxx xxxxx			740 711		900	xxxx xxxx		900
Move Cap.:	xxxx xxxx xxxxx			900 xxxx xxxxx			631 638		900	xxxx xxxx		900
Volume/Cap:	xxxx xxxx xxxx			0.10 xxxx xxxx			0.00 0.00		0.00	xxxx xxxx		0.07
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx			0.3 xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx		0.2
Control Del:	xxxxx xxxx xxxxx			9.5 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx		9.3
LOS by Move:	* * *			A *		*	* *		*	* *		A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx 0 xxxxx			xxxx xxxx xxxxx		
SharedQueue:	0.0 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shrd ConDel:	9.0 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	A * *			* *		*	* *		*	* *		*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.3		
ApproachLOS:	*			*			*			A		

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

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Opening Year (2017) With Project

San Gorgonio Specific Plan
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	69	778	422	108	718	25	29	91	10	171	156	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	778	422	108	718	25	29	91	10	171	156	113
Added Vol:	0	0	3	0	0	0	0	1	0	8	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	778	425	108	718	25	29	92	10	179	159	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	73	821	448	114	757	26	31	97	11	189	168	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	821	448	114	757	26	31	97	11	189	168	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	821	448	114	757	26	31	97	11	189	168	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.95	0.59	1.00	0.85	0.69	1.00	0.85
Lanes:	1.00	1.29	0.71	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2211	1208	1805	3471	121	1117	1900	1615	1315	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.06	0.22	0.22	0.03	0.05	0.01	0.14	0.09	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.21	0.49	0.49	0.12	0.40	0.40	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.19	0.75	0.75	0.54	0.55	0.55	0.14	0.27	0.03	0.75	0.46	0.39
Delay/Veh:	19.6	14.2	14.2	27.8	14.4	14.4	20.5	21.1	19.8	35.1	22.5	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	14.2	14.2	27.8	14.4	14.4	20.5	21.1	19.8	35.1	22.5	22.0
LOS by Move:	B	B	B	C	B	B	C	C	B	D	C	C
HCM2kAvgQ:	1	12	12	3	6	6	1	2	0	5	3	2

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

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Opening Year (2017) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	57	599	223	171	1018	31	23	115	61	271	132	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	599	223	171	1018	31	23	115	61	271	132	117
Added Vol:	0	0	9	0	0	0	0	3	0	5	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	599	232	171	1018	31	23	118	61	276	134	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	59	619	240	177	1052	32	24	122	63	285	138	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	619	240	177	1052	32	24	122	63	285	138	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	619	240	177	1052	32	24	122	63	285	138	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.95	0.66	1.00	0.85	0.67	1.00	0.85
Lanes:	1.00	1.44	0.56	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2493	966	1805	3489	106	1262	1900	1615	1281	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.10	0.30	0.30	0.02	0.06	0.04	0.22	0.07	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.12	0.35	0.35	0.16	0.39	0.39	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.28	0.72	0.72	0.60	0.77	0.77	0.06	0.22	0.13	0.77	0.25	0.26
Delay/Veh:	24.9	19.1	19.1	26.7	18.4	18.4	15.5	16.3	15.9	28.7	16.5	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	19.1	19.1	26.7	18.4	18.4	15.5	16.3	15.9	28.7	16.5	16.6
LOS by Move:	C	B	B	C	B	B	B	B	B	C	B	B
HCM2kAvgQ:	1	9	9	4	11	11	0	2	1	7	2	2

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[15.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 0			0 0 1 1 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	348	1270	0	0	840	2	1	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	348	1270	0	0	840	2	1	0	90	0	0	0
Added Vol:	0	3	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	348	1273	0	0	848	2	1	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	383	1402	0	0	934	2	1	0	99	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	383	1402	0	0	934	2	1	0	99	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	936	xxxx	xxxxx	xxxx	xxxx	xxxxx	2403	xxxx	468	xxxx	xxxx	xxxxx
Potent Cap.:	740	xxxx	xxxxx	xxxx	xxxx	xxxxx	28	xxxx	547	xxxx	xxxx	xxxxx
Move Cap.:	740	xxxx	xxxxx	xxxx	xxxx	xxxxx	17	xxxx	547	xxxx	xxxx	xxxxx
Volume/Cap:	0.52	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	0.18	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.7	xxxx	xxxx	xxxxx
Control Del:	15.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	233.5	xxxx	13.0	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.5			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: D[28.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	189	920	0	0	1491	1	1	0	139	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	920	0	0	1491	1	1	0	139	0	0	0
Added Vol:	0	9	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	929	0	0	1496	1	1	0	139	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	209	1025	0	0	1651	1	1	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	209	1025	0	0	1651	1	1	0	153	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1652	xxxx	xxxxx	xxxx	xxxx	xxxxx	2582	xxxx	826	xxxx	xxxx	xxxxx
Potent Cap.:	396	xxxx	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	319	xxxx	xxxx	xxxxx
Move Cap.:	396	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	xxxx	319	xxxx	xxxx	xxxxx
Volume/Cap:	0.53	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.48	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	2.5	xxxx	xxxx	xxxxx
Control Del:	23.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	318.9	xxxx	26.3	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	D	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			28.4			xxxxxx		
ApproachLOS:	*			*			D			*		

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.3
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	348	1270	0	0	840	2	1	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	348	1270	0	0	840	2	1	0	90	0	0	0
Added Vol:	0	3	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	348	1273	0	0	848	2	1	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	383	1402	0	0	934	2	1	0	99	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	1402	0	0	934	2	1	0	99	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	1402	0	0	934	2	1	0	99	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.95	0.86	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.99	0.01	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3602	8	1628	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.39	0.00	0.00	0.26	0.26	0.00	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.31	0.68	0.00	0.00	0.38	0.38	0.12	0.00	0.12	0.00	0.00	0.00
Volume/Cap:	0.69	0.57	0.00	0.00	0.69	0.69	0.01	0.00	0.53	0.00	0.00	0.00
Delay/Veh:	22.0	5.2	0.0	0.0	17.3	17.3	23.4	0.0	27.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	5.2	0.0	0.0	17.3	17.3	23.4	0.0	27.7	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	8	8	0	0	9	9	0	0	3	0	0	0

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

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San Gorgonio Specific Plan
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0 2	0 0		0 0 1	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	189	920	0	0	1491	1	1	0	139	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	920	0	0	1491	1	1	0	139	0	0	0
Added Vol:	0	9	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	929	0	0	1496	1	1	0	139	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	209	1025	0	0	1651	1	1	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	1025	0	0	1651	1	1	0	153	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	1025	0	0	1651	1	1	0	153	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.95	0.87	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.99	0.01	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3608	2	1644	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.00	0.00	0.46	0.46	0.00	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.70	0.00	0.00	0.56	0.56	0.12	0.00	0.12	0.00	0.00	0.00
Volume/Cap:	0.82	0.41	0.00	0.00	0.82	0.82	0.01	0.00	0.82	0.00	0.00	0.00
Delay/Veh:	45.7	4.2	0.0	0.0	14.5	14.5	25.4	0.0	52.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	4.2	0.0	0.0	14.5	14.5	25.4	0.0	52.1	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	C	A	D	A	A	A
HCM2kAvgQ:	7	5	0	0	17	17	0	0	5	0	0	0

****

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

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Opening Year (2017) With Project
Morning Peak Hour

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

****

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	168	0	42	0	0	0	0	428	102	28	172	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	42	0	0	0	0	428	102	28	172	0
Added Vol:	0	0	0	0	0	0	0	4	0	1	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	42	0	0	0	0	432	102	29	183	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	179	0	45	0	0	0	0	459	108	31	194	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	0	45	0	0	0	0	459	108	31	194	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	0	45	0	0	0	0	459	108	31	194	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.01	0.20	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	476	0	119	0	0	0	0	657	750	555	606	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.38	xxxx	xxxx	xxxx	xxxx	0.70	0.14	0.06	0.32	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	11.8	11.8	11.8	0.0	0.0	0.0	0.0	19.3	8.2	9.3	11.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.8	11.8	0.0	0.0	0.0	0.0	19.3	8.2	9.3	11.0	0.0
LOS by Move:	B	B	B	*	*	*	*	C	A	A	B	*
ApproachDel:		11.8			xxxxxx			17.2			10.8	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		11.8			xxxxxx			17.2			10.8	
LOS by Appr:		B			*			C			B	
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.0	2.0	0.2	0.1	0.4	0.0

****

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Evening Peak Hour

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

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	91	0	28	0	0	0	0	342	133	27	359	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	0	28	0	0	0	0	342	133	27	359	0
Added Vol:	0	0	2	0	0	0	0	12	0	1	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	0	30	0	0	0	0	354	133	28	366	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	94	0	31	0	0	0	0	368	138	29	380	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	0	31	0	0	0	0	368	138	29	380	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	0	31	0	0	0	0	368	138	29	380	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.75	0.01	0.24	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	431	0	142	0	0	0	0	676	773	602	664	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	xxxx	xxxx	xxxx	xxxx	0.54	0.18	0.05	0.57	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	10.3	10.3	10.3	0.0	0.0	0.0	0.0	13.9	8.2	8.8	14.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	0.0	0.0	0.0	0.0	13.9	8.2	8.8	14.7	0.0
LOS by Move:	B	B	B	*	*	*	*	B	A	A	B	*
ApproachDel:		10.3			xxxxxx			12.3			14.3	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		10.3			xxxxxx			12.3			14.3	
LOS by Appr:		B			*			B			B	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	1.1	0.2	0.0	1.2	0.0

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	7	0	7	0	0	0	0	7	7		7	7	0	
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1		1 0	1 0	0	
Volume Module:														
Base Vol:	168	0	42	0	0	0	0	428	102		28	172	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	168	0	42	0	0	0	0	428	102		28	172	0	
Added Vol:	0	0	0	0	0	0	0	4	0		1	11	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	168	0	42	0	0	0	0	432	102		29	183	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	179	0	45	0	0	0	0	459	108		31	194	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	179	0	45	0	0	0	0	459	108		31	194	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	179	0	45	0	0	0	0	459	108		31	194	0	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.74	1.00	0.74	1.00	1.00	1.00	1.00	1.00	0.85		0.40	1.00	1.00	
Lanes:	0.80	0.00	0.20	0.00	0.00	0.00	0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	1121	0	280	0	0	0	0	1900	1615		768	1900	0	
Capacity Analysis Module:														
Vol/Sat:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.24	0.07		0.04	0.10	0.00	
Crit Moves:	****							****						
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.52	0.52		0.52	0.52	0.00	
Volume/Cap:	0.46	0.00	0.46	0.00	0.00	0.00	0.00	0.46	0.13		0.08	0.20	0.00	
Delay/Veh:	16.0	0.0	16.0	0.0	0.0	0.0	0.0	9.4	7.4		7.2	7.7	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	16.0	0.0	16.0	0.0	0.0	0.0	0.0	9.4	7.4		7.2	7.7	0.0	
LOS by Move:	B	A	B	A	A	A	A	A	A		A	A	A	
HCM2kAvgQ:	4	0	4	0	0	0	0	6	1		0	2	0	

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	0	7		0	0	0		0	7	7		7	7	0	
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	91	0	28		0	0	0		0	342	133		27	359	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	91	0	28		0	0	0		0	342	133		27	359	0	
Added Vol:	0	0	2		0	0	0		0	12	0		1	7	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	91	0	30		0	0	0		0	354	133		28	366	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	94	0	31		0	0	0		0	368	138		29	380	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	94	0	31		0	0	0		0	368	138		29	380	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	94	0	31		0	0	0		0	368	138		29	380	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.76	1.00	0.76		1.00	1.00	1.00		1.00	1.00	0.85		0.51	1.00	1.00	
Lanes:	0.75	0.00	0.25		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	1083	0	357		0	0	0		0	1900	1615		965	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.09		0.00	0.00	0.00		0.00	0.19	0.09		0.03	0.20	0.00	
Crit Moves:	****													****		
Green/Cycle:	0.26	0.00	0.26		0.00	0.00	0.00		0.00	0.60	0.60		0.60	0.60	0.00	
Volume/Cap:	0.33	0.00	0.33		0.00	0.00	0.00		0.00	0.32	0.14		0.05	0.33	0.00	
Delay/Veh:	18.4	0.0	18.4		0.0	0.0	0.0		0.0	6.0	5.2		4.9	6.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	18.4	0.0	18.4		0.0	0.0	0.0		0.0	6.0	5.2		4.9	6.1	0.0	
LOS by Move:	B	A	B		A	A	A		A	A	A		A	A	A	
HCM2kAvgQ:	2	0	2		0	0	0		0	3	1		0	4	0	

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Morning Peak Hour

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

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	132	6	92	230	198	2	2	108	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	132	6	92	230	198	2	2	108	180
Added Vol:	0	0	0	0	0	0	0	4	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	132	6	92	230	202	2	2	120	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	1	1	1	151	7	106	264	232	2	2	138	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	151	7	106	264	232	2	2	138	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	151	7	106	264	232	2	2	138	206
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.06	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	405	429	468	486	35	539	525	565	627	489	529	591
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.20	0.20	0.50	0.41	0.00	0.00	0.26	0.35
Crit Moves:	****			****			****					****
Delay/Veh:	10.8	10.3	9.6	12.8	10.0	10.0	15.7	13.0	8.2	9.8	11.4	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.3	9.6	12.8	10.0	10.0	15.7	13.0	8.2	9.8	11.4	11.5
LOS by Move:	B	B	A	B	A	A	C	B	A	A	B	B
ApproachDel:		10.2			11.6			14.4			11.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.2			11.6			14.4			11.5	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.2	0.2	0.9	0.6	0.0	0.0	0.3	0.5

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	0 1	0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	2	6	2	186	6	141	160	232	2	2	237	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	2	186	6	141	160	232	2	2	237	214
Added Vol:	0	0	0	0	0	0	0	14	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	6	2	186	6	141	160	246	2	2	245	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	6	2	195	6	148	168	258	2	2	257	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	6	2	195	6	148	168	258	2	2	257	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	6	2	195	6	148	168	258	2	2	257	225
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.04	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	378	399	432	473	23	535	476	512	558	474	516	571
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.00	0.41	0.28	0.28	0.35	0.50	0.00	0.00	0.50	0.39
Crit Moves:		****		****				****			****	
Delay/Veh:	11.3	10.9	10.1	14.8	11.1	11.1	13.8	15.9	8.9	10.0	15.8	12.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	10.9	10.1	14.8	11.1	11.1	13.8	15.9	8.9	10.0	15.8	12.5
LOS by Move:	B	B	B	B	B	B	B	C	A	B	C	B
ApproachDel:		10.8			13.1			15.1			14.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			13.1			15.1			14.2	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.0	0.0	0.0	0.6	0.3	0.3	0.5	0.9	0.0	0.0	0.9	0.6

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	0	1	0		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	1		1		1		132		6		92		230		198		2		2		108		180	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	1		1		1		132		6		92		230		198		2		2		108		180	
Added Vol:	0		0		0		0		0		0		0		4		0		0		12		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	1		1		1		132		6		92		230		202		2		2		120		180	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87	
PHF Volume:	1		1		1		151		7		106		264		232		2		2		138		206	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	1		1		1		151		7		106		264		232		2		2		138		206	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	1		1		1		151		7		106		264		232		2		2		138		206	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.68		1.00		0.85		0.77		0.86		0.86		0.66		1.00		0.85		0.61		1.00		0.85	
Lanes:	1.00		1.00		1.00		1.00		0.06		0.94		1.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	1294		1900		1615		1459		100		1532		1262		1900		1615		1153		1900		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.10		0.07		0.07		0.21		0.12		0.00		0.00		0.07		0.13	
Crit Moves:							****						****											
Green/Cycle:	0.29		0.29		0.29		0.29		0.29		0.29		0.58		0.58		0.58		0.58		0.58		0.58	
Volume/Cap:	0.00		0.00		0.00		0.36		0.24		0.24		0.36		0.21		0.00		0.00		0.13		0.22	
Delay/Veh:	15.2		15.2		15.2		17.5		16.6		16.6		7.0		6.1		5.3		5.3		5.8		6.2	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	15.2		15.2		15.2		17.5		16.6		16.6		7.0		6.1		5.3		5.3		5.8		6.2	
LOS by Move:	B		B		B		B		B		B		A		A		A		A		A		A	
HCM2kAvgQ:	0		0		0		3		2		2		3		2		0		0		1		2	

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	0 1	1 0	0 1	0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	2	6	2	186	6	141	160	232	2	2	237	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	2	186	6	141	160	232	2	2	237	214
Added Vol:	0	0	0	0	0	0	0	14	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	6	2	186	6	141	160	246	2	2	245	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	6	2	195	6	148	168	258	2	2	257	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	6	2	195	6	148	168	258	2	2	257	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	6	2	195	6	148	168	258	2	2	257	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	1.00	0.85	0.76	0.86	0.86	0.56	1.00	0.85	0.56	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	0.04	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1241	1900	1615	1452	66	1560	1074	1900	1615	1072	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.09	0.09	0.16	0.14	0.00	0.00	0.14	0.14
Crit Moves:				****			****					
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.00	0.01	0.00	0.34	0.24	0.24	0.34	0.29	0.00	0.00	0.29	0.30
Delay/Veh:	10.8	10.8	10.8	12.8	12.1	12.1	10.5	10.1	8.6	8.6	10.1	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	12.8	12.1	12.1	10.5	10.1	8.6	8.6	10.1	10.2
LOS by Move:	B	B	B	B	B	B	B	B	A	A	B	B
HCM2kAvgQ:	0	0	0	3	2	2	2	3	0	0	3	3

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.8
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	104	244	0	0	309	16	26	0	201	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	244	0	0	309	16	26	0	201	0	0	0
Added Vol:	3	4	0	0	1	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	248	0	0	310	16	26	0	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	122	283	0	0	354	18	30	0	231	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	283	0	0	354	18	30	0	231	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	283	0	0	354	18	30	0	231	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.85	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.95	0.05	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1794	93	1615	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.00	0.00	0.20	0.20	0.02	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.52	0.00	0.00	0.39	0.39	0.28	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.51	0.29	0.00	0.00	0.51	0.51	0.07	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	26.0	8.3	0.0	0.0	14.6	14.6	15.9	0.0	12.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	8.3	0.0	0.0	14.6	14.6	15.9	0.0	12.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	3	3	0	0	6	6	0	0	3	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	226	331	0	0	236	24	9	0	154	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	331	0	0	236	24	9	0	154	0	0	0
Added Vol:	2	3	0	0	5	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	334	0	0	241	24	9	0	157	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	235	344	0	0	248	25	9	0	162	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	344	0	0	248	25	9	0	162	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	344	0	0	248	25	9	0	162	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.82	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.91	0.09	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1707	170	1560	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.00	0.00	0.15	0.15	0.01	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.32	0.68	0.00	0.00	0.36	0.36	0.12	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	0.40	0.26	0.00	0.00	0.40	0.40	0.05	0.00	0.23	0.00	0.00	0.00
Delay/Veh:	16.3	3.8	0.0	0.0	14.7	14.7	23.7	0.0	10.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	3.8	0.0	0.0	14.7	14.7	23.7	0.0	10.6	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	C	A	B	A	A	A
HCM2kAvgQ:	4	3	0	0	4	4	0	0	2	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0 1	0	1	1	0 1	1	0	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	71	195	134		156	455	99		23	110	136		158	120	132	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	71	195	134		156	455	99		23	110	136		158	120	132	
Added Vol:	0	0	0		2	0	0		0	0	0		0	1	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	71	195	134		158	455	99		23	110	136		158	121	139	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87	
PHF Volume:	82	224	154		182	524	114		26	127	157		182	139	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	82	224	154		182	524	114		26	127	157		182	139	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	82	224	154		182	524	114		26	127	157		182	139	160	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		0.95	0.92	0.92		0.95	0.87	0.87		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.64	0.36		1.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	1805	1900	1615		1805	2885	628		1805	1655	1655		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.12	0.10		0.10	0.18	0.18		0.01	0.08	0.09		0.10	0.04	0.10	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.12	0.21	0.37		0.21	0.30	0.30		0.16	0.15	0.15		0.16	0.16	0.16	
Volume/Cap:	0.39	0.57	0.26		0.49	0.61	0.61		0.09	0.49	0.61		0.61	0.24	0.62	
Delay/Veh:	25.7	23.3	13.3		22.1	19.2	19.2		21.6	23.9	26.1		27.0	22.2	28.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	25.7	23.3	13.3		22.1	19.2	19.2		21.6	23.9	26.1		27.0	22.2	28.1	
LOS by Move:	C	C	B		C	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	2	5	2		4	6	6		0	3	4		4	1	4	

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:		Ovl						Include						Include						Include				
Min. Green:	7	7	7				7	7	7				7	7	7				7	7	7			
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:	80	550	200				133	307	9				16	87	57				156	91	173			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	80	550	200				133	307	9				16	87	57				156	91	173			
Added Vol:	0	0	0				8	0	0				0	2	0				0	1	4			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	80	550	200				141	307	9				16	89	57				156	92	177			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.89	0.89	0.89				0.89	0.89	0.89				0.89	0.89	0.89				0.89	0.89	0.89			
PHF Volume:	90	619	225				159	345	10				18	100	64				175	103	199			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	90	619	225				159	345	10				18	100	64				175	103	199			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	90	619	225				159	345	10				18	100	64				175	103	199			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	1.00	0.85				0.95	0.95	0.95				0.95	0.89	0.89				0.95	0.95	0.85			
Lanes:	1.00	1.00	1.00				1.00	1.94	0.06				1.00	1.22	0.78				1.00	2.00	1.00			
Final Sat.:	1805	1900	1615				1805	3493	102				1805	2073	1328				1805	3610	1615			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.33	0.14				0.09	0.10	0.10				0.01	0.05	0.05				0.10	0.03	0.12			
Crit Moves:		****					****						****								****			
Green/Cycle:	0.26	0.41	0.53				0.11	0.26	0.26				0.10	0.13	0.13				0.13	0.15	0.15			
Volume/Cap:	0.19	0.80	0.26				0.80	0.38	0.38				0.10	0.38	0.38				0.76	0.19	0.80			
Delay/Veh:	20.5	24.1	9.0				50.5	21.6	21.6				28.9	28.6	28.6				43.7	25.9	45.1			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	20.5	24.1	9.0				50.5	21.6	21.6				28.9	28.6	28.6				43.7	25.9	45.1			
LOS by Move:	C	C	A				D	C	C				C	C	C				D	C	D			
HCM2kAvgQ:	2	14	3				6	4	4				0	2	2				6	1	6			

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7	7	7				7	7	7				7	7	7				7	7	7			
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	103	419	161				137	470	86				96	172	153				157	131	44			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	103	419	161				137	470	86				96	172	153				157	131	44			
Added Vol:	0	0	4				0	0	0				0	0	0				11	1	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	103	419	165				137	470	86				96	172	153				168	132	44			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90	0.90			
PHF Volume:	114	465	183				152	521	95				106	191	170				186	146	49			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	114	465	183				152	521	95				106	191	170				186	146	49			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	114	465	183				152	521	95				106	191	170				186	146	49			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.95	0.85				0.95	0.95	0.85				0.95	0.95	0.85				0.95	0.95	0.85			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1805	3610	1615				1805	3610	1615				1805	3610	1615				1805	3610	1615			
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.13	0.11				0.08	0.14	0.06				0.06	0.05	0.11				0.10	0.04	0.03			
Crit Moves:	****							****							****				****					
Green/Cycle:	0.12	0.19	0.19				0.18	0.25	0.25				0.18	0.18	0.18				0.18	0.18	0.18			
Volume/Cap:	0.54	0.66	0.59				0.48	0.57	0.23				0.32	0.29	0.57				0.57	0.22	0.17			
Delay/Veh:	27.9	24.8	24.8				23.4	20.5	18.1				21.9	21.3	25.0				24.9	21.1	21.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	27.9	24.8	24.8				23.4	20.5	18.1				21.9	21.3	25.0				24.9	21.1	21.0			
LOS by Move:	C	C	C				C	C	B				C	C	C				C	C	C			
HCM2kAvgQ:	3	6	4				3	5	2				2	2	4				4	1	1			

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7	7	7				7	7	7				7	7	7				7	7	7			
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	157	513	170				82	463	85				185	238	177				270	278	92			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	157	513	170				82	463	85				185	238	177				270	278	92			
Added Vol:	0	0	12				0	0	0				0	2	0				7	1	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	157	513	182				82	463	85				185	240	177				277	279	92			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.92	0.92	0.92				0.92	0.92	0.92				0.92	0.92	0.92				0.92	0.92	0.92			
PHF Volume:	171	558	198				89	504	92				201	261	193				301	304	100			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	171	558	198				89	504	92				201	261	193				301	304	100			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	171	558	198				89	504	92				201	261	193				301	304	100			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.95	0.85				0.95	0.95	0.85				0.95	0.95	0.85				0.95	0.95	0.85			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1805	3610	1615				1805	3610	1615				1805	3610	1615				1805	3610	1615			
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.15	0.12				0.05	0.14	0.06				0.11	0.07	0.12				0.17	0.08	0.06			
Crit Moves:		****					****								****				****					
Green/Cycle:	0.15	0.22	0.22				0.12	0.18	0.18				0.20	0.17	0.17				0.23	0.20	0.20			
Volume/Cap:	0.62	0.71	0.57				0.42	0.77	0.32				0.56	0.43	0.71				0.71	0.42	0.31			
Delay/Veh:	28.3	25.0	23.2				26.0	28.9	21.9				23.5	23.0	32.4				26.9	21.3	21.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	28.3	25.0	23.2				26.0	28.9	21.9				23.5	23.0	32.4				26.9	21.3	21.0			
LOS by Move:	C	C	C				C	C	C				C	C	C				C	C	C			
HCM2kAvgQ:	4	7	4				2	7	2				4	3	5				7	3	2			

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	218	637	0	0	546	300	0	0	0	164	2	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	637	0	0	546	300	0	0	0	164	2	153
Added Vol:	0	4	0	0	11	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	641	0	0	557	300	0	0	0	173	2	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	234	689	0	0	598	322	0	0	0	186	2	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	689	0	0	598	322	0	0	0	186	2	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	689	0	0	598	322	0	0	0	186	2	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1730	20	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.00	0.00	0.17	0.20	0.00	0.00	0.00	0.11	0.11	0.10
Crit Moves:	****					****				****		
Green/Cycle:	0.24	0.60	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.20	0.20	0.20
Volume/Cap:	0.55	0.32	0.00	0.00	0.45	0.55	0.00	0.00	0.00	0.55	0.55	0.52
Delay/Veh:	21.5	5.9	0.0	0.0	14.7	16.2	0.0	0.0	0.0	23.5	23.5	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	5.9	0.0	0.0	14.7	16.2	0.0	0.0	0.0	23.5	23.5	23.0
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	5	3	0	0	5	5	0	0	0	4	4	3

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	293	932	0	0	643	304	0	0	0	337	3	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	932	0	0	643	304	0	0	0	337	3	268
Added Vol:	0	12	0	0	7	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	944	0	0	650	304	0	0	0	343	3	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	317	1022	0	0	703	329	0	0	0	371	3	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	1022	0	0	703	329	0	0	0	371	3	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	1022	0	0	703	329	0	0	0	371	3	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1725	15	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.00	0.00	0.19	0.20	0.00	0.00	0.00	0.22	0.22	0.18
Crit Moves:	****					****				****		
Green/Cycle:	0.24	0.51	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.74	0.55	0.00	0.00	0.71	0.74	0.00	0.00	0.00	0.74	0.74	0.62
Delay/Veh:	28.1	10.4	0.0	0.0	22.1	26.5	0.0	0.0	0.0	25.2	25.2	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	10.4	0.0	0.0	22.1	26.5	0.0	0.0	0.0	25.2	25.2	21.0
LOS by Move:	C	B	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	7	7	0	0	8	7	0	0	0	8	8	6

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	542	272	165	548	0	308	3	312	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	542	272	165	548	0	308	3	312	0	0	0
Added Vol:	0	4	3	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	546	275	165	568	0	308	3	312	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	562	283	170	585	0	317	3	321	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	562	283	170	585	0	317	3	321	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	562	283	170	585	0	317	3	321	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1742	17	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.18	0.09	0.16	0.00	0.18	0.18	0.20	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.30	0.30	0.16	0.46	0.00	0.34	0.34	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.52	0.59	0.59	0.35	0.00	0.54	0.54	0.59	0.00	0.00	0.00
Delay/Veh:	0.0	17.9	19.7	26.4	10.6	0.0	16.9	16.9	18.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	19.7	26.4	10.6	0.0	16.9	16.9	18.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	5	5	4	4	0	5	5	6	0	0	0

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	852	384	163	794	0	378	13	446	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	852	384	163	794	0	378	13	446	0	0	0
Added Vol:	0	12	11	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	864	395	163	807	0	378	13	446	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	901	412	170	842	0	394	14	465	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	901	412	170	842	0	394	14	465	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	901	412	170	842	0	394	14	465	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.97	0.03	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1712	59	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.26	0.09	0.23	0.00	0.23	0.23	0.29	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.32	0.32	0.12	0.44	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.78	0.80	0.80	0.53	0.00	0.64	0.64	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	21.9	27.0	44.3	12.7	0.0	18.0	18.0	24.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.9	27.0	44.3	12.7	0.0	18.0	18.0	24.7	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	10	9	5	7	0	7	7	10	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	24	225	13	103	201	70	139	33	39	20	46	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	225	13	103	201	70	139	33	39	20	46	226
Added Vol:	0	0	0	4	1	15	5	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	225	13	107	202	85	144	33	39	20	46	227
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.00
PHF Volume:	25	232	13	110	208	0	148	34	40	21	47	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	232	13	110	208	0	148	34	40	21	47	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	25	232	13	110	208	0	148	34	40	21	47	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	1.00	0.95	0.87	0.87	0.85	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3386	196	1805	3610	1900	1805	1659	1659	1615	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.06	0.06	0.00	0.08	0.02	0.02	0.01	0.02	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.20	0.20	0.18	0.19	0.00	0.24	0.36	0.36	0.12	0.12	0.00
Volume/Cap:	0.07	0.34	0.34	0.34	0.31	0.00	0.34	0.06	0.07	0.11	0.21	0.00
Delay/Veh:	20.1	20.9	20.9	22.2	21.2	0.0	19.4	12.7	12.8	24.0	24.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	20.9	20.9	22.2	21.2	0.0	19.4	12.7	12.8	24.0	24.5	0.0
LOS by Move:	C	C	C	C	C	A	B	B	B	C	C	A
HCM2kAvgQ:	0	2	2	2	2	0	3	0	1	0	1	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.387
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Permitted					
Rights:	Include						Ignore						Include						Ignore					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	2	0	1		1	0	1	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	32		221		18		193		246		116		97		109		36		18		61		182	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	32		221		18		193		246		116		97		109		36		18		61		182	
Added Vol:	0		2		0		3		1		10		17		0		0		0		0		5	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	32		223		18		196		247		126		114		109		36		18		61		187	
User Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
PHF Adj:	0.96		0.96		0.96		0.96		0.96		0.00		0.96		0.96		0.96		0.96		0.96		0.00	
PHF Volume:	34		234		19		205		259		0		119		114		38		19		64		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	34		234		19		205		259		0		119		114		38		19		64		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
FinalVolume:	34		234		19		205		259		0		119		114		38		19		64		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.94		0.94		0.95		0.95		1.00		0.95		0.91		0.91		0.85		1.00		1.00	
Lanes:	1.00		1.85		0.15		1.00		2.00		1.00		1.00		1.50		0.50		1.00		1.00		1.00	
Final Sat.:	1805		3304		267		1805		3610		1900		1805		2613		863		1615		1900		1900	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.07		0.07		0.11		0.07		0.00		0.07		0.04		0.04		0.01		0.03		0.00	
Crit Moves:			****				****						****								****			
Green/Cycle:	0.23		0.17		0.17		0.28		0.23		0.00		0.16		0.28		0.28		0.12		0.12		0.00	
Volume/Cap:	0.08		0.41		0.41		0.41		0.32		0.00		0.41		0.16		0.16		0.10		0.29		0.00	
Delay/Veh:	18.4		22.5		22.5		18.1		19.5		0.0		23.4		16.4		16.4		23.9		24.9		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	18.4		22.5		22.5		18.1		19.5		0.0		23.4		16.4		16.4		23.9		24.9		0.0	
LOS by Move:	B		C		C		B		B		A		C		B		B		C		C		A	
HCM2kAvgQ:	1		3		3		3		2		0		2		1		1		0		1		0	

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[14.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	11	1	29	4	5	10	8	317	11	44	378	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1	29	4	5	10	8	317	11	44	378	2
Added Vol:	4	0	0	0	0	0	0	2	1	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1	29	4	5	10	8	319	12	44	385	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	17	1	33	5	6	11	9	362	14	50	437	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	1	33	5	6	11	9	362	14	50	437	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	701	919	181	737	931	219	439	xxxx	xxxxx	376	xxxx	xxxxx
Potent Cap.:	329	273	837	310	269	792	1131	xxxx	xxxxx	1194	xxxx	xxxxx
Move Cap.:	307	260	837	286	256	792	1131	xxxx	xxxxx	1194	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.04	0.02	0.02	0.01	0.01	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	0.0	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	17.4	18.9	9.5	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	C	C	A	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	412	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:		12.3			14.2			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[16.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 1		0 0 1!	0 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	8	2	60	5	4	1	5	375	6	21	330	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	2	60	5	4	1	5	375	6	21	330	3
Added Vol:	3	0	0	0	0	0	0	8	5	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	2	60	5	4	1	5	383	11	21	334	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	12	2	67	6	4	1	6	426	12	23	371	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	2	67	6	4	1	6	426	12	23	371	3
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	671	858	213	643	867	186	374	xxxx	xxxxx	438	xxxx	xxxxx
Potent Cap.:	346	297	799	363	293	831	1195	xxxx	xxxxx	1133	xxxx	xxxxx
Move Cap.:	335	289	799	324	286	831	1195	xxxx	xxxxx	1133	xxxx	xxxxx
Volume/Cap:	0.04	0.01	0.08	0.02	0.02	0.00	0.00	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	0.0	0.3	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	16.2	17.5	9.9	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	C	C	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	326	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	16.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:		11.1			16.4			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[13.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	1	1	1	26	1	24	26	294	1	9	286	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	26	1	24	26	294	1	9	286	14
Added Vol:	0	0	0	1	0	0	0	5	0	0	16	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	27	1	24	26	299	1	9	302	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	1	1	1	31	1	28	30	346	1	10	350	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	1	31	1	28	30	346	1	10	350	21
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	604	799	174	605	779	175	371	xxxx	xxxxx	348	xxxx	xxxxx
Potent Cap.:	387	321	846	386	330	844	1199	xxxx	xxxxx	1223	xxxx	xxxxx
Move Cap.:	363	310	846	374	319	844	1199	xxxx	xxxxx	1223	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.08	0.00	0.03	0.03	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4	8.1	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	419	xxxxx	372	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.7	xxxxx	15.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	*	*	*	*	*	*	*
ApproachDel:		13.7			12.7			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

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

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[20.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1!	0 0	0 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	1	1	1	10	1	40	75	420	3	7	480	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	10	1	40	75	420	3	7	480	25
Added Vol:	0	0	0	5	0	0	0	18	0	0	11	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	15	1	40	75	438	3	7	491	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	1	1	1	17	1	45	84	492	3	8	552	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	1	17	1	45	84	492	3	8	552	31
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	954	1261	248	983	1231	276	583	xxxx	xxxxx	496	xxxx	xxxxx
Potent Cap.:	216	172	758	206	179	728	1001	xxxx	xxxxx	1079	xxxx	xxxxx
Move Cap.:	188	156	758	191	163	728	1001	xxxx	xxxxx	1079	xxxx	xxxxx
Volume/Cap:	0.01	0.01	0.00	0.09	0.01	0.06	0.08	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3	8.9	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	230	xxxxx	189	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	20.9	xxxxx	26.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	D	*	*	*	*	*	*	*	*
ApproachDel:		20.9			14.8			xxxxxx			xxxxxx	
ApproachLOS:		C			B			*			*	

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

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

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.063
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0 0	0 0	0	0 1	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	30	0	0	0	0	0	0	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	0	0	0	0	0	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	0	0	0	0	0	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
PHF Volume:	53	0	0	0	0	0	0	0	53	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	0	0	0	0	0	0	0	53	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	0	0	0	0	0	0	0	53	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	847	0	0	0	0	0	0	773	910	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.06	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:		7.5			xxxxxx			6.9			xxxxxx	
Delay Adj:		1.00			xxxxx			1.00			xxxxx	
ApprAdjDel:		7.5			xxxxxx			6.9			xxxxxx	
LOS by Appr:		A			*			A			*	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0

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

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

****

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.090
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	0	0	0	0 0	0	0	0	0 1	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	50	0	0		0	0	0		0	0	40		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	0	0		0	0	0		0	0	40		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	50	0	0		0	0	0		0	0	40		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.66	0.66	0.66		0.66	0.66	0.66		0.66	0.66	0.66		0.66	0.66	0.66	
PHF Volume:	76	0	0		0	0	0		0	0	61		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	76	0	0		0	0	0		0	0	61		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	76	0	0		0	0	0		0	0	61		0	0	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	0.00		0.00	0.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00	
Final Sat.:	844	0	0		0	0	0		0	762	894		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.07	xxxx	xxxx	xxxx			
Crit Moves:	****									****						
Delay/Veh:	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0			
LOS by Move:	A	*	*	*	*	*	*	*	*	A	*	*	*			
ApproachDel:		7.6			xxxxxx				6.9			xxxxxx				
Delay Adj:		1.00			xxxxx				1.00			xxxxx				
ApprAdjDel:		7.6			xxxxxx				6.9			xxxxxx				
LOS by Appr:		A			*				A			*				
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0				

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	108	11	33	5	41	15	9	222	174	45	187	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	11	33	5	41	15	9	222	174	45	187	1
Added Vol:	9	3	0	0	1	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	14	33	5	42	15	9	222	177	45	187	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	132	16	37	6	48	17	10	251	200	51	212	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	16	37	6	48	17	10	251	200	51	212	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	16	37	6	48	17	10	251	200	51	212	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.47	0.53	1.00	0.56	0.44	1.00	0.99	0.01
Final Sat.:	462	491	543	430	687	254	566	367	293	543	590	3
Capacity Analysis Module:												
Vol/Sat:	0.29	0.03	0.07	0.01	0.07	0.07	0.02	0.68	0.68	0.09	0.36	0.36
Crit Moves:	****				****			****			****	
Delay/Veh:	12.6	9.7	9.2	10.3	10.1	9.8	9.0	18.3	18.3	9.7	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	9.7	9.2	10.3	10.1	9.8	9.0	18.3	18.3	9.7	11.6	11.6
LOS by Move:	B	A	A	B	B	A	A	C	C	A	B	B
ApproachDel:		11.6			10.0			18.1			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			10.0			18.1			11.2	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.3	0.0	0.1	0.0	0.1	0.1	0.0	1.9	1.9	0.1	0.5	0.5

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Evening Peak Hour

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

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	191	35	74	1	10	1	1	196	164	56	159	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	35	74	1	10	1	1	196	164	56	159	5
Added Vol:	6	2	0	0	3	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	37	74	1	13	1	1	196	175	56	159	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	223	42	84	1	15	1	1	222	198	63	180	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	42	84	1	15	1	1	222	198	63	180	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	42	84	1	15	1	1	222	198	63	180	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.86	0.14	1.00	0.53	0.47	1.00	0.97	0.03
Final Sat.:	487	517	576	411	813	63	536	330	294	518	546	17
Capacity Analysis Module:												
Vol/Sat:	0.46	0.08	0.15	0.00	0.02	0.02	0.00	0.67	0.67	0.12	0.33	0.33
Crit Moves:	****				****				****		****	
Delay/Veh:	15.1	9.8	9.5	10.6	10.2	10.1	9.2	18.6	18.6	10.2	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	9.8	9.5	10.6	10.2	10.1	9.2	18.6	18.6	10.2	11.7	11.7
LOS by Move:	C	A	A	B	B	B	A	C	C	B	B	B
ApproachDel:		13.1			10.2			18.5			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.1			10.2			18.5			11.3	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.7	0.1	0.1	0.0	0.0	0.0	0.0	1.8	1.8	0.1	0.4	0.4

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	108	11	33	5	41	15	9	222	174	45	187	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	11	33	5	41	15	9	222	174	45	187	1
Added Vol:	9	3	0	0	1	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	14	33	5	42	15	9	222	177	45	187	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	132	16	37	6	48	17	10	251	200	51	212	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	16	37	6	48	17	10	251	200	51	212	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	16	37	6	48	17	10	251	200	51	212	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	1.00	0.85	0.75	0.91	0.91	0.62	0.93	0.93	0.45	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.47	0.53	1.00	0.56	0.44	1.00	0.99	0.01
Final Sat.:	1360	1900	1615	1433	2556	913	1172	986	786	861	1888	10
Capacity Analysis Module:												
Vol/Sat:	0.10	0.01	0.02	0.00	0.02	0.02	0.01	0.25	0.25	0.06	0.11	0.11
Crit Moves:	****							****				
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.41	0.03	0.10	0.02	0.08	0.08	0.01	0.41	0.41	0.09	0.18	0.18
Delay/Veh:	20.0	17.5	17.9	17.4	17.7	17.7	4.2	5.8	5.8	4.5	4.8	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	17.5	17.9	17.4	17.7	17.7	4.2	5.8	5.8	4.5	4.8	4.8
LOS by Move:	C	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	0	1	0	1	1	0	4	4	0	2	2

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	191		35		74		1		10		1		1		196		164		56		159		5	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	191		35		74		1		10		1		1		196		164		56		159		5	
Added Vol:	6		2		0		0		3		0		0		0		11		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	197		37		74		1		13		1		1		196		175		56		159		5	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88	
PHF Volume:	223		42		84		1		15		1		1		222		198		63		180		6	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	223		42		84		1		15		1		1		222		198		63		180		6	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	223		42		84		1		15		1		1		222		198		63		180		6	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.76		1.00		0.85		0.73		0.94		0.94		0.63		0.93		0.93		0.44		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		1.86		0.14		1.00		0.53		0.47		1.00		0.97		0.03	
Final Sat.:	1435		1900		1615		1391		3315		255		1203		933		833		834		1835		58	
Capacity Analysis Module:																								
Vol/Sat:	0.16		0.02		0.05		0.00		0.00		0.00		0.00		0.24		0.24		0.08		0.10		0.10	
Crit Moves:	****														****									
Green/Cycle:	0.34		0.34		0.34		0.34		0.34		0.34		0.52		0.52		0.52		0.52		0.52		0.52	
Volume/Cap:	0.45		0.06		0.15		0.00		0.01		0.01		0.00		0.45		0.45		0.15		0.19		0.19	
Delay/Veh:	16.0		13.3		13.8		13.0		13.0		13.0		6.8		9.3		9.3		7.5		7.6		7.6	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	16.0		13.3		13.8		13.0		13.0		13.0		6.8		9.3		9.3		7.5		7.6		7.6	
LOS by Move:	B		B		B		B		B		B		A		A		A		A		A		A	
HCM2kAvgQ:	4		1		1		0		0		0		0		5		5		1		2		2	

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.287
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	113	110	80	73	214	45	42	177	84	52	172	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	110	80	73	214	45	42	177	84	52	172	29
Added Vol:	0	16	0	0	5	0	0	7	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	126	80	73	219	45	42	184	84	52	192	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	123	137	87	80	239	49	46	200	92	57	209	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	137	87	80	239	49	46	200	92	57	209	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	137	87	80	239	49	46	200	92	57	209	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.89	0.89	0.61	0.93	0.93	0.95	0.91	0.91	0.95	0.93	0.93
Lanes:	1.00	1.22	0.78	1.00	1.66	0.34	1.00	1.37	0.63	1.00	1.74	0.26
Final Sat.:	1083	2080	1321	1150	2920	600	1805	2362	1078	1805	3074	464
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.07	0.07	0.08	0.08	0.03	0.08	0.08	0.03	0.07	0.07
Crit Moves:	****							****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.20	0.29	0.29	0.12	0.20	0.20
Volume/Cap:	0.29	0.17	0.17	0.18	0.21	0.21	0.12	0.29	0.29	0.27	0.33	0.33
Delay/Veh:	12.9	12.0	12.0	12.1	12.2	12.2	19.6	16.6	16.6	24.9	20.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.0	12.0	12.1	12.2	12.2	19.6	16.6	16.6	24.9	20.6	20.6
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	2	1	1	1	2	2	1	2	2	1	2	2

****

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.369
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.2
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	136	263	71	84	209	36	71	245	104	106	328	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	263	71	84	209	36	71	245	104	106	328	66
Added Vol:	0	11	0	0	18	0	0	23	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	274	71	84	227	36	71	268	104	106	341	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	138	279	72	86	231	37	72	273	106	108	347	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	279	72	86	231	37	72	273	106	108	347	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	279	72	86	231	37	72	273	106	108	347	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.92	0.92	0.53	0.93	0.93	0.95	0.91	0.91	0.95	0.93	0.93
Lanes:	1.00	1.59	0.41	1.00	1.73	0.27	1.00	1.44	0.56	1.00	1.68	0.32
Final Sat.:	1102	2778	720	999	3050	484	1805	2492	967	1805	2952	571
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.09	0.08	0.08	0.04	0.11	0.11	0.06	0.12	0.12
Crit Moves:	****							****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.23	0.30	0.30	0.16	0.23	0.23
Volume/Cap:	0.37	0.29	0.29	0.25	0.22	0.22	0.18	0.37	0.37	0.37	0.51	0.51
Delay/Veh:	15.5	14.6	14.6	14.6	14.2	14.2	18.8	16.9	16.9	23.2	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	14.6	14.6	14.6	14.2	14.2	18.8	16.9	16.9	23.2	20.7	20.7
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	2	3	3	1	2	2	1	3	3	2	4	4

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.299
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	69	203	0	0	246	161	0	0	0	4	0	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	203	0	0	246	161	0	0	0	4	0	87
Added Vol:	0	16	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	219	0	0	251	161	0	0	0	4	0	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	77	246	0	0	281	180	0	0	0	4	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	246	0	0	281	180	0	0	0	4	0	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	246	0	0	281	180	0	0	0	4	0	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.89	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.22	0.78	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2070	1327	0	0	0	1699	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.00	0.00	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.14	0.60	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.30	0.11	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.01	0.00	0.30
Delay/Veh:	23.7	5.2	0.0	0.0	10.4	10.4	0.0	0.0	0.0	19.2	0.0	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	5.2	0.0	0.0	10.4	10.4	0.0	0.0	0.0	19.2	0.0	20.8
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	C
HCM2kAvgQ:	2	1	0	0	3	3	0	0	0	0	0	2

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	78	350	0	0	264	179	0	0	0	16	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	350	0	0	264	179	0	0	0	16	0	180
Added Vol:	0	11	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	361	0	0	282	179	0	0	0	16	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	81	376	0	0	294	187	0	0	0	17	0	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	376	0	0	294	187	0	0	0	17	0	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	376	0	0	294	187	0	0	0	17	0	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.88	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.22	0.78	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2080	1320	0	0	0	1674	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.01	0.00	0.12
Crit Moves:	****				****							****
Green/Cycle:	0.12	0.49	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.38	0.21	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.03	0.00	0.38
Delay/Veh:	25.5	8.7	0.0	0.0	13.9	13.9	0.0	0.0	0.0	14.6	0.0	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	8.7	0.0	0.0	13.9	13.9	0.0	0.0	0.0	14.6	0.0	16.8
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	B
HCM2kAvgQ:	2	2	0	0	4	4	0	0	0	0	0	3

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.301
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	128	6	133	90	0	152	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	128	6	133	90	0	152	0	50	0	0	0
Added Vol:	0	16	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	144	6	133	95	0	152	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	174	7	160	115	0	183	0	60	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	174	7	160	115	0	183	0	60	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	174	7	160	115	0	183	0	60	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3445	144	1805	3610	0	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.09	0.03	0.00	0.10	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.17	0.17	0.30	0.46	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.30	0.30	0.30	0.07	0.00	0.30	0.00	0.11	0.00	0.00	0.00
Delay/Veh:	0.0	22.2	22.2	16.7	9.0	0.0	14.9	0.0	13.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	22.2	16.7	9.0	0.0	14.9	0.0	13.8	0.0	0.0	0.0
LOS by Move:	A	C	C	B	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	2	2	2	1	0	3	0	1	0	0	0

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

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Protected			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	7	0	7		0	0	0	
Lanes:	0 0	1	0 1	1	0 2	0 0	1	0 0	0 1		0	0 0	0 0	0
Volume Module:														
Base Vol:	0	178	13	123	155	0	252	0	55		0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	178	13	123	155	0	252	0	55		0	0	0	
Added Vol:	0	11	0	0	18	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	0	189	13	123	173	0	252	0	55		0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	210	14	136	192	0	279	0	61		0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	0	210	14	136	192	0	279	0	61		0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	210	14	136	192	0	279	0	61		0	0	0	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85	0.95	0.95	1.00	0.77	1.00	0.85		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	1900	1615	1805	3610	0	1461	0	1615		0	0	0	
Capacity Analysis Module:														
Vol/Sat:	0.00	0.11	0.01	0.08	0.05	0.00	0.19	0.00	0.04		0.00	0.00	0.00	
Crit Moves:		****		****			****							
Green/Cycle:	0.00	0.23	0.23	0.16	0.39	0.00	0.41	0.00	0.41		0.00	0.00	0.00	
Volume/Cap:	0.00	0.47	0.04	0.47	0.13	0.00	0.47	0.00	0.09		0.00	0.00	0.00	
Delay/Veh:	0.0	20.6	17.8	24.1	11.7	0.0	13.7	0.0	11.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	20.6	17.8	24.1	11.7	0.0	13.7	0.0	11.1		0.0	0.0	0.0	
LOS by Move:	A	C	B	C	B	A	B	A	B		A	A	A	
HCM2kAvgQ:	0	4	0	3	1	0	4	0	1		0	0	0	

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

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

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: A[9.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0 1 0	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	50	10	100	21	0	0	0	0	19	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	10	100	21	0	0	0	0	19	0	80
Added Vol:	0	16	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	66	10	100	26	0	0	0	0	19	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	76	12	115	30	0	0	0	0	22	0	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	76	12	115	30	0	0	0	0	22	0	92
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	88	xxxx	xxxxx	xxxx	xxxx	xxxxx	342	342	82
Potent Cap.:	xxxx	xxxx	xxxxx	1521	xxxx	xxxxx	xxxx	xxxx	xxxxx	658	583	984
Move Cap.:	xxxx	xxxx	xxxxx	1521	xxxx	xxxxx	xxxx	xxxx	xxxxx	617	536	984
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	883	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.7		
ApproachLOS:	*			*			*			A		

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Evening Peak Hour

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

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[9.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0 1 0	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	62	24	96	124	0	0	0	0	16	0	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	62	24	96	124	0	0	0	0	16	0	98
Added Vol:	0	11	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	73	24	96	142	0	0	0	0	16	0	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	83	27	109	161	0	0	0	0	18	0	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	83	27	109	161	0	0	0	0	18	0	111
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	110	xxxx	xxxxx	xxxx	xxxx	xxxxx	476	476	96
Potent Cap.:	xxxx	xxxx	xxxxx	1493	xxxx	xxxxx	xxxx	xxxx	xxxxx	552	491	965
Move Cap.:	xxxx	xxxx	xxxxx	1493	xxxx	xxxxx	xxxx	xxxx	xxxxx	519	453	965
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.12
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	861	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.9		
ApproachLOS:	*			*			*			A		

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Morning Peak Hour

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

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.097
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	0	1 0	0 0	0	0 0	0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	21	1	29	8	0	0	0	0	2	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	21	1	29	8	0	0	0	0	2	0	9
Added Vol:	0	0	0	14	0	0	0	0	0	0	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	21	1	43	8	0	0	0	0	2	0	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	31	1	63	12	0	0	0	0	3	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	31	1	63	12	0	0	0	0	3	0	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	31	1	63	12	0	0	0	0	3	0	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.84	0.16	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	764	897	651	121	0	0	0	0	675	0	870
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.04	0.00	0.10	0.10	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.06
Crit Moves:		****		****								****
Delay/Veh:	0.0	7.6	6.7	8.1	8.1	0.0	0.0	0.0	0.0	8.0	0.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.6	6.7	8.1	8.1	0.0	0.0	0.0	0.0	8.0	0.0	7.0
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.5			8.1			xxxxxx			7.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.5			8.1			xxxxxx			7.0	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Evening Peak Hour

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

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Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.150
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	0	1	0	1		0	1	0	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	24	0				50	20	0				0	0	0				0	0	36			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	24	0				50	20	0				0	0	0				0	0	36			
Added Vol:	0	0	0				22	0	0				0	0	0				0	0	14			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	24	0				72	20	0				0	0	0				0	0	50			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.80	0.80	0.80				0.80	0.80	0.80				0.80	0.80	0.80				0.80	0.80	0.80			
PHF Volume:	0	30	0				90	25	0				0	0	0				0	0	63			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	30	0				90	25	0				0	0	0				0	0	63			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	0	30	0				90	25	0				0	0	0				0	0	63			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.00	1.00	1.00				0.78	0.22	0.00				0.00	0.00	0.00				1.00	0.00	1.00			
Final Sat.:	0	752	881				602	167	0				0	0	0				659	0	846			
Capacity Analysis Module:																								
Vol/Sat:	xxxx	0.04	0.00				0.15	0.15	xxxx				xxxx	xxxx	xxxx				0.00	xxxx	0.07			
Crit Moves:		****					****														****			
Delay/Veh:	0.0	7.6	0.0				8.4	8.4	0.0				0.0	0.0	0.0				0.0	0.0	7.2			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.0	7.6	0.0				8.4	8.4	0.0				0.0	0.0	0.0				0.0	0.0	7.2			
LOS by Move:	*	A	*				A	A	*				*	*	*				*	*	A			
ApproachDel:		7.6						8.4						xxxxxx						7.2				
Delay Adj:		1.00						1.00						xxxxx						1.00				
ApprAdjDel:		7.6						8.4						xxxxxx						7.2				
LOS by Appr:		A						A						*						A				
AllWayAvgQ:	0.0	0.0	0.0				0.2	0.2	0.2				0.0	0.0	0.0				0.0	0.0	0.1			

****

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	80	35	178	17	40	13	6	245	73	127	196	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	35	178	17	40	13	6	245	73	127	196	10
Added Vol:	0	0	0	17	0	0	0	8	0	0	24	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	35	178	34	40	13	6	253	73	127	220	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	92	40	205	39	46	15	7	291	84	146	253	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	40	205	39	46	15	7	291	84	146	253	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	40	205	39	46	15	7	291	84	146	253	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	1.00	0.85	0.88	0.88	0.88	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	0.39	0.46	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1376	1900	1615	653	769	250	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.13	0.06	0.06	0.06	0.00	0.08	0.05	0.08	0.07	0.02
Crit Moves:			****					****		****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.19	0.06	0.36	0.17	0.17	0.17	0.02	0.36	0.23	0.36	0.31	0.08
Delay/Veh:	13.7	12.9	14.8	13.5	13.5	13.5	18.1	19.9	19.4	20.2	19.6	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	12.9	14.8	13.5	13.5	13.5	18.1	19.9	19.4	20.2	19.6	18.5
LOS by Move:	B	B	B	B	B	B	B	B	B	C	B	B
HCM2kAvgQ:	1	1	3	1	1	1	0	3	1	3	2	0

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #26 22nd Street (NS) at Ramsey Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0	1	0 1	0	0	1!	0 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	67	50	241		28	42	10		24	311	72		216	353	37	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	67	50	241		28	42	10		24	311	72		216	353	37	
Added Vol:	0	0	0		8	0	0		0	27	0		0	16	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	67	50	241		36	42	10		24	338	72		216	369	44	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	71	53	254		38	44	11		25	356	76		228	389	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	71	53	254		38	44	11		25	356	76		228	389	46	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	71	53	254		38	44	11		25	356	76		228	389	46	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.75	1.00	0.85		0.88	0.88	0.88		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		0.41	0.48	0.11		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1417	1900	1615		681	794	189		1805	3610	1615		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.03	0.16		0.06	0.06	0.06		0.01	0.10	0.05		0.13	0.11	0.03	
Crit Moves:			****							****			****			
Green/Cycle:	0.33	0.33	0.33		0.33	0.33	0.33		0.24	0.21	0.21		0.26	0.24	0.24	
Volume/Cap:	0.15	0.08	0.48		0.17	0.17	0.17		0.06	0.48	0.23		0.48	0.46	0.12	
Delay/Veh:	14.4	13.9	16.7		14.4	14.4	14.4		17.8	21.4	20.2		19.3	20.1	18.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.4	13.9	16.7		14.4	14.4	14.4		17.8	21.4	20.2		19.3	20.1	18.2	
LOS by Move:	B	B	B		B	B	B		B	C	C		B	C	B	
HCM2kAvgQ:	1	1	4		1	1	1		0	4	1		4	4	1	

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Morning Peak Hour

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

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: A[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	26	234	0	0	99	170	0	0	0	11	0	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	234	0	0	99	170	0	0	0	11	0	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	234	0	0	99	170	0	0	0	11	0	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	31	283	0	0	120	206	0	0	0	13	0	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	283	0	0	120	206	0	0	0	13	0	140
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	326	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	406	xxxx	142
Potent Cap.:	1245	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	578	xxxx	887
Move Cap.:	1245	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	567	xxxx	887
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.16
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.6
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.5	xxxx	9.8
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.0		
ApproachLOS:	*			*			*			A		

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[10.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	43 286		0	0	97	265	0	0	0	13	0	124
Growth Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43 286		0	0	97	265	0	0	0	13	0	124
Added Vol:	0 0		0	0	0	0	0	0	0	0	0	0
PasserByVol:	0 0		0	0	0	0	0	0	0	0	0	0
Initial Fut:	43 286		0	0	97	265	0	0	0	13	0	124
User Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93 0.93		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	46 309		0	0	105	286	0	0	0	14	0	134
Reduct Vol:	0 0		0	0	0	0	0	0	0	0	0	0
FinalVolume:	46 309		0	0	105	286	0	0	0	14	0	134
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8 xxxx		6.9
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5 xxxx		3.3
Capacity Module:												
Cnflict Vol:	391 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		454 xxxx		154
Potent Cap.:	1179 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		540 xxxx		870
Move Cap.:	1179 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		523 xxxx		870
Volume/Cap:	0.04 xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.03 xxxx		0.15
Level Of Service Module:												
2Way95thQ:	0.1 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.1 xxxx		0.5
Control Del:	8.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		12.1 xxxx		9.9
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.1		
ApproachLOS:	*			*			*			B		

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: B[14.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 1 0			1 0 2 0 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	81	9	81	67	0	189	0	13	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	81	9	81	67	0	189	0	13	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	81	9	81	67	0	189	0	13	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	102	11	102	84	0	237	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	102	11	102	84	0	237	0	16	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	113	xxxx	xxxxx	339	xxxx	42	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1489	xxxx	xxxxx	637	xxxx	1026	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1489	xxxx	xxxxx	604	xxxx	1026	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.39	xxxx	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	1.9	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	14.8	xxxx	8.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	B	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.4			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: B[13.0]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0	0	1 0 2	0 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0 110	10		60	59	0	230	0	21	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 110	10		60	59	0	230	0	21	0	0	0
Added Vol:	0 0	0		0	0	0	0	0	0	0	0	0
PasserByVol:	0 0	0		0	0	0	0	0	0	0	0	0
Initial Fut:	0 110	10		60	59	0	230	0	21	0	0	0
User Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89 0.89	0.89		0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0 124	11		68	67	0	259	0	24	0	0	0
Reduct Vol:	0 0	0		0	0	0	0	0	0	0	0	0
FinalVolume:	0 124	11		68	67	0	259	0	24	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx xxxx	xxxxx		2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		135	xxxx	xxxxx	264	xxxx	33	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx xxxx	xxxxx		1461	xxxx	xxxxx	708	xxxx	1039	xxxx	xxxx	xxxxx
Move Cap.:	xxxx xxxx	xxxxx		1461	xxxx	xxxxx	683	xxxx	1039	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx xxxx	xxxx		0.05	xxxx	xxxx	0.38	xxxx	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		0.1	xxxx	xxxxx	1.8	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx xxxx	xxxxx		7.6	xxxx	xxxxx	13.5	xxxx	8.5	xxxxx	xxxx	xxxxx
LOS by Move:	* *	*		A	*	*	B	*	A	*	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	* *	*		*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.180
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	37	9	21	33	24	17	61	19	8	44	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	37	9	21	33	24	17	61	19	8	44	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	37	9	21	33	24	17	61	19	8	44	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	17	54	13	30	48	35	25	89	28	12	64	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	54	13	30	48	35	25	89	28	12	64	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	54	13	30	48	35	25	89	28	12	64	52
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	1.28	0.31	0.54	0.85	0.61	0.17	0.63	0.20	0.09	0.50	0.41
Final Sat.:	264	848	214	342	571	446	137	491	153	73	401	328
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.09	0.08	0.08	0.18	0.18	0.18	0.16	0.16	0.16
Crit Moves:	****			****			****			****		
Delay/Veh:	8.5	8.2	8.0	8.6	8.3	7.8	8.4	8.4	8.4	8.1	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.2	8.0	8.6	8.3	7.8	8.4	8.4	8.4	8.1	8.1	8.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.2			8.2			8.4			8.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			8.2			8.4			8.1	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.182
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign					
Rights:	Include						Include					
Min. Green:	0	0	0				0	0	0			
Lanes:	0	1	0	1	0		0	1	0	1	0	
Volume Module:												
Base Vol:	4	55	11				18	36	35			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	4	55	11				18	36	35			
Added Vol:	0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0			
Initial Fut:	4	55	11				18	36	35			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85				0.85	0.85	0.85			
PHF Volume:	5	65	13				21	42	41			
Reduct Vol:	0	0	0				0	0	0			
Reduced Vol:	5	65	13				21	42	41			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	5	65	13				21	42	41			
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.11	1.58	0.31				0.40	0.81	0.79			
Final Sat.:	75	1052	217				259	540	582			
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06				0.08	0.08	0.07			
Crit Moves:	****						****					
Delay/Veh:	8.3	8.1	8.0				8.5	8.3	7.7			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	8.3	8.1	8.0				8.5	8.3	7.7			
LOS by Move:	A	A	A				A	A	A			
ApproachDel:		8.1						8.1				
Delay Adj:		1.00						1.00				
ApprAdjDel:		8.1						8.1				
LOS by Appr:		A						A				
AllWayAvgQ:	0.1	0.1	0.1				0.1	0.1	0.1			

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign					
Rights:	Include						Include					
Min. Green:	0	0	0				0	0	0			
Lanes:	0	0	1!	0	0		0	0	1!	0	0	
Volume Module:												
Base Vol:	34	71	15				8	70	32			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	34	71	15				8	70	32			
Added Vol:	0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0			
Initial Fut:	34	71	15				8	70	32			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.85	0.85	0.85				0.85	0.85	0.85			
PHF Volume:	40	83	18				9	82	38			
Reduct Vol:	0	0	0				0	0	0			
Reduced Vol:	40	83	18				9	82	38			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	40	83	18				9	82	38			
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.28	0.60	0.12				0.07	0.64	0.29			
Final Sat.:	220	459	97				58	507	232			
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18				0.16	0.16	0.16			
Crit Moves:		****						****				
Delay/Veh:	8.4	8.4	8.4				8.2	8.2	8.2			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	8.4	8.4	8.4				8.2	8.2	8.2			
LOS by Move:	A	A	A				A	A	A			
ApproachDel:		8.4						8.2				
Delay Adj:		1.00						1.00				
ApprAdjDel:		8.4						8.2				
LOS by Appr:		A						A				
AllWayAvgQ:	0.2	0.2	0.2				0.2	0.2	0.2			

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Morning Peak Hour

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

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Intersection #30 22nd Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.146
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	6	3	59	1	3	2	29	1	1	16	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	6	3	59	1	3	2	29	1	1	16	41
Added Vol:	0	0	0	0	0	0	0	14	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	6	3	59	1	3	2	43	1	1	40	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
PHF Volume:	2	9	5	93	2	5	3	68	2	2	63	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	9	5	93	2	5	3	68	2	2	63	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	9	5	93	2	5	3	68	2	2	63	64
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.60	0.30	0.98	0.02	1.00	0.04	0.94	0.02	0.01	0.49	0.50
Final Sat.:	78	470	235	634	11	820	35	757	18	11	429	440
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.15	0.15	0.01	0.09	0.09	0.09	0.15	0.15	0.15
Crit Moves:		****			****				****		****	
Delay/Veh:	7.5	7.5	7.5	9.0	9.0	7.0	7.7	7.7	7.7	7.6	7.6	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	7.5	9.0	9.0	7.0	7.7	7.7	7.7	7.6	7.6	7.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.5			8.9			7.7			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			8.9			7.7			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.0	0.1	0.1	0.1	0.2	0.2	0.2

****

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Evening Peak Hour

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

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Intersection #30 22nd Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.143
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	1	1	28	4	11	26	42	6	1	29	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	28	4	11	26	42	6	1	29	24
Added Vol:	0	0	0	0	0	0	0	22	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	28	4	11	26	64	6	1	43	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	1	1	1	36	5	14	33	81	8	1	55	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	36	5	14	33	81	8	1	55	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	36	5	14	33	81	8	1	55	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.33	0.33	0.88	0.12	1.00	0.27	0.67	0.06	0.01	0.64	0.35
Final Sat.:	263	263	263	568	81	816	232	571	53	13	565	316
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.02	0.14	0.14	0.14	0.10	0.10	0.10
Crit Moves:	****			****				****			****	
Delay/Veh:	7.4	7.4	7.4	8.4	8.4	7.0	7.8	7.8	7.8	7.4	7.4	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	7.4	7.4	8.4	8.4	7.0	7.8	7.8	7.8	7.4	7.4	7.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.4			8.0			7.8			7.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.4			8.0			7.8			7.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.0	0.2	0.2	0.2	0.1	0.1	0.1

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Morning Peak Hour

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

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign				Stop Sign			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1		1 0	1 0	1	
Volume Module:														
Base Vol:	36	48	38	17	86	39	25	145	43		50	125	7	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	36	48	38	17	86	39	25	145	43		50	125	7	
Added Vol:	0	0	14	0	0	0	0	0	0		13	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	36	48	52	17	86	39	25	145	43		63	125	7	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79		0.79	0.79	0.79	
PHF Volume:	46	61	66	22	109	49	32	184	54		80	158	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	46	61	66	22	109	49	32	184	54		80	158	9	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	46	61	66	22	109	49	32	184	54		80	158	9	
Saturation Flow Module:														
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.26	0.35	0.39	0.12	0.61	0.27	1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	168	224	242	76	382	173	553	600	678		551	597	673	
Capacity Analysis Module:														
Vol/Sat:	0.27	0.27	0.27	0.29	0.29	0.29	0.06	0.31	0.08		0.14	0.27	0.01	
Crit Moves:	****			****				****				****		
Delay/Veh:	10.1	10.1	10.1	10.2	10.2	10.2	9.3	10.8	8.2		10.0	10.4	7.8	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.1	10.1	10.1	10.2	10.2	10.2	9.3	10.8	8.2		10.0	10.4	7.8	
LOS by Move:	B	B	B	B	B	B	A	B	A		A	B	A	
ApproachDel:	10.1			10.2			10.1				10.2			
Delay Adj:	1.00			1.00			1.00				1.00			
ApprAdjDel:	10.1			10.2			10.1				10.2			
LOS by Appr:	B			B			B				B			
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.1	0.4	0.1		0.2	0.3	0.0	

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	29	120	58	2	82	44	54	140	43	55	127	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	120	58	2	82	44	54	140	43	55	127	6
Added Vol:	0	0	6	0	0	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	120	64	2	82	44	54	140	43	63	127	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	31	129	69	2	88	47	58	150	46	68	136	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	129	69	2	88	47	58	150	46	68	136	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	129	69	2	88	47	58	150	46	68	136	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.56	0.30	0.02	0.64	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	91	374	200	10	411	221	555	602	681	549	594	671
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.21	0.21	0.21	0.10	0.25	0.07	0.12	0.23	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	10.6	10.6	10.6	9.5	9.5	9.5	9.6	10.2	8.0	9.8	10.0	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	9.5	9.5	9.5	9.6	10.2	8.0	9.8	10.0	7.8
LOS by Move:	B	B	B	A	A	A	A	B	A	A	B	A
ApproachDel:		10.6			9.5			9.6			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			9.5			9.6			9.9	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.1	0.3	0.1	0.1	0.3	0.0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	0	1	0		1	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	71		179		167		33		263		42		22		170		96		101		108		19	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	71		179		167		33		263		42		22		170		96		101		108		19	
Added Vol:	65		14		23		0		13		0		0		0		48		25		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	136		193		190		33		276		42		22		170		144		126		108		19	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.84		0.84		0.84		0.84		0.84		0.84		0.84		0.84		0.84		0.84		0.84		0.84	
PHF Volume:	163		231		228		40		331		50		26		204		172		151		129		23	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	163		231		228		40		331		50		26		204		172		151		129		23	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	163		231		228		40		331		50		26		204		172		151		129		23	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.85		0.95		0.98		0.98		0.95		1.00		0.85		0.95		0.93		0.93	
Lanes:	1.00		1.00		1.00		1.00		0.87		0.13		1.00		1.00		1.00		1.00		1.70		0.30	
Final Sat.:	1805		1900		1615		1805		1616		246		1805		1900		1615		1805		3002		528	
Capacity Analysis Module:																								
Vol/Sat:	0.09		0.12		0.14		0.02		0.20		0.20		0.01		0.11		0.11		0.08		0.04		0.04	
Crit Moves:	****								****						****				****					
Green/Cycle:	0.14		0.24		0.24		0.20		0.31		0.31		0.14		0.16		0.16		0.13		0.14		0.14	
Volume/Cap:	0.66		0.50		0.58		0.11		0.66		0.66		0.10		0.66		0.66		0.66		0.30		0.30	
Delay/Veh:	31.2		20.4		22.1		19.7		20.9		20.9		22.5		28.9		29.7		32.1		23.3		23.3	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	31.2		20.4		22.1		19.7		20.9		20.9		22.5		28.9		29.7		32.1		23.3		23.3	
LOS by Move:	C		C		C		B		C		C		C		C		C		C		C		C	
HCM2kAvgQ:	4		4		5		1		7		7		0		5		4		4		2		2	

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	176	176	135	39	188	71	93	245	179	163	243	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	176	135	39	188	71	93	245	179	163	243	32
Added Vol:	35	6	10	0	8	0	0	0	51	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	182	145	39	196	71	93	245	230	174	243	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	219	189	150	40	203	74	96	254	239	180	252	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	189	150	40	203	74	96	254	239	180	252	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	189	150	40	203	74	96	254	239	180	252	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.73	0.27	1.00	1.00	1.00	1.00	1.77	0.23
Final Sat.:	1805	1900	1615	1805	1339	485	1805	1900	1615	1805	3136	413
Capacity Analysis Module:												
Vol/Sat:	0.12	0.10	0.09	0.02	0.15	0.15	0.05	0.13	0.15	0.10	0.08	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.19	0.19	0.19	0.21	0.21	0.17	0.21	0.21	0.14	0.17	0.17
Volume/Cap:	0.71	0.52	0.48	0.12	0.71	0.71	0.31	0.64	0.71	0.71	0.46	0.46
Delay/Veh:	31.0	23.0	22.8	20.2	27.9	27.9	22.2	25.3	29.0	33.6	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	23.0	22.8	20.2	27.9	27.9	22.2	25.3	29.0	33.6	22.8	22.8
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	6	4	3	1	6	6	2	6	6	5	3	3

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: E[36.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	122	393	0	0	307	217	0	0	0	13	0	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	393	0	0	307	217	0	0	0	13	0	67
Added Vol:	40	101	0	0	87	0	0	0	0	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	494	0	0	394	217	0	0	0	38	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	198	602	0	0	480	265	0	0	0	46	0	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	198	602	0	0	480	265	0	0	0	46	0	82
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	745	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1610	xxxx	602
Potent Cap.:	872	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	116	xxxx	503
Move Cap.:	872	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	93	xxxx	503
Volume/Cap:	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.50	xxxx	0.16
Level Of Service Module:												
2Way95thQ:	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.2	xxxx	0.6
Control Del:	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	76.6	xxxx	13.5
LOS by Move:	B	*	*	*	*	*	*	*	*	F	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			36.4		
ApproachLOS:	*			*			*			E		

****

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

****

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

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: C[21.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	1	0 1	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	136	384		0 0	230		350		0		0	0	30		0	156
Growth Adj:	1.00	1.00		1.00 1.00	1.00		1.00		1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	136	384		0 0	230		350		0		0	0	30		0	156
Added Vol:	25	52		0 0	70		0		0		0	0	24		0	0
PasserByVol:	0	0		0 0	0		0		0		0	0	0		0	0
Initial Fut:	161	436		0 0	300		350		0		0	0	54		0	156
User Adj:	1.00	1.00		1.00 1.00	1.00		1.00		1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.94	0.94		0.94 0.94	0.94		0.94		0.94		0.94	0.94	0.94		0.94	0.94
PHF Volume:	172	466		0 0	321		374		0		0	0	58		0	167
Reduct Vol:	0	0		0 0	0		0		0		0	0	0		0	0
FinalVolume:	172	466		0 0	321		374		0		0	0	58		0	167
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxxx	xxxx xxxxx					6.4	xxxx		6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxxx	xxxx xxxxx					3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	695	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx					1319	xxxx		466
Potent Cap.:	910	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx					175	xxxx		601
Move Cap.:	910	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx					147	xxxx		601
Volume/Cap:	0.19	xxxx	xxxx	xxxx xxxx	xxxx	xxxx	xxxx	xxxx					0.39	xxxx		0.28
Level Of Service Module:																
2Way95thQ:	0.7	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx					1.7	xxxx		1.1
Control Del:	9.9	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx					44.6	xxxx		13.3
LOS by Move:	A	*		* *	*		*		*		*		E	*		B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR - RT					LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx xxxxx					xxxx	xxxx	xxxxx	
SharedQueue:	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx xxxxx					xxxxx	xxxx	xxxxx	
Shrd ConDel:	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx xxxxx					xxxxx	xxxx	xxxxx	
Shared LOS:	A	*		*	*		*		*		*		*	*		
ApproachDel:	xxxxxx			xxxxxx			xxxxxx						21.3			
ApproachLOS:	*			*			*						C			

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	122	393	0	0	307	217	0	0	0	13	0	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	393	0	0	307	217	0	0	0	13	0	67
Added Vol:	40	101	0	0	87	0	0	0	0	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	494	0	0	394	217	0	0	0	38	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	198	602	0	0	480	265	0	0	0	46	0	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	602	0	0	480	265	0	0	0	46	0	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	602	0	0	480	265	0	0	0	46	0	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.77	1.00	0.85
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	1900	0	0	1900	1615	0	0	0	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.00	0.00	0.25	0.16	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:	****				****							****
Green/Cycle:	0.21	0.68	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.53	0.46	0.00	0.00	0.53	0.34	0.00	0.00	0.00	0.27	0.00	0.43
Delay/Veh:	22.7	4.7	0.0	0.0	11.6	10.1	0.0	0.0	0.0	25.0	0.0	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	4.7	0.0	0.0	11.6	10.1	0.0	0.0	0.0	25.0	0.0	26.3
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	4	6	0	0	7	3	0	0	0	1	0	2

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	136	384	0	0	230	350	0	0	0	30	0	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	384	0	0	230	350	0	0	0	30	0	156
Added Vol:	25	52	0	0	70	0	0	0	0	24	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	436	0	0	300	350	0	0	0	54	0	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	172	466	0	0	321	374	0	0	0	58	0	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	466	0	0	321	374	0	0	0	58	0	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	466	0	0	321	374	0	0	0	58	0	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.79	1.00	0.85
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	1900	0	0	1900	1615	0	0	0	1495	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.00	0.00	0.17	0.23	0.00	0.00	0.00	0.04	0.00	0.10
Crit Moves:	****					****						****
Green/Cycle:	0.18	0.61	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.54	0.40	0.00	0.00	0.39	0.54	0.00	0.00	0.00	0.20	0.00	0.54
Delay/Veh:	24.3	6.3	0.0	0.0	12.0	13.5	0.0	0.0	0.0	20.7	0.0	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	6.3	0.0	0.0	12.0	13.5	0.0	0.0	0.0	20.7	0.0	23.7
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	4	5	0	0	4	6	0	0	0	1	0	4

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

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

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 56.8 Worst Case Level Of Service: F[194.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		0 0 0	1 0		0 0 1	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	310	23	87	236	0	210	0	154	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	310	23	87	236	0	210	0	154	0	0	0
Added Vol:	0	141	32	0	112	0	0	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	451	55	87	348	0	210	0	173	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	575	70	111	444	0	268	0	221	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	575	70	111	444	0	268	0	221	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	645	xxxx	xxxxx	1276	xxxx	444	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	949	xxxx	xxxxx	186	xxxx	618	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	949	xxxx	xxxxx	168	xxxx	618	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	1.59	xxxx	0.36	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	18.0	xxxx	1.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	342.6	xxxx	14.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	F	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			194.2			xxxxxx		
ApproachLOS:	*			*			F			*		

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

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

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 22.4 Worst Case Level Of Service: F[58.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		0 1 0 0 0			1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	276	27	110	153	0	264	0	137	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	276	27	110	153	0	264	0	137	0	0	0
Added Vol:	0	77	17	0	94	0	0	0	40	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	353	44	110	247	0	264	0	177	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	378	47	118	264	0	282	0	189	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	378	47	118	264	0	282	0	189	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	425	xxxx	xxxxx	901	xxxx	264	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1145	xxxx	xxxxx	311	xxxx	779	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1145	xxxx	xxxxx	285	xxxx	779	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	0.99	xxxx	0.24	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	10.1	xxxx	1.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	90.4	xxxx	11.1	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	F	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			58.6			xxxxxx		
ApproachLOS:	*			*			F			*		

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	1 0	1	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	310	23	87	236	0	210	0	154	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	310	23	87	236	0	210	0	154	0	0	0
Added Vol:	0	141	32	0	112	0	0	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	451	55	87	348	0	210	0	173	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	575	70	111	444	0	268	0	221	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	575	70	111	444	0	268	0	221	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	575	70	111	444	0	268	0	221	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	1900	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.04	0.06	0.23	0.00	0.18	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.44	0.44	0.09	0.53	0.00	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.10	0.68	0.44	0.00	0.68	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	15.7	9.8	38.0	8.9	0.0	24.7	0.0	19.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.7	9.8	38.0	8.9	0.0	24.7	0.0	19.6	0.0	0.0	0.0
LOS by Move:	A	B	A	D	A	A	C	A	B	A	A	A
HCM2kAvgQ:	0	10	1	4	5	0	6	0	4	0	0	0

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

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Opening Year (2017) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	1 0	1	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	276	27	110	153	0	264	0	137	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	276	27	110	153	0	264	0	137	0	0	0
Added Vol:	0	77	17	0	94	0	0	0	40	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	353	44	110	247	0	264	0	177	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	378	47	118	264	0	282	0	189	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	378	47	118	264	0	282	0	189	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	378	47	118	264	0	282	0	189	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	1900	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.03	0.07	0.14	0.00	0.19	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.35	0.35	0.11	0.46	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.08	0.57	0.30	0.00	0.57	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	0.0	17.1	13.2	29.0	10.3	0.0	17.9	0.0	15.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.1	13.2	29.0	10.3	0.0	17.9	0.0	15.3	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	6	1	3	3	0	5	0	3	0	0	0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	5	148	5	125	222	50	34	41	14	3	45	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	148	5	125	222	50	34	41	14	3	45	138
Added Vol:	0	173	12	0	132	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	321	17	125	354	50	34	41	14	16	45	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	6	321	17	157	354	50	43	41	14	20	45	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	321	17	157	354	50	43	41	14	20	45	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	321	17	157	354	50	43	41	14	20	45	138
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.93	0.05	0.31	0.69	1.00	0.44	0.42	0.14	0.31	0.69	1.00
Final Sat.:	10	516	27	179	404	673	194	187	64	143	321	520
Capacity Analysis Module:												
Vol/Sat:	0.62	0.62	0.62	0.88	0.88	0.07	0.22	0.22	0.22	0.14	0.14	0.27
Crit Moves:		****		****				****				****
Delay/Veh:	18.6	18.6	18.6	36.5	36.5	8.4	12.3	12.3	12.3	11.1	11.1	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	18.6	18.6	36.5	36.5	8.4	12.3	12.3	12.3	11.1	11.1	11.3
LOS by Move:	C	C	C	E	E	A	B	B	B	B	B	B
ApproachDel:		18.6			34.0			12.3			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.6			34.0			12.3			11.2	
LOS by Appr:		C			D			B			B	
AllWayAvgQ:	1.4	1.4	1.4	4.5	4.5	0.1	0.2	0.2	0.2	0.1	0.1	0.3

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Evening Peak Hour

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

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 1	0 0	1
Volume Module:												
Base Vol:	2	78	0	155	93	54	49	45	15	2	54	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	78	0	155	93	54	49	45	15	2	54	173
Added Vol:	0	94	6	0	134	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	172	6	155	227	54	49	45	15	8	54	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	2	199	7	179	263	63	57	52	17	9	63	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	199	7	179	263	63	57	52	17	9	63	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	199	7	179	263	63	57	52	17	9	63	200
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.96	0.03	0.41	0.59	1.00	0.45	0.41	0.14	0.13	0.87	1.00
Final Sat.:	6	503	18	231	338	659	210	193	64	64	430	554
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.78	0.78	0.09	0.27	0.27	0.27	0.15	0.15	0.36
Crit Moves:		****		****				****				****
Delay/Veh:	13.4	13.4	13.4	26.4	26.4	8.6	12.3	12.3	12.3	10.6	10.6	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	13.4	26.4	26.4	8.6	12.3	12.3	12.3	10.6	10.6	11.8
LOS by Move:	B	B	B	D	D	A	B	B	B	B	B	B
ApproachDel:		13.4			24.1			12.3			11.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.4			24.1			12.3			11.5	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.6	0.6	0.6	2.8	2.8	0.1	0.3	0.3	0.3	0.1	0.1	0.5

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0	0	1	0 0 1	0	0	1! 0	0	1	0 0 1 0
Volume Module:												
Base Vol:	5	148	5	125	222	50	34	41	14	3	45	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	148	5	125	222	50	34	41	14	3	45	138
Added Vol:	0	173	12	0	132	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	321	17	125	354	50	34	41	14	16	45	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	6	321	17	157	354	50	43	41	14	20	45	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	321	17	157	354	50	43	41	14	20	45	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	321	17	157	354	50	43	41	14	20	45	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.99	0.60	0.98	0.98	0.82	0.82	0.82	0.83	0.89	0.89
Lanes:	0.02	0.93	0.05	1.00	0.88	0.12	0.44	0.42	0.14	1.00	0.25	0.75
Final Sat.:	34	1747	93	1132	1633	231	678	652	223	1571	414	1271
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.14	0.22	0.22	0.06	0.06	0.06	0.01	0.11	0.11
Crit Moves:					****						****	
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.32	0.32	0.32	0.24	0.38	0.38	0.22	0.22	0.22	0.04	0.38	0.38
Delay/Veh:	6.7	6.7	6.7	6.4	7.1	7.1	16.4	16.4	16.4	15.4	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.7	6.7	6.7	6.4	7.1	7.1	16.4	16.4	16.4	15.4	17.5	17.5
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	2	4	4	2	2	2	0	3	3

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.383
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	78	0	155	93	54	49	45	15	2	54	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	78	0	155	93	54	49	45	15	2	54	173
Added Vol:	0	94	6	0	134	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	172	6	155	227	54	49	45	15	8	54	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	2	199	7	179	263	63	57	52	17	9	63	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	199	7	179	263	63	57	52	17	9	63	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	199	7	179	263	63	57	52	17	9	63	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.99	0.66	0.97	0.97	0.79	0.79	0.79	0.88	0.89	0.89
Lanes:	0.01	0.96	0.03	1.00	0.81	0.19	0.45	0.41	0.14	1.00	0.24	0.76
Final Sat.:	21	1805	63	1248	1490	355	673	618	206	1668	400	1283
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.14	0.18	0.18	0.08	0.08	0.08	0.01	0.16	0.16
Crit Moves:					****						****	
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.24	0.24	0.24	0.31	0.38	0.38	0.21	0.21	0.21	0.01	0.38	0.38
Delay/Veh:	10.0	10.0	10.0	10.5	10.9	10.9	11.7	11.7	11.7	10.6	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	10.0	10.5	10.9	10.9	11.7	11.7	11.7	10.6	12.9	12.9
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	2	2	2	4	4	2	2	2	0	4	4

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	218	0	8	11	102	0	0	52	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	218	0	8	11	102	0	0	52	139
Added Vol:	46	185	1	0	144	0	0	0	36	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	185	1	218	144	8	11	102	36	0	52	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	66	266	1	313	207	11	16	147	52	0	75	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	266	1	313	207	11	16	147	52	0	75	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	266	1	313	207	11	16	147	52	0	75	200
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.79	0.01	0.59	0.39	0.02	0.07	0.69	0.24	0.00	1.00	1.00
Final Sat.:	103	416	2	335	221	12	35	323	114	0	450	494
Capacity Analysis Module:												
Vol/Sat:	0.64	0.64	0.64	0.93	0.93	0.93	0.45	0.45	0.45	xxxx	0.17	0.40
Crit Moves:		****			****		****					****
Delay/Veh:	19.4	19.4	19.4	46.6	46.6	46.6	15.3	15.3	15.3	0.0	11.6	13.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	19.4	19.4	46.6	46.6	46.6	15.3	15.3	15.3	0.0	11.6	13.7
LOS by Move:	C	C	C	E	E	E	C	C	C	*	B	B
ApproachDel:		19.4			46.6			15.3			13.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		19.4			46.6			15.3			13.1	
LOS by Appr:		C			E			C			B	
AllWayAvgQ:	1.4	1.4	1.4	5.9	5.9	5.9	0.7	0.7	0.7	0.0	0.2	0.6

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Evening Peak Hour

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

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Intersection #36 8th Street (NS) at Westward Avenue (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	0	0	56	0	24	16	34	0	0	46	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	56	0	24	16	34	0	0	46	54
Added Vol:	25	99	1	0	140	0	0	0	35	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	99	1	56	140	24	16	34	35	2	46	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	33	131	1	74	185	32	21	45	46	3	61	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	131	1	74	185	32	21	45	46	3	61	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	131	1	74	185	32	21	45	46	3	61	71
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.79	0.01	0.25	0.64	0.11	0.19	0.40	0.41	0.04	0.96	1.00
Final Sat.:	140	553	6	188	469	80	124	263	271	25	564	667
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.39	0.39	0.39	0.17	0.17	0.17	0.11	0.11	0.11
Crit Moves:		****			****				****		****	
Delay/Veh:	9.3	9.3	9.3	10.6	10.6	10.6	9.0	9.0	9.0	9.0	9.0	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	10.6	10.6	10.6	9.0	9.0	9.0	9.0	9.0	8.2
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
ApproachDel:		9.3			10.6			9.0			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			10.6			9.0			8.6	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.6	0.6	0.6	0.2	0.2	0.2	0.1	0.1	0.1

****

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	218	0	8	11	102	0	1	52	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	218	0	8	11	102	0	1	52	139
Added Vol:	46	185	1	0	144	0	0	0	36	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	185	1	218	144	8	11	102	36	1	52	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	66	266	1	313	207	11	16	147	52	1	75	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	266	1	313	207	11	16	147	52	1	75	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	266	1	313	207	11	16	147	52	1	75	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.65	0.65	0.65	0.94	0.94	0.94	0.87	0.89	0.89
Lanes:	0.20	0.79	0.01	0.59	0.39	0.02	0.07	0.69	0.24	1.00	0.27	0.73
Final Sat.:	320	1287	7	731	483	27	131	1216	429	1653	461	1232
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.43	0.43	0.43	0.12	0.12	0.12	0.00	0.16	0.16
Crit Moves:					****						****	
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.33	0.33	0.33	0.68	0.68	0.68	0.51	0.51	0.51	0.00	0.68	0.68
Delay/Veh:	5.4	5.4	5.4	9.7	9.7	9.7	20.8	20.8	20.8	17.4	25.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	5.4	5.4	9.7	9.7	9.7	20.8	20.8	20.8	17.4	25.5	25.5
LOS by Move:	A	A	A	A	A	A	C	C	C	B	C	C
HCM2kAvgQ:	3	3	3	8	8	8	4	4	4	0	6	6

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.287
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	1	0 0 1 0
Volume Module:												
Base Vol:	0	0	0	56	0	24	16	34	0	0	46	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	56	0	24	16	34	0	0	46	54
Added Vol:	25	99	1	0	140	0	0	0	35	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	99	1	56	140	24	16	34	35	2	46	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	33	131	1	74	185	32	21	45	46	3	61	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	131	1	74	185	32	21	45	46	3	61	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	131	1	74	185	32	21	45	46	3	61	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.92	0.92
Lanes:	0.20	0.79	0.01	0.25	0.64	0.11	0.19	0.40	0.41	1.00	0.46	0.54
Final Sat.:	348	1379	14	427	1067	183	316	672	692	1693	803	943
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.17	0.17	0.17	0.07	0.07	0.07	0.00	0.08	0.08
Crit Moves:					****						****	
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.16	0.16	0.16	0.29	0.29	0.29	0.25	0.25	0.25	0.01	0.29	0.29
Delay/Veh:	5.3	5.3	5.3	5.9	5.9	5.9	17.7	17.7	17.7	16.3	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.3	5.3	5.3	5.9	5.9	5.9	17.7	17.7	17.7	16.3	18.0	18.0
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	1	1	3	3	3	2	2	2	0	2	2

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Morning Peak Hour

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

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	33	57	47	13	57	38	19	150	39	25	138	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	57	47	13	57	38	19	150	39	25	138	4
Added Vol:	0	0	0	0	0	9	9	5	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	57	47	13	57	47	28	155	39	25	142	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	48	83	69	19	83	69	41	227	57	37	208	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	83	69	19	83	69	41	227	57	37	208	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	83	69	19	83	69	41	227	57	37	208	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.55	0.45	0.11	0.49	0.40	0.13	0.70	0.17	0.15	0.83	0.02
Final Sat.:	501	309	255	65	286	235	83	459	116	92	521	15
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.27	0.29	0.29	0.29	0.49	0.49	0.49	0.40	0.40	0.40
Crit Moves:		****			****			****			****	
Delay/Veh:	10.1	10.5	10.5	10.6	10.6	10.6	12.8	12.8	12.8	11.7	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.5	10.5	10.6	10.6	10.6	12.8	12.8	12.8	11.7	11.7	11.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		10.4			10.6			12.8			11.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.4			10.6			12.8			11.7	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.1	0.3	0.3	0.3	0.3	0.3	0.8	0.8	0.8	0.6	0.6	0.6

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Evening Peak Hour

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

****

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.320
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	18	73	51	13	46	22	33	136	35	39	119	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	73	51	13	46	22	33	136	35	39	119	4
Added Vol:	0	0	0	0	0	5	4	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	73	51	13	46	27	37	138	35	39	122	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	20	81	57	14	51	30	41	154	39	43	136	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	81	57	14	51	30	41	154	39	43	136	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	81	57	14	51	30	41	154	39	43	136	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.59	0.41	0.15	0.54	0.31	0.17	0.66	0.17	0.24	0.74	0.02
Final Sat.:	561	376	263	100	352	207	129	480	122	167	521	17
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.15	0.15	0.15	0.32	0.32	0.32	0.26	0.26	0.26
Crit Moves:			****		****			****		****		
Delay/Veh:	9.0	9.3	9.3	8.8	8.8	8.8	9.8	9.8	9.8	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.3	9.3	8.8	8.8	8.8	9.8	9.8	9.8	9.5	9.5	9.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.3			8.8			9.8			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			8.8			9.8			9.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.2	0.2	0.1	0.1	0.1	0.4	0.4	0.4	0.3	0.3	0.3

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Opening Year (2017) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	T	R	L	T	R	L	T	R				L	T	R			
Control:	Permitted			Permitted			Protected						Protected					
Rights:	Include			Include			Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7				7	7	7			
Lanes:	0	0	1! 0	0	0	1	1	0	0	1	0		1	0	1	0	1	
Volume Module:																		
Base Vol:	5	106	53	15	75	51	48	132	5				40	94	16			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	5	106	53	15	75	51	48	132	5				40	94	16			
Added Vol:	0	0	0	0	0	8	8	6	0				0	8	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	5	106	53	15	75	59	56	138	5				40	102	16			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72				0.72	0.72	0.72			
PHF Volume:	7	148	74	21	105	83	78	193	7				56	143	22			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	7	148	74	21	105	83	78	193	7				56	143	22			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	7	148	74	21	105	83	78	193	7				56	143	22			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.95	0.95	0.94	0.94	0.85	0.95	1.00	1.00				0.95	1.00	0.85			
Lanes:	0.03	0.65	0.32	0.17	0.83	1.00	1.00	0.97	0.03				1.00	1.00	1.00			
Final Sat.:	55	1166	583	298	1490	1615	1805	1824	66				1805	1900	1615			
Capacity Analysis Module:																		
Vol/Sat:	0.13	0.13	0.13	0.07	0.07	0.05	0.04	0.11	0.11				0.03	0.08	0.01			
Crit Moves:		****						****					****					
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.21	0.31	0.31				0.12	0.21	0.21			
Volume/Cap:	0.34	0.34	0.34	0.19	0.19	0.14	0.20	0.34	0.34				0.27	0.35	0.06			
Delay/Veh:	13.8	13.8	13.8	12.8	12.8	12.5	19.7	16.3	16.3				24.8	20.6	18.9			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	13.8	13.8	13.8	12.8	12.8	12.5	19.7	16.3	16.3				24.8	20.6	18.9			
LOS by Move:	B	B	B	B	B	B	B	B	B				C	C	B			
HCM2kAvgQ:	3	3	3	2	2	1	1	3	3				1	3	0			

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Opening Year (2017) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.295
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	22	75	33		19	38	62		52	218	20		21	206	32	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	75	33		19	38	62		52	218	20		21	206	32	
Added Vol:	0	0	0		0	0	4		3	3	0		0	2	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	22	75	33		19	38	66		55	221	20		21	208	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	24	82	36		21	42	73		60	243	22		23	229	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	24	82	36		21	42	73		60	243	22		23	229	35	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	24	82	36		21	42	73		60	243	22		23	229	35	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.90	0.90	0.85		0.95	0.99	0.99		0.95	1.00	0.85	
Lanes:	0.17	0.58	0.25		0.33	0.67	1.00		1.00	0.92	0.08		1.00	1.00	1.00	
Final Sat.:	295	1006	443		569	1137	1615		1805	1721	156		1805	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.08		0.04	0.04	0.04		0.03	0.14	0.14		0.01	0.12	0.02	
Crit Moves:		****								****			****			
Green/Cycle:	0.25	0.25	0.25		0.25	0.25	0.25		0.27	0.43	0.43		0.12	0.28	0.28	
Volume/Cap:	0.33	0.33	0.33		0.15	0.15	0.18		0.12	0.33	0.33		0.11	0.43	0.08	
Delay/Veh:	18.8	18.8	18.8		17.6	17.6	17.8		16.6	11.5	11.5		23.9	18.3	16.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	18.8	18.8	18.8		17.6	17.6	17.8		16.6	11.5	11.5		23.9	18.3	16.0	
LOS by Move:	B	B	B		B	B	B		B	B	B		C	B	B	
HCM2kAvgQ:	2	2	2		1	1	1		1	3	3		0	4	1	

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Morning Peak Hour

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

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	84	162	50	20	120	18	30	91	47	83	48	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	162	50	20	120	18	30	91	47	83	48	17
Added Vol:	0	0	1	0	0	0	0	12	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	162	51	20	120	18	30	103	47	83	61	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	117	226	71	28	168	25	42	144	66	116	85	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	226	71	28	168	25	42	144	66	116	85	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	226	71	28	168	25	42	144	66	116	85	24
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.87	0.13	0.23	0.77	1.00	1.00	1.00	1.00
Final Sat.:	481	518	570	477	455	68	113	388	561	446	474	519
Capacity Analysis Module:												
Vol/Sat:	0.24	0.44	0.12	0.06	0.37	0.37	0.37	0.37	0.12	0.26	0.18	0.05
Crit Moves:		****				****		****		****		
Delay/Veh:	12.1	14.2	9.5	10.2	12.7	12.7	13.2	13.2	9.4	12.8	11.3	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	14.2	9.5	10.2	12.7	12.7	13.2	13.2	9.4	12.8	11.3	9.4
LOS by Move:	B	B	A	B	B	B	B	B	A	B	B	A
ApproachDel:		12.8			12.4			12.2			11.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.8			12.4			12.2			11.9	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.7	0.1	0.1	0.5	0.5	0.5	0.5	0.1	0.3	0.2	0.0

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Evening Peak Hour

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

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.215
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	1
Volume Module:																
Base Vol:	80	42	31		24	41	46		38	75	80		38	84	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	80	42	31		24	41	46		38	75	80		38	84	30	
Added Vol:	0	0	1		0	0	0		0	6	0		2	6	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	80	42	32		24	41	46		38	81	80		40	90	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	88	46	35		26	45	51		42	89	88		44	99	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	88	46	35		26	45	51		42	89	88		44	99	33	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	88	46	35		26	45	51		42	89	88		44	99	33	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.47	0.53		0.32	0.68	1.00		1.00	1.00	1.00	
Final Sat.:	536	578	650		547	297	334		194	414	711		542	588	662	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.08	0.05		0.05	0.15	0.15		0.21	0.21	0.12		0.08	0.17	0.05	
Crit Moves:	****					****				****				****		
Delay/Veh:	10.3	9.1	8.2		9.2	8.9	8.9		9.8	9.8	8.1		9.6	9.6	8.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.3	9.1	8.2		9.2	8.9	8.9		9.8	9.8	8.1		9.6	9.6	8.1	
LOS by Move:	B	A	A		A	A	A		A	A	A		A	A	A	
ApproachDel:		9.5				9.0				9.2				9.3		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		9.5				9.0				9.2				9.3		
LOS by Appr:		A				A				A				A		
AllWayAvgQ:	0.2	0.1	0.0		0.0	0.2	0.2		0.2	0.2	0.1		0.1	0.2	0.0	

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: C[18.4]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	33	119	0				0	98	167				171	0	52				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	33	119	0				0	98	167				171	0	52				0	0	0			
Added Vol:	0	0	0				0	0	0				1	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	33	119	0				0	98	167				172	0	52				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.66	0.66	0.66				0.66	0.66	0.66				0.66	0.66	0.66				0.66	0.66	0.66			
PHF Volume:	50	180	0				0	148	252				260	0	79				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	50	180	0				0	148	252				260	0	79				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	400	xxxx	xxxxx	xxxx	xxxx	xxxxx							554	xxxx		274	xxxx	xxxx	xxxxx					
Potent Cap.:	1169	xxxx	xxxxx	xxxx	xxxx	xxxxx							497	xxxx		769	xxxx	xxxx	xxxxx					
Move Cap.:	1169	xxxx	xxxxx	xxxx	xxxx	xxxxx							481	xxxx		769	xxxx	xxxx	xxxxx					
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx							0.54	xxxx		0.10	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx							3.2	xxxx		0.3	xxxx	xxxx	xxxxx					
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							20.9	xxxx		10.2	xxxxx	xxxx	xxxxx					
LOS by Move:	A	*	*	*	*	*							C	*		B	*	*	*					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*							*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									18.4			xxxxxx								
ApproachLOS:	*			*									C			*								

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[10.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	7	92	0		0	118	53		38	0	22		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	7	92	0		0	118	53		38	0	22		0	0	0	
Added Vol:	0	0	0		0	0	2		1	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	7	92	0		0	118	55		39	0	22		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	8	104	0		0	134	62		44	0	25		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	8	104	0		0	134	62		44	0	25		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	196	xxxx	xxxxx	xxxx	xxxx	xxxxx			285	xxxx		165	xxxx	xxxx	xxxxx	
Potent Cap.:	1389	xxxx	xxxxx	xxxx	xxxx	xxxxx			709	xxxx		885	xxxx	xxxx	xxxxx	
Move Cap.:	1389	xxxx	xxxxx	xxxx	xxxx	xxxxx			706	xxxx		885	xxxx	xxxx	xxxxx	
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx			0.06	xxxx		0.03	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.2	xxxx		0.1	xxxx	xxxx	xxxxx	
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx			10.4	xxxx		9.2	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*		*	*	*			B	*		A	*	*	*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		*	*	*			*	*		*	*	*	*	
ApproachDel:	xxxxxx				xxxxxx				10.0				xxxxxx			
ApproachLOS:	*				*				A				*			

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: A[9.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0	1 1 0	0	0 0 0	0	0	0	0 1! 0	0
Volume Module:												
Base Vol:	0	71	0	40	49	0	0	0	0	1	0	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	71	0	40	49	0	0	0	0	1	0	49
Added Vol:	0	0	21	0	0	0	0	0	0	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	71	21	40	49	0	0	0	0	23	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	87	26	49	60	0	0	0	0	28	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	87	26	49	60	0	0	0	0	28	0	60
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	112	xxxx	xxxxx	xxxx	xxxx	xxxxx	227	257	100
Potent Cap.:	xxxx	xxxx	xxxxx	1490	xxxx	xxxxx	xxxx	xxxx	xxxxx	766	650	962
Move Cap.:	xxxx	xxxx	xxxxx	1490	xxxx	xxxxx	xxxx	xxxx	xxxxx	746	629	962
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	880	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.5		
ApproachLOS:	*			*			*			A		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[9.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0 1	1	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	60	0	40	70	0	0	0	0	0	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	60	0	40	70	0	0	0	0	0	0	20
Added Vol:	0	0	10	0	0	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	60	10	40	70	0	0	0	0	12	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	66	11	44	77	0	0	0	0	13	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	66	11	44	77	0	0	0	0	13	0	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	77	xxxx	xxxxx	xxxx	xxxx	xxxxx	198	237	72
Potent Cap.:	xxxx	xxxx	xxxxx	1534	xxxx	xxxxx	xxxx	xxxx	xxxxx	795	667	996
Move Cap.:	xxxx	xxxx	xxxxx	1534	xxxx	xxxxx	xxxx	xxxx	xxxxx	777	648	996
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	901	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.2		
ApproachLOS:	*			*			*			A		

****

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

****

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[9.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 1	0 0	1	0 0 1!	0 0		1 0	0 0	0
Volume Module:												
Base Vol:	4	62	0	10	38	6	8	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	62	0	10	38	6	8	0	2	0	0	0
Added Vol:	0	21	15	0	22	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	83	15	10	60	6	8	0	2	14	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	4	89	16	11	64	6	9	0	2	15	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	89	16	11	64	6	9	0	2	15	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	71	xxxx	xxxxx	105	xxxx	xxxxx	191	199	64	195	xxxx	xxxxx
Potent Cap.:	1543	xxxx	xxxxx	1499	xxxx	xxxxx	773	700	1006	768	xxxx	xxxxx
Move Cap.:	1543	xxxx	xxxxx	1499	xxxx	xxxxx	767	693	1006	761	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.00	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	805	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.5			9.8		
ApproachLOS:	*			*			A			A		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

****

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[9.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 1			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	51	0	20	59	10	0	0	0	1	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	51	0	20	59	10	0	0	0	1	0	9
Added Vol:	0	10	7	0	12	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	61	7	20	71	10	0	0	0	10	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	76	9	25	89	12	0	0	0	12	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	76	9	25	89	12	0	0	0	12	0	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	85	xxxx	xxxxx	225	223	89	225	232	81
Potent Cap.:	xxxx	xxxx	xxxxx	1524	xxxx	xxxxx	735	679	975	767	672	985
Move Cap.:	xxxx	xxxx	xxxxx	1524	xxxx	xxxxx	717	668	975	758	661	985
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.00	0.00	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	851	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.4		
ApproachLOS:	*			*			*			A		

****

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

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

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Intersection #44 SR-243 Highway (NS) at C Street (EW)

****

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[9.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 0	1	0	0 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	60	0	0	40	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	60	0	0	40	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	36	36	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	60	0	0	40	36	36	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	75	0	0	50	45	45	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	75	0	0	50	45	45	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	148	148	73	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	849	747	995	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	849	747	995	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	852	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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San Gorgonio Specific Plan
Opening Year (2017) With Project
Evening Peak Hour

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

****

Intersection #44 SR-243 Highway (NS) at C Street (EW)

****

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: A[9.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	50	0	0	70	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	0	0	70	0	0	0	0	0	0	0
Added Vol:	2	0	0	0	0	21	17	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	50	0	0	70	21	17	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	3	67	0	0	93	28	23	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	67	0	0	93	28	23	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	121	xxxx	xxxxx	xxxx	xxxx	xxxxx	179	179	107	xxxx	xxxx	xxxxx
Potent Cap.:	1479	xxxx	xxxxx	xxxx	xxxx	xxxxx	815	718	952	xxxx	xxxx	xxxxx
Move Cap.:	1479	xxxx	xxxxx	xxxx	xxxx	xxxxx	814	717	952	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	820	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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Opening Year (2019) Without Project

San Gorgonio Specific Plan
Interim Year (2019) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	66	789	439	111	754	24	28	91	11	196	160	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	789	439	111	754	24	28	91	11	196	160	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	789	439	111	754	24	28	91	11	196	160	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	70	832	463	117	795	25	30	96	12	207	169	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	832	463	117	795	25	30	96	12	207	169	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	832	463	117	795	25	30	96	12	207	169	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.95	0.59	1.00	0.85	0.69	1.00	0.85
Lanes:	1.00	1.29	0.71	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2194	1221	1805	3481	111	1125	1900	1615	1317	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.06	0.23	0.23	0.03	0.05	0.01	0.16	0.09	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.20	0.48	0.48	0.12	0.40	0.40	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.19	0.78	0.78	0.56	0.58	0.58	0.13	0.25	0.04	0.78	0.44	0.40
Delay/Veh:	20.1	15.5	15.5	28.3	14.7	14.7	20.0	20.6	19.4	37.1	21.9	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	15.5	15.5	28.3	14.7	14.7	20.0	20.6	19.4	37.1	21.9	21.7
LOS by Move:	C	B	B	C	B	B	B	C	B	D	C	C
HCM2kAvgQ:	1	13	13	3	7	7	1	2	0	6	3	3

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

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Protected			Protected			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7				7	7	7			
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1				1	0 1	0 1			
Volume Module:																		
Base Vol:	57	622	235	179	1035	30	23	117	61				284	133	125			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	57	622	235	179	1035	30	23	117	61				284	133	125			
Added Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	57	622	235	179	1035	30	23	117	61				284	133	125			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97			
PHF Volume:	59	643	243	185	1069	31	24	121	63				293	137	129			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	59	643	243	185	1069	31	24	121	63				293	137	129			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	59	643	243	185	1069	31	24	121	63				293	137	129			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.95	0.66	1.00	0.85				0.68	1.00	0.85			
Lanes:	1.00	1.45	0.55	1.00	1.94	0.06	1.00	1.00	1.00				1.00	1.00	1.00			
Final Sat.:	1805	2513	949	1805	3494	101	1262	1900	1615				1283	1900	1615			
Capacity Analysis Module:																		
Vol/Sat:	0.03	0.26	0.26	0.10	0.31	0.31	0.02	0.06	0.04				0.23	0.07	0.08			
Crit Moves:	****				****								****					
Green/Cycle:	0.12	0.35	0.35	0.16	0.39	0.39	0.29	0.29	0.29				0.29	0.29	0.29			
Volume/Cap:	0.28	0.73	0.73	0.64	0.78	0.78	0.06	0.22	0.13				0.78	0.25	0.27			
Delay/Veh:	24.9	19.5	19.5	28.6	19.0	19.0	15.4	16.2	15.8				29.7	16.4	16.6			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	24.9	19.5	19.5	28.6	19.0	19.0	15.4	16.2	15.8				29.7	16.4	16.6			
LOS by Move:	C	B	B	C	B	B	B	B	B				C	B	B			
HCM2kAvgQ:	1	9	9	4	12	12	0	2	1				7	2	2			

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

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
Morning Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[16.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	358	1310	0	0	890	2	1	0	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	1310	0	0	890	2	1	0	110	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	1310	0	0	890	2	1	0	110	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	394	1443	0	0	980	2	1	0	121	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	394	1443	0	0	980	2	1	0	121	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	982	xxxx	xxxxx	xxxx	xxxx	xxxxx	2491	xxxx	491	xxxx	xxxx	xxxxx
Potent Cap.:	711	xxxx	xxxxx	xxxx	xxxx	xxxxx	25	xxxx	528	xxxx	xxxx	xxxxx
Move Cap.:	711	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	xxxx	528	xxxx	xxxx	xxxxx
Volume/Cap:	0.55	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	0.23	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.9	xxxx	xxxx	xxxxx
Control Del:	16.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	286.0	xxxx	13.8	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.3			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
Evening Peak Hour

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

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: D[30.1]

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0 2	0	0	0	0 1	1	0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	199	960	0	0	1531		1	0	1	1	0	139	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	199	960	0	0	1531		1	0	1	1	0	139	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	199	960	0	0	1531		1	0	1	1	0	139	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
PHF Volume:	220	1060	0	0	1690		1	0	1	1	0	153	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	220	1060	0	0	1690		1	0	1	1	0	153	0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1691	xxxx	xxxxx	xxxx	xxxx	xxxxx	2659	xxxx	845	xxxx	xxxx	xxxxx				
Potent Cap.:	383	xxxx	xxxxx	xxxx	xxxx	xxxxx	19	xxxx	310	xxxx	xxxx	xxxxx				
Move Cap.:	383	xxxx	xxxxx	xxxx	xxxx	xxxxx	10	xxxx	310	xxxx	xxxx	xxxxx				
Volume/Cap:	0.57	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	0.49	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	3.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	2.6	xxxx	xxxx	xxxxx				
Control Del:	26.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	392.8	xxxx	27.5	xxxxx	xxxx	xxxxx				
LOS by Move:	D	*	*	*	*	*	F	*	D	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			30.1			xxxxxx						
ApproachLOS:	*			*			D			*						

****

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

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
Morning Peak Hour

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

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	168	0	42	0	0	0	0	448	102	28	182	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	42	0	0	0	0	448	102	28	182	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	42	0	0	0	0	448	102	28	182	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	179	0	45	0	0	0	0	476	108	30	193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	0	45	0	0	0	0	476	108	30	193	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	0	45	0	0	0	0	476	108	30	193	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.01	0.20	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	473	0	118	0	0	0	0	657	749	553	603	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.38	xxxx	xxxx	xxxx	xxxx	0.72	0.14	0.05	0.32	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	11.9	11.9	11.9	0.0	0.0	0.0	0.0	20.6	8.2	9.3	11.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	11.9	0.0	0.0	0.0	0.0	20.6	8.2	9.3	11.1	0.0
LOS by Move:	B	B	B	*	*	*	*	C	A	A	B	*
ApproachDel:		11.9			xxxxxx			18.3			10.8	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		11.9			xxxxxx			18.3			10.8	
LOS by Appr:		B			*			C			B	
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.0	2.3	0.2	0.1	0.4	0.0

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

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	91	0	28	0	0	0	0	362	133	27	379	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	0	28	0	0	0	0	362	133	27	379	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	0	28	0	0	0	0	362	133	27	379	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	94	0	29	0	0	0	0	376	138	28	394	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	0	29	0	0	0	0	376	138	28	394	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	0	29	0	0	0	0	376	138	28	394	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.00	0.24	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	434	0	134	0	0	0	0	675	772	601	664	0
Capacity Analysis Module:												
Vol/Sat:	0.22	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	0.56	0.18	0.05	0.59	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	10.3	0.0	10.3	0.0	0.0	0.0	0.0	14.2	8.2	8.8	15.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	0.0	10.3	0.0	0.0	0.0	0.0	14.2	8.2	8.8	15.3	0.0
LOS by Move:	B	*	B	*	*	*	*	B	A	A	C	*
ApproachDel:	10.3			xxxxxx			12.6			14.9		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	10.3			xxxxxx			12.6			14.9		
LOS by Appr:	B			*			B			B		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	1.2	0.2	0.0	1.3	0.0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	135	6	97	238	205	2	2	113	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	135	6	97	238	205	2	2	113	182
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	135	6	97	238	205	2	2	113	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	1	1	1	155	7	111	273	235	2	2	130	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	155	7	111	273	235	2	2	130	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	155	7	111	273	235	2	2	130	209
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.06	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	402	426	464	485	33	539	524	563	625	484	524	585
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.21	0.21	0.52	0.42	0.00	0.00	0.25	0.36
Crit Moves:	****			****			****					****
Delay/Veh:	10.8	10.3	9.6	12.9	10.1	10.1	16.2	13.1	8.2	9.8	11.4	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.3	9.6	12.9	10.1	10.1	16.2	13.1	8.2	9.8	11.4	11.7
LOS by Move:	B	B	A	B	B	B	C	B	A	A	B	B
ApproachDel:		10.3			11.7			14.8			11.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			11.7			14.8			11.5	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.2	0.2	1.0	0.7	0.0	0.0	0.3	0.5

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	0	1		1	0	0	1	0		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	4	12	4				185	6	150				167	241	2				2	247	211			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	4	12	4				185	6	150				167	241	2				2	247	211			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	4	12	4				185	6	150				167	241	2				2	247	211			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	4	13	4				194	6	157				175	253	2				2	259	221			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	4	13	4				194	6	157				175	253	2				2	259	221			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	4	13	4				194	6	157				175	253	2				2	259	221			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00				1.00	0.04	0.96				1.00	1.00	1.00				1.00	1.00	1.00			
Final Sat.:	376	397	430				471	21	533				471	506	551				469	510	564			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.03	0.01				0.41	0.30	0.30				0.37	0.50	0.00				0.00	0.51	0.39			
Crit Moves:		****					****							****						****				
Delay/Veh:	11.4	11.1	10.2				14.9	11.3	11.3				14.2	16.0	8.9				10.1	16.2	12.6			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	11.4	11.1	10.2				14.9	11.3	11.3				14.2	16.0	8.9				10.1	16.2	12.6			
LOS by Move:	B	B	B				B	B	B				B	C	A				B	C	B			
ApproachDel:		11.0						13.3						15.2						14.5				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		11.0						13.3						15.2						14.5				
LOS by Appr:		B						B						C						B				
AllWayAvgQ:	0.0	0.0	0.0				0.6	0.4	0.4				0.5	0.9	0.0				0.0	0.9	0.6			

****

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	107	255	0	0	329	23	35	0	201	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	255	0	0	329	23	35	0	201	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	255	0	0	329	23	35	0	201	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	122	291	0	0	376	26	40	0	229	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	291	0	0	376	26	40	0	229	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	291	0	0	376	26	40	0	229	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.83	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.93	0.07	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1760	123	1579	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.00	0.00	0.21	0.21	0.03	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.53	0.00	0.00	0.40	0.40	0.27	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.53	0.29	0.00	0.00	0.53	0.53	0.09	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	26.8	7.9	0.0	0.0	14.3	14.3	16.6	0.0	13.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	7.9	0.0	0.0	14.3	14.3	16.6	0.0	13.1	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	3	3	0	0	6	6	1	0	3	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.365
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.9
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	223	356	0	0	245	37	14	0	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	356	0	0	245	37	14	0	155	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	356	0	0	245	37	14	0	155	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	229	366	0	0	252	38	14	0	159	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	366	0	0	252	38	14	0	159	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	366	0	0	252	38	14	0	159	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	0.81	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1621	245	1530	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.00	0.00	0.16	0.16	0.01	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.31	0.68	0.00	0.00	0.38	0.38	0.12	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.41	0.28	0.00	0.00	0.41	0.41	0.08	0.00	0.23	0.00	0.00	0.00
Delay/Veh:	17.0	3.8	0.0	0.0	14.2	14.2	23.8	0.0	11.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	3.8	0.0	0.0	14.2	14.2	23.8	0.0	11.2	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	C	A	B	A	A	A
HCM2kAvgQ:	4	3	0	0	4	4	0	0	2	0	0	0

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:			Ovl						Include						Include						Include			
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:	74		206		138		160		474		102		25		112		141		165		124		139	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	74		206		138		160		474		102		25		112		141		165		124		139	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	74		206		138		160		474		102		25		112		141		165		124		139	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87	
PHF Volume:	85		237		159		184		545		117		29		129		162		190		143		160	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	85		237		159		184		545		117		29		129		162		190		143		160	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	85		237		159		184		545		117		29		129		162		190		143		160	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.85		0.95		0.92		0.92		0.95		0.87		0.87		0.95		0.95		0.85	
Lanes:	1.00		1.00		1.00		1.00		1.65		0.35		1.00		1.00		1.00		1.00		2.00		1.00	
Final Sat.:	1805		1900		1615		1805		2891		622		1805		1653		1653		1805		3610		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.05		0.12		0.10		0.10		0.19		0.19		0.02		0.08		0.10		0.11		0.04		0.10	
Crit Moves:	****								****								****		****					
Green/Cycle:	0.12		0.21		0.38		0.20		0.30		0.30		0.16		0.15		0.15		0.17		0.16		0.16	
Volume/Cap:	0.40		0.58		0.26		0.51		0.64		0.64		0.10		0.50		0.64		0.64		0.25		0.62	
Delay/Veh:	25.8		23.4		13.1		22.6		19.6		19.6		21.7		24.0		26.7		27.8		22.3		28.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	25.8		23.4		13.1		22.6		19.6		19.6		21.7		24.0		26.7		27.8		22.3		28.0	
LOS by Move:	C		C		B		C		B		B		C		C		C		C		C		C	
HCM2kAvgQ:	2		5		2		4		7		7		1		3		4		5		1		4	

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:			Ovl						Include						Include						Include			
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:	82		551		207		143		316		10		18		99		63		161		98		181	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	82		551		207		143		316		10		18		99		63		161		98		181	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	82		551		207		143		316		10		18		99		63		161		98		181	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89	
PHF Volume:	92		620		233		161		355		11		20		111		71		181		110		204	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	92		620		233		161		355		11		20		111		71		181		110		204	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	92		620		233		161		355		11		20		111		71		181		110		204	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.85		0.95		0.95		0.95		0.95		0.89		0.89		0.95		0.95		0.85	
Lanes:	1.00		1.00		1.00		1.00		1.94		0.06		1.00		1.22		0.78		1.00		2.00		1.00	
Final Sat.:	1805		1900		1615		1805		3482		110		1805		2078		1322		1805		3610		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.05		0.33		0.14		0.09		0.10		0.10		0.01		0.05		0.05		0.10		0.03		0.13	
Crit Moves:			****				****						****										****	
Green/Cycle:	0.25		0.42		0.55		0.11		0.28		0.28		0.09		0.12		0.12		0.13		0.16		0.16	
Volume/Cap:	0.20		0.78		0.26		0.78		0.37		0.37		0.12		0.44		0.44		0.76		0.19		0.78	
Delay/Veh:	22.2		23.9		9.0		49.6		22.0		22.0		31.5		31.2		31.2		44.7		27.4		44.2	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	22.2		23.9		9.0		49.6		22.0		22.0		31.5		31.2		31.2		44.7		27.4		44.2	
LOS by Move:	C		C		A		D		C		C		C		C		C		D		C		D	
HCM2kAvgQ:	2		14		3		6		4		4		1		3		3		6		1		7	

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	105	427	161	146	475	93	104	183	155	160	143	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	427	161	146	475	93	104	183	155	160	143	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	427	161	146	475	93	104	183	155	160	143	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	116	473	178	162	527	103	115	203	172	177	159	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	473	178	162	527	103	115	203	172	177	159	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	473	178	162	527	103	115	203	172	177	159	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.11	0.09	0.15	0.06	0.06	0.06	0.11	0.10	0.04	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.20	0.20	0.18	0.26	0.26	0.18	0.19	0.19	0.17	0.18	0.18
Volume/Cap:	0.55	0.66	0.56	0.51	0.57	0.25	0.35	0.30	0.57	0.57	0.24	0.18
Delay/Veh:	28.2	24.6	24.0	23.8	20.2	18.0	22.2	21.3	24.7	25.2	21.3	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	24.6	24.0	23.8	20.2	18.0	22.2	21.3	24.7	25.2	21.3	21.2
LOS by Move:	C	C	C	C	C	B	C	C	C	C	C	C
HCM2kAvgQ:	3	6	4	3	5	2	2	2	4	4	2	1

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	157	511	171	88	471	90	192	251	177	272	292	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	511	171	88	471	90	192	251	177	272	292	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	511	171	88	471	90	192	251	177	272	292	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	171	556	186	96	513	98	209	273	193	296	318	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	556	186	96	513	98	209	273	193	296	318	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	556	186	96	513	98	209	273	193	296	318	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.12	0.05	0.14	0.06	0.12	0.08	0.12	0.16	0.09	0.06
Crit Moves:		****		****					****	****		
Green/Cycle:	0.15	0.22	0.22	0.12	0.18	0.18	0.20	0.17	0.17	0.23	0.20	0.20
Volume/Cap:	0.63	0.71	0.53	0.45	0.77	0.33	0.58	0.45	0.71	0.71	0.44	0.32
Delay/Veh:	28.5	24.8	22.3	26.3	29.0	22.0	24.1	23.0	32.0	26.8	21.5	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	24.8	22.3	26.3	29.0	22.0	24.1	23.0	32.0	26.8	21.5	21.1
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	7	4	2	7	2	4	3	5	7	3	2

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

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	221	645	0	0	559	297	0	0	0	171	2	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	645	0	0	559	297	0	0	0	171	2	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	645	0	0	559	297	0	0	0	171	2	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	237	693	0	0	600	319	0	0	0	184	2	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	693	0	0	600	319	0	0	0	184	2	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	693	0	0	600	319	0	0	0	184	2	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1732	20	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.00	0.00	0.17	0.20	0.00	0.00	0.00	0.11	0.11	0.10
Crit Moves:	****					****					****	
Green/Cycle:	0.24	0.61	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.20	0.20	0.20
Volume/Cap:	0.54	0.32	0.00	0.00	0.46	0.54	0.00	0.00	0.00	0.54	0.54	0.53
Delay/Veh:	21.3	5.9	0.0	0.0	14.8	16.2	0.0	0.0	0.0	23.6	23.6	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	5.9	0.0	0.0	14.8	16.2	0.0	0.0	0.0	23.6	23.6	23.4
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	5	3	0	0	5	5	0	0	0	4	4	4

****

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

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	300	944	0	0	657	306	0	0	0	343	3	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	944	0	0	657	306	0	0	0	343	3	266
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	944	0	0	657	306	0	0	0	343	3	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	325	1022	0	0	711	331	0	0	0	371	3	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	1022	0	0	711	331	0	0	0	371	3	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	1022	0	0	711	331	0	0	0	371	3	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1725	15	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.00	0.00	0.20	0.21	0.00	0.00	0.00	0.22	0.22	0.18
Crit Moves:	****					****				****		
Green/Cycle:	0.24	0.51	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.75	0.55	0.00	0.00	0.72	0.75	0.00	0.00	0.00	0.75	0.75	0.62
Delay/Veh:	28.3	10.3	0.0	0.0	22.3	26.9	0.0	0.0	0.0	25.7	25.7	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	10.3	0.0	0.0	22.3	26.9	0.0	0.0	0.0	25.7	25.7	21.2
LOS by Move:	C	B	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	7	0	0	8	8	0	0	0	8	8	6

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	551	279	168	562	0	309	3	318	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	551	279	168	562	0	309	3	318	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	551	279	168	562	0	309	3	318	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	567	287	173	579	0	318	3	327	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	567	287	173	579	0	318	3	327	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	567	287	173	579	0	318	3	327	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1744	17	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.18	0.10	0.16	0.00	0.18	0.18	0.20	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.30	0.30	0.16	0.46	0.00	0.34	0.34	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.53	0.60	0.60	0.35	0.00	0.54	0.54	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	18.0	20.0	26.7	10.6	0.0	16.9	16.9	18.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.0	20.0	26.7	10.6	0.0	16.9	16.9	18.2	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	5	5	4	4	0	5	5	6	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	864	392	165	812	0	376	13	448	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	864	392	165	812	0	376	13	448	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	864	392	165	812	0	376	13	448	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	901	409	172	847	0	392	14	467	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	901	409	172	847	0	392	14	467	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	901	409	172	847	0	392	14	467	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.97	0.03	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1713	59	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.10	0.23	0.00	0.23	0.23	0.29	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.31	0.31	0.12	0.44	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.79	0.80	0.79	0.54	0.00	0.63	0.63	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	22.7	27.9	43.4	12.9	0.0	17.6	17.6	24.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.7	27.9	43.4	12.9	0.0	17.6	17.6	24.3	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	10	10	5	7	0	7	7	10	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Permitted					
Rights:	Include						Ignore						Include						Ignore					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	2	0	1		1	0	1	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	27		237		15		108		213		71		139		37		44		23		52		235	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	27		237		15		108		213		71		139		37		44		23		52		235	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	27		237		15		108		213		71		139		37		44		23		52		235	
User Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
PHF Adj:	0.97		0.97		0.97		0.97		0.97		0.00		0.97		0.97		0.97		0.97		0.97		0.00	
PHF Volume:	28		244		15		111		220		0		143		38		45		24		54		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	28		244		15		111		220		0		143		38		45		24		54		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
FinalVolume:	28		244		15		111		220		0		143		38		45		24		54		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.94		0.94		0.95		0.95		1.00		0.95		0.87		0.87		0.85		1.00		1.00	
Lanes:	1.00		1.88		0.12		1.00		2.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	1805		3365		213		1805		3610		1900		1805		1659		1659		1615		1900		1900	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.07		0.07		0.06		0.06		0.00		0.08		0.02		0.03		0.01		0.03		0.00	
Crit Moves:			****				****						****								****			
Green/Cycle:	0.19		0.21		0.21		0.18		0.19		0.00		0.23		0.35		0.35		0.12		0.12		0.00	
Volume/Cap:	0.08		0.35		0.35		0.35		0.31		0.00		0.35		0.07		0.08		0.13		0.24		0.00	
Delay/Veh:	19.9		20.5		20.5		22.3		21.0		0.0		19.9		13.2		13.2		24.1		24.7		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	19.9		20.5		20.5		22.3		21.0		0.0		19.9		13.2		13.2		24.1		24.7		0.0	
LOS by Move:	B		C		C		C		C		A		B		B		B		C		C		A	
HCM2kAvgQ:	0		2		2		2		2		0		3		0		1		0		1		0	

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	42	233	24	189	251	111	90	127	44	25	78	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	233	24	189	251	111	90	127	44	25	78	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	233	24	189	251	111	90	127	44	25	78	187
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.00
PHF Volume:	44	244	25	198	263	0	94	133	46	26	82	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	244	25	198	263	0	94	133	46	26	82	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	44	244	25	198	263	0	94	133	46	26	82	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	1.00	0.95	0.91	0.91	0.85	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	2.00	1.00	1.00	1.49	0.51	1.00	1.00	1.00
Final Sat.:	1805	3227	332	1805	3610	1900	1805	2577	893	1615	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.11	0.07	0.00	0.05	0.05	0.05	0.02	0.04	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.24	0.20	0.20	0.28	0.24	0.00	0.14	0.25	0.25	0.12	0.12	0.00
Volume/Cap:	0.10	0.39	0.39	0.39	0.30	0.00	0.39	0.20	0.20	0.14	0.37	0.00
Delay/Veh:	17.8	21.3	21.3	17.7	18.9	0.0	24.7	17.8	17.8	24.1	25.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	21.3	21.3	17.7	18.9	0.0	24.7	17.8	17.8	24.1	25.5	0.0
LOS by Move:	B	C	C	B	B	A	C	B	B	C	C	A
HCM2kAvgQ:	1	3	3	3	2	0	2	1	1	1	2	0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[15.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 1		0 0 1!	0 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	10	1	31	5	5	10	8	344	9	46	400	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1	31	5	5	10	8	344	9	46	400	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1	31	5	5	10	8	344	9	46	400	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	11	1	35	6	6	11	9	390	10	52	454	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	1	35	6	6	11	9	390	10	52	454	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	743	969	195	772	977	227	456	xxxx	xxxxx	401	xxxx	xxxxx
Potent Cap.:	307	255	820	293	253	782	1115	xxxx	xxxxx	1169	xxxx	xxxxx
Move Cap.:	285	242	820	268	239	782	1115	xxxx	xxxxx	1169	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.04	0.02	0.02	0.01	0.01	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	0.0	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	18.1	19.9	9.6	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	C	C	A	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	382	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:		11.9			15.0			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	

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

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San Gorgonio Specific Plan
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Evening Peak Hour

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

****

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[17.2]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	1	0 1	0 1	0	0 1!	0 0	1	0 2	0 1				1	0 2	0 1			
Volume Module:																		
Base Vol:	8	2	60	5	4	1	5	405	6				21	360	3			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	8	2	60	5	4	1	5	405	6				21	360	3			
Added Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	8	2	60	5	4	1	5	405	6				21	360	3			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90			
PHF Volume:	9	2	67	6	4	1	6	450	7				23	400	3			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	9	2	67	6	4	1	6	450	7				23	400	3			
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	710	911	225	684	914	200	403	xxxx	xxxxx				457	xxxx	xxxxx			
Potent Cap.:	324	276	784	339	275	814	1166	xxxx	xxxxx				1115	xxxx	xxxxx			
Move Cap.:	314	269	784	302	268	814	1166	xxxx	xxxxx				1115	xxxx	xxxxx			
Volume/Cap:	0.03	0.01	0.08	0.02	0.02	0.00	0.00	xxxx	xxxx				0.02	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	0.1	0.0	0.3	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	16.8	18.5	10.0	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx				8.3	xxxx	xxxxx			
LOS by Move:	C	C	B	*	*	*	A	*	*				A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	306	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	17.2	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	C	*	*	*	*				*	*	*			
ApproachDel:		11.0			17.2			xxxxxx						xxxxxx				
ApproachLOS:		B			C			*						*				

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[13.9]

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	1	0	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	1	1	1			30	1	21			24	320	1			9	309	16		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	1	1	1			30	1	21			24	320	1			9	309	16		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	1	1	1			30	1	21			24	320	1			9	309	16		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.86	0.86	0.86			0.86	0.86	0.86			0.86	0.86	0.86			0.86	0.86	0.86		
PHF Volume:	1	1	1			35	1	24			28	371	1			10	358	19		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	1	1	1			35	1	24			28	371	1			10	358	19		
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9			7.5	6.5	6.9			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3			3.5	4.0	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	627	824	186			621	806	179			377	xxxx	xxxxx			372	xxxx	xxxxx		
Potent Cap.:	372	310	831			376	318	839			1193	xxxx	xxxxx			1198	xxxx	xxxxx		
Move Cap.:	351	300	831			365	308	839			1193	xxxx	xxxxx			1198	xxxx	xxxxx		
Volume/Cap:	0.00	0.00	0.00			0.10	0.00	0.03			0.02	xxxx	xxxx			0.01	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	0.1			0.1	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	9.4			8.1	xxxx	xxxxx			8.0	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*	A			A	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		406	xxxxx		363	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		0.0	xxxxx		0.3	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx		13.9	xxxxx		16.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		B	*		C	*	*			*	*	*			*	*	*		
ApproachDel:	13.9					13.3					xxxxxx					xxxxxx				
ApproachLOS:	B					B					*					*				

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[21.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	1	1	1	11	1	39	74	439	3	7	501	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	11	1	39	74	439	3	7	501	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	11	1	39	74	439	3	7	501	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	1	1	1	12	1	44	83	493	3	8	563	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	1	12	1	44	83	493	3	8	563	29
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	959	1269	248	992	1242	281	592	xxxx	xxxxx	497	xxxx	xxxxx
Potent Cap.:	214	170	758	203	176	722	994	xxxx	xxxxx	1078	xxxx	xxxxx
Move Cap.:	187	154	758	188	160	722	994	xxxx	xxxxx	1078	xxxx	xxxxx
Volume/Cap:	0.01	0.01	0.00	0.07	0.01	0.06	0.08	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3	9.0	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	228	xxxxx	185	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	21.0	xxxxx	26.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	D	*	*	*	*	*	*	*	*
ApproachDel:		21.0			14.0			xxxxxx			xxxxxx	
ApproachLOS:		C			B			*			*	

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

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.084
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0 0	0 0	0	0 1	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	40	0	0	0	0	0	0	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	0	0	0	0	0	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	0	0	0	0	0	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
PHF Volume:	71	0	0	0	0	0	0	0	53	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	0	0	0	0	0	0	0	53	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	0	0	0	0	0	0	0	53	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	847	0	0	0	0	0	0	765	898	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.06	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:		7.6			xxxxxx			6.9			xxxxxx	
Delay Adj:		1.00			xxxxx			1.00			xxxxx	
ApprAdjDel:		7.6			xxxxxx			6.9			xxxxxx	
LOS by Appr:		A			*			A			*	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0

****

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

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San Gorgonio Specific Plan
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Evening Peak Hour

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

****

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.128
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0 0	0 0	0	0 1	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	70	0	0	0	0	0	0	0	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	0	0	0	0	0	0	60	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	0	0	0	0	0	0	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	106	0	0	0	0	0	0	0	91	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	0	0	0	0	0	0	91	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	0	0	0	0	0	0	0	91	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	826	0	0	0	0	0	0	748	875	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.10	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:		7.9			xxxxxx			7.2			xxxxxx	
Delay Adj:		1.00			xxxxx			1.00			xxxxx	
ApprAdjDel:		7.9			xxxxxx			7.2			xxxxxx	
LOS by Appr:		A			*			A			*	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0

****

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

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

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.0
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	111	15	32	5	39	16	15	234	177	44	203	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	15	32	5	39	16	15	234	177	44	203	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	15	32	5	39	16	15	234	177	44	203	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	126	17	36	6	44	18	17	265	200	50	230	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	17	36	6	44	18	17	265	200	50	230	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	17	36	6	44	18	17	265	200	50	230	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.42	0.58	1.00	0.57	0.43	1.00	0.99	0.01
Final Sat.:	455	483	534	425	652	278	566	376	284	543	591	3
Capacity Analysis Module:												
Vol/Sat:	0.28	0.04	0.07	0.01	0.07	0.07	0.03	0.70	0.70	0.09	0.39	0.39
Crit Moves:	****				****				****		****	
Delay/Veh:	12.5	9.8	9.2	10.4	10.2	9.8	9.1	19.3	19.3	9.7	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	9.8	9.2	10.4	10.2	9.8	9.1	19.3	19.3	9.7	12.0	12.0
LOS by Move:	B	A	A	B	B	A	A	C	C	A	B	B
ApproachDel:		11.6			10.1			18.9			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			10.1			18.9			11.6	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.3	0.0	0.1	0.0	0.1	0.1	0.0	2.1	2.1	0.1	0.6	0.6

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

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

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.9
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	189	43	78	1	10	0	1	222	168	62	181	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	43	78	1	10	0	1	222	168	62	181	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	43	78	1	10	0	1	222	168	62	181	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	214	49	88	1	11	0	1	251	190	70	205	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	49	88	1	11	0	1	251	190	70	205	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	49	88	1	11	0	1	251	190	70	205	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.57	0.43	1.00	0.96	0.04
Final Sat.:	476	505	561	399	843	0	533	351	266	516	541	21
Capacity Analysis Module:												
Vol/Sat:	0.45	0.10	0.16	0.00	0.01	xxxx	0.00	0.72	0.72	0.14	0.38	0.38
Crit Moves:	****				****			****			****	
Delay/Veh:	15.2	10.1	9.7	10.8	10.4	0.0	9.2	20.8	20.8	10.4	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	10.1	9.7	10.8	10.4	0.0	9.2	20.8	20.8	10.4	12.4	12.4
LOS by Move:	C	B	A	B	B	*	A	C	C	B	B	B
ApproachDel:	13.1			10.4			20.8			11.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.1			10.4			20.8			11.9		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.7	0.1	0.2	0.0	0.0	0.0	0.0	2.1	2.1	0.1	0.5	0.5

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.305
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.5
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	121	116	84	72	222	46	44	184	92	57	183	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	116	84	72	222	46	44	184	92	57	183	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	116	84	72	222	46	44	184	92	57	183	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	132	126	92	78	242	50	48	200	100	62	199	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	126	92	78	242	50	48	200	100	62	199	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	126	92	78	242	50	48	200	100	62	199	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.89	0.89	0.61	0.93	0.93	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	1.00	1.16	0.84	1.00	1.66	0.34	1.00	1.33	0.67	1.00	1.72	0.28
Final Sat.:	1079	1962	1421	1155	2913	604	1805	2286	1143	1805	3036	498
Capacity Analysis Module:												
Vol/Sat:	0.12	0.06	0.06	0.07	0.08	0.08	0.03	0.09	0.09	0.03	0.07	0.07
Crit Moves:	****							****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.20	0.29	0.29	0.12	0.20	0.20
Volume/Cap:	0.31	0.16	0.16	0.17	0.21	0.21	0.13	0.31	0.31	0.29	0.33	0.33
Delay/Veh:	12.8	11.7	11.7	11.8	11.9	11.9	19.8	17.0	17.0	25.0	20.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	11.7	11.7	11.8	11.9	11.9	19.8	17.0	17.0	25.0	20.8	20.8
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	2	1	1	1	2	2	1	3	3	1	2	2

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.390
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.3
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	148	273	78	85	219	36	70	257	113	118	346	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	273	78	85	219	36	70	257	113	118	346	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	273	78	85	219	36	70	257	113	118	346	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	151	278	79	87	223	37	71	262	115	120	352	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	278	79	87	223	37	71	262	115	120	352	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	278	79	87	223	37	71	262	115	120	352	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.92	0.92	0.52	0.93	0.93	0.95	0.91	0.91	0.95	0.93	0.93
Lanes:	1.00	1.56	0.44	1.00	1.72	0.28	1.00	1.39	0.61	1.00	1.68	0.32
Final Sat.:	1110	2715	776	992	3035	499	1805	2392	1052	1805	2952	572
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.10	0.09	0.07	0.07	0.04	0.11	0.11	0.07	0.12	0.12
Crit Moves:	****							****		****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.22	0.28	0.28	0.17	0.23	0.23
Volume/Cap:	0.39	0.29	0.29	0.25	0.21	0.21	0.18	0.39	0.39	0.39	0.52	0.52
Delay/Veh:	15.4	14.3	14.3	14.3	13.8	13.8	19.1	17.7	17.7	22.9	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	14.3	14.3	14.3	13.8	13.8	19.1	17.7	17.7	22.9	20.9	20.9
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	3	3	3	1	2	2	1	3	3	2	4	4

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.319
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	82	216	0	0	265	158	0	0	0	5	0	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	216	0	0	265	158	0	0	0	5	0	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	216	0	0	265	158	0	0	0	5	0	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	92	242	0	0	297	177	0	0	0	6	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	242	0	0	297	177	0	0	0	6	0	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	242	0	0	297	177	0	0	0	6	0	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.89	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.25	0.75	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2135	1273	0	0	0	1691	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.00	0.00	0.07
Crit Moves:	****				****							****
Green/Cycle:	0.16	0.60	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.32	0.11	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.02	0.00	0.32
Delay/Veh:	23.0	5.3	0.0	0.0	11.2	11.2	0.0	0.0	0.0	19.1	0.0	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	5.3	0.0	0.0	11.2	11.2	0.0	0.0	0.0	19.1	0.0	20.9
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	C
HCM2kAvgQ:	2	1	0	0	3	3	0	0	0	0	0	2

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	85	372	0	0	292	183	0	0	0	18	3	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	372	0	0	292	183	0	0	0	18	3	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	372	0	0	292	183	0	0	0	18	3	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	89	388	0	0	304	191	0	0	0	19	3	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	388	0	0	304	191	0	0	0	19	3	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	388	0	0	304	191	0	0	0	19	3	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.81	0.81	0.81
Lanes:	1.00	2.00	0.00	0.00	1.23	0.77	0.00	0.00	0.00	0.86	0.14	1.00
Final Sat.:	1805	3610	0	0	2090	1310	0	0	0	1321	220	1541
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.01	0.01	0.13
Crit Moves:	****				****							****
Green/Cycle:	0.12	0.48	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.32	0.32	0.32
Volume/Cap:	0.40	0.22	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.04	0.04	0.40
Delay/Veh:	25.5	9.0	0.0	0.0	14.5	14.5	0.0	0.0	0.0	14.2	14.2	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	9.0	0.0	0.0	14.5	14.5	0.0	0.0	0.0	14.2	14.2	16.6
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2kAvgQ:	2	2	0	0	4	4	0	0	0	0	0	3

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				7	0	7				0	0	0			
Lanes:	0	0	1	1	0		1	0	2	0	0		0	1	0	1	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	0	138	4				125	112	0				162	1	48				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	138	4				125	112	0				162	1	48				0	0	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	138	4				125	112	0				162	1	48				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.83	0.83	0.83				0.83	0.83	0.83				0.83	0.83	0.83				0.83	0.83	0.83			
PHF Volume:	0	166	5				151	135	0				195	1	58				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	166	5				151	135	0				195	1	58				0	0	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	0	166	5				151	135	0				195	1	58				0	0	0			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	1.00	0.95	0.95				0.95	0.95	1.00				0.81	0.81	0.81				1.00	1.00	1.00			
Lanes:	0.00	1.94	0.06				1.00	2.00	0.00				1.00	0.02	0.98				0.00	0.00	0.00			
Final Sat.:	0	3494	101				1805	3610	0				1543	31	1512				0	0	0			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.05	0.05				0.08	0.04	0.00				0.13	0.04	0.04				0.00	0.00	0.00			
Crit Moves:		****					****						****											
Green/Cycle:	0.00	0.15	0.15				0.26	0.41	0.00				0.39	0.39	0.39				0.00	0.00	0.00			
Volume/Cap:	0.00	0.32	0.32				0.32	0.09	0.00				0.32	0.10	0.10				0.00	0.00	0.00			
Delay/Veh:	0.0	23.2	23.2				18.4	11.0	0.0				12.9	11.5	11.5				0.0	0.0	0.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.0	23.2	23.2				18.4	11.0	0.0				12.9	11.5	11.5				0.0	0.0	0.0			
LOS by Move:	A	C	C				B	B	A				B	B	B				A	A	A			
HCM2kAvgQ:	0	2	2				3	1	0				3	1	1				0	0	0			

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

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	199	12	125	192	0	261	3	58	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	199	12	125	192	0	261	3	58	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	199	12	125	192	0	261	3	58	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	221	13	139	213	0	289	3	64	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	221	13	139	213	0	289	3	64	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	221	13	139	213	0	289	3	64	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Lanes:	0.00	1.89	0.11	1.00	2.00	0.00	1.00	0.05	0.95	0.00	0.00	0.00
Final Sat.:	0	3374	203	1805	3610	0	1542	76	1466	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.08	0.06	0.00	0.19	0.04	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.16	0.16	0.19	0.34	0.00	0.46	0.46	0.46	0.00	0.00	0.00
Volume/Cap:	0.00	0.41	0.41	0.41	0.17	0.00	0.41	0.10	0.10	0.00	0.00	0.00
Delay/Veh:	0.0	23.2	23.2	22.3	13.8	0.0	11.3	9.3	9.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.2	23.2	22.3	13.8	0.0	11.3	9.3	9.3	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	B	A	A	A	A	A
HCM2kAvgQ:	0	3	3	3	2	0	4	1	1	0	0	0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

****

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: B[10.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	54	15	115	27	0	0	0	0	33	0	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	54	15	115	27	0	0	0	0	33	0	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	54	15	115	27	0	0	0	0	33	0	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	62	17	132	31	0	0	0	0	38	0	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	62	17	132	31	0	0	0	0	38	0	99
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	79	xxxx	xxxxx	xxxx	xxxx	xxxxx	367	367	71
Potent Cap.:	xxxx	xxxx	xxxxx	1531	xxxx	xxxxx	xxxx	xxxx	xxxxx	637	565	997
Move Cap.:	xxxx	xxxx	xxxxx	1531	xxxx	xxxxx	xxxx	xxxx	xxxxx	591	512	997
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.10
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	838	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.1		
ApproachLOS:	*			*			*			B		

****

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

****

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
Evening Peak Hour

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

****

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

****

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: B[10.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	78	38	112	138	0	0	0	0	22	0	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	78	38	112	138	0	0	0	0	22	0	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	78	38	112	138	0	0	0	0	22	0	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	89	43	127	157	0	0	0	0	25	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	89	43	127	157	0	0	0	0	25	0	127
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	132	xxxx	xxxxx	xxxx	xxxx	xxxxx	521	521	110
Potent Cap.:	xxxx	xxxx	xxxxx	1466	xxxx	xxxxx	xxxx	xxxx	xxxxx	519	463	949
Move Cap.:	xxxx	xxxx	xxxxx	1466	xxxx	xxxxx	xxxx	xxxx	xxxxx	482	420	949
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.13
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	819	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.4		
ApproachLOS:	*			*			*			B		

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.088
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	0 1	0 0	0	0 0	0	0 0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	21	1	39	8	0	0	0	0	2	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	21	1	39	8	0	0	0	0	2	0	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	21	1	39	8	0	0	0	0	2	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	31	1	57	12	0	0	0	0	3	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	31	1	57	12	0	0	0	0	3	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	31	1	57	12	0	0	0	0	3	0	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.83	0.17	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	775	912	650	133	0	0	0	0	677	0	873
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.04	0.00	0.09	0.09	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.03
Crit Moves:		****			****							****
Delay/Veh:	0.0	7.5	6.6	8.0	8.0	0.0	0.0	0.0	0.0	7.9	0.0	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	6.6	8.0	8.0	0.0	0.0	0.0	0.0	7.9	0.0	6.9
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.5			8.0			xxxxxx			7.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.5			8.0			xxxxxx			7.0	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

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

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.114
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	0	1 0	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	27	0	50	20	0	0	0	0	0	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	27	0	50	20	0	0	0	0	0	0	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	27	0	50	20	0	0	0	0	0	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	34	0	63	25	0	0	0	0	0	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	34	0	63	25	0	0	0	0	0	0	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	34	0	63	25	0	0	0	0	0	0	67
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.71	0.29	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	755	884	550	220	0	0	0	0	669	0	860
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.04	0.00	0.11	0.11	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.08
Crit Moves:		****			****							****
Delay/Veh:	0.0	7.6	0.0	8.2	8.2	0.0	0.0	0.0	0.0	0.0	0.0	7.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.6	0.0	8.2	8.2	0.0	0.0	0.0	0.0	0.0	0.0	7.1
LOS by Move:	*	A	*	A	A	*	*	*	*	*	*	A
ApproachDel:		7.6			8.2			xxxxxx			7.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.6			8.2			xxxxxx			7.1	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	T	R	L	T	R	L	T	R				L	T	R			
Control:	Permitted			Permitted			Protected						Protected					
Rights:	Include			Include			Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7				7	7	7			
Lanes:	1	0 1	0 1	0	0 1!	0 0	1	0 2	0 1				1	0 2	0 1			
Volume Module:																		
Base Vol:	87	35	181	17	40	14	6	252	75				125	208	9			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	87	35	181	17	40	14	6	252	75				125	208	9			
Added Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	87	35	181	17	40	14	6	252	75				125	208	9			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87			
PHF Volume:	100	40	208	20	46	16	7	290	86				144	239	10			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	100	40	208	20	46	16	7	290	86				144	239	10			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	100	40	208	20	46	16	7	290	86				144	239	10			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	0.73	1.00	0.85	0.92	0.92	0.92	0.95	0.95	0.85				0.95	0.95	0.85			
Lanes:	1.00	1.00	1.00	0.24	0.56	0.20	1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1387	1900	1615	419	986	345	1805	3610	1615				1805	3610	1615			
Capacity Analysis Module:																		
Vol/Sat:	0.07	0.02	0.13	0.05	0.05	0.05	0.00	0.08	0.05				0.08	0.07	0.01			
Crit Moves:			****					****					****					
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.22	0.22	0.22				0.22	0.22	0.22			
Volume/Cap:	0.20	0.06	0.36	0.13	0.13	0.13	0.02	0.36	0.24				0.36	0.30	0.03			
Delay/Veh:	13.6	12.7	14.6	13.1	13.1	13.1	18.3	20.0	19.5				20.4	19.7	18.3			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	13.6	12.7	14.6	13.1	13.1	13.1	18.3	20.0	19.5				20.4	19.7	18.3			
LOS by Move:	B	B	B	B	B	B	B	C	B				C	B	B			
HCM2kAvgQ:	1	1	3	1	1	1	0	3	1				3	2	0			

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	73	50	245	28	41	10	24	327	75	214	377	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	50	245	28	41	10	24	327	75	214	377	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	50	245	28	41	10	24	327	75	214	377	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	53	258	30	43	11	25	345	79	226	397	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	53	258	30	43	11	25	345	79	226	397	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	53	258	30	43	11	25	345	79	226	397	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	1.00	0.85	0.90	0.90	0.90	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	0.35	0.52	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1419	1900	1615	603	883	215	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.16	0.05	0.05	0.05	0.01	0.10	0.05	0.12	0.11	0.02
Crit Moves:			****					****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.23	0.20	0.20	0.26	0.23	0.23
Volume/Cap:	0.16	0.08	0.48	0.15	0.15	0.15	0.06	0.48	0.24	0.48	0.47	0.10
Delay/Veh:	14.1	13.6	16.4	14.0	14.0	14.0	18.0	21.7	20.5	19.4	20.3	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	13.6	16.4	14.0	14.0	14.0	18.0	21.7	20.5	19.4	20.3	18.2
LOS by Move:	B	B	B	B	B	B	B	C	C	B	C	B
HCM2kAvgQ:	1	1	4	1	1	1	0	4	1	4	4	1

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[10.3]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	1	0	1	0	
Volume Module:																								
Base Vol:	22	240		0			0	101		176			0		0		0		9		3		120	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	22	240		0			0	101		176			0		0		0		9		3		120	
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	22	240		0			0	101		176			0		0		0		9		3		120	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.83	0.83		0.83			0.83	0.83		0.83			0.83		0.83		0.83		0.83		0.83		0.83	
PHF Volume:	27	291		0			0	122		213			0		0		0		11		4		145	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	27	291		0			0	122		213			0		0		0		11		4		145	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8		6.5		6.9	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5		4.0		3.3	
Capacity Module:																								
Cnflict Vol:	335	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx								405		679		145	
Potent Cap.:	1235	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx								579		376		882	
Move Cap.:	1235	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx								570		368		882	
Volume/Cap:	0.02	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx								0.02		0.01		0.16	
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*		*		*		*		*		*		*		*		*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx								501		xxxx		853	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										0.1		xxxx		0.6	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										12.4		xxxx		10.1	
Shared LOS:	*	*		*		*		*		*									B		*		B	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx												10.3					
ApproachLOS:	*			*			*												B					

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

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

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[10.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	1	0	1 0
Volume Module:																
Base Vol:	45	280		0 0	96		262		0		0	0	14		3	130
Growth Adj:	1.00	1.00		1.00 1.00	1.00		1.00		1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	45	280		0 0	96		262		0		0	0	14		3	130
Added Vol:	0	0		0 0	0		0		0		0	0	0		0	0
PasserByVol:	0	0		0 0	0		0		0		0	0	0		0	0
Initial Fut:	45	280		0 0	96		262		0		0	0	14		3	130
User Adj:	1.00	1.00		1.00 1.00	1.00		1.00		1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.93	0.93		0.93 0.93	0.93		0.93		0.93		0.93	0.93	0.93		0.93	0.93
PHF Volume:	49	302		0 0	104		283		0		0	0	15		3	140
Reduct Vol:	0	0		0 0	0		0		0		0	0	0		0	0
FinalVolume:	49	302		0 0	104		283		0		0	0	15		3	140
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8		6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5		4.0	3.3
Capacity Module:																
Cnflict Vol:	387	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx					451		786	151
Potent Cap.:	1183	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx					542		326	874
Move Cap.:	1183	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx					525		313	874
Volume/Cap:	0.04	xxxx	xxxx	xxxx xxxx	xxxx	xxxx	xxxx	xxxx					0.03		0.01	0.16
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx		xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*					*		*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				469	xxxx	840	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				0.1	xxxx	0.6	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				13.0	xxxx	10.2	
Shared LOS:	*	*	*	*	*	*	*	*	*				B	*	B	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx						10.5			
ApproachLOS:	*			*			*						B			

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

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

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: B[14.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		1 0 2	0 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	81	9	81	67	0	199	0	13	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	81	9	81	67	0	199	0	13	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	81	9	81	67	0	199	0	13	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	102	11	102	84	0	250	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	102	11	102	84	0	250	0	16	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	113	xxxx	xxxxx	339	xxxx	42	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1489	xxxx	xxxxx	637	xxxx	1026	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1489	xxxx	xxxxx	604	xxxx	1026	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.41	xxxx	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	2.0	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	15.1	xxxx	8.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	C	*	A	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
Evening Peak Hour

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

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: B[12.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0	0	1 0 2	0 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0 108	12		58 62	0		232	0 28		0 0	0	
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00 1.00		1.00 1.00	1.00	
Initial Bse:	0 108	12		58 62	0		232	0 28		0 0	0	
Added Vol:	0 0	0		0 0	0		0	0 0		0 0	0	
PasserByVol:	0 0	0		0 0	0		0	0 0		0 0	0	
Initial Fut:	0 108	12		58 62	0		232	0 28		0 0	0	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00 1.00		1.00 1.00	1.00	
PHF Adj:	0.89 0.89	0.89		0.89 0.89	0.89		0.89	0.89 0.89		0.89 0.89	0.89	
PHF Volume:	0 122	14		65 70	0		262	0 32		0 0	0	
Reduct Vol:	0 0	0		0 0	0		0	0 0		0 0	0	
FinalVolume:	0 122	14		65 70	0		262	0 32		0 0	0	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		4.1 xxxx	xxxxx		6.8	xxxx 6.9		xxxxx xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx	xxxxx		2.2 xxxx	xxxxx		3.5	xxxx 3.3		xxxxx xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		135 xxxx	xxxxx		262	xxxx 35		xxxx xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx		1461 xxxx	xxxxx		711	xxxx 1037		xxxx xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx		1461 xxxx	xxxxx		686	xxxx 1037		xxxx xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx		0.04 xxxx	xxxx		0.38	xxxx 0.03		xxxx xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		0.1 xxxx	xxxxx		1.8	xxxx 0.1		xxxx xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		7.6 xxxx	xxxxx		13.4	xxxx 8.6		xxxxx xxxx	xxxxx	
LOS by Move:	* *	*		A *	*		B	* A		* *	*	
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		* *	*		*	* *		* *	*	
ApproachDel:	xxxxxx			xxxxxx			12.9			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
Morning Peak Hour

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

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.234
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	37	9	22	30	31	22	79	22	8	64	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	37	9	22	30	31	22	79	22	8	64	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	37	9	22	30	31	22	79	22	8	64	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	23	54	13	32	44	45	32	115	32	12	93	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	54	13	32	44	45	32	115	32	12	93	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	54	13	32	44	45	32	115	32	12	93	60
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	1.19	0.29	0.53	0.72	0.75	0.18	0.64	0.18	0.07	0.57	0.36
Final Sat.:	311	756	190	323	463	524	136	489	136	55	441	283
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.10	0.09	0.09	0.23	0.23	0.23	0.21	0.21	0.21
Crit Moves:	****			****			****				****	
Delay/Veh:	8.8	8.5	8.2	8.9	8.6	8.0	8.9	8.9	8.9	8.6	8.6	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.5	8.2	8.9	8.6	8.0	8.9	8.9	8.9	8.6	8.6	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.5			8.4			8.9			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.4			8.9			8.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.3	0.2	0.2	0.2

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

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.215
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	52	14	24	36	39	33	92	15	9	86	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	52	14	24	36	39	33	92	15	9	86	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	52	14	24	36	39	33	92	15	9	86	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	5	61	16	28	42	46	39	108	18	11	101	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	61	16	28	42	46	39	108	18	11	101	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	61	16	28	42	46	39	108	18	11	101	41
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	1.49	0.40	0.48	0.73	0.79	0.23	0.66	0.11	0.07	0.66	0.27
Final Sat.:	72	965	269	300	471	565	180	501	82	54	516	210
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.09	0.09	0.08	0.22	0.22	0.22	0.20	0.20	0.20
Crit Moves:	****			****				****			****	
Delay/Veh:	8.4	8.3	8.1	8.8	8.5	7.8	8.7	8.7	8.7	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.3	8.1	8.8	8.5	7.8	8.7	8.7	8.7	8.5	8.5	8.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.2			8.3			8.7			8.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			8.3			8.7			8.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.3	0.2	0.2	0.2

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

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.129
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	7	2	53	1	7	5	35	1	1	22	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	7	2	53	1	7	5	35	1	1	22	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	7	2	53	1	7	5	35	1	1	22	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
PHF Volume:	2	11	3	83	2	11	8	55	2	2	35	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	11	3	83	2	11	8	55	2	2	35	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	11	3	83	2	11	8	55	2	2	35	60
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.70	0.20	0.98	0.02	1.00	0.12	0.86	0.02	0.02	0.36	0.62
Final Sat.:	80	559	160	647	12	843	100	699	20	15	326	563
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.13	0.13	0.01	0.08	0.08	0.08	0.11	0.11	0.11
Crit Moves:	****				****			****			****	
Delay/Veh:	7.4	7.4	7.4	8.8	8.8	6.9	7.6	7.6	7.6	7.3	7.3	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	7.4	7.4	8.8	8.8	6.9	7.6	7.6	7.6	7.3	7.3	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.4			8.6			7.6			7.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.4			8.6			7.6			7.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.118
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	1	1	28	3	9	21	52	7	1	41	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	28	3	9	21	52	7	1	41	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	28	3	9	21	52	7	1	41	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	1	1	1	36	4	11	27	66	9	1	52	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	36	4	11	27	66	9	1	52	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	36	4	11	27	66	9	1	52	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.33	0.33	0.90	0.10	1.00	0.26	0.65	0.09	0.01	0.58	0.41
Final Sat.:	266	266	266	590	63	826	226	560	75	13	526	372
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.01	0.12	0.12	0.12	0.10	0.10	0.10
Crit Moves:	****				****			****				****
Delay/Veh:	7.3	7.3	7.3	8.4	8.4	6.9	7.7	7.7	7.7	7.3	7.3	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	7.3	7.3	8.4	8.4	6.9	7.7	7.7	7.7	7.3	7.3	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.3			8.1			7.7			7.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.3			8.1			7.7			7.3		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #31 8th Street (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.346
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1!	0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	37	46	37	17	82	41	27	166	47	51	142	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	46	37	17	82	41	27	166	47	51	142	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	46	37	17	82	41	27	166	47	51	142	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	47	58	47	22	104	52	34	210	60	65	180	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	58	47	22	104	52	34	210	60	65	180	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	58	47	22	104	52	34	210	60	65	180	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.38	0.31	0.12	0.59	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	189	235	189	76	365	183	559	607	686	552	599	675
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.28	0.28	0.28	0.06	0.35	0.09	0.12	0.30	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	10.1	10.1	10.1	10.3	10.3	10.3	9.3	11.2	8.1	9.7	10.7	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	10.1	10.3	10.3	10.3	9.3	11.2	8.1	9.7	10.7	7.8
LOS by Move:	B	B	B	B	B	B	A	B	A	A	B	A
ApproachDel:		10.1			10.3			10.4			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			10.3			10.4			10.4	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.1	0.5	0.1	0.1	0.4	0.0

****

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.342
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	29	116	62	2	79	47	57	165	44	57	144	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	116	62	2	79	47	57	165	44	57	144	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	116	62	2	79	47	57	165	44	57	144	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	31	124	66	2	85	50	61	177	47	61	154	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	124	66	2	85	50	61	177	47	61	154	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	124	66	2	85	50	61	177	47	61	154	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.56	0.30	0.01	0.62	0.37	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	91	363	194	10	388	231	555	603	681	546	591	667
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.22	0.22	0.22	0.11	0.29	0.07	0.11	0.26	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	10.7	10.7	10.7	9.6	9.6	9.6	9.6	10.6	8.1	9.7	10.4	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	9.6	9.6	9.6	9.6	10.6	8.1	9.7	10.4	7.8
LOS by Move:	B	B	B	A	A	A	A	B	A	A	B	A
ApproachDel:		10.7			9.6			10.0			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			9.6			10.0			10.1	
LOS by Appr:		B			A			A			B	
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.2	0.2	0.1	0.4	0.1	0.1	0.3	0.0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	72	178	166	35	267	46	23	179	96	97	112	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	178	166	35	267	46	23	179	96	97	112	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	178	166	35	267	46	23	179	96	97	112	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	86	213	199	42	320	55	28	214	115	116	134	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	213	199	42	320	55	28	214	115	116	134	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	213	199	42	320	55	28	214	115	116	134	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	1.00	1.00	1.00	1.00	1.71	0.29
Final Sat.:	1805	1900	1615	1805	1585	273	1805	1900	1615	1805	3019	512
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.12	0.02	0.20	0.20	0.02	0.11	0.07	0.06	0.04	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.22	0.22	0.21	0.32	0.32	0.15	0.18	0.18	0.12	0.15	0.15
Volume/Cap:	0.41	0.50	0.55	0.11	0.63	0.63	0.10	0.63	0.40	0.55	0.30	0.30
Delay/Veh:	25.9	21.2	22.3	19.2	19.5	19.5	22.3	26.5	22.6	28.2	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	21.2	22.3	19.2	19.5	19.5	22.3	26.5	22.6	28.2	23.1	23.1
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	4	4	1	7	7	1	5	2	3	2	2

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	173	179	138	43	192	75	97	258	175	163	252	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	179	138	43	192	75	97	258	175	163	252	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	179	138	43	192	75	97	258	175	163	252	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	179	186	143	45	199	78	101	268	182	169	261	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	186	143	45	199	78	101	268	182	169	261	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	186	143	45	199	78	101	268	182	169	261	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.72	0.28	1.00	1.00	1.00	1.00	1.76	0.24
Final Sat.:	1805	1900	1615	1805	1309	511	1805	1900	1615	1805	3124	421
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.02	0.15	0.15	0.06	0.14	0.11	0.09	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.19	0.19	0.19	0.23	0.23	0.18	0.21	0.21	0.14	0.18	0.18
Volume/Cap:	0.66	0.52	0.47	0.13	0.66	0.66	0.32	0.66	0.53	0.66	0.47	0.47
Delay/Veh:	30.1	23.1	22.7	20.4	25.0	25.0	22.1	25.8	22.5	30.8	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	23.1	22.7	20.4	25.0	25.0	22.1	25.8	22.5	30.8	22.7	22.7
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	4	3	1	6	6	2	6	4	4	3	3

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

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

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[16.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 1	0 1		0 0 0	0 0	0	0 1 0	1	0
Volume Module:												
Base Vol:	132	387	0	0	314	216	0	0	0	16	1	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	387	0	0	314	216	0	0	0	16	1	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	387	0	0	314	216	0	0	0	16	1	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	161	472	0	0	383	263	0	0	0	20	1	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	161	472	0	0	383	263	0	0	0	20	1	89
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	646	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1309	1440	472
Potent Cap.:	949	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	178	134	596
Move Cap.:	949	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	152	109	596
Volume/Cap:	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.01	0.15
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	149	xxxx	562
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	0.6
Shrd ConDel:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	33.1	xxxx	12.6
Shared LOS:	A	*	*	*	*	*	*	*	*	D	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.5		
ApproachLOS:	*			*			*			C		

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[17.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	1 0	1	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	141	379	0	0	236	344	0	0	0	34	5	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	379	0	0	236	344	0	0	0	34	5	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	379	0	0	236	344	0	0	0	34	5	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	151	405	0	0	252	368	0	0	0	36	5	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	151	405	0	0	252	368	0	0	0	36	5	172
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	620	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1143	1327	405
Potent Cap.:	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	223	157	650
Move Cap.:	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	194	130	650
Volume/Cap:	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	0.04	0.26
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	183	xxxx	580
SharedQueue:	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	1.3
Shrd ConDel:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	30.5	xxxx	13.9
Shared LOS:	A	*	*	*	*	*	*	*	*	D	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.1		
ApproachLOS:	*			*			*			C		

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 24.2 Worst Case Level Of Service: F[65.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		0 1 0	0 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	305	25	95	235	0	215	0	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	305	25	95	235	0	215	0	155	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	305	25	95	235	0	215	0	155	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	389	32	121	300	0	274	0	198	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	389	32	121	300	0	274	0	198	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	421	xxxx	xxxxx	947	xxxx	300	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1149	xxxx	xxxxx	292	xxxx	745	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1149	xxxx	xxxxx	267	xxxx	745	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	1.03	xxxx	0.27	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	10.6	xxxx	1.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	103.9	xxxx	11.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	F	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			65.2			xxxxxx		
ApproachLOS:	*			*			F			*		

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

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

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 15.2 Worst Case Level Of Service: D[34.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	0 1	0	0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0 281	29		118	152	0	269	3	138	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 281	29		118	152	0	269	3	138	0	0	0
Added Vol:	0 0	0		0	0	0	0	0	0	0	0	0
PasserByVol:	0 0	0		0	0	0	0	0	0	0	0	0
Initial Fut:	0 281	29		118	152	0	269	3	138	0	0	0
User Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94 0.94	0.94		0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0 301	31		126	163	0	288	3	148	0	0	0
Reduct Vol:	0 0	0		0	0	0	0	0	0	0	0	0
FinalVolume:	0 301	31		126	163	0	288	3	148	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx xxxx	xxxxx		2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		332	xxxx	xxxxx	731	747	163	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx xxxx	xxxxx		1239	xxxx	xxxxx	392	344	887	xxxx	xxxx	xxxxx
Move Cap.:	xxxx xxxx	xxxxx		1239	xxxx	xxxxx	359	306	887	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx xxxx	xxxx		0.10	xxxx	xxxx	0.80	0.01	0.17	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx xxxx	xxxxx		8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	* *	*		A	*	*	*	*	*	*	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	358	xxxx	853	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx xxxx	xxxxx		0.3	xxxx	xxxxx	7.1	xxxx	0.6	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx xxxx	xxxxx		8.2	xxxx	xxxxx	46.7	xxxx	10.1	xxxxx	xxxx	xxxxx
Shared LOS:	* *	*		A	*	*	E	*	B	*	*	*
ApproachDel:	xxxxxx			xxxxxx			34.2			xxxxxx		
ApproachLOS:	*			*			D			*		

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

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

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 1	0 0	1
Volume Module:												
Base Vol:	7	157	6	126	220	56	35	48	16	4	57	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	157	6	126	220	56	35	48	16	4	57	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	157	6	126	220	56	35	48	16	4	57	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	9	157	6	158	220	56	44	48	16	5	57	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	157	6	158	220	56	44	48	16	5	57	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	157	6	158	220	56	44	48	16	5	57	138
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.92	0.03	0.42	0.58	1.00	0.41	0.44	0.15	0.08	0.92	1.00
Final Sat.:	29	525	20	253	353	711	210	230	77	43	487	595
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.62	0.62	0.08	0.21	0.21	0.21	0.12	0.12	0.23
Crit Moves:		****			****				****			****
Delay/Veh:	11.4	11.4	11.4	17.2	17.2	8.0	11.0	11.0	11.0	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	11.4	11.4	17.2	17.2	8.0	11.0	11.0	11.0	9.8	9.8	9.8
LOS by Move:	B	B	B	C	C	A	B	B	B	A	A	A
ApproachDel:		11.4			16.0			11.0			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.4			16.0			11.0			9.8	
LOS by Appr:		B			C			B			A	
AllWayAvgQ:	0.4	0.4	0.4	1.5	1.5	0.1	0.2	0.2	0.2	0.1	0.1	0.3

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

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

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.8
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0	0	0	1	0	0	1!	0	0	0	1	0	0	1
Volume Module:												
Base Vol:	3	86	1	154	95	54	51	66	23	2	74	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	86	1	154	95	54	51	66	23	2	74	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	86	1	154	95	54	51	66	23	2	74	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	3	100	1	178	110	63	59	76	27	2	86	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	100	1	178	110	63	59	76	27	2	86	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	100	1	178	110	63	59	76	27	2	86	199
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.96	0.01	0.62	0.38	1.00	0.36	0.48	0.16	0.03	0.97	1.00
Final Sat.:	18	513	6	350	216	668	201	260	91	15	550	639
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.51	0.51	0.09	0.29	0.29	0.29	0.16	0.16	0.31
Crit Moves:			****	****			****					****
Delay/Veh:	10.6	10.6	10.6	14.7	14.7	8.4	11.5	11.5	11.5	9.8	9.8	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	14.7	14.7	8.4	11.5	11.5	11.5	9.8	9.8	10.3
LOS by Move:	B	B	B	B	B	A	B	B	B	A	A	B
ApproachDel:		10.6			13.6			11.5			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			13.6			11.5			10.1	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.2	0.2	0.2	0.9	0.9	0.1	0.4	0.4	0.4	0.2	0.2	0.4

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

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

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0 1!	0 0	0	1 0	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	213	0	14	16	97	0	0	56	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	213	0	14	16	97	0	0	56	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	213	0	14	16	97	0	0	56	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	0	0	0	306	0	20	23	139	0	0	80	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	306	0	20	23	139	0	0	80	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	306	0	20	23	139	0	0	80	207
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.94	0.00	0.06	0.14	0.86	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	642	0	42	93	563	0	0	625	713
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.48	xxxx	0.48	0.25	0.25	xxxx	xxxx	0.13	0.29
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	12.3	0.0	12.3	9.8	9.8	0.0	0.0	9.0	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.3	0.0	12.3	9.8	9.8	0.0	0.0	9.0	9.4
LOS by Move:	*	*	*	B	*	B	A	A	*	*	A	A
ApproachDel:	xxxxxx			12.3			9.8			9.3		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.3			9.8			9.3		
LOS by Appr:	*			B			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.8	0.8	0.3	0.3	0.3	0.0	0.1	0.4

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

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

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.155
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1! 0	0	0	1! 0	0	0	1 0	0 1
Volume Module:												
Base Vol:	0	0	0	60	6	28	21	40	1	3	52	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	6	28	21	40	1	3	52	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	60	6	28	21	40	1	3	52	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	0	0	0	79	8	37	28	53	1	4	69	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	79	8	37	28	53	1	4	69	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	79	8	37	28	53	1	4	69	78
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.64	0.06	0.30	0.34	0.64	0.02	0.05	0.95	1.00
Final Sat.:	0	0	0	510	51	238	265	504	13	40	685	849
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.16	0.16	0.16	0.10	0.10	0.10	0.10	0.10	0.09
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	8.1	8.1	8.1	8.0	8.0	8.0	8.1	8.1	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.1	8.1	8.1	8.0	8.0	8.0	8.1	8.1	7.2
LOS by Move:	*	*	*	A	A	A	A	A	A	A	A	A
ApproachDel:	xxxxxx			8.1			8.0			7.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.1			8.0			7.7		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1

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

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0	0	1! 0	0	0	1! 0	0	0	1! 0 0
Volume Module:												
Base Vol:	30	62	46	16	59	43	23	167	37	24	147	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	62	46	16	59	43	23	167	37	24	147	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	62	46	16	59	43	23	167	37	24	147	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	44	91	67	23	86	63	34	244	54	35	215	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	91	67	23	86	63	34	244	54	35	215	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	91	67	23	86	63	34	244	54	35	215	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.57	0.43	0.14	0.50	0.36	0.10	0.74	0.16	0.14	0.83	0.03
Final Sat.:	495	320	237	78	289	210	66	481	107	85	521	18
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.30	0.30	0.30	0.51	0.51	0.51	0.41	0.41	0.41
Crit Moves:		****			****		****				****	
Delay/Veh:	10.1	10.8	10.8	10.8	10.8	10.8	13.1	13.1	13.1	11.9	11.9	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.8	10.8	10.8	10.8	10.8	13.1	13.1	13.1	11.9	11.9	11.9
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		10.6			10.8			13.1			11.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			10.8			13.1			11.9	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.1	0.3	0.3	0.3	0.3	0.3	0.9	0.9	0.9	0.6	0.6	0.6

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	18	75	50	15	50	26	40	155	38	41	136	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	75	50	15	50	26	40	155	38	41	136	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	75	50	15	50	26	40	155	38	41	136	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	20	84	56	17	56	29	45	173	42	46	152	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	84	56	17	56	29	45	173	42	46	152	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	84	56	17	56	29	45	173	42	46	152	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.60	0.40	0.16	0.55	0.29	0.17	0.67	0.16	0.22	0.75	0.03
Final Sat.:	546	372	248	105	350	182	124	480	118	157	520	19
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.16	0.16	0.16	0.36	0.36	0.36	0.29	0.29	0.29
Crit Moves:		****			****			****			****	
Delay/Veh:	9.1	9.6	9.6	9.1	9.1	9.1	10.3	10.3	10.3	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.6	9.6	9.1	9.1	9.1	10.3	10.3	10.3	9.8	9.8	9.8
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		9.5			9.1			10.3			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.5			9.1			10.3			9.8	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.2	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.4	0.4	0.4

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2019) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	6	108	57	14	81	54	47	139	5	44	100	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	108	57	14	81	54	47	139	5	44	100	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	108	57	14	81	54	47	139	5	44	100	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	8	151	80	20	113	76	66	194	7	62	140	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	151	80	20	113	76	66	194	7	62	140	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	151	80	20	113	76	66	194	7	62	140	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.04	0.63	0.33	0.15	0.85	1.00	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	63	1136	599	265	1536	1615	1805	1825	66	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.07	0.07	0.05	0.04	0.11	0.11	0.03	0.07	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.21	0.30	0.30	0.12	0.21	0.21
Volume/Cap:	0.35	0.35	0.35	0.19	0.19	0.12	0.17	0.35	0.35	0.29	0.35	0.06
Delay/Veh:	13.6	13.6	13.6	12.6	12.6	12.2	19.6	16.6	16.6	25.0	20.7	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	13.6	12.6	12.6	12.2	19.6	16.6	16.6	25.0	20.7	19.0
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	B
HCM2kAvgQ:	3	3	3	2	2	1	1	3	3	1	3	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	7		7		7	7		7		7	7		7		7	7		7		7
Lanes:	0	0	1!	0	0	0	1	0	0	1	1	0	0	1	0	1	0	1	0	1
Volume Module:																				
Base Vol:	22		77		31	20		44		66	59		229		23	23		212		34
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	22		77		31	20		44		66	59		229		23	23		212		34
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	22		77		31	20		44		66	59		229		23	23		212		34
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.91		0.91		0.91	0.91		0.91		0.91	0.91		0.91		0.91	0.91		0.91		0.91
PHF Volume:	24		85		34	22		48		73	65		252		25	25		233		37
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	24		85		34	22		48		73	65		252		25	25		233		37
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	24		85		34	22		48		73	65		252		25	25		233		37
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		0.92		0.92	0.90		0.90		0.85	0.95		0.99		0.99	0.95		1.00		0.85
Lanes:	0.17		0.59		0.24	0.31		0.69		1.00	1.00		0.91		0.09	1.00		1.00		1.00
Final Sat.:	295		1033		416	534		1176		1615	1805		1702		171	1805		1900		1615
Capacity Analysis Module:																				
Vol/Sat:	0.08		0.08		0.08	0.04		0.04		0.04	0.04		0.15		0.15	0.01		0.12		0.02
Crit Moves:			****										****			****				
Green/Cycle:	0.24		0.24		0.24	0.24		0.24		0.24	0.27		0.44		0.44	0.12		0.29		0.29
Volume/Cap:	0.34		0.34		0.34	0.17		0.17		0.18	0.13		0.34		0.34	0.12		0.43		0.08
Delay/Veh:	19.2		19.2		19.2	18.1		18.1		18.2	16.6		11.3		11.3	24.0		18.0		15.8
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	19.2		19.2		19.2	18.1		18.1		18.2	16.6		11.3		11.3	24.0		18.0		15.8
LOS by Move:	B		B		B	B		B		B	B		B		B	C		B		B
HCM2kAvgQ:	2		2		2	1		1		1	1		4		4	1		4		1

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

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

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:			Include						Include						Include						Include			
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	0	1		1	0	0	1	0		0	1	0	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	83		165		49		23		125		21		34		98		46		90		57		21	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	83		165		49		23		125		21		34		98		46		90		57		21	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	83		165		49		23		125		21		34		98		46		90		57		21	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.72		0.72		0.72		0.72		0.72		0.72		0.72		0.72		0.72		0.72		0.72		0.72	
PHF Volume:	116		230		68		32		175		29		47		137		64		126		80		29	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	116		230		68		32		175		29		47		137		64		126		80		29	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	116		230		68		32		175		29		47		137		64		126		80		29	
Saturation Flow Module:																								
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		0.86		0.14		0.26		0.74		1.00		1.00		1.00		1.00	
Final Sat.:	475		512		563		475		446		75		127		367		553		442		469		515	
Capacity Analysis Module:																								
Vol/Sat:	0.24		0.45		0.12		0.07		0.39		0.39		0.37		0.37		0.12		0.28		0.17		0.06	
Crit Moves:			****								****				****				****					
Delay/Veh:	12.2		14.6		9.6		10.4		13.1		13.1		13.3		13.3		9.5		13.2		11.3		9.6	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	12.2		14.6		9.6		10.4		13.1		13.1		13.3		13.3		9.5		13.2		11.3		9.6	
LOS by Move:	B		B		A		B		B		B		B		B		A		B		B		A	
ApproachDel:			13.1						12.7						12.4						12.1			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			13.1						12.7						12.4						12.1			
LOS by Appr:			B						B						B						B			
AllWayAvgQ:	0.3		0.7		0.1		0.1		0.6		0.6		0.5		0.5		0.1		0.3		0.2		0.1	

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

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.238
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	82	38	32	28	41	53	41	90	82	37	95	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	38	32	28	41	53	41	90	82	37	95	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	38	32	28	41	53	41	90	82	37	95	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	90	42	35	31	45	58	45	99	90	41	104	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	42	35	31	45	58	45	99	90	41	104	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	42	35	31	45	58	45	99	90	41	104	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.44	0.56	0.31	0.69	1.00	1.00	1.00	1.00
Final Sat.:	528	568	638	541	273	353	189	416	705	536	581	652
Capacity Analysis Module:												
Vol/Sat:	0.17	0.07	0.06	0.06	0.16	0.16	0.24	0.24	0.13	0.08	0.18	0.05
Crit Moves:	****				****		****				****	
Delay/Veh:	10.4	9.1	8.3	9.3	9.1	9.1	10.1	10.1	8.2	9.6	9.8	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	9.1	8.3	9.3	9.1	9.1	10.1	10.1	8.2	9.6	9.8	8.2
LOS by Move:	B	A	A	A	A	A	B	B	A	A	A	A
ApproachDel:		9.6			9.1			9.4			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.6			9.1			9.4			9.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.1	0.1	0.1	0.2	0.2	0.3	0.3	0.1	0.1	0.2	0.0

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

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

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: C[19.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	32	128	0	0	102	168	172	0	48	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	128	0	0	102	168	172	0	48	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	128	0	0	102	168	172	0	48	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	48	193	0	0	154	254	260	0	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	48	193	0	0	154	254	260	0	73	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	408	xxxx	xxxxx	xxxx	xxxx	xxxxx	571	xxxx	281	xxxx	xxxx	xxxxx
Potent Cap.:	1162	xxxx	xxxxx	xxxx	xxxx	xxxxx	486	xxxx	763	xxxx	xxxx	xxxxx
Move Cap.:	1162	xxxx	xxxxx	xxxx	xxxx	xxxxx	470	xxxx	763	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.55	xxxx	0.10	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.3	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.7	xxxx	10.2	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			19.2			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: A[9.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	12	90	0	0	108	58	40	0	32	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	90	0	0	108	58	40	0	32	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	90	0	0	108	58	40	0	32	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	14	102	0	0	122	66	45	0	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	102	0	0	122	66	45	0	36	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	188	xxxx	xxxxx	xxxx	xxxx	xxxxx	285	xxxx	155	xxxx	xxxx	xxxxx
Potent Cap.:	1398	xxxx	xxxxx	xxxx	xxxx	xxxxx	710	xxxx	896	xxxx	xxxx	xxxxx
Move Cap.:	1398	xxxx	xxxxx	xxxx	xxxx	xxxxx	705	xxxx	896	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.5	xxxx	9.2	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[9.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1 1	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	71	0	40	59	0	0	0	0	1	0	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	71	0	40	59	0	0	0	0	1	0	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	71	0	40	59	0	0	0	0	1	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	87	0	49	72	0	0	0	0	1	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	87	0	49	72	0	0	0	0	1	0	60
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	87	xxxx	xxxxx	xxxx	xxxx	xxxxx	220	256	87
Potent Cap.:	xxxx	xxxx	xxxxx	1522	xxxx	xxxxx	xxxx	xxxx	xxxxx	772	651	977
Move Cap.:	xxxx	xxxx	xxxxx	1522	xxxx	xxxxx	xxxx	xxxx	xxxxx	753	630	977
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	972	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.0		
ApproachLOS:	*			*			*			A		

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

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

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Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[8.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 1	1 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	53	0	40	70	0	0	0	0	0	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	53	0	40	70	0	0	0	0	0	0	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	53	0	40	70	0	0	0	0	0	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	58	0	44	77	0	0	0	0	0	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	58	0	44	77	0	0	0	0	0	0	30
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	58	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	58
Potent Cap.:	xxxx	xxxx	xxxxx	1559	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1013
Move Cap.:	xxxx	xxxx	xxxxx	1559	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1013
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.7		
ApproachLOS:	*			*			*			A		

****

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

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

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 1	0 0 1		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	4	62	1	10	38	6	8	1	2	1	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	62	1	10	38	6	8	1	2	1	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	62	1	10	38	6	8	1	2	1	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	4	66	1	11	41	6	9	1	2	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	66	1	11	41	6	9	1	2	1	1	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	47	xxxx	xxxxx	67	xxxx	xxxxx	139	138	41	142	144	67
Potent Cap.:	1573	xxxx	xxxxx	1547	xxxx	xxxxx	836	757	1036	832	751	1002
Move Cap.:	1573	xxxx	xxxxx	1547	xxxx	xxxxx	828	749	1036	823	744	1002
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	851	xxxxx	xxxx	843	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	9.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			9.3			9.3		
ApproachLOS:	*			*			A			A		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

****

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 1	0	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	54	1	30	57	10	1	1	1	3	1	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	54	1	30	57	10	1	1	1	3	1	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	54	1	30	57	10	1	1	1	3	1	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	1	67	1	37	71	12	1	1	1	4	1	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	67	1	37	71	12	1	1	1	4	1	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	84	xxxx	xxxxx	69	xxxx	xxxxx	221	217	71	224	229	68
Potent Cap.:	1526	xxxx	xxxxx	1545	xxxx	xxxxx	739	684	997	736	674	1001
Move Cap.:	1526	xxxx	xxxxx	1545	xxxx	xxxxx	718	667	997	719	657	1001
Volume/Cap:	0.00	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.00	0.00	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	770	xxxxx	xxxx	856	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	9.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			9.7			9.3		
ApproachLOS:	*			*			A			A		

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

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
Morning Peak Hour

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

Intersection #43 San Gorgonio Avenue/Old Idyllwild Road (NS) at SR-243 Highway (

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: A[9.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	1	0 0	0 0	0	0 1!	0 0	0	0 0	0 1
Volume Module:												
Base Vol:	0	0	0	40	0	0	0	0	0	0	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	0	0	0	0	0	0	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	0	0	0	0	0	0	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	0	0	50	0	0	0	0	0	0	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	50	0	0	0	0	0	0	0	75
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	138	100	0	xxxx	xxxx	0
Potent Cap.:	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	837	794	900	xxxx	xxxx	900
Move Cap.:	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	735	749	900	xxxx	xxxx	900
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3
Control Del:	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.4		
ApproachLOS:	*			*			*			A		

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

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San Gorgonio Specific Plan
Interim Year (2019) Without Project
Evening Peak Hour

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

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Intersection #43 San Gorgonio Avenue/Old Idyllwild Road (NS) at SR-243 Highway (

****

Average Delay (sec/veh): 9.4 Worst Case Level Of Service: A[9.5]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	1 0	0	0	0 0	1!	0 0	0 0	0	1
Volume Module:												
Base Vol:	0	0	0	70	0	0	0	0	0	0	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	0	0	0	0	0	0	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	70	0	0	0	0	0	0	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	0	0	0	93	0	0	0	0	0	0	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	93	0	0	0	0	0	0	0	67
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	220	187	0	xxxx	xxxx	0
Potent Cap.:	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	740	711	900	xxxx	xxxx	900
Move Cap.:	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	631	638	900	xxxx	xxxx	900
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.3
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.3		
ApproachLOS:	*			*			*			A		

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

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Opening Year (2019) With Project

San Gorgonio Specific Plan
Interim Year (2019) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	66	789	439	111	754	24	28	91	11	196	160	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	789	439	111	754	24	28	91	11	196	160	123
Added Vol:	0	0	7	0	0	0	0	2	0	20	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	789	446	111	754	24	28	93	11	216	167	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	70	832	470	117	795	25	30	98	12	228	176	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	832	470	117	795	25	30	98	12	228	176	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	832	470	117	795	25	30	98	12	228	176	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.95	0.58	1.00	0.85	0.69	1.00	0.85
Lanes:	1.00	1.28	0.72	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2182	1233	1805	3481	111	1110	1900	1615	1313	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.06	0.23	0.23	0.03	0.05	0.01	0.17	0.09	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.20	0.47	0.47	0.12	0.39	0.39	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.19	0.81	0.81	0.56	0.59	0.59	0.12	0.24	0.03	0.81	0.43	0.38
Delay/Veh:	20.3	16.9	16.9	28.3	15.2	15.2	19.3	19.9	18.7	38.7	21.2	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	16.9	16.9	28.3	15.2	15.2	19.3	19.9	18.7	38.7	21.2	20.9
LOS by Move:	C	B	B	C	B	B	B	B	B	D	C	C
HCM2kAvgQ:	1	13	13	3	7	7	1	2	0	7	3	2

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	57	622	235		179	1035	30		23	117	61		284	133	125	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	57	622	235		179	1035	30		23	117	61		284	133	125	
Added Vol:	0	0	23		0	0	0		0	8	0		13	4	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	57	622	258		179	1035	30		23	125	61		297	137	125	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	59	643	267		185	1069	31		24	129	63		307	142	129	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	59	643	267		185	1069	31		24	129	63		307	142	129	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	59	643	267		185	1069	31		24	129	63		307	142	129	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.95	0.95		0.66	1.00	0.85		0.67	1.00	0.85	
Lanes:	1.00	1.41	0.59		1.00	1.94	0.06		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1805	2439	1012		1805	3494	101		1256	1900	1615		1273	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.26	0.26		0.10	0.31	0.31		0.02	0.07	0.04		0.24	0.07	0.08	
Crit Moves:	****					****							****			
Green/Cycle:	0.12	0.35	0.35		0.15	0.38	0.38		0.30	0.30	0.30		0.30	0.30	0.30	
Volume/Cap:	0.28	0.76	0.76		0.67	0.80	0.80		0.06	0.23	0.13		0.80	0.25	0.27	
Delay/Veh:	24.9	20.4	20.4		30.2	19.9	19.9		15.0	15.9	15.4		30.7	16.1	16.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.9	20.4	20.4		30.2	19.9	19.9		15.0	15.9	15.4		30.7	16.1	16.2	
LOS by Move:	C	C	C		C	B	B		B	B	B		C	B	B	
HCM2kAvgQ:	1	10	10		5	12	12		0	2	1		8	2	2	

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Morning Peak Hour

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

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[16.7]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	358 1310	0		0 890	2		1	0 110		0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	358 1310	0		0 890	2		1	0 110		0	0	0
Added Vol:	0 7	0		0 20	0		0	0 0		0	0	0
PasserByVol:	0 0	0		0 0	0		0	0 0		0	0	0
Initial Fut:	358 1317	0		0 910	2		1	0 110		0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.91 0.91	0.91		0.91 0.91	0.91		0.91 0.91	0.91		0.91 0.91	0.91	
PHF Volume:	394 1450	0		0 1002	2		1	0 121		0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0 0		0	0	0
FinalVolume:	394 1450	0		0 1002	2		1	0 121		0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		6.8 xxxx	6.9		xxxxx xxxx	xxxxx	
FollowUpTim:	2.2 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		3.5 xxxx	3.3		xxxxx xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	1004 xxxx xxxxx	xxxx		xxxx xxxxx	xxxxx		2517 xxxx	502		xxxx xxxx	xxxxx	
Potent Cap.:	698 xxxx xxxxx	xxxx		xxxx xxxxx	xxxxx		24 xxxx	520		xxxx xxxx	xxxxx	
Move Cap.:	698 xxxx xxxxx	xxxx		xxxx xxxxx	xxxxx		13 xxxx	520		xxxx xxxx	xxxxx	
Volume/Cap:	0.57 xxxx xxxx	xxxx		xxxx xxxx	xxxx		0.08 xxxx	0.23		xxxx xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	3.6 xxxx xxxxx	xxxx		xxxx xxxxx	xxxxx		0.2 xxxx	0.9		xxxx xxxx	xxxxx	
Control Del:	16.7 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		303.8 xxxx	14.0		xxxxx xxxx	xxxxx	
LOS by Move:	C *	*		* *	*		F *	B		* *	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	* *	*		* *	*		* *	*		* *	*	
ApproachDel:	xxxxxx			xxxxxx			16.6			xxxxxx		
ApproachLOS:	*			*			C			*		

****

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Evening Peak Hour

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

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: D[30.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	199	960		0 0	1531			1	1		0	139		0	0	0
Growth Adj:	1.00	1.00		1.00 1.00	1.00			1.00	1.00		1.00	1.00		1.00	1.00	1.00
Initial Bse:	199	960		0 0	1531			1	1		0	139		0	0	0
Added Vol:	0	23		0 0	13			0	0		0	0		0	0	0
PasserByVol:	0	0		0 0	0			0	0		0	0		0	0	0
Initial Fut:	199	983		0 0	1544			1	1		0	139		0	0	0
User Adj:	1.00	1.00		1.00 1.00	1.00			1.00	1.00		1.00	1.00		1.00	1.00	1.00
PHF Adj:	0.91	0.91		0.91 0.91	0.91			0.91	0.91		0.91	0.91		0.91	0.91	0.91
PHF Volume:	220	1085		0 0	1704			1	1		0	153		0	0	0
Reduct Vol:	0	0		0 0	0			0	0		0	0		0	0	0
FinalVolume:	220	1085		0 0	1704			1	1		0	153		0	0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx xxxx	xxxxx			6.8	xxxx		6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx xxxx	xxxxx			3.5	xxxx		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	1705	xxxx	xxxxx	xxxx xxxx	xxxxx			2687	xxxx		853	xxxx	xxxx	xxxxx		
Potent Cap.:	378	xxxx	xxxxx	xxxx xxxx	xxxxx			18	xxxx		307	xxxx	xxxx	xxxxx		
Move Cap.:	378	xxxx	xxxxx	xxxx xxxx	xxxxx			10	xxxx		307	xxxx	xxxx	xxxxx		
Volume/Cap:	0.58	xxxx	xxxx	xxxx xxxx	xxxx			0.11	xxxx		0.50	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	3.5	xxxx	xxxxx	xxxx xxxx	xxxxx			0.3	xxxx		2.6	xxxx	xxxx	xxxxx		
Control Del:	26.9	xxxx	xxxxx	xxxxx xxxx	xxxxx			416.7	xxxx		27.9	xxxxx	xxxx	xxxxx		
LOS by Move:	D	*		* *	*			F	*		D	*	*	*		
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx xxxx	xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		* *	*			*	*		*	*	*			
ApproachDel:	xxxxxx			xxxxxx				30.7			xxxxxx					
ApproachLOS:	*			*				D			*					

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	0		0	7	7		7	0	7		0	0	0	
Lanes:	1	0 2	0	0	0	0 1	1	0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	358	1310	0		0	890	2		1	0	110		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	358	1310	0		0	890	2		1	0	110		0	0	0	
Added Vol:	0	7	0		0	20	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	358	1317	0		0	910	2		1	0	110		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	394	1450	0		0	1002	2		1	0	121		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	394	1450	0		0	1002	2		1	0	121		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	394	1450	0		0	1002	2		1	0	121		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	1.00		1.00	0.95	0.95		0.86	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.99	0.01		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	3610	0		0	3602	8		1628	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.40	0.00		0.00	0.28	0.28		0.00	0.00	0.08		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.30	0.68	0.00		0.00	0.38	0.38		0.12	0.00	0.12		0.00	0.00	0.00	
Volume/Cap:	0.73	0.59	0.00		0.00	0.73	0.73		0.01	0.00	0.64		0.00	0.00	0.00	
Delay/Veh:	23.7	5.4	0.0		0.0	17.8	17.8		23.4	0.0	32.7		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.7	5.4	0.0		0.0	17.8	17.8		23.4	0.0	32.7		0.0	0.0	0.0	
LOS by Move:	C	A	A		A	B	B		C	A	C		A	A	A	
HCM2kAvgQ:	8	8	0		0	10	10		0	0	3		0	0	0	

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

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San Gorgonio Specific Plan
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	199	960	0	0	1531	1	1	0	139	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	960	0	0	1531	1	1	0	139	0	0	0
Added Vol:	0	23	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	983	0	0	1544	1	1	0	139	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	220	1085	0	0	1704	1	1	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1085	0	0	1704	1	1	0	153	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1085	0	0	1704	1	1	0	153	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.95	0.87	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.99	0.01	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3608	2	1657	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.00	0.00	0.47	0.47	0.00	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.15	0.71	0.00	0.00	0.57	0.57	0.11	0.00	0.11	0.00	0.00	0.00
Volume/Cap:	0.83	0.42	0.00	0.00	0.83	0.83	0.01	0.00	0.83	0.00	0.00	0.00
Delay/Veh:	48.6	4.2	0.0	0.0	15.4	15.4	27.5	0.0	56.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	4.2	0.0	0.0	15.4	15.4	27.5	0.0	56.6	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	C	A	E	A	A	A
HCM2kAvgQ:	7	5	0	0	18	18	0	0	6	0	0	0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.0
Optimal Cycle:	0	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	168	0	42	0	0	0	0	448	102	28	182	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	42	0	0	0	0	448	102	28	182	0
Added Vol:	0	0	1	0	0	0	0	9	0	3	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	43	0	0	0	0	457	102	31	209	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	179	0	46	0	0	0	0	486	108	33	222	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	0	46	0	0	0	0	486	108	33	222	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	0	46	0	0	0	0	486	108	33	222	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.00	0.20	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	463	0	119	0	0	0	0	652	741	552	601	0
Capacity Analysis Module:												
Vol/Sat:	0.39	xxxx	0.39	xxxx	xxxx	xxxx	xxxx	0.75	0.15	0.06	0.37	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	12.1	0.0	12.1	0.0	0.0	0.0	0.0	21.9	8.3	9.4	11.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	0.0	12.1	0.0	0.0	0.0	0.0	21.9	8.3	9.4	11.7	0.0
LOS by Move:	B	*	B	*	*	*	*	C	A	A	B	*
ApproachDel:	12.1			xxxxxx			19.4			11.4		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	12.1			xxxxxx			19.4			11.4		
LOS by Appr:	B			*			C			B		
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.0	2.5	0.2	0.1	0.5	0.0

****

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

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

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	0	1	0	1	0	1 0
Volume Module:												
Base Vol:	91	0	28	0	0	0	0	362	133	27	379	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	0	28	0	0	0	0	362	133	27	379	0
Added Vol:	0	0	4	0	0	0	0	30	0	2	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	0	32	0	0	0	0	392	133	29	397	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	94	0	33	0	0	0	0	407	138	30	412	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	0	33	0	0	0	0	407	138	30	412	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	0	33	0	0	0	0	407	138	30	412	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.74	0.00	0.26	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	414	0	145	0	0	0	0	670	764	596	658	0
Capacity Analysis Module:												
Vol/Sat:	0.23	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	0.61	0.18	0.05	0.63	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	10.5	0.0	10.5	0.0	0.0	0.0	0.0	15.7	8.3	8.9	16.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	0.0	10.5	0.0	0.0	0.0	0.0	15.7	8.3	8.9	16.5	0.0
LOS by Move:	B	*	B	*	*	*	*	C	A	A	C	*
ApproachDel:	10.5			xxxxxx			13.8			16.0		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	10.5			xxxxxx			13.8			16.0		
LOS by Appr:	B			*			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	1.4	0.2	0.1	1.5	0.0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	7	0	7	0	0	0	0	7	7		7	7	0	
Lanes:	0 0	1! 0	0	0 0	0 0	0	0	0 1	0 1		1	0 1	0	0
Volume Module:														
Base Vol:	168	0	42	0	0	0	0	448	102		28	182	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	168	0	42	0	0	0	0	448	102		28	182	0	
Added Vol:	0	0	1	0	0	0	0	9	0		3	27	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	168	0	43	0	0	0	0	457	102		31	209	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	179	0	46	0	0	0	0	486	108		33	222	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	179	0	46	0	0	0	0	486	108		33	222	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	179	0	46	0	0	0	0	486	108		33	222	0	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.74	1.00	0.74	1.00	1.00	1.00	1.00	1.00	0.85		0.39	1.00	1.00	
Lanes:	0.80	0.00	0.20	0.00	0.00	0.00	0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	1115	0	285	0	0	0	0	1900	1615		733	1900	0	
Capacity Analysis Module:														
Vol/Sat:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.26	0.07		0.04	0.12	0.00	
Crit Moves:	****							****						
Green/Cycle:	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.53	0.53		0.53	0.53	0.00	
Volume/Cap:	0.48	0.00	0.48	0.00	0.00	0.00	0.00	0.48	0.13		0.08	0.22	0.00	
Delay/Veh:	16.6	0.0	16.6	0.0	0.0	0.0	0.0	9.2	7.1		6.9	7.5	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	16.6	0.0	16.6	0.0	0.0	0.0	0.0	9.2	7.1		6.9	7.5	0.0	
LOS by Move:	B	A	B	A	A	A	A	A	A		A	A	A	
HCM2kAvgQ:	4	0	4	0	0	0	0	6	1		0	2	0	

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2019) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	91	0	28	0	0	0	0	362	133	27	379	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	0	28	0	0	0	0	362	133	27	379	0
Added Vol:	0	0	4	0	0	0	0	30	0	2	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	0	32	0	0	0	0	392	133	29	397	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	94	0	33	0	0	0	0	407	138	30	412	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	0	33	0	0	0	0	407	138	30	412	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	0	33	0	0	0	0	407	138	30	412	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.00	0.76	1.00	1.00	1.00	1.00	1.00	0.85	0.48	1.00	1.00
Lanes:	0.74	0.00	0.26	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1063	0	374	0	0	0	0	1900	1615	920	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.21	0.09	0.03	0.22	0.00
Crit Moves:	****										****	
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.61	0.61	0.61	0.61	0.00
Volume/Cap:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.35	0.14	0.05	0.35	0.00
Delay/Veh:	19.0	0.0	19.0	0.0	0.0	0.0	0.0	5.8	4.9	4.6	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	0.0	19.0	0.0	0.0	0.0	0.0	5.8	4.9	4.6	5.9	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	4	1	0	4	0

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2019) With Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	135	6	97	238	205	2	2	113	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	135	6	97	238	205	2	2	113	182
Added Vol:	0	0	0	0	0	0	0	10	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	135	6	97	238	215	2	2	143	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	1	1	1	155	7	111	273	247	2	2	164	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	155	7	111	273	247	2	2	164	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	155	7	111	273	247	2	2	164	209
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.06	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	395	418	455	479	33	531	517	556	614	482	522	582
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.21	0.21	0.53	0.44	0.00	0.00	0.31	0.36
Crit Moves:	****			****			****					****
Delay/Veh:	11.0	10.5	9.8	13.1	10.3	10.3	16.6	13.8	8.3	9.9	12.2	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	10.5	9.8	13.1	10.3	10.3	16.6	13.8	8.3	9.9	12.2	11.8
LOS by Move:	B	B	A	B	B	B	C	B	A	A	B	B
ApproachDel:		10.4			11.9			15.2			12.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.4			11.9			15.2			12.0	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.2	0.2	1.0	0.7	0.0	0.0	0.4	0.5

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Evening Peak Hour

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

****

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	4	12	4	185	6	150	167	241	2	2	247	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	12	4	185	6	150	167	241	2	2	247	211
Added Vol:	0	0	0	0	0	0	0	34	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	12	4	185	6	150	167	275	2	2	267	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	4	13	4	194	6	157	175	289	2	2	280	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	13	4	194	6	157	175	289	2	2	280	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	13	4	194	6	157	175	289	2	2	280	221
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.04	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	367	387	418	463	21	522	467	502	545	461	503	554
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.01	0.42	0.30	0.30	0.38	0.58	0.00	0.00	0.56	0.40
Crit Moves:		****		****				****			****	
Delay/Veh:	11.6	11.3	10.4	15.3	11.6	11.6	14.5	18.3	9.0	10.2	17.7	12.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.3	10.4	15.3	11.6	11.6	14.5	18.3	9.0	10.2	17.7	12.9
LOS by Move:	B	B	B	C	B	B	B	C	A	B	C	B
ApproachDel:		11.2			13.6			16.8			15.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.2			13.6			16.8			15.6	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.0	0.0	0.0	0.6	0.4	0.4	0.6	1.2	0.0	0.0	1.1	0.6

****

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.379
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	135	6	97	238	205	2	2	113	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	135	6	97	238	205	2	2	113	182
Added Vol:	0	0	0	0	0	0	0	10	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	135	6	97	238	215	2	2	143	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	1	1	1	155	7	111	273	247	2	2	164	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	155	7	111	273	247	2	2	164	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	155	7	111	273	247	2	2	164	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.85	0.77	0.86	0.86	0.65	1.00	0.85	0.60	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	0.06	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1286	1900	1615	1459	95	1537	1229	1900	1615	1138	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.07	0.07	0.22	0.13	0.00	0.00	0.09	0.13
Crit Moves:				****			****					
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.00	0.00	0.00	0.38	0.26	0.26	0.38	0.22	0.00	0.00	0.15	0.22
Delay/Veh:	15.6	15.6	15.6	18.0	17.1	17.1	6.9	6.0	5.1	5.1	5.7	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	15.6	15.6	18.0	17.1	17.1	6.9	6.0	5.1	5.1	5.7	6.0
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	2	2	3	2	0	0	1	2

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	0 1	1 0	0 1	0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	4	12	4	185	6	150	167	241	2	2	247	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	12	4	185	6	150	167	241	2	2	247	211
Added Vol:	0	0	0	0	0	0	0	34	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	12	4	185	6	150	167	275	2	2	267	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0195	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	4	13	4	194	6	157	175	289	2	2	280	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	13	4	194	6	157	175	289	2	2	280	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	13	4	194	6	157	175	289	2	2	280	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	1.00	0.85	0.76	0.86	0.86	0.55	1.00	0.85	0.54	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	0.04	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1229	1900	1615	1440	63	1564	1039	1900	1615	1022	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.13	0.10	0.10	0.17	0.15	0.00	0.00	0.15	0.14
Crit Moves:				****			****					
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.01	0.02	0.01	0.35	0.26	0.26	0.35	0.32	0.00	0.00	0.31	0.28
Delay/Veh:	11.4	11.4	11.4	13.5	12.8	12.8	10.1	9.7	8.1	8.1	9.6	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	11.4	11.4	13.5	12.8	12.8	10.1	9.7	8.1	8.1	9.6	9.5
LOS by Move:	B	B	B	B	B	B	B	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	2	2	2	3	0	0	3	3

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	107	255	0	0	329	23	35	0	201	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	255	0	0	329	23	35	0	201	0	0	0
Added Vol:	7	10	0	0	3	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	265	0	0	332	23	35	0	203	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	130	303	0	0	379	26	40	0	232	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	303	0	0	379	26	40	0	232	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	303	0	0	379	26	40	0	232	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.83	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1761	122	1579	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.00	0.00	0.22	0.22	0.03	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.53	0.00	0.00	0.40	0.40	0.27	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.54	0.30	0.00	0.00	0.54	0.54	0.09	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	26.7	7.9	0.0	0.0	14.6	14.6	16.7	0.0	12.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	7.9	0.0	0.0	14.6	14.6	16.7	0.0	12.9	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	3	3	0	0	6	6	1	0	3	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

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Cycle (sec): 60 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: OPTIMIZED Level Of Service: B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	223	356	0	0	245	37	14	0	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	356	0	0	245	37	14	0	155	0	0	0
Added Vol:	4	7	0	0	11	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	363	0	0	256	37	14	0	163	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	234	373	0	0	263	38	14	0	168	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	373	0	0	263	38	14	0	168	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	373	0	0	263	38	14	0	168	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	0.81	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1632	236	1530	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.00	0.00	0.16	0.16	0.01	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.30	0.68	0.00	0.00	0.38	0.38	0.12	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.43	0.29	0.00	0.00	0.43	0.43	0.08	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	17.2	3.9	0.0	0.0	14.2	14.2	23.8	0.0	11.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	3.9	0.0	0.0	14.2	14.2	23.8	0.0	11.4	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	C	A	B	A	A	A
HCM2kAvgQ:	4	3	0	0	4	4	0	0	2	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.6
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	74	206	138	160	474	102	25	112	141	165	124	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	206	138	160	474	102	25	112	141	165	124	139
Added Vol:	0	10	0	2	3	0	0	1	0	0	3	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	216	138	162	477	102	25	113	141	165	127	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	85	249	159	186	549	117	29	130	162	190	146	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	249	159	186	549	117	29	130	162	190	146	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	249	159	186	549	117	29	130	162	190	146	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.87	0.87	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.65	0.35	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	2897	619	1805	1655	1655	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.10	0.10	0.19	0.19	0.02	0.08	0.10	0.11	0.04	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.22	0.38	0.20	0.30	0.30	0.16	0.15	0.15	0.17	0.16	0.16
Volume/Cap:	0.40	0.60	0.26	0.53	0.64	0.64	0.10	0.51	0.64	0.64	0.25	0.65
Delay/Veh:	25.8	23.4	12.8	23.2	19.6	19.6	21.7	24.1	26.8	27.9	22.3	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	23.4	12.8	23.2	19.6	19.6	21.7	24.1	26.8	27.9	22.3	29.5
LOS by Move:	C	C	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	5	2	4	7	7	1	3	4	5	1	4

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	82	551	207	143	316	10	18	99	63	161	98	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	551	207	143	316	10	18	99	63	161	98	181
Added Vol:	0	7	0	8	11	0	0	4	0	0	2	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	558	207	151	327	10	18	103	63	161	100	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	92	628	233	170	368	11	20	116	71	181	112	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	628	233	170	368	11	20	116	71	181	112	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	628	233	170	368	11	20	116	71	181	112	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.95	0.95	0.95	0.90	0.90	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.24	0.76	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	3489	107	1805	2112	1292	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.14	0.09	0.11	0.11	0.01	0.05	0.05	0.10	0.03	0.13
Crit Moves:		****		****			****					****
Green/Cycle:	0.25	0.41	0.55	0.12	0.28	0.28	0.09	0.12	0.12	0.13	0.16	0.16
Volume/Cap:	0.20	0.80	0.26	0.80	0.37	0.37	0.12	0.45	0.45	0.76	0.19	0.80
Delay/Veh:	22.5	25.0	9.2	51.0	21.8	21.8	31.5	31.3	31.3	44.7	27.4	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	25.0	9.2	51.0	21.8	21.8	31.5	31.3	31.3	44.7	27.4	46.0
LOS by Move:	C	C	A	D	C	C	C	C	C	D	C	D
HCM2kAvgQ:	2	15	3	6	4	4	1	3	3	6	1	7

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	105	427	161	146	475	93	104	183	155	160	143	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	427	161	146	475	93	104	183	155	160	143	48
Added Vol:	0	0	9	3	0	0	0	1	0	27	3	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	427	170	149	475	93	104	184	155	187	146	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	116	473	188	165	527	103	115	204	172	207	162	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	473	188	165	527	103	115	204	172	207	162	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	473	188	165	527	103	115	204	172	207	162	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.12	0.09	0.15	0.06	0.06	0.06	0.11	0.11	0.04	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.19	0.19	0.17	0.25	0.25	0.19	0.18	0.18	0.19	0.19	0.19
Volume/Cap:	0.55	0.69	0.61	0.54	0.60	0.26	0.34	0.32	0.60	0.60	0.24	0.21
Delay/Veh:	28.2	25.4	25.7	24.6	21.1	18.6	21.9	21.7	26.0	24.9	21.0	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	25.4	25.7	24.6	21.1	18.6	21.9	21.7	26.0	24.9	21.0	21.1
LOS by Move:	C	C	C	C	C	B	C	C	C	C	C	C
HCM2kAvgQ:	3	6	4	4	5	2	2	2	4	5	2	1

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	157	511	171	88	471	90	192	251	177	272	292	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	511	171	88	471	90	192	251	177	272	292	96
Added Vol:	0	0	30	11	0	0	0	4	0	18	2	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	511	201	99	471	90	192	255	177	290	294	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	171	556	219	108	513	98	209	277	193	316	320	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	556	219	108	513	98	209	277	193	316	320	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	556	219	108	513	98	209	277	193	316	320	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.14	0.06	0.14	0.06	0.12	0.08	0.12	0.17	0.09	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.15	0.21	0.21	0.12	0.18	0.18	0.20	0.16	0.16	0.24	0.20	0.20
Volume/Cap:	0.64	0.73	0.64	0.51	0.79	0.34	0.57	0.47	0.73	0.73	0.44	0.34
Delay/Veh:	29.1	25.5	25.6	27.0	29.8	22.1	23.8	23.3	33.5	27.0	21.4	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	25.5	25.6	27.0	29.8	22.1	23.8	23.3	33.5	27.0	21.4	21.1
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	7	5	3	7	2	4	3	5	7	3	2

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	0		0	7	7		0	0	0		7	7	7	
Lanes:	1	0 2	0	0	0	0 2	0	1	0	0 0	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	221	645	0		0	559	297		0	0	0		171	2	155	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	221	645	0		0	559	297		0	0	0		171	2	155	
Added Vol:	0	9	0		0	27	0		0	0	0		23	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	221	654	0		0	586	297		0	0	0		194	2	155	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	237	702	0		0	629	319		0	0	0		208	2	166	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	237	702	0		0	629	319		0	0	0		208	2	166	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	237	702	0		0	629	319		0	0	0		208	2	166	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	1.00		1.00	0.95	0.85		1.00	1.00	1.00		0.92	0.92	0.85	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.99	0.01	1.00	
Final Sat.:	1805	3610	0		0	3610	1615		0	0	0		1725	18	1615	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.19	0.00		0.00	0.17	0.20		0.00	0.00	0.00		0.12	0.12	0.10	
Crit Moves:	****						****							****		
Green/Cycle:	0.23	0.59	0.00		0.00	0.35	0.35		0.00	0.00	0.00		0.21	0.21	0.21	
Volume/Cap:	0.56	0.33	0.00		0.00	0.50	0.56		0.00	0.00	0.00		0.56	0.56	0.48	
Delay/Veh:	22.0	6.5	0.0		0.0	15.6	17.0		0.0	0.0	0.0		23.0	23.0	21.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.0	6.5	0.0		0.0	15.6	17.0		0.0	0.0	0.0		23.0	23.0	21.7	
LOS by Move:	C	A	A		A	B	B		A	A	A		C	C	C	
HCM2kAvgQ:	5	4	0		0	5	6		0	0	0		4	4	3	

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	300	944	0	0	657	306	0	0	0	343	3	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	944	0	0	657	306	0	0	0	343	3	266
Added Vol:	0	30	0	0	18	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	974	0	0	675	306	0	0	0	358	3	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	325	1054	0	0	731	331	0	0	0	387	3	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	1054	0	0	731	331	0	0	0	387	3	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	1054	0	0	731	331	0	0	0	387	3	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.91	0.91	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1722	14	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.29	0.00	0.00	0.20	0.21	0.00	0.00	0.00	0.22	0.22	0.18
Crit Moves:	****					****					****	
Green/Cycle:	0.24	0.50	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.30	0.30	0.30
Volume/Cap:	0.76	0.58	0.00	0.00	0.75	0.76	0.00	0.00	0.00	0.76	0.76	0.60
Delay/Veh:	29.3	10.9	0.0	0.0	23.4	27.9	0.0	0.0	0.0	25.9	25.9	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	10.9	0.0	0.0	23.4	27.9	0.0	0.0	0.0	25.9	25.9	20.3
LOS by Move:	C	B	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	8	0	0	8	8	0	0	0	9	9	6

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	551	279	168	562	0	309	3	318	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	551	279	168	562	0	309	3	318	0	0	0
Added Vol:	0	9	8	0	50	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	560	287	168	612	0	309	3	318	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	577	296	173	630	0	318	3	327	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	577	296	173	630	0	318	3	327	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	577	296	173	630	0	318	3	327	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1744	17	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.18	0.10	0.17	0.00	0.18	0.18	0.20	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.30	0.30	0.16	0.46	0.00	0.34	0.34	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.53	0.60	0.60	0.38	0.00	0.54	0.54	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	17.8	19.9	27.0	10.6	0.0	17.2	17.2	18.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.8	19.9	27.0	10.6	0.0	17.2	17.2	18.5	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	5	6	4	4	0	5	5	6	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	7	7		7	7	0		7	7	7		0	0	0	
Lanes:	0 0	2 0	1		1 0	2 0	0		0 1	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	0	864	392		165	812	0		376	13	448		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	864	392		165	812	0		376	13	448		0	0	0	
Added Vol:	0	30	26		0	33	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	894	418		165	845	0		376	13	448		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	0	932	436		172	881	0		392	14	467		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	932	436		172	881	0		392	14	467		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	932	436		172	881	0		392	14	467		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.95	0.85		0.95	0.95	1.00		0.93	0.93	0.85		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.97	0.03	1.00		0.00	0.00	0.00	
Final Sat.:	0	3610	1615		1805	3610	0		1713	59	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.27		0.10	0.24	0.00		0.23	0.23	0.29		0.00	0.00	0.00	
Crit Moves:			****		****						****					
Green/Cycle:	0.00	0.33	0.33		0.12	0.45	0.00		0.35	0.35	0.35		0.00	0.00	0.00	
Volume/Cap:	0.00	0.78	0.82		0.82	0.55	0.00		0.65	0.65	0.82		0.00	0.00	0.00	
Delay/Veh:	0.0	21.6	28.1		47.3	12.6	0.0		18.6	18.6	26.7		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	21.6	28.1		47.3	12.6	0.0		18.6	18.6	26.7		0.0	0.0	0.0	
LOS by Move:	A	C	C		D	B	A		B	B	C		A	A	A	
HCM2kAvgQ:	0	10	10		6	7	0		7	7	11		0	0	0	

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	27	237	15	108	213	71	139	37	44	23	52	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	237	15	108	213	71	139	37	44	23	52	235
Added Vol:	0	1	0	10	3	37	12	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	238	15	118	216	108	151	37	44	23	52	238
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.00
PHF Volume:	28	245	15	122	223	0	156	38	45	24	54	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	245	15	122	223	0	156	38	45	24	54	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	28	245	15	122	223	0	156	38	45	24	54	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	1.00	0.95	0.87	0.87	0.85	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3365	212	1805	3610	1900	1805	1659	1659	1615	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.07	0.06	0.00	0.09	0.02	0.03	0.01	0.03	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.20	0.20	0.18	0.19	0.00	0.23	0.35	0.35	0.12	0.12	0.00
Volume/Cap:	0.08	0.37	0.37	0.37	0.32	0.00	0.37	0.07	0.08	0.13	0.24	0.00
Delay/Veh:	20.0	21.1	21.1	22.1	21.2	0.0	19.8	12.9	13.0	24.1	24.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	21.1	21.1	22.1	21.2	0.0	19.8	12.9	13.0	24.1	24.7	0.0
LOS by Move:	C	C	C	C	C	A	B	B	B	C	C	A
HCM2kAvgQ:	0	3	3	2	2	0	3	0	1	0	1	0

****

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

****

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Permitted					
Rights:	Include						Ignore						Include						Ignore					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	2	0	1		1	0	1	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	42		233		24		189		251		111		90		127		44		25		78		187	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	42		233		24		189		251		111		90		127		44		25		78		187	
Added Vol:	0		4		0		7		2		24		42		0		0		0		0		11	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	42		237		24		196		253		135		132		127		44		25		78		198	
User Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
PHF Adj:	0.96		0.96		0.96		0.96		0.96		0.00		0.96		0.96		0.96		0.96		0.96		0.00	
PHF Volume:	44		248		25		205		265		0		138		133		46		26		82		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	44		248		25		205		265		0		138		133		46		26		82		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
FinalVolume:	44		248		25		205		265		0		138		133		46		26		82		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.94		0.94		0.95		0.95		1.00		0.95		0.91		0.91		0.85		1.00		1.00	
Lanes:	1.00		1.82		0.18		1.00		2.00		1.00		1.00		1.49		0.51		1.00		1.00		1.00	
Final Sat.:	1805		3232		327		1805		3610		1900		1805		2577		893		1615		1900		1900	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.08		0.08		0.11		0.07		0.00		0.08		0.05		0.05		0.02		0.04		0.00	
Crit Moves:			****				****						****								****			
Green/Cycle:	0.22		0.18		0.18		0.26		0.22		0.00		0.18		0.29		0.29		0.12		0.12		0.00	
Volume/Cap:	0.11		0.43		0.43		0.43		0.33		0.00		0.43		0.18		0.18		0.14		0.37		0.00	
Delay/Veh:	18.8		22.5		22.5		19.0		20.0		0.0		23.0		15.9		15.9		24.1		25.5		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	18.8		22.5		22.5		19.0		20.0		0.0		23.0		15.9		15.9		24.1		25.5		0.0	
LOS by Move:	B		C		C		B		B		A		C		B		B		C		C		A	
HCM2kAvgQ:	1		3		3		4		2		0		3		1		1		1		2		0	

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Morning Peak Hour

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

****

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[15.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 1		0 0 1!	0 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	10	1	31	5	5	10	8	344	9	46	400	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1	31	5	5	10	8	344	9	46	400	2
Added Vol:	4	0	0	0	0	0	0	3	1	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1	31	5	5	10	8	347	10	46	409	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	16	1	35	6	6	11	9	394	11	52	464	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	1	35	6	6	11	9	394	11	52	464	2
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	751	983	197	784	992	232	467	xxxx	xxxxx	405	xxxx	xxxxx
Potent Cap.:	303	251	817	287	248	776	1106	xxxx	xxxxx	1164	xxxx	xxxxx
Move Cap.:	281	238	817	263	235	776	1106	xxxx	xxxxx	1164	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.04	0.02	0.02	0.01	0.01	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	0.0	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	18.6	20.2	9.6	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	C	C	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	376	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:		12.6			15.2			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	

****

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

****

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Evening Peak Hour

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

****

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[17.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 1		0 0 1!	0 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	8	2	60	5	4	1	5	405	6	21	360	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	2	60	5	4	1	5	405	6	21	360	3
Added Vol:	3	0	0	0	0	0	0	10	5	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	2	60	5	4	1	5	415	11	21	366	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	12	2	67	6	4	1	6	461	12	23	407	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	2	67	6	4	1	6	461	12	23	407	3
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	724	929	231	696	938	203	410	xxxx	xxxxx	473	xxxx	xxxxx
Potent Cap.:	317	270	778	332	266	810	1160	xxxx	xxxxx	1099	xxxx	xxxxx
Move Cap.:	306	263	778	296	260	810	1160	xxxx	xxxxx	1099	xxxx	xxxxx
Volume/Cap:	0.04	0.01	0.09	0.02	0.02	0.00	0.00	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	0.0	0.3	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	17.3	18.8	10.1	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	C	C	B	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	298	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	17.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:		11.4			17.5			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	

****

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

****

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Morning Peak Hour

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

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 1	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	1	1	1	30	1	21	24	320	1	9	309	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	30	1	21	24	320	1	9	309	16
Added Vol:	0	0	0	1	0	0	0	17	0	0	50	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	31	1	21	24	337	1	9	359	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	1	1	1	36	1	24	28	390	1	10	416	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	1	36	1	24	28	390	1	10	416	23
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	676	907	196	688	884	208	439	xxxx	xxxxx	392	xxxx	xxxxx
Potent Cap.:	343	278	819	336	286	804	1131	xxxx	xxxxx	1178	xxxx	xxxxx
Move Cap.:	323	269	819	326	277	804	1131	xxxx	xxxxx	1178	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.03	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.6	8.3	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	373	xxxxx	324	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.7	xxxxx	17.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	*	*	*	*	*	*	*
ApproachDel:		14.7			14.4			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

****

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Evening Peak Hour

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

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[23.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 1	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	1	1	1	11	1	39	74	439	3	7	501	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	11	1	39	74	439	3	7	501	26
Added Vol:	0	0	0	5	0	0	0	57	0	0	33	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	16	1	39	74	496	3	7	534	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	1	1	1	18	1	44	83	557	3	8	600	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	1	18	1	44	83	557	3	8	600	33
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1042	1374	280	1061	1343	300	633	xxxx	xxxxx	561	xxxx	xxxxx
Potent Cap.:	187	147	723	181	153	702	960	xxxx	xxxxx	1021	xxxx	xxxxx
Move Cap.:	162	133	723	166	139	702	960	xxxx	xxxxx	1021	xxxx	xxxxx
Volume/Cap:	0.01	0.01	0.00	0.11	0.01	0.06	0.09	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.5	9.1	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	199	xxxxx	165	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	23.4	xxxxx	29.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	D	*	*	*	*	*	*	*	*
ApproachDel:		23.4			16.3			xxxxxx			xxxxxx	
ApproachLOS:		C			C			*			*	

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

****

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Morning Peak Hour

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

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.084
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.3
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0 0	0 0	0	0 1	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	40	0	0	0	0	0	0	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	0	0	0	0	0	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	0	0	0	0	0	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
PHF Volume:	71	0	0	0	0	0	0	0	53	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	0	0	0	0	0	0	0	53	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	0	0	0	0	0	0	0	53	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	847	0	0	0	0	0	0	765	898	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.06	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:	7.6			xxxxxx			6.9			xxxxxx		
Delay Adj:	1.00			xxxxx			1.00			xxxxx		
ApprAdjDel:	7.6			xxxxxx			6.9			xxxxxx		
LOS by Appr:	A			*			A			*		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Evening Peak Hour

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

****

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.128
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0 0	0 0	0	0 1	0 1	0	0 0	0 0 0
Volume Module:												
Base Vol:	70	0	0	0	0	0	0	0	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	0	0	0	0	0	0	60	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	0	0	0	0	0	0	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	106	0	0	0	0	0	0	0	91	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	0	0	0	0	0	0	91	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	0	0	0	0	0	0	0	91	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	826	0	0	0	0	0	0	748	875	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.10	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:	7.9			xxxxxx			7.2			xxxxxx		
Delay Adj:	1.00			xxxxx			1.00			xxxxx		
ApprAdjDel:	7.9			xxxxxx			7.2			xxxxxx		
LOS by Appr:	A			*			A			*		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0

****

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2019) With Project
Morning Peak Hour

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

****

Intersection #17 Lincoln Street (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [0.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

****

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

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2019) With Project
Evening Peak Hour

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

****

Intersection #17 Lincoln Street (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [0.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

****

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

****

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Morning Peak Hour

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

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	111	15	32	5	39	16	15	234	177	44	203	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	15	32	5	39	16	15	234	177	44	203	1
Added Vol:	15	7	0	0	2	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	22	32	5	41	16	15	234	182	44	203	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	143	25	36	6	46	18	17	265	206	50	230	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	25	36	6	46	18	17	265	206	50	230	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	25	36	6	46	18	17	265	206	50	230	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.44	0.56	1.00	0.56	0.44	1.00	0.99	0.01
Final Sat.:	453	480	531	418	650	262	556	364	283	531	577	3
Capacity Analysis Module:												
Vol/Sat:	0.31	0.05	0.07	0.01	0.07	0.07	0.03	0.73	0.73	0.09	0.40	0.40
Crit Moves:	****				****			****			****	
Delay/Veh:	13.1	9.9	9.3	10.6	10.3	10.0	9.2	20.7	20.7	9.8	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	9.9	9.3	10.6	10.3	10.0	9.2	20.7	20.7	9.8	12.4	12.4
LOS by Move:	B	A	A	B	B	B	A	C	C	A	B	B
ApproachDel:		12.1			10.3			20.3			11.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.1			10.3			20.3			11.9	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.4	0.0	0.1	0.0	0.1	0.1	0.0	2.3	2.3	0.1	0.6	0.6

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Evening Peak Hour

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

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	189	43	78				1	10	0				1	222	168				62	181	7			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	189	43	78				1	10	0				1	222	168				62	181	7			
Added Vol:	10	4	0				0	8	0				0	0	17				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	199	47	78				1	18	0				1	222	185				62	181	7			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88			
PHF Volume:	225	53	88				1	20	0				1	251	210				70	205	8			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	225	53	88				1	20	0				1	251	210				70	205	8			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	225	53	88				1	20	0				1	251	210				70	205	8			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00				1.00	2.00	0.00				1.00	0.55	0.45				1.00	0.96	0.04			
Final Sat.:	470	498	552				392	829	0				525	332	277				505	529	20			
Capacity Analysis Module:																								
Vol/Sat:	0.48	0.11	0.16				0.00	0.02	xxxx				0.00	0.76	0.76				0.14	0.39	0.39			
Crit Moves:	****							****							****					****				
Delay/Veh:	16.1	10.3	9.9				10.9	10.6	0.0				9.3	23.5	23.5				10.6	12.7	12.7			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	16.1	10.3	9.9				10.9	10.6	0.0				9.3	23.5	23.5				10.6	12.7	12.7			
LOS by Move:	C	B	A				B	B	*				A	C	C				B	B	B			
ApproachDel:	13.8						10.6						23.5						12.2					
Delay Adj:	1.00						1.00						1.00						1.00					
ApprAdjDel:	13.8						10.6						23.5						12.2					
LOS by Appr:	B						B						C						B					
AllWayAvgQ:	0.8	0.1	0.2				0.0	0.0	0.0				0.0	2.5	2.5				0.1	0.6	0.6			

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Permitted			Permitted			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7				7	7	7			
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0	0 1	0			1	0	0 1	0		
Volume Module:																		
Base Vol:	189	43	78	1	10	0	1	222	168				62	181	7			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	189	43	78	1	10	0	1	222	168				62	181	7			
Added Vol:	10	4	0	0	8	0	0	0	17				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	199	47	78	1	18	0	1	222	185				62	181	7			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88			
PHF Volume:	225	53	88	1	20	0	1	251	210				70	205	8			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	225	53	88	1	20	0	1	251	210				70	205	8			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	225	53	88	1	20	0	1	251	210				70	205	8			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	0.75	1.00	0.85	0.72	0.95	0.95	0.62	0.93	0.93				0.41	0.99	0.99			
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.55	0.45				1.00	0.96	0.04			
Final Sat.:	1429	1900	1615	1374	3610	0	1172	966	805				779	1818	70			
Capacity Analysis Module:																		
Vol/Sat:	0.16	0.03	0.05	0.00	0.01	0.00	0.00	0.26	0.26				0.09	0.11	0.11			
Crit Moves:	****							****										
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.00	0.54	0.54	0.54				0.54	0.54	0.54			
Volume/Cap:	0.48	0.09	0.17	0.00	0.02	0.00	0.00	0.48	0.48				0.17	0.21	0.21			
Delay/Veh:	16.9	14.0	14.5	13.6	13.7	0.0	6.4	9.0	9.0				7.2	7.3	7.3			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	16.9	14.0	14.5	13.6	13.7	0.0	6.4	9.0	9.0				7.2	7.3	7.3			
LOS by Move:	B	B	B	B	B	A	A	A	A				A	A	A			
HCM2kAvgQ:	4	1	1	0	0	0	0	6	6				1	2	2			

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	111		15		32		5		39		16		15		234		177		44		203		1	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	111		15		32		5		39		16		15		234		177		44		203		1	
Added Vol:	15		7		0		0		2		0		0		0		5		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	126		22		32		5		41		16		15		234		182		44		203		1	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88	
PHF Volume:	143		25		36		6		46		18		17		265		206		50		230		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	143		25		36		6		46		18		17		265		206		50		230		1	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	143		25		36		6		46		18		17		265		206		50		230		1	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.72		1.00		0.85		0.75		0.91		0.91		0.61		0.93		0.93		0.44		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		1.44		0.56		1.00		0.56		0.44		1.00		0.99		0.01	
Final Sat.:	1360		1900		1615		1419		2488		971		1153		998		776		830		1889		9	
Capacity Analysis Module:																								
Vol/Sat:	0.10		0.01		0.02		0.00		0.02		0.02		0.01		0.27		0.27		0.06		0.12		0.12	
Crit Moves:	****														****									
Green/Cycle:	0.25		0.25		0.25		0.25		0.25		0.25		0.62		0.62		0.62		0.62		0.62		0.62	
Volume/Cap:	0.43		0.05		0.09		0.02		0.08		0.08		0.02		0.43		0.43		0.10		0.20		0.20	
Delay/Veh:	20.0		17.4		17.6		17.2		17.4		17.4		4.4		6.1		6.1		4.7		5.0		5.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	20.0		17.4		17.6		17.2		17.4		17.4		4.4		6.1		6.1		4.7		5.0		5.0	
LOS by Move:	B		B		B		B		B		B		A		A		A		A		A		A	
HCM2kAvgQ:	3		0		1		0		1		1		0		5		5		0		2		2	

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	121	116	84	72	222	46	44	184	92	57	183	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	116	84	72	222	46	44	184	92	57	183	30
Added Vol:	20	32	0	0	11	0	0	12	7	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	148	84	72	233	46	44	196	99	57	217	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	154	161	92	78	254	50	48	214	108	62	236	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	161	92	78	254	50	48	214	108	62	236	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	161	92	78	254	50	48	214	108	62	236	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.90	0.90	0.59	0.93	0.93	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	1.00	1.28	0.72	1.00	1.67	0.33	1.00	1.33	0.67	1.00	1.76	0.24
Final Sat.:	1068	2179	1236	1119	2939	580	1805	2279	1151	1805	3114	431
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.07	0.07	0.09	0.09	0.03	0.09	0.09	0.03	0.08	0.08
Crit Moves:	****							****		****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.19	0.27	0.27	0.12	0.19	0.19
Volume/Cap:	0.35	0.18	0.18	0.17	0.21	0.21	0.14	0.35	0.35	0.29	0.39	0.39
Delay/Veh:	12.5	11.2	11.2	11.3	11.4	11.4	20.2	17.9	17.9	25.0	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	11.2	11.2	11.3	11.4	11.4	20.2	17.9	17.9	25.0	21.5	21.5
LOS by Move:	B	B	B	B	B	B	C	B	B	C	C	C
HCM2kAvgQ:	2	2	2	1	2	2	1	3	3	1	3	3

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

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San Gorgonio Specific Plan
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	148	273	78	85	219	36	70	257	113	118	346	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	273	78	85	219	36	70	257	113	118	346	67
Added Vol:	13	21	0	0	36	0	0	39	23	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	294	78	85	255	36	70	296	136	118	368	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	164	299	79	87	260	37	71	301	138	120	375	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	299	79	87	260	37	71	301	138	120	375	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	299	79	87	260	37	71	301	138	120	375	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.92	0.92	0.51	0.93	0.93	0.95	0.91	0.91	0.95	0.93	0.93
Lanes:	1.00	1.58	0.42	1.00	1.75	0.25	1.00	1.37	0.63	1.00	1.69	0.31
Final Sat.:	1075	2765	733	961	3103	438	1805	2357	1083	1805	2984	543
Capacity Analysis Module:												
Vol/Sat:	0.15	0.11	0.11	0.09	0.08	0.08	0.04	0.13	0.13	0.07	0.13	0.13
Crit Moves:	****							****		****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.22	0.29	0.29	0.15	0.23	0.23
Volume/Cap:	0.43	0.31	0.31	0.26	0.24	0.24	0.18	0.43	0.43	0.43	0.54	0.54
Delay/Veh:	15.7	14.3	14.3	14.3	13.9	13.9	19.4	17.4	17.4	24.1	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	14.3	14.3	14.3	13.9	13.9	19.4	17.4	17.4	24.1	20.9	20.9
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	3	3	3	1	2	2	1	4	4	3	5	5

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.334
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2	0 0	0	0 1	1 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	82	216	0	0	265	158	0	0	0	5	0	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	216	0	0	265	158	0	0	0	5	0	94
Added Vol:	10	52	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	268	0	0	283	158	0	0	0	5	0	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	103	300	0	0	317	177	0	0	0	6	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	300	0	0	317	177	0	0	0	6	0	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	300	0	0	317	177	0	0	0	6	0	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.89	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.28	0.72	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2192	1224	0	0	0	1685	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.00	0.00	0.07
Crit Moves:	****				****							****
Green/Cycle:	0.17	0.60	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.33	0.14	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.02	0.00	0.33
Delay/Veh:	22.5	5.1	0.0	0.0	11.4	11.4	0.0	0.0	0.0	19.5	0.0	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	5.1	0.0	0.0	11.4	11.4	0.0	0.0	0.0	19.5	0.0	21.4
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	C
HCM2kAvgQ:	2	1	0	0	3	3	0	0	0	0	0	2

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	85	372	0	0	292	183	0	0	0	18	3	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	372	0	0	292	183	0	0	0	18	3	188
Added Vol:	7	34	0	0	59	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	406	0	0	351	183	0	0	0	18	3	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	96	423	0	0	366	191	0	0	0	19	3	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	423	0	0	366	191	0	0	0	19	3	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	423	0	0	366	191	0	0	0	19	3	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.81	0.81	0.81
Lanes:	1.00	2.00	0.00	0.00	1.31	0.69	0.00	0.00	0.00	0.86	0.14	1.00
Final Sat.:	1805	3610	0	0	2252	1174	0	0	0	1321	220	1541
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.01	0.01	0.13
Crit Moves:	****				****							****
Green/Cycle:	0.12	0.50	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.30	0.30	0.30
Volume/Cap:	0.43	0.23	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.05	0.05	0.43
Delay/Veh:	25.6	8.5	0.0	0.0	14.0	14.0	0.0	0.0	0.0	15.1	15.1	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	8.5	0.0	0.0	14.0	14.0	0.0	0.0	0.0	15.1	15.1	17.6
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2kAvgQ:	2	2	0	0	4	4	0	0	0	0	0	4

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.348
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	138	4	125	112	0	162	1	48	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	138	4	125	112	0	162	1	48	0	0	0
Added Vol:	0	62	0	0	18	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	200	4	125	130	0	162	1	51	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	241	5	151	157	0	195	1	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	241	5	151	157	0	195	1	62	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	241	5	151	157	0	195	1	62	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	1.00	0.02	0.98	0.00	0.00	0.00
Final Sat.:	0	3529	71	1805	3610	0	1542	30	1512	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.08	0.04	0.00	0.13	0.04	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.20	0.20	0.24	0.44	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.35	0.35	0.35	0.10	0.00	0.35	0.11	0.11	0.00	0.00	0.00
Delay/Veh:	0.0	21.1	21.1	19.4	10.0	0.0	14.2	12.7	12.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.1	21.1	19.4	10.0	0.0	14.2	12.7	12.7	0.0	0.0	0.0
LOS by Move:	A	C	C	B	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	2	2	3	1	0	3	1	1	0	0	0

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.0
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	1	0 2	0 0	0	1 0	1 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	199	12	125	192	0	261	3	58	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	199	12	125	192	0	261	3	58	0	0	0
Added Vol:	0	41	0	0	59	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	240	12	125	251	0	261	3	69	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	266	13	139	278	0	289	3	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	266	13	139	278	0	289	3	76	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	266	13	139	278	0	289	3	76	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	0.95	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.04	0.96	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	3610	0	1543	64	1478	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.01	0.08	0.08	0.00	0.19	0.05	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.28	0.28	0.15	0.43	0.00	0.37	0.37	0.37	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.03	0.51	0.18	0.00	0.51	0.14	0.14	0.00	0.00	0.00
Delay/Veh:	0.0	19.0	15.8	24.9	10.7	0.0	15.2	12.5	12.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.0	15.8	24.9	10.7	0.0	15.2	12.5	12.5	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	5	0	3	2	0	5	1	1	0	0	0

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Morning Peak Hour

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

****

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

****

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: B[10.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	54	15	115	27	0	0	0	0	33	0	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	54	15	115	27	0	0	0	0	33	0	86
Added Vol:	0	62	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	116	15	115	48	0	0	0	0	33	0	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	134	17	132	55	0	0	0	0	38	0	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	134	17	132	55	0	0	0	0	38	0	99
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	151	xxxx	xxxxx	xxxx	xxxx	xxxxx	463	463	142
Potent Cap.:	xxxx	xxxx	xxxxx	1442	xxxx	xxxxx	xxxx	xxxx	xxxxx	561	499	911
Move Cap.:	xxxx	xxxx	xxxxx	1442	xxxx	xxxxx	xxxx	xxxx	xxxxx	519	450	911
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.11
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	753	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.8		
ApproachLOS:	*			*			*			B		

****

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Evening Peak Hour

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

****

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

****

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[11.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	78	38	112	138	0	0	0	0	22	0	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	78	38	112	138	0	0	0	0	22	0	112
Added Vol:	0	41	0	0	70	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	119	38	112	208	0	0	0	0	22	0	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	135	43	127	236	0	0	0	0	25	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	135	43	127	236	0	0	0	0	25	0	127
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	178	xxxx	xxxxx	xxxx	xxxx	xxxxx	647	647	157
Potent Cap.:	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx	xxxx	xxxx	xxxxx	439	392	894
Move Cap.:	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx	xxxx	xxxx	xxxxx	406	354	894
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.14
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	747	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.0		
ApproachLOS:	*			*			*			B		

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Morning Peak Hour

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

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.154
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	0 1	0 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	21	1	39	8	0	0	0	0	2	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	21	1	39	8	0	0	0	0	2	0	19
Added Vol:	0	0	0	28	0	0	0	0	0	0	0	70
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	21	1	67	8	0	0	0	0	2	0	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	31	1	98	12	0	0	0	0	3	0	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	31	1	98	12	0	0	0	0	3	0	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	31	1	98	12	0	0	0	0	3	0	131
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.89	0.11	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	720	836	656	78	0	0	0	0	660	0	847
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.04	0.00	0.15	0.15	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.15
Crit Moves:		****			****							****
Delay/Veh:	0.0	7.8	6.9	8.6	8.6	0.0	0.0	0.0	0.0	8.1	0.0	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	6.9	8.6	8.6	0.0	0.0	0.0	0.0	8.1	0.0	7.6
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.7			8.6			xxxxxx			7.6	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.7			8.6			xxxxxx			7.6	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.2

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Evening Peak Hour

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

****

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.248
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	0 1	0 0	0	0 0	0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	27	0	50	20	0	0	0	0	0	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	27	0	50	20	0	0	0	0	0	0	53
Added Vol:	0	0	0	76	0	0	0	0	0	0	0	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	27	0	126	20	0	0	0	0	0	0	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	34	0	158	25	0	0	0	0	0	0	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	34	0	158	25	0	0	0	0	0	0	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	34	0	158	25	0	0	0	0	0	0	123
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.86	0.14	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	712	828	638	101	0	0	0	0	634	0	803
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.05	0.00	0.25	0.25	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.15
Crit Moves:		****			****							****
Delay/Veh:	0.0	7.9	0.0	9.3	9.3	0.0	0.0	0.0	0.0	0.0	0.0	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.9	0.0	9.3	9.3	0.0	0.0	0.0	0.0	0.0	0.0	7.8
LOS by Move:	*	A	*	A	A	*	*	*	*	*	*	A
ApproachDel:		7.9			9.3			xxxxxx			7.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.9			9.3			xxxxxx			7.8	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.2

****

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #24 Sunset Avenue (NS) at C Street (EW)

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [0.0]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Growth Adj:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00		
Initial Bse:	0	0	0			0	0	0			0	0	0			0	0	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			0	0	0			0	0	0			0	0	0		
User Adj:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00		
PHF Adj:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00		
PHF Volume:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			0	0	0			0	0	0			0	0	0		
Critical Gap Module:																				
Critical Gp:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
FollowUpTim:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
Capacity Module:																				
Cnflict Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Potent Cap.:	0	0	0			0	0	0			0	0	0			0	0	0		
Move Cap.:	1	1	1			1	1	1			1	1	1			1	1	1		
Volume/Cap:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.00	0.00		
Level Of Service Module:																				
2Way95thQ:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
Control Del:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
LOS by Move:																				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	0		0		0	0		0		0	0		0		0	0		0		0
SharedQueue:	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0
Shrd ConDel:	1.0		1.0		1.0	1.0		1.0		1.0	1.0		1.0		1.0	1.0		1.0		1.0
Shared LOS:																				
ApproachDel:			0.0					0.0					0.0					0.0		
ApproachLOS:																				

****

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

****

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

****

Intersection #24 Sunset Avenue (NS) at C Street (EW)

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: [0.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 0 1	0 0		0 0 0	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

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

****

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #25 A Street (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 0	0 0		0 0 1	0 0		0 0 1	0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	28	0	0	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	28	0	0	70	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	29	0	0	74	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	29	0	0	74	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

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

****

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 A Street (NS) at Westward Avenue (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	0	0 0	0	0	1	0 0	0	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	76	0		0	45	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	0	0		0	76	0		0	45	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	0		0	0	0		0	80	0		0	47	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		0	0	0		0	80	0		0	47	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	87	35	181	17	40	14	6	252	75	125	208	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	35	181	17	40	14	6	252	75	125	208	9
Added Vol:	4	2	0	13	1	0	0	13	1	0	38	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	37	181	30	41	14	6	265	76	125	246	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	105	43	208	34	47	16	7	305	87	144	283	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	43	208	34	47	16	7	305	87	144	283	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	43	208	34	47	16	7	305	87	144	283	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	1.00	0.85	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	0.35	0.49	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1360	1900	1615	597	816	279	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.13	0.06	0.06	0.06	0.00	0.08	0.05	0.08	0.08	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.22	0.23	0.23	0.22	0.22	0.22
Volume/Cap:	0.22	0.06	0.37	0.16	0.16	0.16	0.02	0.37	0.23	0.37	0.35	0.07
Delay/Veh:	13.9	12.9	14.9	13.5	13.5	13.5	18.2	19.7	19.1	20.5	19.9	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	12.9	14.9	13.5	13.5	13.5	18.2	19.7	19.1	20.5	19.9	18.4
LOS by Move:	B	B	B	B	B	B	B	B	B	C	B	B
HCM2kAvgQ:	2	1	3	1	1	1	0	3	1	3	3	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	7	7	7	7	7	7	7	7	7		7	7	7	
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1		1 0	2 0	1	
Volume Module:														
Base Vol:	73	50	245	28	41	10	24	327	75		214	377	36	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	73	50	245	28	41	10	24	327	75		214	377	36	
Added Vol:	3	1	0	6	2	0	0	43	5		0	25	6	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	76	51	245	34	43	10	24	370	80		214	402	42	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	80	54	258	36	45	11	25	390	84		226	424	44	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	80	54	258	36	45	11	25	390	84		226	424	44	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	80	54	258	36	45	11	25	390	84		226	424	44	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.74	1.00	0.85	0.88	0.88	0.88	0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00	0.39	0.50	0.11	1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1398	1900	1615	654	827	192	1805	3610	1615		1805	3610	1615	
Capacity Analysis Module:														
Vol/Sat:	0.06	0.03	0.16	0.05	0.05	0.05	0.01	0.11	0.05		0.12	0.12	0.03	
Crit Moves:			****					****			****			
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.24	0.22	0.22		0.25	0.24	0.24	
Volume/Cap:	0.18	0.09	0.49	0.17	0.17	0.17	0.06	0.49	0.24		0.49	0.49	0.12	
Delay/Veh:	14.7	14.1	17.0	14.6	14.6	14.6	17.8	20.9	19.6		19.9	20.2	18.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.7	14.1	17.0	14.6	14.6	14.6	17.8	20.9	19.6		19.9	20.2	18.0	
LOS by Move:	B	B	B	B	B	B	B	C	B		B	C	B	
HCM2kAvgQ:	1	1	4	1	1	1	0	4	1		4	4	1	

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[10.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	2	0 0	0 0	1	1 0	0 0	0	0 0	0 1	0	1 0
Volume Module:												
Base Vol:	22	240	0	0	101	176	0	0	0	9	3	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	240	0	0	101	176	0	0	0	9	3	120
Added Vol:	6	6	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	246	0	0	103	176	0	0	0	9	3	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	34	298	0	0	125	213	0	0	0	11	4	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	34	298	0	0	125	213	0	0	0	11	4	145
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	338	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	428	703	149
Potent Cap.:	1233	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	560	364	877
Move Cap.:	1233	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	548	354	877
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.01	0.17
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	482	xxxx	847
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	0.6
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.7	xxxx	10.2
Shared LOS:	*	*	*	*	*	*	*	*	*	B	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.4		
ApproachLOS:	*			*			*			B		

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[10.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	1	0	1	0	
Volume Module:																								
Base Vol:	45	280		0			0		96	262			0		0		0		14		3		130	
Growth Adj:	1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	45	280		0			0		96	262			0		0		0		14		3		130	
Added Vol:	4	4		0			0		7	0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0		0	0			0		0		0		0		0		0	
Initial Fut:	49	284		0			0		103	262			0		0		0		14		3		130	
User Adj:	1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.93	0.93		0.93			0.93		0.93	0.93			0.93		0.93		0.93		0.93		0.93		0.93	
PHF Volume:	53	307		0			0		111	283			0		0		0		15		3		140	
Reduct Vol:	0	0		0			0		0	0			0		0		0		0		0		0	
FinalVolume:	53	307		0			0		111	283			0		0		0		15		3		140	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8		6.5		6.9	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5		4.0		3.3	
Capacity Module:																								
Cnflict Vol:	394	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx								468		807		153	
Potent Cap.:	1175	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx								529		318		872	
Move Cap.:	1175	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx								511		303		872	
Volume/Cap:	0.05	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx								0.03		0.01		0.16	
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx								xxxx		xxxx		xxxxx	
Control Del:	8.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx								xxxxx		xxxx		xxxxx	
LOS by Move:	A	*		*		*		*		*									*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx								456		xxxx		836	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx								0.1		xxxx		0.6	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx								13.2		xxxx		10.2	
Shared LOS:	*	*		*		*		*		*									B		*		B	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx												10.5					
ApproachLOS:	*			*			*												B					

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

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San Gorgonio Specific Plan
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Morning Peak Hour

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

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 8.2 Worst Case Level Of Service: B[14.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	0	1 0 2	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	81	9	81	67	0	199	0	13	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	81	9	81	67	0	199	0	13	0	0	0
Added Vol:	0	12	0	0	2	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	93	9	81	69	0	199	0	15	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	117	11	102	87	0	250	0	19	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	117	11	102	87	0	250	0	19	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	128	xxxx	xxxxx	349	xxxx	43	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1470	xxxx	xxxxx	628	xxxx	1024	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1470	xxxx	xxxxx	595	xxxx	1024	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.42	xxxx	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	2.1	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	15.4	xxxx	8.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	C	*	A	*	*	*
Movement:	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.9			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

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

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: B[13.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	0	1 0 2	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0 108	12		58 62		0	232	0	28	0 0		0
Growth Adj:	1.00 1.00	1.00		1.00 1.00		1.00	1.00	1.00	1.00	1.00 1.00		1.00
Initial Bse:	0 108	12		58 62		0	232	0	28	0 0		0
Added Vol:	0 8	0		0 7		0	0	0	7	0 0		0
PasserByVol:	0 0	0		0 0		0	0	0	0	0 0		0
Initial Fut:	0 116	12		58 69		0	232	0	35	0 0		0
User Adj:	1.00 1.00	1.00		1.00 1.00		1.00	1.00	1.00	1.00	1.00 1.00		1.00
PHF Adj:	0.89 0.89	0.89		0.89 0.89		0.89	0.89	0.89	0.89	0.89 0.89		0.89
PHF Volume:	0 131	14		65 78		0	262	0	39	0 0		0
Reduct Vol:	0 0	0		0 0		0	0	0	0	0 0		0
FinalVolume:	0 131	14		65 78		0	262	0	39	0 0		0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		4.1 xxxx		xxxxx	6.8	xxxx	6.9	xxxxx xxxx		xxxxx
FollowUpTim:	xxxxx xxxx	xxxxx		2.2 xxxx		xxxxx	3.5	xxxx	3.3	xxxxx xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		144 xxxx		xxxxx	274	xxxx	39	xxxx xxxx		xxxxx
Potent Cap.:	xxxx xxxx	xxxxx		1450 xxxx		xxxxx	698	xxxx	1031	xxxx xxxx		xxxxx
Move Cap.:	xxxx xxxx	xxxxx		1450 xxxx		xxxxx	674	xxxx	1031	xxxx xxxx		xxxxx
Volume/Cap:	xxxx xxxx	xxxx		0.05 xxxx		xxxx	0.39	xxxx	0.04	xxxx xxxx		xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		0.1 xxxx		xxxxx	1.8	xxxx	0.1	xxxx xxxx		xxxxx
Control Del:	xxxxx xxxx	xxxxx		7.6 xxxx		xxxxx	13.7	xxxx	8.6	xxxxx xxxx		xxxxx
LOS by Move:	* *	*		A *		*	B	*	A	* *		*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		* *	*		*	*	*	* *	*	
ApproachDel:	xxxxxx			xxxxxx			13.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.238
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	37	9	22	30	31	22	79	22	8	64	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	37	9	22	30	31	22	79	22	8	64	41
Added Vol:	0	12	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	49	9	22	34	31	22	79	22	8	64	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	23	71	13	32	49	45	32	115	32	12	93	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	71	13	32	49	45	32	115	32	12	93	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	71	13	32	49	45	32	115	32	12	93	60
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	1.33	0.24	0.51	0.78	0.71	0.18	0.64	0.18	0.07	0.57	0.36
Final Sat.:	262	835	158	306	498	494	134	481	134	54	434	278
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.08	0.10	0.10	0.09	0.24	0.24	0.24	0.21	0.21	0.21
Crit Moves:	****			****			****				****	
Delay/Veh:	8.8	8.6	8.4	9.0	8.6	8.0	9.0	9.0	9.0	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.6	8.4	9.0	8.6	8.0	9.0	9.0	9.0	8.7	8.7	8.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.6			8.5			9.0			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			8.5			9.0			8.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.3	0.2	0.2	0.2

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Evening Peak Hour

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

****

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.219
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	52	14	24	36	39	33	92	15	9	86	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	52	14	24	36	39	33	92	15	9	86	35
Added Vol:	0	8	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	60	14	24	50	39	33	92	15	9	86	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	5	70	16	28	59	46	39	108	18	11	101	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	70	16	28	59	46	39	108	18	11	101	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	70	16	28	59	46	39	108	18	11	101	41
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	1.54	0.36	0.42	0.89	0.69	0.23	0.66	0.11	0.07	0.66	0.27
Final Sat.:	65	993	239	264	576	487	177	492	80	53	507	206
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.11	0.10	0.09	0.22	0.22	0.22	0.20	0.20	0.20
Crit Moves:	****			****				****			****	
Delay/Veh:	8.5	8.4	8.2	8.8	8.6	8.0	8.8	8.8	8.8	8.6	8.6	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.4	8.2	8.8	8.6	8.0	8.8	8.8	8.8	8.6	8.6	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.3			8.4			8.8			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			8.4			8.8			8.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.3	0.2	0.2	0.2

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2019) With Project
Morning Peak Hour

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

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.264
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	7	2	53	1	7	5	35	1	1	22	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	7	2	53	1	7	5	35	1	1	22	38
Added Vol:	0	0	0	4	0	0	0	28	0	0	70	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	7	2	57	1	7	5	63	1	1	92	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
PHF Volume:	2	11	3	90	2	11	8	99	2	2	145	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	11	3	90	2	11	8	99	2	2	145	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	11	3	90	2	11	8	99	2	2	145	79
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.70	0.20	0.98	0.02	1.00	0.07	0.92	0.01	0.01	0.64	0.35
Final Sat.:	71	495	142	592	10	753	57	716	11	6	548	298
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.15	0.15	0.01	0.14	0.14	0.14	0.26	0.26	0.26
Crit Moves:	****				****			****			****	
Delay/Veh:	7.8	7.8	7.8	9.4	9.4	7.3	8.1	8.1	8.1	8.6	8.6	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	7.8	7.8	9.4	9.4	7.3	8.1	8.1	8.1	8.6	8.6	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			9.1			8.1			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			9.1			8.1			8.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.0	0.1	0.1	0.1	0.3	0.3	0.3

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Evening Peak Hour

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

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Intersection #30 22nd Street (NS) at Westward Avenue (EW)

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.238
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.4
Optimal Cycle:	0	Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	1	1	28	3	9	21	52	7	1	41	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	28	3	9	21	52	7	1	41	29
Added Vol:	0	0	0	14	0	0	0	76	0	0	45	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	42	3	9	21	128	7	1	86	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	1	1	1	53	4	11	27	163	9	1	109	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	53	4	11	27	163	9	1	109	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	53	4	11	27	163	9	1	109	47
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.33	0.33	0.93	0.07	1.00	0.13	0.83	0.04	0.01	0.69	0.30
Final Sat.:	237	237	237	560	40	745	112	683	37	7	594	256
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.10	0.10	0.02	0.24	0.24	0.24	0.18	0.18	0.18
Crit Moves:	****				****		****					****
Delay/Veh:	7.7	7.7	7.7	9.0	9.0	7.3	8.5	8.5	8.5	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	7.7	7.7	9.0	9.0	7.3	8.5	8.5	8.5	8.0	8.0	8.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.7			8.7			8.5			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.7			8.7			8.5			8.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.0	0.3	0.3	0.3	0.2	0.2	0.2

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2019) With Project
Morning Peak Hour

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

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	37	46	37	17	82	41	27	166	47	51	142	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	46	37	17	82	41	27	166	47	51	142	7
Added Vol:	0	0	16	0	0	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	46	53	17	82	41	27	166	47	62	142	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	47	58	67	22	104	52	34	210	60	79	180	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	58	67	22	104	52	34	210	60	79	180	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	58	67	22	104	52	34	210	60	79	180	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.34	0.39	0.12	0.59	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	167	208	240	74	359	180	550	597	673	545	591	666
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.29	0.29	0.29	0.06	0.35	0.09	0.14	0.30	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	10.3	10.3	10.3	10.5	10.5	10.5	9.4	11.4	8.2	10.0	10.9	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	10.5	10.5	10.5	9.4	11.4	8.2	10.0	10.9	7.9
LOS by Move:	B	B	B	B	,B	B	A	B	A	B	B	A
ApproachDel:		10.3			10.5			10.6			10.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			10.5			10.6			10.5	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.1	0.5	0.1	0.2	0.4	0.0

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	29	116	62	2	79	47	57	165	44	57	144	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	116	62	2	79	47	57	165	44	57	144	6
Added Vol:	0	0	9	0	0	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	116	71	2	79	47	57	165	44	71	144	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	31	124	76	2	85	50	61	177	47	76	154	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	124	76	2	85	50	61	177	47	76	154	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	124	76	2	85	50	61	177	47	76	154	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.54	0.33	0.01	0.62	0.37	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	87	347	212	10	383	228	550	596	672	544	588	662
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.22	0.22	0.22	0.11	0.30	0.07	0.14	0.26	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	10.9	10.9	10.9	9.7	9.7	9.7	9.7	10.7	8.1	10.0	10.4	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.9	9.7	9.7	9.7	9.7	10.7	8.1	10.0	10.4	7.9
LOS by Move:	B	B	B	A	A	A	A	B	A	A	B	A
ApproachDel:		10.9			9.7			10.1			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.9			9.7			10.1			10.2	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.1	0.4	0.1	0.1	0.3	0.0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	72	178	166	35	267	46	23	179	96	97	112	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	178	166	35	267	46	23	179	96	97	112	19
Added Vol:	86	16	22	0	11	0	0	0	50	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	194	188	35	278	46	23	179	146	118	112	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	189	232	225	42	333	55	28	214	175	141	134	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	232	225	42	333	55	28	214	175	141	134	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	232	225	42	333	55	28	214	175	141	134	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.71	0.29
Final Sat.:	1805	1900	1615	1805	1596	264	1805	1900	1615	1805	3019	512
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.14	0.02	0.21	0.21	0.02	0.11	0.11	0.08	0.04	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.25	0.25	0.21	0.30	0.30	0.14	0.16	0.16	0.12	0.14	0.14
Volume/Cap:	0.69	0.50	0.56	0.11	0.69	0.69	0.11	0.69	0.66	0.67	0.32	0.32
Delay/Veh:	31.5	20.2	21.7	19.5	22.2	22.2	22.7	30.2	29.8	33.6	23.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	20.2	21.7	19.5	22.2	22.2	22.7	30.2	29.8	33.6	23.6	23.6
LOS by Move:	C	C	C	B	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	4	5	1	8	8	1	5	4	4	2	2

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #32 8th Street (NS) at Ramsey Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	173	179	138	43	192	75	97	258	175	163	252	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	179	138	43	192	75	97	258	175	163	252	34
Added Vol:	51	9	11	0	14	0	0	0	80	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	188	149	43	206	75	97	258	255	177	252	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	232	195	155	45	214	78	101	268	265	184	261	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	195	155	45	214	78	101	268	265	184	261	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	195	155	45	214	78	101	268	265	184	261	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.73	0.27	1.00	1.00	1.00	1.00	1.76	0.24
Final Sat.:	1805	1900	1615	1805	1337	487	1805	1900	1615	1805	3124	421
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.02	0.16	0.16	0.06	0.14	0.16	0.10	0.08	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.19	0.19	0.19	0.21	0.21	0.18	0.22	0.22	0.13	0.18	0.18
Volume/Cap:	0.76	0.54	0.50	0.13	0.76	0.76	0.32	0.65	0.76	0.76	0.48	0.48
Delay/Veh:	33.9	23.5	23.0	20.3	30.5	30.5	22.2	25.1	31.1	37.7	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	23.5	23.0	20.3	30.5	30.5	22.2	25.1	31.1	37.7	22.8	22.8
LOS by Move:	C	C	C	C	C	C	C	C	C	D	C	C
HCM2kAvgQ:	6	4	3	1	7	7	2	6	7	5	3	3

****

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: F[75.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0	0	0 1	0 1	0	0 0	0	0	1	0
Volume Module:												
Base Vol:	132	387	0	0	314	216	0	0	0	16	1	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	387	0	0	314	216	0	0	0	16	1	73
Added Vol:	72	125	0	0	82	0	0	0	0	33	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	512	0	0	396	216	0	0	0	49	1	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	249	624	0	0	483	263	0	0	0	60	1	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	249	624	0	0	483	263	0	0	0	60	1	89
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	746	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1737	1868	624
Potent Cap.:	871	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	97	73	489
Move Cap.:	871	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	72	49	489
Volume/Cap:	0.29	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.83	0.02	0.18
Level Of Service Module:												
2Way95thQ:	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	72	xxxx	436
SharedQueue:	1.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.2	xxxx	0.8
Shrd ConDel:	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	165.0	xxxx	15.4
Shared LOS:	B	*	*	*	*	*	*	*	*	F	*	C
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			75.7		
ApproachLOS:	*			*			*			F		

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

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

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 11.0 Worst Case Level Of Service: F[59.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 1	0	1	0 0 0	0	0	0 1 0	1	0
Volume Module:												
Base Vol:	141	379	0	0	236	344	0	0	0	34	5	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	379	0	0	236	344	0	0	0	34	5	161
Added Vol:	46	71	0	0	108	0	0	0	0	61	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	450	0	0	344	344	0	0	0	95	5	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	200	481	0	0	368	368	0	0	0	102	5	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	200	481	0	0	368	368	0	0	0	102	5	172
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	736	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1433	1617	481
Potent Cap.:	879	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	149	105	589
Move Cap.:	879	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	120	78	589
Volume/Cap:	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.85	0.07	0.29
Level Of Service Module:												
2Way95thQ:	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	117	xxxx	492
SharedQueue:	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.8	xxxx	1.6
Shrd ConDel:	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	131.8	xxxx	16.4
Shared LOS:	B	*	*	*	*	*	*	*	*	F	*	C
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			59.8		
ApproachLOS:	*			*			*			F		

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.3
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	1 0	0	0	0	1 0	1	0	0	0	1 0	1 0
Volume Module:												
Base Vol:	132	387	0	0	314	216	0	0	0	16	1	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	387	0	0	314	216	0	0	0	16	1	73
Added Vol:	72	125	0	0	82	0	0	0	0	33	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	512	0	0	396	216	0	0	0	49	1	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	249	624	0	0	483	263	0	0	0	60	1	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	624	0	0	483	263	0	0	0	60	1	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	624	0	0	483	263	0	0	0	60	1	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.81	0.81	0.81
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.98	0.02	1.00
Final Sat.:	1805	1900	0	0	1900	1615	0	0	0	1515	31	1546
Capacity Analysis Module:												
Vol/Sat:	0.14	0.33	0.00	0.00	0.25	0.16	0.00	0.00	0.00	0.04	0.04	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.24	0.68	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.12	0.12	0.12
Volume/Cap:	0.57	0.48	0.00	0.00	0.57	0.37	0.00	0.00	0.00	0.34	0.34	0.49
Delay/Veh:	21.9	4.8	0.0	0.0	13.4	11.4	0.0	0.0	0.0	24.8	24.8	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	4.8	0.0	0.0	13.4	11.4	0.0	0.0	0.0	24.8	24.8	26.1
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	5	6	0	0	7	3	0	0	0	1	1	2

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	1 0	0	0	0	1 0	1	0	0	0	1 0	1 0
Volume Module:												
Base Vol:	141	379	0	0	236	344	0	0	0	34	5	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	379	0	0	236	344	0	0	0	34	5	161
Added Vol:	46	71	0	0	108	0	0	0	0	61	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	450	0	0	344	344	0	0	0	95	5	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	200	481	0	0	368	368	0	0	0	102	5	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	481	0	0	368	368	0	0	0	102	5	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	481	0	0	368	368	0	0	0	102	5	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.81	0.81	0.81
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.95	0.05	1.00
Final Sat.:	1805	1900	0	0	1900	1615	0	0	0	1470	77	1547
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.00	0.00	0.19	0.23	0.00	0.00	0.00	0.07	0.07	0.11
Crit Moves:	****					****						****
Green/Cycle:	0.20	0.60	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.20	0.20	0.20
Volume/Cap:	0.56	0.42	0.00	0.00	0.48	0.56	0.00	0.00	0.00	0.35	0.35	0.56
Delay/Veh:	23.8	6.6	0.0	0.0	13.6	14.9	0.0	0.0	0.0	21.0	21.0	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	6.6	0.0	0.0	13.6	14.9	0.0	0.0	0.0	21.0	21.0	23.2
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	4	5	0	0	5	6	0	0	0	2	2	4

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

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

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 77.8 Worst Case Level Of Service: F[277.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 0	1	0	1 0	0 0	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	305	25	95	235	0	215	0	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	305	25	95	235	0	215	0	155	0	0	0
Added Vol:	0	197	63	0	115	0	0	0	29	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	502	88	95	350	0	215	0	184	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	640	112	121	446	0	274	0	235	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	640	112	121	446	0	274	0	235	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	753	xxxx	xxxxx	1385	xxxx	446	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	866	xxxx	xxxxx	160	xxxx	616	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	866	xxxx	xxxxx	141	xxxx	616	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	1.94	xxxx	0.38	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	21.4	xxxx	1.8	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	501.9	xxxx	14.4	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	F	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			277.1			xxxxxx		
ApproachLOS:	*			*			F			*		

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
Evening Peak Hour

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

****

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 41.8 Worst Case Level Of Service: F[117.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	0 1	0	0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0 281	29		118	152	0	269	3	138	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 281	29		118	152	0	269	3	138	0	0	0
Added Vol:	0 118	38		0	169	0	0	0	78	0	0	0
PasserByVol:	0 0	0		0	0	0	0	0	0	0	0	0
Initial Fut:	0 399	67		118	321	0	269	3	216	0	0	0
User Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94 0.94	0.94		0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0 427	72		126	343	0	288	3	231	0	0	0
Reduct Vol:	0 0	0		0	0	0	0	0	0	0	0	0
FinalVolume:	0 427	72		126	343	0	288	3	231	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx xxxx	xxxxx		2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		498	xxxx	xxxxx	1058	1094	343	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx xxxx	xxxxx		1076	xxxx	xxxxx	251	216	704	xxxx	xxxx	xxxxx
Move Cap.:	xxxx xxxx	xxxxx		1076	xxxx	xxxxx	227	188	704	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx xxxx	xxxx		0.12	xxxx	xxxx	1.27	0.02	0.33	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx xxxx	xxxxx		8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	* *	*		A	*	*	*	*	*	*	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	226	xxxx	679	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx xxxx	xxxxx		0.4	xxxx	xxxxx	15.2	xxxx	1.5	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx xxxx	xxxxx		8.8	xxxx	xxxxx	200.9	xxxx	13.1	xxxxx	xxxx	xxxxx
Shared LOS:	* *	*		A	*	*	F	*	B	*	*	*
ApproachDel:	xxxxxx			xxxxxx			117.1			xxxxxx		
ApproachLOS:	*			*			F			*		

****

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	T	R	L	T	R	L	T	R				L	T	R			
Control:	Permitted			Protected			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	0	0	0	0	0	0	7	0	7				0	0	0			
Lanes:	0	0	1	0	1	1	0	1	0	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																		
Base Vol:	0	305	25	95	235	0	215	0	155				0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	305	25	95	235	0	215	0	155				0	0	0			
Added Vol:	0	197	63	0	115	0	0	0	29				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	0	502	88	95	350	0	215	0	184				0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78				0.78	0.78	0.78			
PHF Volume:	0	640	112	121	446	0	274	0	235				0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	0	640	112	121	446	0	274	0	235				0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	0	640	112	121	446	0	274	0	235				0	0	0			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.77	1.00	0.85				1.00	1.00	1.00			
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00				0.00	0.00	0.00			
Final Sat.:	0	1900	1615	1805	1900	0	1461	0	1615				0	0	0			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.34	0.07	0.07	0.23	0.00	0.19	0.00	0.15				0.00	0.00	0.00			
Crit Moves:		****		****			****											
Green/Cycle:	0.00	0.46	0.46	0.09	0.55	0.00	0.25	0.00	0.25				0.00	0.00	0.00			
Volume/Cap:	0.00	0.74	0.15	0.74	0.43	0.00	0.74	0.00	0.57				0.00	0.00	0.00			
Delay/Veh:	0.0	16.8	9.7	43.0	8.4	0.0	28.3	0.0	21.5				0.0	0.0	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.0	16.8	9.7	43.0	8.4	0.0	28.3	0.0	21.5				0.0	0.0	0.0			
LOS by Move:	A	B	A	D	A	A	C	A	C				A	A	A			
HCM2kAvgQ:	0	11	1	4	5	0	7	0	5				0	0	0			

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	1	0 1	0 0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	281	29	118	152	0	269	3	138	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	281	29	118	152	0	269	3	138	0	0	0
Added Vol:	0	118	38	0	169	0	0	0	78	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	399	67	118	321	0	269	3	216	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	427	72	126	343	0	288	3	231	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	427	72	126	343	0	288	3	231	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	427	72	126	343	0	288	3	231	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	1900	0	1546	21	1525	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.04	0.07	0.18	0.00	0.19	0.15	0.15	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.37	0.37	0.12	0.49	0.00	0.31	0.31	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.12	0.60	0.37	0.00	0.60	0.49	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	16.6	12.4	30.0	9.8	0.0	18.7	17.2	17.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.6	12.4	30.0	9.8	0.0	18.7	17.2	17.2	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	7	1	3	4	0	6	4	4	0	0	0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.941
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 33.2
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	7	157	6	126	220	56	35	48	16	4	57	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	157	6	126	220	56	35	48	16	4	57	138
Added Vol:	0	260	17	0	144	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	417	23	126	364	56	35	48	16	17	57	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	9	417	23	158	364	56	44	48	16	21	57	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	417	23	158	364	56	44	48	16	21	57	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	417	23	158	364	56	44	48	16	21	57	138
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.93	0.05	0.30	0.70	1.00	0.41	0.44	0.15	0.27	0.73	1.00
Final Sat.:	11	503	28	168	387	635	172	188	63	120	322	494
Capacity Analysis Module:												
Vol/Sat:	0.83	0.83	0.83	0.94	0.94	0.09	0.25	0.25	0.25	0.18	0.18	0.28
Crit Moves:		****			****				****			****
Delay/Veh:	32.6	32.6	32.6	49.2	49.2	8.9	13.4	13.4	13.4	12.0	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	32.6	32.6	49.2	49.2	8.9	13.4	13.4	13.4	12.0	12.0	12.0
LOS by Move:	D	D	D	E	E	A	B	B	B	B	B	B
ApproachDel:		32.6			45.3			13.4			12.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		32.6			45.3			13.4			12.0	
LOS by Appr:		D			E			B			B	
AllWayAvgQ:	3.5	3.5	3.5	6.2	6.2	0.1	0.3	0.3	0.3	0.2	0.2	0.3

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

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

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.078
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 45.0
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	3	86	1	154	95	54	51	66	23	2	74	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	86	1	154	95	54	51	66	23	2	74	172
Added Vol:	0	156	9	0	247	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	242	10	154	342	54	51	66	23	15	74	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	3	280	12	178	396	63	59	76	27	17	86	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	280	12	178	396	63	59	76	27	17	86	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	280	12	178	396	63	59	76	27	17	86	199
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.95	0.04	0.31	0.69	1.00	0.36	0.48	0.16	0.17	0.83	1.00
Final Sat.:	6	466	19	165	367	605	159	206	72	77	381	509
Capacity Analysis Module:												
Vol/Sat:	0.60	0.60	0.60	1.08	1.08	0.10	0.37	0.37	0.37	0.22	0.22	0.39
Crit Moves:		****		****					****			****
Delay/Veh:	19.9	19.9	19.9	87.0	87.0	9.3	15.2	15.2	15.2	12.5	12.5	13.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	19.9	19.9	87.0	87.0	9.3	15.2	15.2	15.2	12.5	12.5	13.7
LOS by Move:	C	C	C	F	F	A	C	C	C	B	B	B
ApproachDel:		19.9			79.3			15.2			13.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		19.9			79.3			15.2			13.3	
LOS by Appr:		C			F			C			B	
AllWayAvgQ:	1.3	1.3	1.3	11.5	11.5	0.1	0.5	0.5	0.5	0.3	0.3	0.6

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.409
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	7	157	6	126	220	56	35	48	16	4	57	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	157	6	126	220	56	35	48	16	4	57	138
Added Vol:	0	260	17	0	144	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	417	23	126	364	56	35	48	16	17	57	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	9	417	23	158	364	56	44	48	16	21	57	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	417	23	158	364	56	44	48	16	21	57	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	417	23	158	364	56	44	48	16	21	57	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.99	0.57	0.98	0.98	0.82	0.82	0.82	0.82	0.89	0.89
Lanes:	0.02	0.93	0.05	1.00	0.87	0.13	0.41	0.44	0.15	1.00	0.29	0.71
Final Sat.:	37	1739	96	1085	1614	248	632	692	231	1552	497	1202
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.15	0.23	0.23	0.07	0.07	0.07	0.01	0.11	0.11
Crit Moves:		****									****	
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.41	0.41	0.41	0.25	0.38	0.38	0.25	0.25	0.25	0.05	0.41	0.41
Delay/Veh:	7.0	7.0	7.0	6.2	6.9	6.9	17.0	17.0	17.0	15.8	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.0	7.0	7.0	6.2	6.9	6.9	17.0	17.0	17.0	15.8	18.1	18.1
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	5	5	5	2	4	4	2	2	2	0	3	3

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2019) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	3	86	1	154	95	54	51	66	23	2	74	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	86	1	154	95	54	51	66	23	2	74	172
Added Vol:	0	156	9	0	247	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	242	10	154	342	54	51	66	23	15	74	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	3	280	12	178	396	63	59	76	27	17	86	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	280	12	178	396	63	59	76	27	17	86	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	280	12	178	396	63	59	76	27	17	86	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.99	0.63	0.98	0.98	0.80	0.80	0.80	0.83	0.90	0.90
Lanes:	0.01	0.95	0.04	1.00	0.86	0.14	0.36	0.48	0.16	1.00	0.30	0.70
Final Sat.:	22	1789	74	1188	1608	254	554	717	250	1569	512	1189
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.15	0.25	0.25	0.11	0.11	0.11	0.01	0.17	0.17
Crit Moves:					****						****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.30	0.30	0.30	0.29	0.48	0.48	0.30	0.30	0.30	0.03	0.48	0.48
Delay/Veh:	8.5	8.5	8.5	8.5	9.7	9.7	14.5	14.5	14.5	12.8	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	8.5	9.7	9.7	14.5	14.5	14.5	12.8	15.8	15.8
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	2	6	6	2	2	2	0	5	5

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2019) With Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.120
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 72.5
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 1	0 0	1
Volume Module:												
Base Vol:	0	0	0	213	0	14	16	97	0	0	56	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	213	0	14	16	97	0	0	56	144
Added Vol:	112	277	5	0	156	0	0	0	54	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	277	5	213	156	14	16	97	54	2	56	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	161	398	7	306	224	20	23	139	78	3	80	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	398	7	306	224	20	23	139	78	3	80	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	398	7	306	224	20	23	139	78	3	80	207
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.71	0.01	0.55	0.41	0.04	0.10	0.58	0.32	0.03	0.97	1.00
Final Sat.:	144	355	6	280	205	18	42	257	143	15	406	459
Capacity Analysis Module:												
Vol/Sat:	1.12	1.12	1.12	1.09	1.09	1.09	0.54	0.54	0.54	0.20	0.20	0.45
Crit Moves:		****		****			****					****
Delay/Veh:	102.7	103	102.7	94.5	94.5	94.5	19.9	19.9	19.9	13.2	13.2	16.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.7	103	102.7	94.5	94.5	94.5	19.9	19.9	19.9	13.2	13.2	16.4
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	C
ApproachDel:	102.7			94.5			19.9			15.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	102.7			94.5			19.9			15.5		
LOS by Appr:	F			F			C			C		
AllWayAvgQ:	13.0	13.0	13.0	11.8	11.8	11.8	1.1	1.1	1.1	0.2	0.2	0.8

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2019) With Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 1	0 0	1
Volume Module:												
Base Vol:	0	0	0	60	6	28	21	40	1	3	52	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	6	28	21	40	1	3	52	59
Added Vol:	69	165	4	0	260	0	0	0	113	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	165	4	60	266	28	21	40	114	9	52	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	91	218	5	79	351	37	28	53	150	12	69	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	218	5	79	351	37	28	53	150	12	69	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	218	5	79	351	37	28	53	150	12	69	78
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.69	0.02	0.17	0.75	0.08	0.12	0.23	0.65	0.15	0.85	1.00
Final Sat.:	169	403	10	106	472	50	65	123	351	67	385	500
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.74	0.74	0.74	0.43	0.43	0.43	0.18	0.18	0.16
Crit Moves:			****	****			****				****	
Delay/Veh:	14.9	14.9	14.9	21.9	21.9	21.9	12.8	12.8	12.8	11.1	11.1	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	14.9	14.9	21.9	21.9	21.9	12.8	12.8	12.8	11.1	11.1	10.0
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	A
ApproachDel:		14.9			21.9			12.8			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.9			21.9			12.8			10.6	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	1.0	1.0	1.0	2.3	2.3	2.3	0.6	0.6	0.6	0.2	0.2	0.1

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	213	0	14	16	97	0	0	56	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	213	0	14	16	97	0	0	56	144
Added Vol:	112	277	5	0	156	0	0	0	54	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	277	5	213	156	14	16	97	54	2	56	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	161	398	7	306	224	20	23	139	78	3	80	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	398	7	306	224	20	23	139	78	3	80	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	398	7	306	224	20	23	139	78	3	80	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.57	0.57	0.57	0.85	0.85	0.85	0.84	0.89	0.89
Lanes:	0.28	0.71	0.01	0.55	0.41	0.04	0.10	0.58	0.32	1.00	0.28	0.72
Final Sat.:	404	1000	18	597	437	39	154	934	520	1594	475	1220
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.51	0.51	0.51	0.15	0.15	0.15	0.00	0.17	0.17
Crit Moves:					****						****	
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.61	0.61	0.61	0.79	0.79	0.79	0.69	0.69	0.69	0.01	0.79	0.79
Delay/Veh:	7.3	7.3	7.3	13.4	13.4	13.4	27.6	27.6	27.6	18.5	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	7.3	7.3	13.4	13.4	13.4	27.6	27.6	27.6	18.5	33.1	33.1
LOS by Move:	A	A	A	B	B	B	C	C	C	B	C	C
HCM2kAvgQ:	7	7	7	10	10	10	6	6	6	0	7	7

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	60	6	28	21	40	1	3	52	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	6	28	21	40	1	3	52	59
Added Vol:	69	165	4	0	260	0	0	0	113	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	165	4	60	266	28	21	40	114	9	52	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	91	218	5	79	351	37	28	53	150	12	69	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	218	5	79	351	37	28	53	150	12	69	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	218	5	79	351	37	28	53	150	12	69	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.89	0.89	0.89	0.87	0.87	0.87	0.82	0.92	0.92
Lanes:	0.29	0.69	0.02	0.17	0.75	0.08	0.12	0.23	0.65	1.00	0.47	0.53
Final Sat.:	435	1041	25	286	1267	133	199	379	1079	1549	819	929
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.28	0.28	0.28	0.14	0.14	0.14	0.01	0.08	0.08
Crit Moves:					****			****				
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.36	0.36	0.36	0.48	0.48	0.48	0.48	0.48	0.48	0.03	0.29	0.29
Delay/Veh:	7.1	7.1	7.1	7.8	7.8	7.8	18.3	18.3	18.3	15.3	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	7.1	7.1	7.8	7.8	7.8	18.3	18.3	18.3	15.3	16.8	16.8
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	5	5	5	4	4	4	0	2	2

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0	0	1! 0	0	0	1! 0	0	0	1! 0
Volume Module:												
Base Vol:	30	62	46	16	59	43	23	167	37	24	147	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	62	46	16	59	43	23	167	37	24	147	5
Added Vol:	0	0	0	0	0	8	11	5	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	62	46	16	59	51	34	172	37	24	150	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	44	91	67	23	86	75	50	251	54	35	219	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	91	67	23	86	75	50	251	54	35	219	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	91	67	23	86	75	50	251	54	35	219	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.57	0.43	0.13	0.47	0.40	0.14	0.71	0.15	0.13	0.84	0.03
Final Sat.:	485	312	232	72	266	230	90	456	98	82	512	17
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.29	0.32	0.32	0.32	0.55	0.55	0.55	0.43	0.43	0.43
Crit Moves:		****				****		****			****	
Delay/Veh:	10.2	11.0	11.0	11.1	11.1	11.1	14.2	14.2	14.2	12.3	12.3	12.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	11.0	11.0	11.1	11.1	11.1	14.2	14.2	14.2	12.3	12.3	12.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		10.8			11.1			14.2			12.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			11.1			14.2			12.3	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.1	0.3	0.3	0.4	0.4	0.4	1.0	1.0	1.0	0.6	0.6	0.6

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	18	75	50	15	50	26	40	155	38	41	136	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	75	50	15	50	26	40	155	38	41	136	5
Added Vol:	0	0	0	0	0	9	6	3	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	75	50	15	50	35	46	158	38	41	140	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	20	84	56	17	56	39	51	176	42	46	156	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	84	56	17	56	39	51	176	42	46	156	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	84	56	17	56	39	51	176	42	46	156	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.60	0.40	0.15	0.50	0.35	0.19	0.65	0.16	0.22	0.75	0.03
Final Sat.:	540	367	245	95	317	222	136	466	112	152	518	19
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.18	0.18	0.18	0.38	0.38	0.38	0.30	0.30	0.30
Crit Moves:		****				****	****				****	
Delay/Veh:	9.2	9.7	9.7	9.2	9.2	9.2	10.5	10.5	10.5	10.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.7	9.7	9.2	9.2	9.2	10.5	10.5	10.5	10.0	10.0	10.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		9.6			9.2			10.5			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.6			9.2			10.5			10.0	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.0	0.3	0.3	0.2	0.2	0.2	0.5	0.5	0.5	0.4	0.4	0.4

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0	0	0 1	0 0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	6	108	57	14	81	54	47	139	5	44	100	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	108	57	14	81	54	47	139	5	44	100	15
Added Vol:	0	0	0	0	0	7	8	5	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	108	57	14	81	61	55	144	5	44	106	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	8	151	80	20	113	85	77	201	7	62	148	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	151	80	20	113	85	77	201	7	62	148	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	151	80	20	113	85	77	201	7	62	148	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.04	0.63	0.33	0.15	0.85	1.00	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	63	1136	599	265	1534	1615	1805	1827	63	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.07	0.07	0.05	0.04	0.11	0.11	0.03	0.08	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.21	0.31	0.31	0.12	0.21	0.21
Volume/Cap:	0.36	0.36	0.36	0.20	0.20	0.14	0.20	0.36	0.36	0.29	0.37	0.06
Delay/Veh:	13.9	13.9	13.9	12.9	12.9	12.5	19.7	16.4	16.4	25.0	20.7	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	13.9	13.9	12.9	12.9	12.5	19.7	16.4	16.4	25.0	20.7	18.9
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	B
HCM2kAvgQ:	3	3	3	2	2	1	1	3	3	1	3	0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	7	7	7	7	7	7	7	7	7		7	7	7	
Lanes:	0	0	1! 0	0	0	1	0	0	1		1	0	1	0
Volume Module:														
Base Vol:	22	77	31	20	44	66	59	229	23		23	212	34	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	77	31	20	44	66	59	229	23		23	212	34	
Added Vol:	0	0	0	0	0	5	4	2	0		0	2	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	22	77	31	20	44	71	63	231	23		23	214	34	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	24	85	34	22	48	78	69	254	25		25	235	37	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	24	85	34	22	48	78	69	254	25		25	235	37	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	24	85	34	22	48	78	69	254	25		25	235	37	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92	0.90	0.90	0.85	0.95	0.99	0.99		0.95	1.00	0.85	
Lanes:	0.17	0.59	0.24	0.31	0.69	1.00	1.00	0.91	0.09		1.00	1.00	1.00	
Final Sat.:	295	1033	416	534	1176	1615	1805	1704	170		1805	1900	1615	
Capacity Analysis Module:														
Vol/Sat:	0.08	0.08	0.08	0.04	0.04	0.05	0.04	0.15	0.15		0.01	0.12	0.02	
Crit Moves:		****						****			****			
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.27	0.44	0.44		0.12	0.29	0.29	
Volume/Cap:	0.34	0.34	0.34	0.17	0.17	0.20	0.14	0.34	0.34		0.12	0.43	0.08	
Delay/Veh:	19.2	19.2	19.2	18.1	18.1	18.3	16.7	11.3	11.3		24.0	18.0	15.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	19.2	19.2	19.2	18.1	18.1	18.3	16.7	11.3	11.3		24.0	18.0	15.7	
LOS by Move:	B	B	B	B	B	B	B	B	B		C	B	B	
HCM2kAvgQ:	2	2	2	1	1	1	1	4	4		1	4	1	

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	83	165	49	23	125	21	34	98	46	90	57	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	165	49	23	125	21	34	98	46	90	57	21
Added Vol:	0	0	1	0	0	0	0	17	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	165	50	23	125	21	34	115	46	90	70	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	116	230	70	32	175	29	47	161	64	126	98	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	230	70	32	175	29	47	161	64	126	98	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	230	70	32	175	29	47	161	64	126	98	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.86	0.14	0.23	0.77	1.00	1.00	1.00	1.00
Final Sat.:	465	500	548	463	435	73	112	380	548	436	463	507
Capacity Analysis Module:												
Vol/Sat:	0.25	0.46	0.13	0.07	0.40	0.40	0.42	0.42	0.12	0.29	0.21	0.06
Crit Moves:		****				****		****		****		
Delay/Veh:	12.5	15.1	9.8	10.5	13.5	13.5	14.3	14.3	9.6	13.4	11.8	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	15.1	9.8	10.5	13.5	13.5	14.3	14.3	9.6	13.4	11.8	9.7
LOS by Move:	B	C	A	B	B	B	B	B	A	B	B	A
ApproachDel:		13.5			13.1			13.2			12.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.5			13.1			13.2			12.4	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.8	0.1	0.1	0.6	0.6	0.6	0.6	0.1	0.4	0.2	0.1

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.256
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	0	1		1	0	0	1	0		0	1	0	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	82		38		32		28		41		53		41		90		82		37		95		31	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	82		38		32		28		41		53		41		90		82		37		95		31	
Added Vol:	0		0		1		0		0		0		0		9		0		2		13		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	82		38		33		28		41		53		41		99		82		39		108		31	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.91		0.91		0.91		0.91		0.91		0.91		0.91		0.91		0.91		0.91		0.91		0.91	
PHF Volume:	90		42		36		31		45		58		45		109		90		43		119		34	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	90		42		36		31		45		58		45		109		90		43		119		34	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	90		42		36		31		45		58		45		109		90		43		119		34	
Saturation Flow Module:																								
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		0.44		0.56		0.29		0.71		1.00		1.00		1.00		1.00	
Final Sat.:	520		560		627		533		269		348		176		426		699		533		578		648	
Capacity Analysis Module:																								
Vol/Sat:	0.17	0.07		0.06			0.06		0.17		0.17		0.26		0.26		0.13		0.08		0.21		0.05	
Crit Moves:	****								****						****						****			
Delay/Veh:	10.5		9.2		8.4		9.4		9.2		9.2		10.3		10.3		8.3		9.7		10.1		8.2	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	10.5		9.2		8.4		9.4		9.2		9.2		10.3		10.3		8.3		9.7		10.1		8.2	
LOS by Move:	B		A		A		A		A		A		B		B		A		A		B		A	
ApproachDel:			9.7						9.2						9.5						9.7			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			9.7						9.2						9.5						9.7			
LOS by Appr:			A						A						A						A			
AllWayAvgQ:	0.2		0.1		0.1		0.1		0.2		0.2		0.3		0.3		0.1		0.1		0.2		0.0	

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: C[19.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0	0	1 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	32	128	0	0	102	168	172	0	48	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	128	0	0	102	168	172	0	48	0	0	0
Added Vol:	1	0	0	0	0	0	1	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	128	0	0	102	168	173	0	52	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	50	193	0	0	154	254	261	0	79	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	193	0	0	154	254	261	0	79	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	408	xxxx	xxxxx	xxxx	xxxx	xxxxx	574	xxxx	281	xxxx	xxxx	xxxxx
Potent Cap.:	1162	xxxx	xxxxx	xxxx	xxxx	xxxxx	484	xxxx	763	xxxx	xxxx	xxxxx
Move Cap.:	1162	xxxx	xxxxx	xxxx	xxxx	xxxxx	468	xxxx	763	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.56	xxxx	0.10	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.4	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.0	xxxx	10.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			19.3			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: A[10.0]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	12	90	0				0	108	58				40	0	32				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	12	90	0				0	108	58				40	0	32				0	0	0			
Added Vol:	5	0	0				0	0	2				1	0	3				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	17	90	0				0	108	60				41	0	35				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88			
PHF Volume:	19	102	0				0	122	68				46	0	40				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	19	102	0				0	122	68				46	0	40				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	190	xxxx	xxxxx	xxxx	xxxx	xxxxx							297	xxxx		156	xxxx	xxxx	xxxxx					
Potent Cap.:	1395	xxxx	xxxxx	xxxx	xxxx	xxxxx							698	xxxx		894	xxxx	xxxx	xxxxx					
Move Cap.:	1395	xxxx	xxxxx	xxxx	xxxx	xxxxx							691	xxxx		894	xxxx	xxxx	xxxxx					
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx							0.07	xxxx		0.04	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx							0.2	xxxx		0.1	xxxx	xxxx	xxxxx					
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx							10.6	xxxx		9.2	xxxxx	xxxx	xxxxx					
LOS by Move:	A	*	*	*	*	*							B	*		A	*	*	*					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*							*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									10.0			xxxxxx								
ApproachLOS:	*			*									A			*								

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: A[9.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	71	0	40	59	0	0	0	0	1	0	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	71	0	40	59	0	0	0	0	1	0	49
Added Vol:	0	0	18	4	0	0	0	0	0	18	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	71	18	44	59	0	0	0	0	19	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	87	22	54	72	0	0	0	0	23	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	87	22	54	72	0	0	0	0	23	0	61
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	109	xxxx	xxxxx	xxxx	xxxx	xxxxx	241	277	98
Potent Cap.:	xxxx	xxxx	xxxxx	1494	xxxx	xxxxx	xxxx	xxxx	xxxxx	752	634	964
Move Cap.:	xxxx	xxxx	xxxxx	1494	xxxx	xxxxx	xxxx	xxxx	xxxxx	730	610	964
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	886	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.5		
ApproachLOS:	*			*			*			A		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0	1 1 0	0	0 0 0	0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	53	0	40	70	0	0	0	0	0	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	53	0	40	70	0	0	0	0	0	0	27
Added Vol:	0	0	9	3	0	0	0	0	0	11	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	53	9	43	70	0	0	0	0	11	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	58	10	47	77	0	0	0	0	12	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	58	10	47	77	0	0	0	0	12	0	35
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	68	xxxx	xxxxx	xxxx	xxxx	xxxxx	197	235	63
Potent Cap.:	xxxx	xxxx	xxxxx	1546	xxxx	xxxxx	xxxx	xxxx	xxxxx	796	669	1007
Move Cap.:	xxxx	xxxx	xxxxx	1546	xxxx	xxxxx	xxxx	xxxx	xxxxx	777	648	1007
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	936	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.1		
ApproachLOS:	*			*			*			A		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[9.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 1	0	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	4	62	1	10	38	6	8	1	2	1	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	62	1	10	38	6	8	1	2	1	1	1
Added Vol:	0	18	17	0	18	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	80	18	10	56	6	8	1	2	14	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	4	86	19	11	60	6	9	1	2	15	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	86	19	11	60	6	9	1	2	15	1	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	66	xxxx	xxxxx	105	xxxx	xxxxx	186	195	60	190	192	95
Potent Cap.:	1548	xxxx	xxxxx	1499	xxxx	xxxxx	779	704	1011	774	707	967
Move Cap.:	1548	xxxx	xxxxx	1499	xxxx	xxxxx	771	697	1011	766	700	967
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.00	0.02	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	798	xxxxx	xxxx	771	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	9.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			9.6			9.8		
ApproachLOS:	*			*			A			A		

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

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Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

****

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[10.0]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	54	1	30	57	10	1	1	1	3	1	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	54	1	30	57	10	1	1	1	3	1	6
Added Vol:	0	9	9	0	11	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	63	10	30	68	10	1	1	1	16	1	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	1	79	12	37	85	12	1	1	1	20	1	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	79	12	37	85	12	1	1	1	20	1	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	97	xxxx	xxxxx	91	xxxx	xxxxx	252	253	85	255	260	85
Potent Cap.:	1509	xxxx	xxxxx	1516	xxxx	xxxxx	706	653	980	703	648	980
Move Cap.:	1509	xxxx	xxxxx	1516	xxxx	xxxxx	686	636	980	687	631	980
Volume/Cap:	0.00	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.00	0.00	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	741	xxxxx	xxxx	742	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	10.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				9.9			10.0	
ApproachLOS:	*			*				A			B	

****

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

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San Gorgonio Specific Plan
Interim Year (2019) With Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #44 SR-243 Highway (NS) at C Street (EW)

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: A[9.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	60	0	0	40	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	60	0	0	40	0	0	0	0	0	0	0
Added Vol:	1	0	0	0	0	31	35	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	60	0	0	40	31	35	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	1	75	0	0	50	39	44	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	75	0	0	50	39	44	0	4	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	89	xxxx	xxxxx	xxxx	xxxx	xxxxx	147	147	70	xxxx	xxxx	xxxxx
Potent Cap.:	1519	xxxx	xxxxx	xxxx	xxxx	xxxxx	850	748	999	xxxx	xxxx	xxxxx
Move Cap.:	1519	xxxx	xxxxx	xxxx	xxxx	xxxxx	849	747	999	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	859	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.4			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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

Intersection #44 SR-243 Highway (NS) at C Street (EW)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[9.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	42	0	0	80	0	8	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	42	0	0	80	0	8	0	0	0	0	0
Added Vol:	4	0	0	0	0	24	18	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	42	0	0	80	24	26	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	5	56	0	0	107	32	35	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	56	0	0	107	32	35	0	3	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	139	xxxx	xxxxx	xxxx	xxxx	xxxxx	189	189	123	xxxx	xxxx	xxxxx
Potent Cap.:	1457	xxxx	xxxxx	xxxx	xxxx	xxxxx	804	709	934	xxxx	xxxx	xxxxx
Move Cap.:	1457	xxxx	xxxxx	xxxx	xxxx	xxxxx	802	706	934	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	810	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.7			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	74	839	451	111	727	26	31	98	11	162	150	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	839	451	111	727	26	31	98	11	162	150	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	839	451	111	727	26	31	98	11	162	150	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	885	476	117	767	27	33	103	12	171	158	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	885	476	117	767	27	33	103	12	171	158	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	885	476	117	767	27	33	103	12	171	158	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.95	0.60	1.00	0.85	0.69	1.00	0.85
Lanes:	1.00	1.30	0.70	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2226	1196	1805	3468	124	1138	1900	1615	1307	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.06	0.22	0.22	0.03	0.05	0.01	0.13	0.08	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.22	0.51	0.51	0.12	0.41	0.41	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.20	0.77	0.77	0.56	0.54	0.54	0.17	0.32	0.04	0.77	0.49	0.42
Delay/Veh:	19.4	13.9	13.9	28.3	13.7	13.7	21.7	22.5	20.9	39.3	23.8	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	13.9	13.9	28.3	13.7	13.7	21.7	22.5	20.9	39.3	23.8	23.4
LOS by Move:	B	B	B	C	B	B	C	C	C	D	C	C
HCM2kAvgQ:	1	13	13	3	6	6	1	2	0	5	3	2

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

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San Gorgonio Specific Plan
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	T	R	L	T	R	L	T	R				L	T	R			
Control:	Protected			Protected			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7				7	7	7			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	0	1	
Volume Module:																		
Base Vol:	61	659	243	176	1067	31	24	121	66				297	138	127			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	61	659	243	176	1067	31	24	121	66				297	138	127			
Added Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	61	659	243	176	1067	31	24	121	66				297	138	127			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97			
PHF Volume:	63	681	251	182	1102	32	25	125	68				307	143	131			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	63	681	251	182	1102	32	25	125	68				307	143	131			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	63	681	251	182	1102	32	25	125	68				307	143	131			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.95	0.66	1.00	0.85				0.67	1.00	0.85			
Lanes:	1.00	1.46	0.54	1.00	1.94	0.06	1.00	1.00	1.00				1.00	1.00	1.00			
Final Sat.:	1805	2532	934	1805	3494	102	1254	1900	1615				1277	1900	1615			
Capacity Analysis Module:																		
Vol/Sat:	0.03	0.27	0.27	0.10	0.32	0.32	0.02	0.07	0.04				0.24	0.08	0.08			
Crit Moves:	****				****								****					
Green/Cycle:	0.12	0.35	0.35	0.15	0.39	0.39	0.30	0.30	0.30				0.30	0.30	0.30			
Volume/Cap:	0.30	0.76	0.76	0.66	0.81	0.81	0.07	0.22	0.14				0.81	0.25	0.27			
Delay/Veh:	25.1	20.2	20.2	29.8	20.2	20.2	15.3	16.1	15.7				32.3	16.3	16.5			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	25.1	20.2	20.2	29.8	20.2	20.2	15.3	16.1	15.7				32.3	16.3	16.5			
LOS by Move:	C	C	C	C	C	C	B	B	B				C	B	B			
HCM2kAvgQ:	1	10	10	5	12	12	0	2	1				8	2	2			

****

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

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

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[16.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 0			0 0 1 1 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	368	1390	0	0	880	2	1	0	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	368	1390	0	0	880	2	1	0	110	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	1390	0	0	880	2	1	0	110	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	405	1531	0	0	969	2	1	0	121	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	405	1531	0	0	969	2	1	0	121	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	971	xxxx	xxxxx	xxxx	xxxx	xxxxx	2546	xxxx	486	xxxx	xxxx	xxxxx
Potent Cap.:	718	xxxx	xxxxx	xxxx	xxxx	xxxxx	23	xxxx	533	xxxx	xxxx	xxxxx
Move Cap.:	718	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	xxxx	533	xxxx	xxxx	xxxxx
Volume/Cap:	0.56	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.23	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.9	xxxx	xxxx	xxxxx
Control Del:	16.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	318.8	xxxx	13.7	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.5			xxxxxx		
ApproachLOS:	*			*			C			*		

****

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

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Evening Peak Hour

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

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: D[34.0]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	209	1030		0		0	1601		1			1		0	139			0		0		0		
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00		
Initial Bse:	209	1030		0		0	1601		1			1		0	139			0		0		0		
Added Vol:	0	0		0		0	0		0			0		0	0			0		0		0		
PasserByVol:	0	0		0		0	0		0			0		0	0			0		0		0		
Initial Fut:	209	1030		0		0	1601		1			1		0	139			0		0		0		
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00		
PHF Adj:	0.91	0.91		0.91		0.91	0.91		0.91			0.91		0.91	0.91			0.91		0.91		0.91		
PHF Volume:	231	1137		0		0	1767		1			1		0	153			0		0		0		
Reduct Vol:	0	0		0		0	0		0			0		0	0			0		0		0		
FinalVolume:	231	1137		0		0	1767		1			1		0	153			0		0		0		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.8	xxxx		6.9	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	1768	xxxx	xxxxx	xxxx	xxxx	xxxxx							2797	xxxx		884	xxxx	xxxx	xxxxx					
Potent Cap.:	357	xxxx	xxxxx	xxxx	xxxx	xxxxx							15	xxxx		292	xxxx	xxxx	xxxxx					
Move Cap.:	357	xxxx	xxxxx	xxxx	xxxx	xxxxx							7	xxxx		292	xxxx	xxxx	xxxxx					
Volume/Cap:	0.65	xxxx	xxxx	xxxx	xxxx	xxxx							0.15	xxxx		0.52	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	4.3	xxxx	xxxxx	xxxx	xxxx	xxxxx							0.4	xxxx		2.8	xxxx	xxxx	xxxxx					
Control Del:	31.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx							570.2	xxxx		30.1	xxxxx	xxxx	xxxxx					
LOS by Move:	D	*	*	*	*	*							F	*		D	*	*	*					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*							*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									34.0			xxxxxx								
ApproachLOS:	*			*									D			*								

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

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	167	0	43	0	0	0	0	477	103	27	183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	0	43	0	0	0	0	477	103	27	183	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	0	43	0	0	0	0	477	103	27	183	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	177	0	46	0	0	0	0	507	109	29	194	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	0	46	0	0	0	0	507	109	29	194	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	0	46	0	0	0	0	507	109	29	194	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.00	0.20	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	465	0	120	0	0	0	0	658	749	549	598	0
Capacity Analysis Module:												
Vol/Sat:	0.38	xxxx	0.38	xxxx	xxxx	xxxx	xxxx	0.77	0.15	0.05	0.33	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	12.0	0.0	12.0	0.0	0.0	0.0	0.0	23.5	8.2	9.4	11.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	0.0	12.0	0.0	0.0	0.0	0.0	23.5	8.2	9.4	11.2	0.0
LOS by Move:	B	*	B	*	*	*	*	C	A	A	B	*
ApproachDel:		12.0			xxxxxx			20.8			10.9	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		12.0			xxxxxx			20.8			10.9	
LOS by Appr:		B			*			C			B	
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.0	2.8	0.2	0.1	0.4	0.0

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

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	91	0	28	0	0	0	0	372	133	27	399	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	0	28	0	0	0	0	372	133	27	399	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	0	28	0	0	0	0	372	133	27	399	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	94	0	29	0	0	0	0	386	138	28	414	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	0	29	0	0	0	0	386	138	28	414	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	0	29	0	0	0	0	386	138	28	414	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.00	0.24	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	429	0	132	0	0	0	0	672	767	600	662	0
Capacity Analysis Module:												
Vol/Sat:	0.22	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	0.57	0.18	0.05	0.63	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	10.4	0.0	10.4	0.0	0.0	0.0	0.0	14.7	8.3	8.9	16.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	0.0	10.4	0.0	0.0	0.0	0.0	14.7	8.3	8.9	16.4	0.0
LOS by Move:	B	*	B	*	*	*	*	B	A	A	C	*
ApproachDel:	10.4			xxxxxx			13.0			15.9		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	10.4			xxxxxx			13.0			15.9		
LOS by Appr:	B			*			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	1.3	0.2	0.0	1.5	0.0

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

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

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	0 1	0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	1	1	1	138	6	106	265	212	2	2	114	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	138	6	106	265	212	2	2	114	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	138	6	106	265	212	2	2	114	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	1	1	1	158	7	122	304	243	2	2	131	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	158	7	122	304	243	2	2	131	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	158	7	122	304	243	2	2	131	212
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.05	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	393	416	453	478	30	534	519	557	616	475	513	572
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.23	0.23	0.59	0.44	0.00	0.00	0.25	0.37
Crit Moves:	****			****			****					****
Delay/Veh:	11.0	10.5	9.8	13.3	10.4	10.4	18.3	13.6	8.3	10.0	11.6	12.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	10.5	9.8	13.3	10.4	10.4	18.3	13.6	8.3	10.0	11.6	12.1
LOS by Move:	B	B	A	B	B	B	C	B	A	A	B	B
ApproachDel:		10.5			12.0			16.2			11.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			12.0			16.2			11.9	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.3	0.3	1.3	0.7	0.0	0.0	0.3	0.5

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

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

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	7	24	9	180	11	149	165	251	4	5	264	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	24	9	180	11	149	165	251	4	5	264	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	24	9	180	11	149	165	251	4	5	264	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	7	25	9	189	12	156	173	263	4	5	277	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	25	9	189	12	156	173	263	4	5	277	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	25	9	189	12	156	173	263	4	5	277	221
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.07	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	371	391	423	460	37	502	460	495	535	459	500	551
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.02	0.41	0.31	0.31	0.38	0.53	0.01	0.01	0.55	0.40
Crit Moves:		****		****				****			****	
Delay/Veh:	11.7	11.5	10.5	15.1	11.8	11.8	14.6	17.2	9.1	10.3	17.7	13.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.5	10.5	15.1	11.8	11.8	14.6	17.2	9.1	10.3	17.7	13.0
LOS by Move:	B	B	B	C	B	B	B	C	A	B	C	B
ApproachDel:		11.3			13.5			16.1			15.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			13.5			16.1			15.6	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.0	0.1	0.0	0.6	0.4	0.4	0.5	1.0	0.0	0.0	1.1	0.6

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

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

Intersection #6 Highland Springs Avenue (NS) at 14th Street (EW)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[12.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	246	20	40	304	0	0	0	0	26	0	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	246	20	40	304	0	0	0	0	26	0	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	246	20	40	304	0	0	0	0	26	0	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	259	21	42	320	0	0	0	0	27	0	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	259	21	42	320	0	0	0	0	27	0	46
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	280	xxxx	xxxxx	xxxx	xxxx	xxxxx	674	674	269
Potent Cap.:	xxxx	xxxx	xxxxx	1294	xxxx	xxxxx	xxxx	xxxx	xxxxx	423	379	774
Move Cap.:	xxxx	xxxx	xxxxx	1294	xxxx	xxxxx	xxxx	xxxx	xxxxx	412	366	774
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	584	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.1		
ApproachLOS:	*			*			*			B		

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

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Highland Springs Avenue (NS) at 14th Street (EW)

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[12.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	324	25	55	234	0	0	0	0	26	0	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	324	25	55	234	0	0	0	0	26	0	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	324	25	55	234	0	0	0	0	26	0	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	341	26	58	246	0	0	0	0	27	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	341	26	58	246	0	0	0	0	27	0	80
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	367	xxxx	xxxxx	xxxx	xxxx	xxxxx	716	716	354
Potent Cap.:	xxxx	xxxx	xxxxx	1202	xxxx	xxxxx	xxxx	xxxx	xxxxx	400	358	694
Move Cap.:	xxxx	xxxx	xxxxx	1202	xxxx	xxxxx	xxxx	xxxx	xxxxx	384	340	694
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.12
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	576	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	119	242	0	0	308	11	18	0	222	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	242	0	0	308	11	18	0	222	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	242	0	0	308	11	18	0	222	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	136	276	0	0	352	13	21	0	253	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	276	0	0	352	13	21	0	253	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	276	0	0	352	13	21	0	253	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	0.87	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.97	0.03	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1825	65	1653	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.00	0.00	0.19	0.19	0.01	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.50	0.00	0.00	0.36	0.36	0.30	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	0.53	0.29	0.00	0.00	0.53	0.53	0.04	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	26.0	8.8	0.0	0.0	15.9	15.9	15.1	0.0	11.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	8.8	0.0	0.0	15.9	15.9	15.1	0.0	11.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	3	3	0	0	6	6	0	0	3	0	0	0

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0	0 0	1 0	1 0	0 0	1	0	0 0	0 0
Volume Module:												
Base Vol:	246	325	0	0	246	14	5	0	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	325	0	0	246	14	5	0	174	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	325	0	0	246	14	5	0	174	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	253	334	0	0	253	14	5	0	179	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	334	0	0	253	14	5	0	179	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	334	0	0	253	14	5	0	179	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.84	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.95	0.05	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1785	102	1588	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.00	0.00	0.14	0.14	0.00	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.34	0.68	0.00	0.00	0.34	0.34	0.12	0.00	0.46	0.00	0.00	0.00
Volume/Cap:	0.41	0.26	0.00	0.00	0.41	0.41	0.03	0.00	0.24	0.00	0.00	0.00
Delay/Veh:	15.7	3.8	0.0	0.0	15.5	15.5	23.5	0.0	10.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	3.8	0.0	0.0	15.5	15.5	23.5	0.0	10.1	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	C	A	B	A	A	A
HCM2kAvgQ:	4	2	0	0	4	4	0	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.6
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0 1	0	1	1	0 1	1	0	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	77	218	147		171	467	106		27	122	142		160	127	145	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	77	218	147		171	467	106		27	122	142		160	127	145	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	77	218	147		171	467	106		27	122	142		160	127	145	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87	
PHF Volume:	89	251	169		197	537	122		31	140	163		184	146	167	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	89	251	169		197	537	122		31	140	163		184	146	167	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	89	251	169		197	537	122		31	140	163		184	146	167	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		0.95	0.92	0.92		0.95	0.87	0.87		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.63	0.37		1.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	1805	1900	1615		1805	2860	649		1805	1659	1659		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.13	0.10		0.11	0.19	0.19		0.02	0.08	0.10		0.10	0.04	0.10	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.12	0.22	0.38		0.19	0.30	0.30		0.16	0.16	0.16		0.16	0.16	0.16	
Volume/Cap:	0.42	0.60	0.27		0.56	0.63	0.63		0.11	0.54	0.63		0.63	0.25	0.65	
Delay/Veh:	26.0	23.4	13.0		23.9	19.4	19.4		21.7	24.4	26.4		27.8	22.3	29.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.0	23.4	13.0		23.9	19.4	19.4		21.7	24.4	26.4		27.8	22.3	29.4	
LOS by Move:	C	C	B		C	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	2	5	2		4	7	7		1	3	4		4	1	4	

****

Note: Queue reported is the number of cars per lane.

****

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec):	75	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.7
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	92	564	208	154	326	12	22	118	71	162	115	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	564	208	154	326	12	22	118	71	162	115	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	564	208	154	326	12	22	118	71	162	115	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	103	634	234	173	367	13	25	133	80	182	129	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	634	234	173	367	13	25	133	80	182	129	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	634	234	173	367	13	25	133	80	182	129	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.95	0.95	0.95	0.90	0.90	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.93	0.07	1.00	1.25	0.75	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	3464	128	1805	2128	1280	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.14	0.10	0.11	0.11	0.01	0.06	0.06	0.10	0.04	0.14
Crit Moves:		****		****			****					****
Green/Cycle:	0.25	0.41	0.54	0.12	0.28	0.28	0.09	0.12	0.12	0.13	0.17	0.17
Volume/Cap:	0.23	0.81	0.27	0.81	0.38	0.38	0.15	0.50	0.50	0.75	0.22	0.81
Delay/Veh:	22.8	26.2	9.3	53.2	22.0	22.0	31.7	31.6	31.6	43.4	27.2	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	26.2	9.3	53.2	22.0	22.0	31.7	31.6	31.6	43.4	27.2	47.4
LOS by Move:	C	C	A	D	C	C	C	C	C	D	C	D
HCM2kAvgQ:	2	15	3	6	4	4	1	3	3	6	2	7

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7	7	7				7	7	7				7	7	7				7	7	7			
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	107	437	166				154	468	97				113	200	157				154	146	50			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	107	437	166				154	468	97				113	200	157				154	146	50			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	107	437	166				154	468	97				113	200	157				154	146	50			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90	0.90			
PHF Volume:	119	484	184				171	519	108				125	222	174				171	162	55			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	119	484	184				171	519	108				125	222	174				171	162	55			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	119	484	184				171	519	108				125	222	174				171	162	55			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.95	0.85				0.95	0.95	0.85				0.95	0.95	0.85				0.95	0.95	0.85			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1805	3610	1615				1805	3610	1615				1805	3610	1615				1805	3610	1615			
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.13	0.11				0.09	0.14	0.07				0.07	0.06	0.11				0.09	0.04	0.03			
Crit Moves:	****							****							****				****					
Green/Cycle:	0.12	0.20	0.20				0.17	0.26	0.26				0.18	0.19	0.19				0.17	0.18	0.18			
Volume/Cap:	0.56	0.67	0.57				0.55	0.56	0.26				0.39	0.32	0.56				0.56	0.25	0.19			
Delay/Veh:	28.5	24.7	24.1				24.6	20.2	18.1				22.4	21.1	24.3				25.3	21.3	21.2			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	28.5	24.7	24.1				24.6	20.2	18.1				22.4	21.1	24.3				25.3	21.3	21.2			
LOS by Move:	C	C	C				C	C	B				C	C	C				C	C	C			
HCM2kAvgQ:	3	6	4				4	5	2				2	2	4				4	2	1			

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	160	513	175	94	478	96	204	271	182	280	315	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	513	175	94	478	96	204	271	182	280	315	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	513	175	94	478	96	204	271	182	280	315	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	174	558	190	102	520	104	222	295	198	305	343	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	558	190	102	520	104	222	295	198	305	343	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	558	190	102	520	104	222	295	198	305	343	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.12	0.06	0.14	0.06	0.12	0.08	0.12	0.17	0.09	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.15	0.21	0.21	0.12	0.18	0.18	0.21	0.17	0.17	0.23	0.20	0.20
Volume/Cap:	0.65	0.72	0.55	0.49	0.79	0.35	0.59	0.48	0.72	0.72	0.48	0.35
Delay/Veh:	29.8	25.3	22.9	26.6	29.8	22.2	24.1	23.1	32.8	27.3	21.9	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	25.3	22.9	26.6	29.8	22.2	24.1	23.1	32.8	27.3	21.9	21.5
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	7	4	2	7	2	5	3	5	7	4	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: OPTIMIZED Level Of Service: B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	223	656	0	0	556	304	0	0	0	174	2	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	656	0	0	556	304	0	0	0	174	2	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	656	0	0	556	304	0	0	0	174	2	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	240	705	0	0	597	327	0	0	0	187	2	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	705	0	0	597	327	0	0	0	187	2	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	705	0	0	597	327	0	0	0	187	2	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1734	20	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.00	0.00	0.17	0.20	0.00	0.00	0.00	0.11	0.11	0.11
Crit Moves:	****					****					****	
Green/Cycle:	0.24	0.60	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.20	0.20	0.20
Volume/Cap:	0.56	0.32	0.00	0.00	0.45	0.55	0.00	0.00	0.00	0.55	0.55	0.56
Delay/Veh:	21.6	5.9	0.0	0.0	14.8	16.4	0.0	0.0	0.0	23.6	23.6	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	5.9	0.0	0.0	14.8	16.4	0.0	0.0	0.0	23.6	23.6	23.9
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	5	4	0	0	5	6	0	0	0	4	4	4

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0 2	0	0	0 0 2	0	1	0 0 0	0	0	0 1	0	0 1
Volume Module:												
Base Vol:	302	948	0	0	665	315	0	0	0	345	3	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	948	0	0	665	315	0	0	0	345	3	272
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	948	0	0	665	315	0	0	0	345	3	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	327	1026	0	0	720	341	0	0	0	373	3	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	1026	0	0	720	341	0	0	0	373	3	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	1026	0	0	720	341	0	0	0	373	3	294
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1727	15	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.00	0.00	0.20	0.21	0.00	0.00	0.00	0.22	0.22	0.18
Crit Moves:	****					****					****	
Green/Cycle:	0.24	0.52	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.76	0.55	0.00	0.00	0.72	0.76	0.00	0.00	0.00	0.76	0.76	0.64
Delay/Veh:	29.0	10.2	0.0	0.0	22.1	27.3	0.0	0.0	0.0	26.4	26.4	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	10.2	0.0	0.0	22.1	27.3	0.0	0.0	0.0	26.4	26.4	21.9
LOS by Move:	C	B	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	7	0	0	8	8	0	0	0	8	8	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.0
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	561	299	168	552	0	309	3	328	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	561	299	168	552	0	309	3	328	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	561	299	168	552	0	309	3	328	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	578	308	173	568	0	318	3	338	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	578	308	173	568	0	318	3	338	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	578	308	173	568	0	318	3	338	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1746	17	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.19	0.10	0.16	0.00	0.18	0.18	0.21	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.31	0.31	0.15	0.46	0.00	0.34	0.34	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.52	0.62	0.62	0.34	0.00	0.54	0.54	0.62	0.00	0.00	0.00
Delay/Veh:	0.0	17.6	20.2	27.9	10.4	0.0	17.1	17.1	18.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.6	20.2	27.9	10.4	0.0	17.1	17.1	18.8	0.0	0.0	0.0
LOS by Move:	A	B	C	C	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	5	6	4	4	0	5	5	6	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 1	0	0 1	0 0 0	0	0
Volume Module:												
Base Vol:	0	881	408	168	822	0	379	13	458	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	881	408	168	822	0	379	13	458	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	881	408	168	822	0	379	13	458	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	919	425	175	857	0	395	14	478	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	919	425	175	857	0	395	14	478	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	919	425	175	857	0	395	14	478	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.97	0.03	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1714	59	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.26	0.10	0.24	0.00	0.23	0.23	0.30	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.32	0.32	0.12	0.44	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.79	0.82	0.82	0.54	0.00	0.64	0.64	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	22.3	28.8	47.5	12.7	0.0	18.1	18.1	26.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.3	28.8	47.5	12.7	0.0	18.1	18.1	26.5	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	11	10	6	7	0	7	7	11	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	32	269	21	114	206	64	138	45	49	25	54	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	269	21	114	206	64	138	45	49	25	54	233
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	269	21	114	206	64	138	45	49	25	54	233
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.00
PHF Volume:	33	277	22	118	212	0	142	46	51	26	56	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	277	22	118	212	0	142	46	51	26	56	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	33	277	22	118	212	0	142	46	51	26	56	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	1.00	0.95	0.88	0.88	0.85	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3312	259	1805	3610	1900	1805	1664	1664	1615	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.07	0.06	0.00	0.08	0.03	0.03	0.02	0.03	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.23	0.23	0.18	0.20	0.00	0.21	0.33	0.33	0.12	0.12	0.00
Volume/Cap:	0.09	0.37	0.37	0.37	0.29	0.00	0.37	0.08	0.09	0.14	0.25	0.00
Delay/Veh:	19.6	19.9	19.9	22.5	20.5	0.0	20.7	13.9	13.9	24.1	24.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	19.9	19.9	22.5	20.5	0.0	20.7	13.9	13.9	24.1	24.7	0.0
LOS by Move:	B	B	B	C	C	A	C	B	B	C	C	A
HCM2kAvgQ:	1	3	3	2	2	0	3	0	1	1	1	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.2
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	50	244	34	201	269	101	82	155	54	37	98	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	244	34	201	269	101	82	155	54	37	98	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	244	34	201	269	101	82	155	54	37	98	204
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.00
PHF Volume:	52	255	36	210	282	0	86	162	57	39	103	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	255	36	210	282	0	86	162	57	39	103	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	52	255	36	210	282	0	86	162	57	39	103	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	1.00	0.95	0.91	0.91	0.61	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	1.48	0.52	1.00	1.00	1.00
Final Sat.:	1805	3111	434	1805	3610	1900	1805	2573	896	1167	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.12	0.08	0.00	0.05	0.06	0.06	0.03	0.05	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.24	0.20	0.20	0.28	0.24	0.00	0.12	0.25	0.25	0.13	0.13	0.00
Volume/Cap:	0.12	0.41	0.41	0.41	0.32	0.00	0.41	0.25	0.25	0.25	0.41	0.00
Delay/Veh:	17.9	21.3	21.3	17.9	18.9	0.0	25.9	18.2	18.2	24.3	25.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	21.3	21.3	17.9	18.9	0.0	25.9	18.2	18.2	24.3	25.0	0.0
LOS by Move:	B	C	C	B	B	A	C	B	B	C	C	A
HCM2kAvgQ:	1	3	3	4	2	0	2	2	2	1	2	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #13 Highland Home Road (NS) at 14th Street (EW)

****

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: A[8.9]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	0	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	26	4	0				0	16	44				16	0	34				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	26	4	0				0	16	44				16	0	34				0	0	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	26	4	0				0	16	44				16	0	34				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	27	4	0				0	17	46				17	0	36				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	27	4	0				0	17	46				17	0	36				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	6.5	6.2	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	63	xxxx	xxxxx	xxxx	xxxx	xxxxx							99	99	40	xxxx	xxxx	xxxxx						
Potent Cap.:	1552	xxxx	xxxxx	xxxx	xxxx	xxxxx							905	795	1037	xxxx	xxxx	xxxxx						
Move Cap.:	1552	xxxx	xxxxx	xxxx	xxxx	xxxxx							892	781	1037	xxxx	xxxx	xxxxx						
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx							0.02	0.00	0.03	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	A	*	*	*	*	*							*	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	986	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	A	*	*	*	*	*							*	A	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									8.9			xxxxxx								
ApproachLOS:	*			*									A			*								

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Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #13 Highland Home Road (NS) at 14th Street (EW)

****

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: A[9.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	60	3	0	0	2	40	37	0	38	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	3	0	0	2	40	37	0	38	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	3	0	0	2	40	37	0	38	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	63	3	0	0	2	42	39	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	63	3	0	0	2	42	39	0	40	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	44	xxxx	xxxxx	xxxx	xxxx	xxxxx	153	153	23	xxxx	xxxx	xxxxx
Potent Cap.:	1577	xxxx	xxxxx	xxxx	xxxx	xxxxx	844	743	1059	xxxx	xxxx	xxxxx
Move Cap.:	1577	xxxx	xxxxx	xxxx	xxxx	xxxxx	817	712	1059	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	924	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.3			xxxxxx		
ApproachLOS:	*			*			A			*		

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[17.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	1	0 0 1!	0	0	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	8	1	34	20	13	28	28	356	6	41	385	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	34	20	13	28	28	356	6	41	385	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1	34	20	13	28	28	356	6	41	385	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	9	1	39	23	15	32	32	404	7	47	437	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	1	39	23	15	32	32	404	7	47	437	14
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	787	1011	202	796	1005	219	451	xxxx	xxxxx	411	xxxx	xxxxx
Potent Cap.:	286	241	811	281	244	792	1121	xxxx	xxxxx	1159	xxxx	xxxxx
Move Cap.:	247	225	811	253	227	792	1121	xxxx	xxxxx	1159	xxxx	xxxxx
Volume/Cap:	0.04	0.01	0.05	0.09	0.06	0.04	0.03	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	0.0	0.1	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	20.1	21.1	9.7	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	C	C	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	355	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	17.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:		11.9			17.6			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	

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Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[21.8]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	0	1		0	0	1!	0	0		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	8		17		65		30		13		7		39		394		3		14		374		24	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	8		17		65		30		13		7		39		394		3		14		374		24	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	8		17		65		30		13		7		39		394		3		14		374		24	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90	
PHF Volume:	9		19		72		33		14		8		43		438		3		16		416		27	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	9		19		72		33		14		8		43		438		3		16		416		27	
Critical Gap Module:																								
Critical Gp:	7.5		6.5		6.9		7.5		6.5		6.9		4.1		xxxx		xxxxx		4.1		xxxx		xxxxx	
FollowUpTim:	3.5		4.0		3.3		3.5		4.0		3.3		2.2		xxxx		xxxxx		2.2		xxxx		xxxxx	
Capacity Module:																								
Cnflict Vol:	771		998		219		762		974		208		442		xxxx		xxxxx		441		xxxx		xxxxx	
Potent Cap.:	294		246		791		298		254		805		1129		xxxx		xxxxx		1130		xxxx		xxxxx	
Move Cap.:	266		233		791		244		241		805		1129		xxxx		xxxxx		1130		xxxx		xxxxx	
Volume/Cap:	0.03		0.08		0.09		0.14		0.06		0.01		0.04		xxxx		xxxx		0.01		xxxx		xxxx	
Level Of Service Module:																								
2Way95thQ:	0.1		0.3		0.3		xxxx		xxxx		xxxxx		0.1		xxxx		xxxxx		0.0		xxxx		xxxxx	
Control Del:	19.0		21.8		10.0		xxxxx		xxxx		xxxxx		8.3		xxxx		xxxxx		8.2		xxxx		xxxxx	
LOS by Move:	C		C		B		*		*		*		A		*		*		A		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		xxxx		xxxxx		xxxx		269		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
SharedQueue:	xxxxx		xxxx		xxxxx		xxxxx		0.8		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shrd ConDel:	xxxxx		xxxx		xxxxx		xxxxx		21.8		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*		*		*		*		C		*		*		*		*		*		*		*	
ApproachDel:			13.0						21.8						xxxxxx						xxxxxx			
ApproachLOS:			B						C						*						*			

****

Note: Queue reported is the number of cars per lane.

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.2]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	1	0	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	1	1	1			17	1	33			32	323		2		8	307		8	
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	1	1	1			17	1	33			32	323		2		8	307		8	
Added Vol:	0	0	0			0	0	0			0	0		0		0	0		0	
PasserByVol:	0	0	0			0	0	0			0	0		0		0	0		0	
Initial Fut:	1	1	1			17	1	33			32	323		2		8	307		8	
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.86	0.86	0.86			0.86	0.86	0.86			0.86	0.86		0.86		0.86	0.86		0.86	
PHF Volume:	1	1	1			20	1	38			37	374		2		9	356		9	
Reduct Vol:	0	0	0			0	0	0			0	0		0		0	0		0	
FinalVolume:	1	1	1			20	1	38			37	374		2		9	356		9	
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9			7.5	6.5	6.9			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3			3.5	4.0	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	647	833	188			636	825	178			365	xxxx	xxxxx			377	xxxx	xxxxx		
Potent Cap.:	360	307	828			366	310	841			1205	xxxx	xxxxx			1193	xxxx	xxxxx		
Move Cap.:	333	295	828			354	298	841			1205	xxxx	xxxxx			1193	xxxx	xxxxx		
Volume/Cap:	0.00	0.00	0.00			0.06	0.00	0.05			0.03	xxxx	xxxx			0.01	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	0.1			0.1	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	9.5			8.1	xxxx	xxxxx			8.0	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*	A			A	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		395	xxxxx		351	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		0.0	xxxxx		0.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx		14.2	xxxxx		15.9	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		B	*		C	*	*			*	*	*			*	*	*		
ApproachDel:			14.2					11.8					xxxxxx					xxxxxx		
ApproachLOS:			B					B					*					*		

****

Note: Queue reported is the number of cars per lane.

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[24.1]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	1	0	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	1	1	1			12	1	38			87	478	3			7	542	33		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	1	1	1			12	1	38			87	478	3			7	542	33		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	1	1	1			12	1	38			87	478	3			7	542	33		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.89	0.89	0.89			0.89	0.89	0.89			0.89	0.89	0.89			0.89	0.89	0.89		
PHF Volume:	1	1	1			13	1	43			98	537	3			8	609	37		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	1	1	1			13	1	43			98	537	3			8	609	37		
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9			7.5	6.5	6.9			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3			3.5	4.0	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1055	1396	270			1089	1361	304			646	xxxx	xxxxx			540	xxxx	xxxxx		
Potent Cap.:	183	142	734			172	150	697			949	xxxx	xxxxx			1038	xxxx	xxxxx		
Move Cap.:	156	127	734			157	133	697			949	xxxx	xxxxx			1038	xxxx	xxxxx		
Volume/Cap:	0.01	0.01	0.00			0.09	0.01	0.06			0.10	xxxx	xxxx			0.01	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	0.2			0.3	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	10.5			9.2	xxxx	xxxxx			8.5	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*	B			A	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		192	xxxxx		155	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		0.1	xxxxx		0.3	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx		24.1	xxxxx		30.7	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		C	*		D	*	*			*	*	*			*	*	*		
ApproachDel:		24.1					15.7					xxxxxx					xxxxxx			
ApproachLOS:		C					C					*					*			

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Note: Queue reported is the number of cars per lane.

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.098
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.2
Optimal Cycle:	0	Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0 0	0 0	0	0 1	0 1	0	0 0	0 0 0
Volume Module:												
Base Vol:	30	0	0	0	0	0	0	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	0	0	0	0	0	0	50	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	0	0	0	0	0	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
PHF Volume:	53	0	0	0	0	0	0	0	89	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	0	0	0	0	0	0	0	89	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	0	0	0	0	0	0	0	89	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	828	0	0	0	0	0	0	773	910	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.10	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:		7.6			xxxxxx			7.0			xxxxxx	
Delay Adj:		1.00			xxxxx			1.00			xxxxx	
ApprAdjDel:		7.6			xxxxxx			7.0			xxxxxx	
LOS by Appr:		A			*			A			*	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.188
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	0	0	0 0	0 0	0	0 1	0 1	0	0 0	0 0 0
Volume Module:												
Base Vol:	100	0	0	0	0	0	0	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	0	0	0	0	0	0	90	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	0	0	0	0	0	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	151	0	0	0	0	0	0	0	136	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	0	0	0	0	0	0	0	136	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	0	0	0	0	0	0	0	136	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	803	0	0	0	0	0	0	728	848	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.16	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	8.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.6	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:	8.4			xxxxxx			7.6			xxxxxx		
Delay Adj:	1.00			xxxxx			1.00			xxxxx		
ApprAdjDel:	8.4			xxxxxx			7.6			xxxxxx		
LOS by Appr:	A			*			A			*		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.0
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	114	16	41	6	40	15	14	273	179	51	211	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	16	41	6	40	15	14	273	179	51	211	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	16	41	6	40	15	14	273	179	51	211	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	129	18	46	7	45	17	16	309	202	58	239	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	18	46	7	45	17	16	309	202	58	239	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	18	46	7	45	17	16	309	202	58	239	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.45	0.55	1.00	0.60	0.40	1.00	0.99	0.01
Final Sat.:	442	469	517	415	651	252	558	391	256	530	577	3
Capacity Analysis Module:												
Vol/Sat:	0.29	0.04	0.09	0.02	0.07	0.07	0.03	0.79	0.79	0.11	0.41	0.41
Crit Moves:	****				****				****			****
Delay/Veh:	13.0	10.0	9.6	10.7	10.5	10.2	9.2	24.9	24.9	10.0	12.6	12.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	10.0	9.6	10.7	10.5	10.2	9.2	24.9	24.9	10.0	12.6	12.6
LOS by Move:	B	B	A	B	B	B	A	C	C	A	B	B
ApproachDel:		11.9			10.4			24.4			12.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.9			10.4			24.4			12.1	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.3	0.0	0.1	0.0	0.1	0.1	0.0	3.0	3.0	0.1	0.6	0.6

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	186	41	90				1	20	1				1	250	166				74	214	9			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	186	41	90				1	20	1				1	250	166				74	214	9			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	186	41	90				1	20	1				1	250	166				74	214	9			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88			
PHF Volume:	211	46	102				1	23	1				1	283	188				84	242	10			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	211	46	102				1	23	1				1	283	188				84	242	10			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	211	46	102				1	23	1				1	283	188				84	242	10			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00				1.00	1.90	0.10				1.00	0.60	0.40				1.00	0.96	0.04			
Final Sat.:	456	483	534				384	776	39				518	359	239				504	527	22			
Capacity Analysis Module:																								
Vol/Sat:	0.46	0.10	0.19				0.00	0.03	0.03				0.00	0.79	0.79				0.17	0.46	0.46			
Crit Moves:	****							****							****					****				
Delay/Veh:	16.0	10.4	10.4				11.1	10.8	10.7				9.4	26.3	26.3				10.9	14.0	14.0			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	16.0	10.4	10.4				11.1	10.8	10.7				9.4	26.3	26.3				10.9	14.0	14.0			
LOS by Move:	C	B	B				B	B	B				A	D	D				B	B	B			
ApproachDel:	13.7						10.8						26.2						13.2					
Delay Adj:	1.00						1.00						1.00						1.00					
ApprAdjDel:	13.7						10.8						26.2						13.2					
LOS by Appr:	B						B						D						B					
AllWayAvgQ:	0.7	0.1	0.2				0.0	0.0	0.0				0.0	2.9	2.9				0.2	0.8	0.8			

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.329
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	133	125	94	70	220	43	45	196	101	59	183	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	125	94	70	220	43	45	196	101	59	183	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	125	94	70	220	43	45	196	101	59	183	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	145	136	102	76	240	47	49	214	110	64	199	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	136	102	76	240	47	49	214	110	64	199	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	136	102	76	240	47	49	214	110	64	199	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.89	0.89	0.60	0.93	0.93	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	1.00	1.14	0.86	1.00	1.67	0.33	1.00	1.32	0.68	1.00	1.72	0.28
Final Sat.:	1085	1929	1450	1132	2947	576	1805	2261	1165	1805	3036	498
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.07	0.07	0.08	0.08	0.03	0.09	0.09	0.04	0.07	0.07
Crit Moves:	****							****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.20	0.28	0.28	0.12	0.20	0.20
Volume/Cap:	0.33	0.18	0.18	0.17	0.20	0.20	0.14	0.33	0.33	0.31	0.33	0.33
Delay/Veh:	12.9	11.7	11.7	11.7	11.8	11.8	19.9	17.2	17.2	25.1	20.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	11.7	11.7	11.7	11.8	11.8	19.9	17.2	17.2	25.1	20.8	20.8
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	2	2	2	1	2	2	1	3	3	1	2	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	174	278	85	83	237	38	70	273	134	128	368	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	278	85	83	237	38	70	273	134	128	368	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	278	85	83	237	38	70	273	134	128	368	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	177	283	87	85	241	39	71	278	136	130	375	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	283	87	85	241	39	71	278	136	130	375	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	283	87	85	241	39	71	278	136	130	375	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.92	0.92	0.52	0.93	0.93	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	1.00	1.53	0.47	1.00	1.72	0.28	1.00	1.34	0.66	1.00	1.72	0.28
Final Sat.:	1091	2668	816	980	3046	488	1805	2303	1130	1805	3032	503
Capacity Analysis Module:												
Vol/Sat:	0.16	0.11	0.11	0.09	0.08	0.08	0.04	0.12	0.12	0.07	0.12	0.12
Crit Moves:	****							****		****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.21	0.27	0.27	0.16	0.22	0.22
Volume/Cap:	0.44	0.29	0.29	0.24	0.22	0.22	0.19	0.44	0.44	0.44	0.55	0.55
Delay/Veh:	15.2	13.6	13.6	13.5	13.2	13.2	19.7	18.4	18.4	23.8	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	13.6	13.6	13.5	13.2	13.2	19.7	18.4	18.4	23.8	21.5	21.5
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	3	3	3	1	2	2	1	4	4	3	5	5

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.316
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	79	244	0	0	256	161	0	0	0	4	0	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	244	0	0	256	161	0	0	0	4	0	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	244	0	0	256	161	0	0	0	4	0	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	89	274	0	0	287	180	0	0	0	4	0	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	274	0	0	287	180	0	0	0	4	0	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	274	0	0	287	180	0	0	0	4	0	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.23	0.77	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2088	1313	0	0	0	1704	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.00	0.00	0.07
Crit Moves:	****				****							****
Green/Cycle:	0.16	0.59	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.32	0.13	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.01	0.00	0.32
Delay/Veh:	23.2	5.5	0.0	0.0	11.3	11.3	0.0	0.0	0.0	18.8	0.0	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	5.5	0.0	0.0	11.3	11.3	0.0	0.0	0.0	18.8	0.0	20.6
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	C
HCM2kAvgQ:	2	1	0	0	3	3	0	0	0	0	0	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	67	413	0	0	299	211	0	0	0	11	0	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	413	0	0	299	211	0	0	0	11	0	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	413	0	0	299	211	0	0	0	11	0	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	70	431	0	0	312	220	0	0	0	11	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	431	0	0	312	220	0	0	0	11	0	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	431	0	0	312	220	0	0	0	11	0	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.17	0.83	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	1985	1401	0	0	0	1701	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.01	0.00	0.12
Crit Moves:	****				****							****
Green/Cycle:	0.10	0.49	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.40	0.24	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.02	0.00	0.40
Delay/Veh:	26.9	8.8	0.0	0.0	13.1	13.1	0.0	0.0	0.0	14.6	0.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	8.8	0.0	0.0	13.1	13.1	0.0	0.0	0.0	14.6	0.0	17.0
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	B
HCM2kAvgQ:	2	2	0	0	4	4	0	0	0	0	0	3

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.304
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	164	7	122	107	0	156	0	63	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	164	7	122	107	0	156	0	63	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	164	7	122	107	0	156	0	63	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	198	8	147	129	0	188	0	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	198	8	147	129	0	188	0	76	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	198	8	147	129	0	188	0	76	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3441	147	1805	3610	0	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.08	0.04	0.00	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.19	0.19	0.27	0.46	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.30	0.30	0.30	0.08	0.00	0.30	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	0.0	21.2	21.2	17.9	9.2	0.0	14.7	0.0	13.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.2	21.2	17.9	9.2	0.0	14.7	0.0	13.7	0.0	0.0	0.0
LOS by Move:	A	C	C	B	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	2	2	2	1	0	3	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1 0	1	1 0	2 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	239	21	115	205	0	231	0	85	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	239	21	115	205	0	231	0	85	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	239	21	115	205	0	231	0	85	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	265	23	127	227	0	256	0	94	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	265	23	127	227	0	256	0	94	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	265	23	127	227	0	256	0	94	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	0.95	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	3610	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.01	0.07	0.06	0.00	0.18	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.29	0.29	0.15	0.44	0.00	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.48	0.05	0.48	0.14	0.00	0.48	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	0.0	18.3	15.4	24.9	10.2	0.0	15.4	0.0	13.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.3	15.4	24.9	10.2	0.0	15.4	0.0	13.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	5	0	3	1	0	4	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.0]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	27	243		0			0		100	179			0		0		0		10		0		117	
Growth Adj:	1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	27	243		0			0		100	179			0		0		0		10		0		117	
Added Vol:	0	0		0			0		0	0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0		0	0			0		0		0		0		0		0	
Initial Fut:	27	243		0			0		100	179			0		0		0		10		0		117	
User Adj:	1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.83	0.83		0.83			0.83		0.83	0.83			0.83		0.83		0.83		0.83		0.83		0.83	
PHF Volume:	33	294		0			0		121	217			0		0		0		12		0		142	
Reduct Vol:	0	0		0			0		0	0			0		0		0		0		0		0	
FinalVolume:	33	294		0			0		121	217			0		0		0		12		0		142	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8	xxxx	6.9			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	338	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										420	xxxx	147			
Potent Cap.:	1233	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										567	xxxx	880			
Move Cap.:	1233	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										555	xxxx	880			
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.02	xxxx	0.16			
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.1	xxxx	0.6			
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										11.6	xxxx	9.9			
LOS by Move:	A	*	*	*	*	*	*	*	*										B	*	A			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*										*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx												10.0					
ApproachLOS:	*			*			*												B					

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

****

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: B[10.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	65	16	124	32	0	0	0	0	38	0	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	65	16	124	32	0	0	0	0	38	0	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	65	16	124	32	0	0	0	0	38	0	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	75	18	143	37	0	0	0	0	44	0	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	75	18	143	37	0	0	0	0	44	0	121
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	93	xxxx	xxxxx	xxxx	xxxx	xxxxx	407	407	84
Potent Cap.:	xxxx	xxxx	xxxxx	1514	xxxx	xxxxx	xxxx	xxxx	xxxxx	604	537	981
Move Cap.:	xxxx	xxxx	xxxxx	1514	xxxx	xxxxx	xxxx	xxxx	xxxxx	557	482	981
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.12
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	816	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.5		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

****

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: B[11.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	96	50	140	162	0	0	0	0	28	0	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	96	50	140	162	0	0	0	0	28	0	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	96	50	140	162	0	0	0	0	28	0	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	109	57	159	184	0	0	0	0	32	0	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	109	57	159	184	0	0	0	0	32	0	163
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	166	xxxx	xxxxx	xxxx	xxxx	xxxxx	639	639	137
Potent Cap.:	xxxx	xxxx	xxxxx	1425	xxxx	xxxxx	xxxx	xxxx	xxxxx	443	396	916
Move Cap.:	xxxx	xxxx	xxxxx	1425	xxxx	xxxxx	xxxx	xxxx	xxxxx	402	348	916
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.18
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	758	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.4		
ApproachLOS:	*			*			*			B		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.114
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	0	1 0	0 0	0 0	0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	13	7	53	7	0	0	0	0	13	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	13	7	53	7	0	0	0	0	13	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	13	7	53	7	0	0	0	0	13	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	19	10	78	10	0	0	0	0	19	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	19	10	78	10	0	0	0	0	19	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	19	10	78	10	0	0	0	0	19	0	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.88	0.12	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	765	898	684	90	0	0	0	0	671	0	864
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.02	0.01	0.11	0.11	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.03
Crit Moves:		****		****								****
Delay/Veh:	0.0	7.5	6.7	8.2	8.2	0.0	0.0	0.0	0.0	8.1	0.0	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	6.7	8.2	8.2	0.0	0.0	0.0	0.0	8.1	0.0	6.9
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.2			8.2			xxxxxx			7.4	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.2			8.2			xxxxxx			7.4	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.169
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	0 1	0 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	36	1	80	20	0	0	0	0	1	0	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	36	1	80	20	0	0	0	0	1	0	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	36	1	80	20	0	0	0	0	1	0	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	45	1	101	25	0	0	0	0	1	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	45	1	101	25	0	0	0	0	1	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	45	1	101	25	0	0	0	0	1	0	106
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.80	0.20	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	730	849	596	149	0	0	0	0	650	0	829
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.06	0.00	0.17	0.17	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.13
Crit Moves:		****			****							****
Delay/Veh:	0.0	7.8	6.8	8.7	8.7	0.0	0.0	0.0	0.0	8.1	0.0	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	6.8	8.7	8.7	0.0	0.0	0.0	0.0	8.1	0.0	7.5
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.8			8.7			xxxxxx			7.5	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.8			8.7			xxxxxx			7.5	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.0	0.1	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	1	0	1		0	0	1!	0	0	
Volume Module:												
Base Vol:	87		35		195		18		38		14	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	87		35		195		18		38		14	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	87		35		195		18		38		14	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.87		0.87		0.87		0.87		0.87		0.87	
PHF Volume:	100		40		224		21		44		16	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	100		40		224		21		44		16	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	100		40		224		21		44		16	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.73		1.00		0.85		0.92		0.92		0.92	
Lanes:	1.00		1.00		1.00		0.26		0.54		0.20	
Final Sat.:	1393		1900		1615		448		945		348	
Capacity Analysis Module:												
Vol/Sat:	0.07		0.02		0.14		0.05		0.05		0.05	
Crit Moves:					****							
Green/Cycle:	0.36		0.36		0.36		0.36		0.36		0.36	
Volume/Cap:	0.20		0.06		0.38		0.13		0.13		0.13	
Delay/Veh:	13.3		12.4		14.5		12.8		12.8		12.8	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	13.3		12.4		14.5		12.8		12.8		12.8	
LOS by Move:	B		B		B		B		B		B	
HCM2kAvgQ:	1		0		3		1		1		1	

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	2	0	1		1	0	2	0	1	
Volume Module:												
Base Vol:	6		267		74		128		210		9	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	6		267		74		128		210		9	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	6		267		74		128		210		9	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.87		0.87		0.87		0.87		0.87		0.87	
PHF Volume:	7		307		85		147		241		10	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	7		307		85		147		241		10	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	7		307		85		147		241		10	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.85		0.95		0.95		0.85	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1805		3610		1615		1805		3610		1615	
Capacity Analysis Module:												
Vol/Sat:	0.00		0.09		0.05		0.08		0.07		0.01	
Crit Moves:			****				****					
Green/Cycle:	0.22		0.22		0.22		0.21		0.22		0.22	
Volume/Cap:	0.02		0.38		0.24		0.38		0.31		0.03	
Delay/Veh:	18.4		20.1		19.5		20.8		19.9		18.5	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	18.4		20.1		19.5		20.8		19.9		18.5	
LOS by Move:	B		C		B		C		B		B	
HCM2kAvgQ:	0		3		1		3		2		0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	78	54	257	28	41	11	27	345	78	220	401	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	54	257	28	41	11	27	345	78	220	401	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	54	257	28	41	11	27	345	78	220	401	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	57	271	30	43	12	28	364	82	232	423	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	57	271	30	43	12	28	364	82	232	423	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	57	271	30	43	12	28	364	82	232	423	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	1.00	0.85	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	0.35	0.51	0.14	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1408	1900	1615	594	869	233	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.17	0.05	0.05	0.05	0.02	0.10	0.05	0.13	0.12	0.03
Crit Moves:			****					****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.23	0.20	0.20	0.26	0.23	0.23
Volume/Cap:	0.17	0.09	0.50	0.15	0.15	0.15	0.07	0.50	0.25	0.50	0.51	0.11
Delay/Veh:	14.1	13.6	16.5	14.0	14.0	14.0	18.1	21.7	20.5	19.7	20.6	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	13.6	16.5	14.0	14.0	14.0	18.1	21.7	20.5	19.7	20.6	18.3
LOS by Move:	B	B	B	B	B	B	B	C	C	B	C	B
HCM2kAvgQ:	1	1	5	1	1	1	0	4	1	4	4	1

****

Note: Queue reported is the number of cars per lane.

****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[10.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	40	294	0	0	98	277	0	0	0	12	0	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	294	0	0	98	277	0	0	0	12	0	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	294	0	0	98	277	0	0	0	12	0	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	43	317	0	0	106	299	0	0	0	13	0	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	43	317	0	0	106	299	0	0	0	13	0	147
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	405	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	457	xxxx	159
Potent Cap.:	1165	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	537	xxxx	865
Move Cap.:	1165	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	522	xxxx	865
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.17
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.6
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	xxxx	10.0
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.2		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: B[14.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0	0	1 0 2	0 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	81	9	81	67	0	199	0	13	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	81	9	81	67	0	199	0	13	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	81	9	81	67	0	199	0	13	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	102	11	102	84	0	250	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	102	11	102	84	0	250	0	16	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	113	xxxx	xxxxx	339	xxxx	42	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1489	xxxx	xxxxx	637	xxxx	1026	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1489	xxxx	xxxxx	604	xxxx	1026	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.41	xxxx	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	2.0	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	15.1	xxxx	8.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	C	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: B[12.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0	0	1 0 2	0 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	108	12	58	62	0	232	0	28	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	108	12	58	62	0	232	0	28	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	108	12	58	62	0	232	0	28	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	122	14	65	70	0	262	0	32	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	122	14	65	70	0	262	0	32	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	135	xxxx	xxxxx	262	xxxx	35	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1461	xxxx	xxxxx	711	xxxx	1037	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1461	xxxx	xxxxx	686	xxxx	1037	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.38	xxxx	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	1.8	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	13.4	xxxx	8.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	B	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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Note: Queue reported is the number of cars per lane.

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.241
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	18	32	9	19	27	32	20	83	24	9	80	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	32	9	19	27	32	20	83	24	9	80	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	32	9	19	27	32	20	83	24	9	80	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	26	46	13	28	39	46	29	120	35	13	116	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	46	13	28	39	46	29	120	35	13	116	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	46	13	28	39	46	29	120	35	13	116	55
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.61	1.08	0.31	0.49	0.69	0.82	0.16	0.65	0.19	0.07	0.63	0.30
Final Sat.:	361	679	197	294	434	572	120	500	144	55	490	233
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.09	0.09	0.08	0.24	0.24	0.24	0.24	0.24	0.24
Crit Moves:	****			****				****			****	
Delay/Veh:	8.9	8.5	8.3	8.9	8.7	7.9	8.9	8.9	8.9	8.8	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.5	8.3	8.9	8.7	7.9	8.9	8.9	8.9	8.8	8.8	8.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.6			8.4			8.9			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			8.4			8.9			8.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.3	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.274
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.9
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	6	48	15	23	32	43	36	122	18	10	121	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	48	15	23	32	43	36	122	18	10	121	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	48	15	23	32	43	36	122	18	10	121	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	7	56	18	27	38	50	42	143	21	12	142	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	56	18	27	38	50	42	143	21	12	142	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	56	18	27	38	50	42	143	21	12	142	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.40	0.43	0.47	0.65	0.88	0.20	0.70	0.10	0.06	0.72	0.22
Final Sat.:	104	858	279	278	399	604	154	523	77	46	555	165
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.06	0.10	0.09	0.08	0.27	0.27	0.27	0.26	0.26	0.26
Crit Moves:	****			****				****		****		
Delay/Veh:	8.7	8.5	8.3	9.0	8.8	8.0	9.2	9.2	9.2	9.0	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.5	8.3	9.0	8.8	8.0	9.2	9.2	9.2	9.0	9.0	9.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.5			8.5			9.2			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.5			9.2			9.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.3	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.131
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	6	2	53	1	8	5	45	1	1	31	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	2	53	1	8	5	45	1	1	31	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	6	2	53	1	8	5	45	1	1	31	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
PHF Volume:	3	9	3	83	2	13	8	71	2	2	49	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	3	83	2	13	8	71	2	2	49	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	9	3	83	2	13	8	71	2	2	49	61
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.60	0.20	0.98	0.02	1.00	0.10	0.88	0.02	0.01	0.44	0.55
Final Sat.:	155	466	155	636	12	825	80	718	16	13	388	488
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.13	0.13	0.02	0.10	0.10	0.10	0.13	0.13	0.13
Crit Moves:		****			****			****			****	
Delay/Veh:	7.5	7.5	7.5	8.9	8.9	7.0	7.8	7.8	7.8	7.5	7.5	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	7.5	8.9	8.9	7.0	7.8	7.8	7.8	7.5	7.5	7.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.5			8.6			7.8			7.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			8.6			7.8			7.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.150
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	1	1	36	3	11	19	74	7	1	69	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	36	3	11	19	74	7	1	69	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	36	3	11	19	74	7	1	69	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	1	1	1	46	4	14	24	94	9	1	88	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	46	4	14	24	94	9	1	88	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	46	4	14	24	94	9	1	88	39
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.33	0.33	0.92	0.08	1.00	0.19	0.74	0.07	0.01	0.68	0.31
Final Sat.:	254	254	254	583	49	792	161	625	59	9	601	270
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.02	0.15	0.15	0.15	0.15	0.15	0.15
Crit Moves:	****			****				****		****		
Delay/Veh:	7.5	7.5	7.5	8.6	8.6	7.1	7.9	7.9	7.9	7.7	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	7.5	8.6	8.6	7.1	7.9	7.9	7.9	7.7	7.7	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.5			8.3			7.9			7.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			8.3			7.9			7.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.0	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #31 8th Street (NS) at Wilson Street (EW)

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign				Stop Sign			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1		1 0	1 0	1	
Volume Module:														
Base Vol:	39	44	39	18	80	44	29	193	51		49	147	7	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	39	44	39	18	80	44	29	193	51		49	147	7	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	39	44	39	18	80	44	29	193	51		49	147	7	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79		0.79	0.79	0.79	
PHF Volume:	49	56	49	23	101	56	37	245	65		62	186	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	49	56	49	23	101	56	37	245	65		62	186	9	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	49	56	49	23	101	56	37	245	65		62	186	9	
Saturation Flow Module:														
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.32	0.36	0.32	0.13	0.56	0.31	1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	191	215	191	77	343	189	556	604	683		544	589	663	
Capacity Analysis Module:														
Vol/Sat:	0.26	0.26	0.26	0.30	0.30	0.30	0.07	0.40	0.09		0.11	0.32	0.01	
Crit Moves:		****			****			****				****		
Delay/Veh:	10.3	10.3	10.3	10.6	10.6	10.6	9.4	12.1	8.2		9.8	11.0	7.9	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.3	10.3	10.3	10.6	10.6	10.6	9.4	12.1	8.2		9.8	11.0	7.9	
LOS by Move:	B	B	B	B	B	B	A	B	A		A	B	A	
ApproachDel:		10.3			10.6			11.1				10.6		
Delay Adj:		1.00			1.00			1.00				1.00		
ApprAdjDel:		10.3			10.6			11.1				10.6		
LOS by Appr:		B			B			B				B		
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.1	0.6	0.1		0.1	0.4	0.0	

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Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	28	118	63	3	77	50	64	184	42	61	171	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	118	63	3	77	50	64	184	42	61	171	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	118	63	3	77	50	64	184	42	61	171	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	30	126	68	3	83	54	69	197	45	65	183	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	126	68	3	83	54	69	197	45	65	183	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	126	68	3	83	54	69	197	45	65	183	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.57	0.30	0.02	0.60	0.38	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	84	354	189	14	359	233	547	594	669	540	585	658
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.23	0.23	0.23	0.13	0.33	0.07	0.12	0.31	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	11.1	11.1	11.1	9.9	9.9	9.9	9.9	11.2	8.2	9.9	11.0	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	11.1	9.9	9.9	9.9	9.9	11.2	8.2	9.9	11.0	7.9
LOS by Move:	B	B	B	A	A	A	A	B	A	A	B	A
ApproachDel:		11.1			9.9			10.5			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			9.9			10.5			10.6	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.1	0.4	0.1	0.1	0.4	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.0
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	77	194	163	34	270	48	26	183	103	97	115	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	194	163	34	270	48	26	183	103	97	115	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	194	163	34	270	48	26	183	103	97	115	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	92	232	195	41	323	57	31	219	123	116	138	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	232	195	41	323	57	31	219	123	116	138	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	232	195	41	323	57	31	219	123	116	138	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	1.00	1.00	1.00	1.00	1.70	0.30
Final Sat.:	1805	1900	1615	1805	1576	280	1805	1900	1615	1805	3008	523
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.02	0.21	0.21	0.02	0.12	0.08	0.06	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.22	0.22	0.21	0.32	0.32	0.15	0.18	0.18	0.12	0.15	0.15
Volume/Cap:	0.44	0.55	0.54	0.11	0.64	0.64	0.12	0.64	0.42	0.55	0.31	0.31
Delay/Veh:	26.1	22.1	22.2	19.1	19.8	19.8	22.3	26.9	22.8	28.2	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	22.1	22.2	19.1	19.8	19.8	22.3	26.9	22.8	28.2	23.1	23.1
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	5	4	1	7	7	1	5	3	3	2	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.7
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	192	178	140	41	191	78	100	269	192	167	270	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	178	140	41	191	78	100	269	192	167	270	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	178	140	41	191	78	100	269	192	167	270	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	199	185	145	43	198	81	104	279	199	173	280	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	185	145	43	198	81	104	279	199	173	280	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	185	145	43	198	81	104	279	199	173	280	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.71	0.29	1.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1805	1900	1615	1805	1291	527	1805	1900	1615	1805	3165	387
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.09	0.02	0.15	0.15	0.06	0.15	0.12	0.10	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.19	0.19	0.19	0.22	0.22	0.18	0.21	0.21	0.14	0.18	0.18
Volume/Cap:	0.69	0.51	0.47	0.12	0.69	0.69	0.33	0.69	0.58	0.69	0.50	0.50
Delay/Veh:	30.8	23.0	22.7	20.3	26.5	26.5	22.2	26.9	23.7	32.6	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	23.0	22.7	20.3	26.5	26.5	22.2	26.9	23.7	32.6	23.0	23.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	4	3	1	6	6	2	6	4	5	3	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[15.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 1	0 1		0 0 0	0 0		1 0	0 0	1
Volume Module:												
Base Vol:	127 387	0	0	304	221		0	0	0	16	0	83
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127 387	0	0	304	221		0	0	0	16	0	83
Added Vol:	0 0	0	0	0	0		0	0	0	0	0	0
PasserByVol:	0 0	0	0	0	0		0	0	0	0	0	0
Initial Fut:	127 387	0	0	304	221		0	0	0	16	0	83
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82 0.82	0.82	0.82	0.82	0.82		0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	155 472	0	0	371	270		0	0	0	20	0	101
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0
FinalVolume:	155 472	0	0	371	270		0	0	0	20	0	101
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx		6.4 xxxx		6.2
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx		3.5 xxxx		3.3
Capacity Module:												
Cnflict Vol:	640 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx		1287 xxxx		472
Potent Cap.:	954 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx		183 xxxx		596
Move Cap.:	954 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx		158 xxxx		596
Volume/Cap:	0.16 xxxx xxxx	xxxx	xxxx	xxxx	xxxx		xxxx	xxxx		0.12 xxxx		0.17
Level Of Service Module:												
2Way95thQ:	0.6 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx		0.4 xxxx		0.6
Control Del:	9.5 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx		31.0 xxxx		12.3
LOS by Move:	A *	*	*	*	*		*	*		D *		B
Movement:	LT - LTR - RT		LT - LTR - RT				LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.6 xxxx xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.5 xxxx xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A *	*	*	*	*		*	*		*	*	*
ApproachDel:	xxxxxx		xxxxxx				xxxxxx			15.3		
ApproachLOS:	*		*				*			C		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: C[15.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 0	0	0	0	0	1	0 1	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	137	387	0	0	246	348	0	0	0	34	0	163				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	137	387	0	0	246	348	0	0	0	34	0	163				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	137	387	0	0	246	348	0	0	0	34	0	163				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94				
PHF Volume:	147	414	0	0	263	372	0	0	0	36	0	174				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	147	414	0	0	263	372	0	0	0	36	0	174				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3				
Capacity Module:																
Cnflict Vol:	635	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1156	xxxx	414				
Potent Cap.:	958	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	219	xxxx	643				
Move Cap.:	958	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	191	xxxx	643				
Volume/Cap:	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	xxxx	0.27				
Level Of Service Module:																
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	1.1				
Control Del:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	28.2	xxxx	12.7				
LOS by Move:	A	*	*	*	*	*	*	*	*	D	*	B				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.4						
ApproachLOS:	*			*			*			C						

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

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Average Delay (sec/veh): 22.8 Worst Case Level Of Service: F[60.7]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	0 1	0	0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	0 307	26		94 229	0		213	0	161	0 0	0	
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	1.00	1.00 1.00	1.00	
Initial Bse:	0 307	26		94 229	0		213	0	161	0 0	0	
Added Vol:	0 0	0		0 0	0		0 0	0	0	0 0	0	
PasserByVol:	0 0	0		0 0	0		0 0	0	0	0 0	0	
Initial Fut:	0 307	26		94 229	0		213	0	161	0 0	0	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	1.00	1.00 1.00	1.00	
PHF Adj:	0.78 0.78	0.78		0.78 0.78	0.78		0.78 0.78	0.78	0.78	0.78 0.78	0.78	
PHF Volume:	0 392	33		120 292	0		272	0	205	0 0	0	
Reduct Vol:	0 0	0		0 0	0		0 0	0	0	0 0	0	
FinalVolume:	0 392	33		120 292	0		272	0	205	0 0	0	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		4.1 xxxx	xxxxx		6.4 xxxx		6.2	xxxxx xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx	xxxxx		2.2 xxxx	xxxxx		3.5 xxxx		3.3	xxxxx xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		425 xxxx	xxxxx		940 xxxx		292	xxxx xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx		1145 xxxx	xxxxx		295 xxxx		752	xxxx xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx		1145 xxxx	xxxxx		270 xxxx		752	xxxx xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx		0.10 xxxx	xxxx		1.01 xxxx		0.27	xxxx xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		0.3 xxxx	xxxxx		10.2 xxxx		1.1	xxxx xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		8.5 xxxx	xxxxx		97.8 xxxx		11.6	xxxxx xxxx	xxxxx	
LOS by Move:	* *	*		A *	*		F *		B	* *	*	
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		0.3 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		8.5 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		A *	*		* *	*		* *	*	
ApproachDel:	xxxxxx			xxxxxx			60.7			xxxxxx		
ApproachLOS:	*			*			F			*		

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Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 15.1 Worst Case Level Of Service: D[34.5]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	0	1		0	1	0	0	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	0	282	28				119	161	0				268	0	139				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	282	28				119	161	0				268	0	139				0	0	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	282	28				119	161	0				268	0	139				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.94	0.94	0.94				0.94	0.94	0.94				0.94	0.94	0.94				0.94	0.94	0.94			
PHF Volume:	0	302	30				127	172	0				287	0	149				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	302	30				127	172	0				287	0	149				0	0	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				6.4	xxxx	6.2				xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	xxxx	3.3				xxxxx	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				332	xxxx	xxxxx				743	xxxx	172				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				1239	xxxx	xxxxx				385	xxxx	877				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				1239	xxxx	xxxxx				353	xxxx	877				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.10	xxxx	xxxx				0.81	xxxx	0.17				xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.3	xxxx	xxxxx				7.0	xxxx	0.6				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				8.2	xxxx	xxxxx				47.3	xxxx	9.9				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				A	*	*				E	*	A				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				0.3	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				8.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				A	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						34.5						xxxxxx					
ApproachLOS:	*						*						D						*					

****

Note: Queue reported is the number of cars per lane.

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.6
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1	0 0	1	0 0	1!	0	0 0	1
Volume Module:												
Base Vol:	9	161	8	143	227	64	32	60	18	5	77	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	161	8	143	227	64	32	60	18	5	77	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	161	8	143	227	64	32	60	18	5	77	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	11	161	8	179	227	64	40	60	18	6	77	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	161	8	179	227	64	40	60	18	6	77	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	161	8	179	227	64	40	60	18	6	77	137
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.90	0.04	0.44	0.56	1.00	0.34	0.51	0.15	0.08	0.92	1.00
Final Sat.:	35	497	25	262	331	694	170	254	76	39	477	577
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.69	0.69	0.09	0.24	0.24	0.24	0.16	0.16	0.24
Crit Moves:			****		****				****			****
Delay/Veh:	11.9	11.9	11.9	20.1	20.1	8.2	11.4	11.4	11.4	10.4	10.4	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	11.9	20.1	20.1	8.2	11.4	11.4	11.4	10.4	10.4	10.1
LOS by Move:	B	B	B	C	C	A	B	B	B	B	B	B
ApproachDel:		11.9			18.4			11.4			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.9			18.4			11.4			10.2	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.4	0.4	0.4	1.9	1.9	0.1	0.3	0.3	0.3	0.2	0.2	0.3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #35 8th Street (NS) at Lincoln Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	4	84	1	159	81	58	52	91	26	3	108	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	84	1	159	81	58	52	91	26	3	108	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	84	1	159	81	58	52	91	26	3	108	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	5	97	1	184	94	67	60	105	30	3	125	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	97	1	184	94	67	60	105	30	3	125	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	97	1	184	94	67	60	105	30	3	125	201
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.95	0.01	0.66	0.34	1.00	0.31	0.54	0.15	0.03	0.97	1.00
Final Sat.:	23	485	6	359	183	640	169	295	84	15	546	632
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.51	0.51	0.10	0.36	0.36	0.36	0.23	0.23	0.32
Crit Moves:		****			****			****				****
Delay/Veh:	11.0	11.0	11.0	15.2	15.2	8.7	12.4	12.4	12.4	10.5	10.5	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	15.2	15.2	8.7	12.4	12.4	12.4	10.5	10.5	10.5
LOS by Move:	B	B	B	C	C	A	B	B	B	B	B	B
ApproachDel:		11.0			13.9			12.4			10.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			13.9			12.4			10.5	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.2	0.2	0.2	0.9	0.9	0.1	0.5	0.5	0.5	0.3	0.3	0.4

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.2
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	1	1	1	223	1	15	16	107	1	1	65	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	223	1	15	16	107	1	1	65	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	223	1	15	16	107	1	1	65	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	1	1	1	320	1	22	23	154	1	1	93	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	320	1	22	23	154	1	1	93	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	320	1	22	23	154	1	1	93	207
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.33	0.33	0.93	0.01	0.06	0.13	0.86	0.01	0.02	0.98	1.00
Final Sat.:	198	198	198	623	3	42	83	554	5	9	604	696
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.51	0.51	0.51	0.28	0.28	0.28	0.15	0.15	0.30
Crit Moves:	****				****			****				****
Delay/Veh:	8.5	8.5	8.5	13.2	13.2	13.2	10.2	10.2	10.2	9.3	9.3	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	13.2	13.2	13.2	10.2	10.2	10.2	9.3	9.3	9.6
LOS by Move:	A	A	A	B	B	B	B	B	B	A	A	A
ApproachDel:		8.5			13.2			10.2			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			13.2			10.2			9.5	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.0	0.0	0.0	0.9	0.9	0.9	0.3	0.3	0.3	0.2	0.2	0.4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.166
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	4	4	55	4	21	18	71	1	4	87	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	4	4	55	4	21	18	71	1	4	87	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	4	4	55	4	21	18	71	1	4	87	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	3	5	5	73	5	28	24	94	1	5	115	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	5	5	73	5	28	24	94	1	5	115	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	5	5	73	5	28	24	94	1	5	115	77
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.40	0.40	0.69	0.05	0.26	0.20	0.79	0.01	0.04	0.96	1.00
Final Sat.:	149	299	299	514	37	196	156	614	9	32	691	845
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.14	0.14	0.14	0.15	0.15	0.15	0.17	0.17	0.09
Crit Moves:		****			****		****				****	
Delay/Veh:	7.6	7.6	7.6	8.3	8.3	8.3	8.3	8.3	8.3	8.5	8.5	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	7.6	8.3	8.3	8.3	8.3	8.3	8.3	8.5	8.5	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.6			8.3			8.3			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			8.3			8.3			8.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	66	47	18	58	44	28	195	38	25	158	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	66	47	18	58	44	28	195	38	25	158	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	66	47	18	58	44	28	195	38	25	158	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	41	96	69	26	85	64	41	285	56	37	231	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	96	69	26	85	64	41	285	56	37	231	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	96	69	26	85	64	41	285	56	37	231	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.58	0.42	0.15	0.48	0.37	0.11	0.75	0.14	0.13	0.84	0.03
Final Sat.:	476	311	221	82	265	201	69	480	94	80	507	19
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.31	0.32	0.32	0.32	0.59	0.59	0.59	0.46	0.46	0.46
Crit Moves:		****		****					****	****		
Delay/Veh:	10.3	11.3	11.3	11.3	11.3	11.3	15.3	15.3	15.3	12.8	12.8	12.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	11.3	11.3	11.3	11.3	11.3	15.3	15.3	15.3	12.8	12.8	12.8
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
ApproachDel:		11.1			11.3			15.3			12.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			11.3			15.3			12.8	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.1	0.4	0.4	0.4	0.4	0.4	1.2	1.2	1.2	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	84	50	21	55	34	49	169	33	42	160	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	84	50	21	55	34	49	169	33	42	160	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	84	50	21	55	34	49	169	33	42	160	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	18	94	56	23	61	38	55	188	37	47	178	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	94	56	23	61	38	55	188	37	47	178	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	94	56	23	61	38	55	188	37	47	178	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.63	0.37	0.19	0.50	0.31	0.20	0.67	0.13	0.20	0.77	0.03
Final Sat.:	528	373	222	117	307	190	136	468	91	136	519	19
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.20	0.20	0.20	0.40	0.40	0.40	0.34	0.34	0.34
Crit Moves:		****			****			****			****	
Delay/Veh:	9.3	10.0	10.0	9.6	9.6	9.6	11.0	11.0	11.0	10.5	10.5	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	10.0	10.0	9.6	9.6	9.6	11.0	11.0	11.0	10.5	10.5	10.5
LOS by Move:	A	B	B	A	A	A	B	B	B	B	B	B
ApproachDel:		10.0			9.6			11.0			10.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			9.6			11.0			10.5	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	0.0	0.3	0.3	0.2	0.2	0.2	0.6	0.6	0.6	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	6	116	59	14	82	52	49	137	5	42	92	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	116	59	14	82	52	49	137	5	42	92	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	116	59	14	82	52	49	137	5	42	92	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	8	162	83	20	115	73	69	192	7	59	129	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	162	83	20	115	73	69	192	7	59	129	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	162	83	20	115	73	69	192	7	59	129	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.03	0.64	0.33	0.15	0.85	1.00	1.00	0.96	0.04	1.00	1.00	1.00
Final Sat.:	60	1156	588	262	1535	1615	1805	1824	67	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.07	0.07	0.05	0.04	0.11	0.11	0.03	0.07	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.20	0.29	0.29	0.12	0.20	0.20
Volume/Cap:	0.36	0.36	0.36	0.19	0.19	0.12	0.19	0.36	0.36	0.28	0.33	0.06
Delay/Veh:	13.3	13.3	13.3	12.2	12.2	11.7	20.0	17.2	17.2	24.9	20.9	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	13.3	13.3	12.2	12.2	11.7	20.0	17.2	17.2	24.9	20.9	19.3
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	B
HCM2kAvgQ:	4	4	4	2	2	1	1	3	3	1	2	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.312
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	22	76	32	20	42	68	59	238	23	24	230	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	76	32	20	42	68	59	238	23	24	230	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	76	32	20	42	68	59	238	23	24	230	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	24	84	35	22	46	75	65	262	25	26	253	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	84	35	22	46	75	65	262	25	26	253	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	84	35	22	46	75	65	262	25	26	253	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.90	0.90	0.85	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	0.17	0.58	0.25	0.32	0.68	1.00	1.00	0.91	0.09	1.00	1.00	1.00
Final Sat.:	295	1018	429	550	1155	1615	1805	1710	165	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.04	0.04	0.05	0.04	0.15	0.15	0.01	0.13	0.02
Crit Moves:		****						****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.26	0.44	0.44	0.12	0.30	0.30
Volume/Cap:	0.34	0.34	0.34	0.17	0.17	0.19	0.14	0.34	0.34	0.13	0.44	0.08
Delay/Veh:	19.4	19.4	19.4	18.3	18.3	18.5	17.1	11.2	11.2	24.0	17.6	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	19.4	19.4	18.3	18.3	18.5	17.1	11.2	11.2	24.0	17.6	15.2
LOS by Move:	B	B	B	B	B	B	B	B	B	C	B	B
HCM2kAvgQ:	2	2	2	1	1	1	1	4	4	1	4	1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	85	159	46	22	116	22	39	112	49	85	63	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	159	46	22	116	22	39	112	49	85	63	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	159	46	22	116	22	39	112	49	85	63	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	119	222	64	31	162	31	54	156	68	119	88	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	222	64	31	162	31	54	156	68	119	88	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	222	64	31	162	31	54	156	68	119	88	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.84	0.16	0.26	0.74	1.00	1.00	1.00	1.00
Final Sat.:	470	506	555	468	431	82	129	371	558	440	468	512
Capacity Analysis Module:												
Vol/Sat:	0.25	0.44	0.12	0.07	0.38	0.38	0.42	0.42	0.12	0.27	0.19	0.06
Crit Moves:		****				****		****		****		
Delay/Veh:	12.4	14.5	9.6	10.4	13.0	13.0	14.1	14.1	9.5	13.1	11.5	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	14.5	9.6	10.4	13.0	13.0	14.1	14.1	9.5	13.1	11.5	9.6
LOS by Move:	B	B	A	B	B	B	B	B	A	B	B	A
ApproachDel:		13.1			12.6			13.0			12.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.1			12.6			13.0			12.0	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.7	0.1	0.1	0.5	0.5	0.6	0.6	0.1	0.3	0.2	0.1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.292
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	85	33	34	30	35	57	43	116	84	40	128	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	33	34	30	35	57	43	116	84	40	128	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	33	34	30	35	57	43	116	84	40	128	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	93	36	37	33	38	63	47	127	92	44	141	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	36	37	33	38	63	47	127	92	44	141	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	36	37	33	38	63	47	127	92	44	141	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	0.27	0.73	1.00	1.00	1.00	1.00
Final Sat.:	507	544	608	520	230	374	162	437	693	528	572	641
Capacity Analysis Module:												
Vol/Sat:	0.18	0.07	0.06	0.06	0.17	0.17	0.29	0.29	0.13	0.08	0.25	0.06
Crit Moves:	****				****			****			****	
Delay/Veh:	10.8	9.3	8.5	9.6	9.3	9.3	10.7	10.7	8.4	9.8	10.6	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	9.3	8.5	9.6	9.3	9.3	10.7	10.7	8.4	9.8	10.6	8.3
LOS by Move:	B	A	A	A	A	A	B	B	A	A	B	A
ApproachDel:		10.0			9.4			9.9			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			9.4			9.9			10.0	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.2	0.1	0.1	0.1	0.2	0.2	0.4	0.4	0.1	0.1	0.3	0.1

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: C[19.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	0	0 0 0	1	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	37	120	0	0	94	173	180	0	56	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	120	0	0	94	173	180	0	56	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	120	0	0	94	173	180	0	56	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	56	181	0	0	142	261	272	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	56	181	0	0	142	261	272	0	85	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	403	xxxx	xxxxx	xxxx	xxxx	xxxxx	566	xxxx	273	xxxx	xxxx	xxxxx
Potent Cap.:	1166	xxxx	xxxxx	xxxx	xxxx	xxxxx	489	xxxx	771	xxxx	xxxx	xxxxx
Move Cap.:	1166	xxxx	xxxxx	xxxx	xxxx	xxxxx	471	xxxx	771	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.58	xxxx	0.11	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.6	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.5	xxxx	10.2	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			19.6			xxxxxx		
ApproachLOS:	*			*			C			*		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[10.0]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	33	90	0				0	98	77				40	0	62				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	33	90	0				0	98	77				40	0	62				0	0	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	33	90	0				0	98	77				40	0	62				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88			
PHF Volume:	37	102	0				0	111	87				45	0	70				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	37	102	0				0	111	87				45	0	70				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	198	xxxx	xxxxx	xxxx	xxxx	xxxxx							332	xxxx		155	xxxx	xxxx	xxxxx					
Potent Cap.:	1386	xxxx	xxxxx	xxxx	xxxx	xxxxx							667	xxxx		896	xxxx	xxxx	xxxxx					
Move Cap.:	1386	xxxx	xxxxx	xxxx	xxxx	xxxxx							654	xxxx		896	xxxx	xxxx	xxxxx					
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx							0.07	xxxx		0.08	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx							0.2	xxxx		0.3	xxxx	xxxx	xxxxx					
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx							10.9	xxxx		9.4	xxxxx	xxxx	xxxxx					
LOS by Move:	A	*	*	*	*	*							B	*		A	*	*	*					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*							*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									10.0			xxxxxx								
ApproachLOS:	*			*									A			*								

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: A[9.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0	1 1 0	0	0 0 0	0	0	0	0 1! 0	0
Volume Module:												
Base Vol:	0	66	1	50	48	0	0	0	0	2	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	66	1	50	48	0	0	0	0	2	0	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	66	1	50	48	0	0	0	0	2	0	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	81	1	61	59	0	0	0	0	2	0	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	81	1	61	59	0	0	0	0	2	0	78
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	82	xxxx	xxxxx	xxxx	xxxx	xxxxx	233	262	81
Potent Cap.:	xxxx	xxxx	xxxxx	1528	xxxx	xxxxx	xxxx	xxxx	xxxxx	760	646	984
Move Cap.:	xxxx	xxxx	xxxxx	1528	xxxx	xxxxx	xxxx	xxxx	xxxxx	736	620	984
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	974	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.0		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

****

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[8.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	49	1	60	70	0	0	0	0	1	0	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	49	1	60	70	0	0	0	0	1	0	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	49	1	60	70	0	0	0	0	1	0	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	54	1	66	77	0	0	0	0	1	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	54	1	66	77	0	0	0	0	1	0	45
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	55	xxxx	xxxxx	xxxx	xxxx	xxxxx	225	264	55
Potent Cap.:	xxxx	xxxx	xxxxx	1563	xxxx	xxxxx	xxxx	xxxx	xxxxx	767	645	1018
Move Cap.:	xxxx	xxxx	xxxxx	1563	xxxx	xxxxx	xxxx	xxxx	xxxxx	741	616	1018
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1009	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.7		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[9.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	6	53	1	20	36	4	7	1	4	1	1	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	53	1	20	36	4	7	1	4	1	1	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	53	1	20	36	4	7	1	4	1	1	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	57	1	21	39	4	7	1	4	1	1	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	57	1	21	39	4	7	1	4	1	1	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	43	xxxx	xxxxx	58	xxxx	xxxxx	157	152	39	156	156	57
Potent Cap.:	1579	xxxx	xxxxx	1559	xxxx	xxxxx	813	743	1039	815	740	1015
Move Cap.:	1579	xxxx	xxxxx	1559	xxxx	xxxxx	793	730	1039	799	727	1015
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.00	0.00	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	854	xxxxx	xxxx	961	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	8.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			9.3			8.8		
ApproachLOS:	*			*			A			A		

****

Note: Queue reported is the number of cars per lane.

****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

****

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	44	1	40	47	10	1	1	1	13	1	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	44	1	40	47	10	1	1	1	13	1	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	44	1	40	47	10	1	1	1	13	1	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	1	55	1	50	59	12	1	1	1	16	1	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	55	1	50	59	12	1	1	1	16	1	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	71	xxxx	xxxxx	56	xxxx	xxxxx	227	217	59	224	229	56
Potent Cap.:	1542	xxxx	xxxxx	1561	xxxx	xxxxx	732	684	1013	736	674	1017
Move Cap.:	1542	xxxx	xxxxx	1561	xxxx	xxxxx	698	661	1013	715	651	1017
Volume/Cap:	0.00	xxxx	xxxx	0.03	xxxx	xxxx	0.00	0.00	0.00	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	763	xxxxx	xxxx	846	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	9.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			9.7			9.5		
ApproachLOS:	*			*			A			A		

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #43 San Gorgonio Avenue/Old Idyllwild Road (NS) at SR-243 Highway (

****

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: A[9.4]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		1 0	0 0	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0 0	0		40	0	0	0	0	0	0	0	60
Growth Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 0	0		40	0	0	0	0	0	0	0	60
Added Vol:	0 0	0		0	0	0	0	0	0	0	0	0
PasserByVol:	0 0	0		0	0	0	0	0	0	0	0	0
Initial Fut:	0 0	0		40	0	0	0	0	0	0	0	60
User Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80 0.80	0.80		0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0 0	0		50	0	0	0	0	0	0	0	75
Reduct Vol:	0 0	0		0	0	0	0	0	0	0	0	0
FinalVolume:	0 0	0		50	0	0	0	0	0	0	0	75
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx xxxx	xxxxx		2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		0	xxxx	xxxxx	138	100	0	xxxx	xxxx	0
Potent Cap.:	xxxx xxxx	xxxxx		900	xxxx	xxxxx	837	794	900	xxxx	xxxx	900
Move Cap.:	xxxx xxxx	xxxxx		900	xxxx	xxxxx	735	749	900	xxxx	xxxx	900
Volume/Cap:	xxxx xxxx	xxxx		0.06	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	0.08
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3
Control Del:	xxxxx xxxx	xxxxx		9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4
LOS by Move:	* *	*		A	*	*	*	*	*	*	*	A
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0 xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.0 xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A *	*		*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.4		
ApproachLOS:	*			*			*			A		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #43 San Gorgonio Avenue/Old Idyllwild Road (NS) at SR-243 Highway (

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Average Delay (sec/veh): 9.4 Worst Case Level Of Service: A[9.5]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	1 0	0 0	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0 0 0			70 0		0	0 0		0	0 0		50
Growth Adj:	1.00 1.00 1.00			1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	0 0 0			70 0		0	0 0		0	0 0		50
Added Vol:	0 0 0			0 0		0	0 0		0	0 0		0
PasserByVol:	0 0 0			0 0		0	0 0		0	0 0		0
Initial Fut:	0 0 0			70 0		0	0 0		0	0 0		50
User Adj:	1.00 1.00 1.00			1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	0.75 0.75 0.75			0.75 0.75		0.75	0.75 0.75		0.75	0.75 0.75		0.75
PHF Volume:	0 0 0			93 0		0	0 0		0	0 0		67
Reduct Vol:	0 0 0			0 0		0	0 0		0	0 0		0
FinalVolume:	0 0 0			93 0		0	0 0		0	0 0		67
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx			4.1 xxxx xxxxx			7.1 6.5		6.2	xxxxx xxxx		6.2
FollowUpTim:	xxxxx xxxx xxxxx			2.2 xxxx xxxxx			3.5 4.0		3.3	xxxxx xxxx		3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx			0 xxxx xxxxx			220 187		0	xxxx xxxx		0
Potent Cap.:	xxxx xxxx xxxxx			900 xxxx xxxxx			740 711		900	xxxx xxxx		900
Move Cap.:	xxxx xxxx xxxxx			900 xxxx xxxxx			631 638		900	xxxx xxxx		900
Volume/Cap:	xxxx xxxx xxxx			0.10 xxxx xxxx			0.00 0.00		0.00	xxxx xxxx		0.07
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx			0.3 xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx		0.2
Control Del:	xxxxx xxxx xxxxx			9.5 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx		9.3
LOS by Move:	* * *			A *		*	* *		*	* *		A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx 0 xxxxx			xxxx xxxx xxxxx		
SharedQueue:	0.0 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shrd ConDel:	9.0 xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	A * *			* *		*	* *		*	* *		*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.3		
ApproachLOS:	*			*			*			A		

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Note: Queue reported is the number of cars per lane.

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Interim Year (2022) With Project

San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	74	839	451	111	727	26	31	98	11	162	150	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	839	451	111	727	26	31	98	11	162	150	110
Added Vol:	0	0	12	0	0	0	0	4	0	35	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	839	463	111	727	26	31	102	11	197	162	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	885	488	117	767	27	33	108	12	208	171	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	885	488	117	767	27	33	108	12	208	171	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	885	488	117	767	27	33	108	12	208	171	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.95	0.58	1.00	0.85	0.68	1.00	0.85
Lanes:	1.00	1.29	0.71	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2203	1216	1805	3468	124	1110	1900	1615	1300	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.06	0.22	0.22	0.03	0.06	0.01	0.16	0.09	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.21	0.49	0.49	0.12	0.40	0.40	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.21	0.82	0.82	0.56	0.56	0.56	0.15	0.29	0.04	0.82	0.46	0.37
Delay/Veh:	19.9	16.5	16.5	28.3	14.5	14.5	20.4	21.1	19.7	42.2	22.3	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	16.5	16.5	28.3	14.5	14.5	20.4	21.1	19.7	42.2	22.3	21.7
LOS by Move:	B	B	B	C	B	B	C	C	B	D	C	C
HCM2kAvgQ:	1	14	14	3	7	7	1	2	0	6	3	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	61	659	243	176	1067	31	24	121	66	297	138	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	659	243	176	1067	31	24	121	66	297	138	127
Added Vol:	0	0	39	0	0	0	0	13	0	23	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	659	282	176	1067	31	24	134	66	320	146	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	63	681	291	182	1102	32	25	138	68	331	151	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	681	291	182	1102	32	25	138	68	331	151	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	681	291	182	1102	32	25	138	68	331	151	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.95	0.65	1.00	0.85	0.66	1.00	0.85
Lanes:	1.00	1.40	0.60	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2414	1033	1805	3494	102	1243	1900	1615	1262	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.10	0.32	0.32	0.02	0.07	0.04	0.26	0.08	0.08
Crit Moves:	****				****					****		
Green/Cycle:	0.11	0.36	0.36	0.14	0.39	0.39	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.32	0.79	0.79	0.74	0.82	0.82	0.06	0.23	0.13	0.82	0.25	0.25
Delay/Veh:	27.8	22.2	22.2	38.0	21.7	21.7	15.4	16.3	15.8	32.4	16.5	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	22.2	22.2	38.0	21.7	21.7	15.4	16.3	15.8	32.4	16.5	16.6
LOS by Move:	C	C	C	D	C	C	B	B	B	C	B	B
HCM2kAvgQ:	2	11	11	5	13	13	0	2	1	9	2	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[17.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0 2	0	0	0	0 1	1	0	1	0	0	1	0	0	0	0
Volume Module:																
Base Vol:	368	1390	0	0	880	2	1	0	110	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	368	1390	0	0	880	2	1	0	110	0	0	0				
Added Vol:	0	12	0	0	35	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	368	1402	0	0	915	2	1	0	110	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91				
PHF Volume:	405	1544	0	0	1008	2	1	0	121	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	405	1544	0	0	1008	2	1	0	121	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1010	xxxx	xxxxx	xxxx	xxxx	xxxxx	2591	xxxx	505	xxxx	xxxx	xxxxx				
Potent Cap.:	694	xxxx	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	518	xxxx	xxxx	xxxxx				
Move Cap.:	694	xxxx	xxxxx	xxxx	xxxx	xxxxx	11	xxxx	518	xxxx	xxxx	xxxxx				
Volume/Cap:	0.58	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	0.23	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	3.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	0.9	xxxx	xxxx	xxxxx				
Control Del:	17.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	355.4	xxxx	14.1	xxxxx	xxxx	xxxxx				
LOS by Move:	C	*	*	*	*	*	F	*	B	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			17.1			xxxxxx						
ApproachLOS:	*			*			C			*						

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

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Average Delay (sec/veh): 3.9 Worst Case Level Of Service: E[35.4]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	209	1030	0	0	1601	1	1	0	139	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	1030	0	0	1601	1	1	0	139	0	0	0
Added Vol:	0	39	0	0	23	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	1069	0	0	1624	1	1	0	139	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	231	1180	0	0	1792	1	1	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	231	1180	0	0	1792	1	1	0	153	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1794	xxxx	xxxxx	xxxx	xxxx	xxxxx	2844	xxxx	897	xxxx	xxxx	xxxxx
Potent Cap.:	349	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	xxxx	287	xxxx	xxxx	xxxxx
Move Cap.:	349	xxxx	xxxxx	xxxx	xxxx	xxxxx	7	xxxx	287	xxxx	xxxx	xxxxx
Volume/Cap:	0.66	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.53	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	4.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	2.9	xxxx	xxxx	xxxxx
Control Del:	33.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	638.6	xxxx	31.1	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	*	*	*	F	*	D	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			35.4			xxxxxx		
ApproachLOS:	*			*			E			*		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	368	1390	0	0	880	2	1	0	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	368	1390	0	0	880	2	1	0	110	0	0	0
Added Vol:	0	12	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	1402	0	0	915	2	1	0	110	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	405	1544	0	0	1008	2	1	0	121	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	1544	0	0	1008	2	1	0	121	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	405	1544	0	0	1008	2	1	0	121	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.95	0.86	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.99	0.01	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3602	8	1628	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.43	0.00	0.00	0.28	0.28	0.00	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.30	0.68	0.00	0.00	0.38	0.38	0.12	0.00	0.12	0.00	0.00	0.00
Volume/Cap:	0.74	0.63	0.00	0.00	0.74	0.74	0.01	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	24.0	5.8	0.0	0.0	18.2	18.2	23.4	0.0	32.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	5.8	0.0	0.0	18.2	18.2	23.4	0.0	32.7	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	9	9	0	0	10	10	0	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	0		0	7	7		7	0	7		0	0	0	
Lanes:	1 0	2 0	0		0 0	1 1	0		1 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	209	1030	0		0	1601	1		1	0	139		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	209	1030	0		0	1601	1		1	0	139		0	0	0	
Added Vol:	0	39	0		0	23	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	209	1069	0		0	1624	1		1	0	139		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	231	1180	0		0	1792	1		1	0	153		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	231	1180	0		0	1792	1		1	0	153		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	231	1180	0		0	1792	1		1	0	153		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	1.00		1.00	0.95	0.95		0.88	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.99	0.01		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	3610	0		0	3608	2		1664	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.33	0.00		0.00	0.50	0.50		0.00	0.00	0.09		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.15	0.73	0.00		0.00	0.58	0.58		0.11	0.00	0.11		0.00	0.00	0.00	
Volume/Cap:	0.86	0.45	0.00		0.00	0.86	0.86		0.01	0.00	0.86		0.00	0.00	0.00	
Delay/Veh:	53.9	4.2	0.0		0.0	16.9	16.9		29.7	0.0	63.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.9	4.2	0.0		0.0	16.9	16.9		29.7	0.0	63.9		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	B	B		C	A	E		A	A	A	
HCM2kAvgQ:	8	6	0		0	21	21		0	0	6		0	0	0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	167	0	43	0	0	0	0	477	103	27	183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	0	43	0	0	0	0	477	103	27	183	0
Added Vol:	0	0	2	0	0	0	0	16	0	6	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	0	45	0	0	0	0	493	103	33	230	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	177	0	48	0	0	0	0	524	109	35	244	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	0	48	0	0	0	0	524	109	35	244	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	0	48	0	0	0	0	524	109	35	244	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.00	0.21	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	450	0	121	0	0	0	0	647	734	546	595	0
Capacity Analysis Module:												
Vol/Sat:	0.39	xxxx	0.39	xxxx	xxxx	xxxx	xxxx	0.81	0.15	0.06	0.41	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	12.4	0.0	12.4	0.0	0.0	0.0	0.0	26.9	8.3	9.5	12.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	0.0	12.4	0.0	0.0	0.0	0.0	26.9	8.3	9.5	12.4	0.0
LOS by Move:	B	*	B	*	*	*	*	D	A	A	B	*
ApproachDel:	12.4			xxxxxx			23.7			12.1		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	12.4			xxxxxx			23.7			12.1		
LOS by Appr:	B			*			C			B		
AllWayAvgQ:	0.6	0.6	0.6	0.0	0.0	0.0	0.0	3.3	0.2	0.1	0.6	0.0

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	91	0	28	0	0	0	0	372	133	27	399	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	0	28	0	0	0	0	372	133	27	399	0
Added Vol:	0	0	7	0	0	0	0	53	0	4	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	0	35	0	0	0	0	425	133	31	430	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	94	0	36	0	0	0	0	441	138	32	447	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	0	36	0	0	0	0	441	138	32	447	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	0	36	0	0	0	0	441	138	32	447	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.72	0.00	0.28	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	395	0	152	0	0	0	0	662	754	589	651	0
Capacity Analysis Module:												
Vol/Sat:	0.24	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	0.67	0.18	0.05	0.69	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	10.8	0.0	10.8	0.0	0.0	0.0	0.0	17.8	8.4	9.0	18.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	0.0	10.8	0.0	0.0	0.0	0.0	17.8	8.4	9.0	18.9	0.0
LOS by Move:	B	*	B	*	*	*	*	C	A	A	C	*
ApproachDel:		10.8			xxxxxx			15.6			18.3	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		10.8			xxxxxx			15.6			18.3	
LOS by Appr:		B			*			C			C	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.0	1.8	0.2	0.1	1.9	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	167	0	43	0	0	0	0	477	103	27	183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	0	43	0	0	0	0	477	103	27	183	0
Added Vol:	0	0	2	0	0	0	0	16	0	6	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	0	45	0	0	0	0	493	103	33	230	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	177	0	48	0	0	0	0	524	109	35	244	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	0	48	0	0	0	0	524	109	35	244	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	0	48	0	0	0	0	524	109	35	244	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	1.00	0.74	1.00	1.00	1.00	1.00	1.00	0.85	0.36	1.00	1.00
Lanes:	0.79	0.00	0.21	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1105	0	298	0	0	0	0	1900	1615	692	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.28	0.07	0.05	0.13	0.00
Crit Moves:	****							****				
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.55	0.55	0.55	0.55	0.00
Volume/Cap:	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.12	0.09	0.23	0.00
Delay/Veh:	17.5	0.0	17.5	0.0	0.0	0.0	0.0	8.9	6.7	6.6	7.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	0.0	17.5	0.0	0.0	0.0	0.0	8.9	6.7	6.6	7.2	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	6	1	0	2	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	91	0	28	0	0	0	0	372	133	27	399	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	0	28	0	0	0	0	372	133	27	399	0
Added Vol:	0	0	7	0	0	0	0	53	0	4	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	0	35	0	0	0	0	425	133	31	430	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	94	0	36	0	0	0	0	441	138	32	447	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	0	36	0	0	0	0	441	138	32	447	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	0	36	0	0	0	0	441	138	32	447	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.00	0.76	1.00	1.00	1.00	1.00	1.00	0.85	0.46	1.00	1.00
Lanes:	0.72	0.00	0.28	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1038	0	399	0	0	0	0	1900	1615	874	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.23	0.09	0.04	0.24	0.00
Crit Moves:	****										****	
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.62	0.62	0.62	0.62	0.00
Volume/Cap:	0.38	0.00	0.38	0.00	0.00	0.00	0.00	0.37	0.14	0.06	0.38	0.00
Delay/Veh:	19.6	0.0	19.6	0.0	0.0	0.0	0.0	5.7	4.7	4.4	5.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	0.0	19.6	0.0	0.0	0.0	0.0	5.7	4.7	4.4	5.7	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	4	1	0	4	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	138	6	106	265	212	2	2	114	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	138	6	106	265	212	2	2	114	185
Added Vol:	0	0	0	0	0	0	0	18	0	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	138	6	106	265	230	2	2	166	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	1	1	1	158	7	122	304	264	2	2	190	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	158	7	122	304	264	2	2	190	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	158	7	122	304	264	2	2	190	212
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.05	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	381	402	436	467	29	520	507	544	599	470	510	566
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.23	0.23	0.60	0.48	0.00	0.00	0.37	0.38
Crit Moves:	****			****			****					****
Delay/Veh:	11.3	10.8	10.1	13.6	10.7	10.7	19.1	14.9	8.5	10.1	13.4	12.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	10.8	10.1	13.6	10.7	10.7	19.1	14.9	8.5	10.1	13.4	12.3
LOS by Move:	B	B	B	B	B	B	C	B	A	B	B	B
ApproachDel:		10.7			12.3			17.1			12.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			12.3			17.1			12.8	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.3	0.3	1.3	0.9	0.0	0.0	0.5	0.5

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.5
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	7	24	9	180	11	149	165	251	4	5	264	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	24	9	180	11	149	165	251	4	5	264	211
Added Vol:	0	0	0	0	0	0	0	59	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	24	9	180	11	149	165	310	4	5	299	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	7	25	9	189	12	156	173	325	4	5	314	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	25	9	189	12	156	173	325	4	5	314	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	25	9	189	12	156	173	325	4	5	314	221
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.07	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	355	374	403	447	36	484	453	488	524	447	488	535
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.02	0.42	0.32	0.32	0.38	0.67	0.01	0.01	0.64	0.41
Crit Moves:		****		****				****			****	
Delay/Veh:	12.0	11.9	10.8	15.7	12.3	12.3	15.0	22.6	9.3	10.5	21.5	13.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	11.9	10.8	15.7	12.3	12.3	15.0	22.6	9.3	10.5	21.5	13.6
LOS by Move:	B	B	B	C	B	B	B	C	A	B	C	B
ApproachDel:		11.7			14.1			19.9			18.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			14.1			19.9			18.1	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.0	0.1	0.0	0.7	0.4	0.4	0.6	1.7	0.0	0.0	1.6	0.6

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	0 1	1 0	0 1	0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	1	1	1	138	6	106	265	212	2	2	114	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	138	6	106	265	212	2	2	114	185
Added Vol:	0	0	0	0	0	0	0	18	0	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	138	6	106	265	230	2	2	166	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	1	1	1	158	7	122	304	264	2	2	190	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	158	7	122	304	264	2	2	190	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	158	7	122	304	264	2	2	190	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	1.00	0.85	0.77	0.86	0.86	0.63	1.00	0.85	0.59	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	0.05	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1273	1900	1615	1459	87	1543	1199	1900	1615	1119	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.08	0.08	0.25	0.14	0.00	0.00	0.10	0.13
Crit Moves:				****			****					
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.00	0.00	0.00	0.42	0.30	0.30	0.42	0.23	0.00	0.00	0.17	0.22
Delay/Veh:	16.5	16.5	16.5	19.2	18.3	18.3	6.6	5.5	4.6	4.6	5.2	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.5	16.5	16.5	19.2	18.3	18.3	6.6	5.5	4.6	4.6	5.2	5.4
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	2	2	3	2	0	0	2	2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	0	1	0		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	7		24		9		180		11		149		165		251		4		5		264		211	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	7		24		9		180		11		149		165		251		4		5		264		211	
Added Vol:	0		0		0		0		0		0		0		59		0		0		35		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	7		24		9		180		11		149		165		310		4		5		299		211	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	7		25		9		189		12		156		173		325		4		5		314		221	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	7		25		9		189		12		156		173		325		4		5		314		221	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	7		25		9		189		12		156		173		325		4		5		314		221	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.64		1.00		0.85		0.75		0.86		0.86		0.52		1.00		0.85		0.51		1.00		0.85	
Lanes:	1.00		1.00		1.00		1.00		0.07		0.93		1.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	1224		1900		1615		1421		112		1522		984		1900		1615		965		1900		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.01		0.01		0.13		0.10		0.10		0.18		0.17		0.00		0.01		0.17		0.14	
Crit Moves:							****						****											
Green/Cycle:	0.37		0.37		0.37		0.37		0.37		0.37		0.49		0.49		0.49		0.49		0.49		0.49	
Volume/Cap:	0.02		0.04		0.02		0.36		0.28		0.28		0.36		0.35		0.01		0.01		0.33		0.28	
Delay/Veh:	11.9		12.0		11.9		14.0		13.4		13.4		9.8		9.5		7.7		7.7		9.4		9.1	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	11.9		12.0		11.9		14.0		13.4		13.4		9.8		9.5		7.7		7.7		9.4		9.1	
LOS by Move:	B		B		B		B		B		B		A		A		A		A		A		A	
HCM2kAvgQ:	0		0		0		3		2		2		2		4		0		0		4		3	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Highland Springs Avenue (NS) at 14th Street (EW)

****

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[12.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	246	20	40	304	0	0	0	0	26	0	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	246	20	40	304	0	0	0	0	26	0	44
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	246	20	42	304	0	0	0	0	26	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	259	21	44	320	0	0	0	0	27	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	259	21	44	320	0	0	0	0	27	0	53
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	280	xxxx	xxxxx	xxxx	xxxx	xxxxx	678	678	269
Potent Cap.:	xxxx	xxxx	xxxxx	1294	xxxx	xxxxx	xxxx	xxxx	xxxxx	421	377	774
Move Cap.:	xxxx	xxxx	xxxxx	1294	xxxx	xxxxx	xxxx	xxxx	xxxxx	410	364	774
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	593	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.0		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Highland Springs Avenue (NS) at 14th Street (EW)

****

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[12.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	324	25	55	234	0	0	0	0	26	0	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	324	25	55	234	0	0	0	0	26	0	76
Added Vol:	0	0	0	7	0	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	324	25	62	234	0	0	0	0	26	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	341	26	65	246	0	0	0	0	27	0	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	341	26	65	246	0	0	0	0	27	0	84
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	367	xxxx	xxxxx	xxxx	xxxx	xxxxx	731	731	354
Potent Cap.:	xxxx	xxxx	xxxxx	1202	xxxx	xxxxx	xxxx	xxxx	xxxxx	392	351	694
Move Cap.:	xxxx	xxxx	xxxxx	1202	xxxx	xxxxx	xxxx	xxxx	xxxxx	375	331	694
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.12
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	574	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.8		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	119	242	0	0	308	11	18	0	222	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	242	0	0	308	11	18	0	222	0	0	0
Added Vol:	12	0	0	0	0	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	242	0	0	308	11	18	0	226	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	150	276	0	0	352	13	21	0	258	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	276	0	0	352	13	21	0	258	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	276	0	0	352	13	21	0	258	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	0.87	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.97	0.03	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1825	65	1653	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.00	0.00	0.19	0.19	0.01	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.15	0.51	0.00	0.00	0.35	0.35	0.29	0.00	0.45	0.00	0.00	0.00
Volume/Cap:	0.54	0.29	0.00	0.00	0.54	0.54	0.04	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	25.7	8.7	0.0	0.0	16.4	16.4	15.2	0.0	11.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	8.7	0.0	0.0	16.4	16.4	15.2	0.0	11.3	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	3	3	0	0	6	6	0	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	246	325	0	0	246	14	5	0	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	325	0	0	246	14	5	0	174	0	0	0
Added Vol:	8	0	0	0	0	0	0	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	325	0	0	246	14	5	0	187	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	261	334	0	0	253	14	5	0	192	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	334	0	0	253	14	5	0	192	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	334	0	0	253	14	5	0	192	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.90	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.95	0.05	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1785	102	1714	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.00	0.00	0.14	0.14	0.00	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.29	0.57	0.00	0.00	0.28	0.28	0.23	0.00	0.52	0.00	0.00	0.00
Volume/Cap:	0.51	0.31	0.00	0.00	0.51	0.51	0.01	0.00	0.23	0.00	0.00	0.00
Delay/Veh:	18.7	7.1	0.0	0.0	19.0	19.0	17.6	0.0	8.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	7.1	0.0	0.0	19.0	19.0	17.6	0.0	8.0	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	B	A	A	A	A	A
HCM2kAvgQ:	5	3	0	0	5	5	0	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	77	218	147	171	467	106	27	122	142	160	127	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	218	147	171	467	106	27	122	142	160	127	145
Added Vol:	0	0	0	4	0	0	0	2	0	0	6	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	218	147	175	467	106	27	124	142	160	133	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	89	251	169	201	537	122	31	143	163	184	153	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	251	169	201	537	122	31	143	163	184	153	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	251	169	201	537	122	31	143	163	184	153	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.92	0.92	0.95	0.87	0.87	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.63	0.37	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	2860	649	1805	1661	1661	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.10	0.11	0.19	0.19	0.02	0.09	0.10	0.10	0.04	0.11
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.22	0.38	0.19	0.30	0.30	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.42	0.60	0.27	0.57	0.63	0.63	0.11	0.55	0.63	0.63	0.27	0.70
Delay/Veh:	26.0	23.4	13.0	24.2	19.4	19.4	21.8	24.5	26.3	27.8	22.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	23.4	13.0	24.2	19.4	19.4	21.8	24.5	26.3	27.8	22.4	32.4
LOS by Move:	C	C	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	5	2	4	7	7	1	3	4	4	2	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:			Ovl						Include						Include						Include			
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:	92		564		208		154		326		12		22		118		71		162		115		194	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	92		564		208		154		326		12		22		118		71		162		115		194	
Added Vol:	0		0		0		13		0		0		0		7		0		0		4		8	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	92		564		208		167		326		12		22		125		71		162		119		202	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89	
PHF Volume:	103		634		234		188		367		13		25		141		80		182		134		227	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	103		634		234		188		367		13		25		141		80		182		134		227	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	103		634		234		188		367		13		25		141		80		182		134		227	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.85		0.95		0.95		0.95		0.95		0.90		0.90		0.95		0.95		0.85	
Lanes:	1.00		1.00		1.00		1.00		1.93		0.07		1.00		1.28		0.72		1.00		2.00		1.00	
Final Sat.:	1805		1900		1615		1805		3464		128		1805		2178		1237		1805		3610		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.06		0.33		0.14		0.10		0.11		0.11		0.01		0.06		0.06		0.10		0.04		0.14	
Crit Moves:			****				****						****										****	
Green/Cycle:	0.24		0.41		0.55		0.13		0.30		0.30		0.09		0.12		0.12		0.14		0.17		0.17	
Volume/Cap:	0.23		0.81		0.26		0.81		0.36		0.36		0.16		0.53		0.53		0.72		0.21		0.81	
Delay/Veh:	24.5		27.3		9.6		53.1		22.4		22.4		34.2		34.4		34.4		42.8		28.6		48.1	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	24.5		27.3		9.6		53.1		22.4		22.4		34.2		34.4		34.4		42.8		28.6		48.1	
LOS by Move:	C		C		A		D		C		C		C		C		C		D		C		D	
HCM2kAvgQ:	2		16		3		7		4		4		1		3		3		6		2		8	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	107	437	166	154	468	97	113	200	157	154	146	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	437	166	154	468	97	113	200	157	154	146	50
Added Vol:	0	0	16	0	0	0	0	2	0	47	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	437	182	154	468	97	113	202	157	201	152	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	119	484	202	171	519	108	125	224	174	223	169	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	484	202	171	519	108	125	224	174	223	169	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	484	202	171	519	108	125	224	174	223	169	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.12	0.09	0.14	0.07	0.07	0.06	0.11	0.12	0.05	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.19	0.19	0.16	0.24	0.24	0.19	0.18	0.18	0.20	0.19	0.19
Volume/Cap:	0.56	0.71	0.66	0.58	0.61	0.28	0.37	0.35	0.61	0.61	0.25	0.18
Delay/Veh:	28.5	26.3	27.9	25.9	21.7	19.1	21.8	22.0	26.5	24.7	20.8	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	26.3	27.9	25.9	21.7	19.1	21.8	22.0	26.5	24.7	20.8	20.7
LOS by Move:	C	C	C	C	C	B	C	C	C	C	C	C
HCM2kAvgQ:	3	6	5	4	6	2	2	2	4	5	2	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	160	513	175	94	478	96	204	271	182	280	315	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	513	175	94	478	96	204	271	182	280	315	103
Added Vol:	0	0	53	0	0	0	0	7	0	31	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	513	228	94	478	96	204	278	182	311	319	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	174	558	248	102	520	104	222	303	198	338	347	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	558	248	102	520	104	222	303	198	338	347	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	558	248	102	520	104	222	303	198	338	347	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.06	0.14	0.06	0.12	0.08	0.12	0.19	0.10	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.14	0.21	0.21	0.12	0.18	0.18	0.21	0.16	0.16	0.25	0.20	0.20
Volume/Cap:	0.67	0.75	0.75	0.49	0.81	0.36	0.58	0.51	0.75	0.75	0.48	0.35
Delay/Veh:	30.9	26.8	31.5	26.6	31.3	22.5	23.6	23.7	35.6	27.9	21.7	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	26.8	31.5	26.6	31.3	22.5	23.6	23.7	35.6	27.9	21.7	21.3
LOS by Move:	C	C	C	C	C	C	C	C	D	C	C	C
HCM2kAvgQ:	4	7	6	2	7	2	5	3	6	8	4	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	223	656	0	0	556	304	0	0	0	174	2	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	656	0	0	556	304	0	0	0	174	2	164
Added Vol:	0	16	0	0	47	0	0	0	0	39	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	672	0	0	603	304	0	0	0	213	2	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	240	722	0	0	648	327	0	0	0	229	2	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	722	0	0	648	327	0	0	0	229	2	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	722	0	0	648	327	0	0	0	229	2	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1724	16	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.00	0.00	0.18	0.20	0.00	0.00	0.00	0.13	0.13	0.11
Crit Moves:	****					****					****	
Green/Cycle:	0.23	0.57	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.23	0.23	0.23
Volume/Cap:	0.58	0.35	0.00	0.00	0.52	0.58	0.00	0.00	0.00	0.58	0.58	0.48
Delay/Veh:	22.8	6.9	0.0	0.0	16.0	17.7	0.0	0.0	0.0	22.9	22.9	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	6.9	0.0	0.0	16.0	17.7	0.0	0.0	0.0	22.9	22.9	21.1
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	5	4	0	0	6	6	0	0	0	5	5	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	0		0	7	7		0	0	0		7	7	7	
Lanes:	1	0 2	0	0	0	0 2	0	1	0	0 0	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	302	948	0	0	665	315	0		0	0	0		345	3	272	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	302	948	0	0	665	315	0		0	0	0		345	3	272	
Added Vol:	0	53	0	0	31	0	0		0	0	0		26	0	0	
PasserByVol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
Initial Fut:	302	1001	0	0	696	315	0		0	0	0		371	3	272	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	327	1083	0	0	753	341	0		0	0	0		402	3	294	
Reduct Vol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
Reduced Vol:	327	1083	0	0	753	341	0		0	0	0		402	3	294	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	327	1083	0	0	753	341	0		0	0	0		402	3	294	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00		1.00	1.00	1.00		0.91	0.91	0.85	
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00		0.00	0.00	0.00		0.99	0.01	1.00	
Final Sat.:	1805	3610	0	0	3610	1615	0		0	0	0		1723	14	1615	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.30	0.00	0.00	0.21	0.21	0.00		0.00	0.00	0.00		0.23	0.23	0.18	
Crit Moves:	****				****									****		
Green/Cycle:	0.23	0.50	0.00	0.00	0.27	0.27	0.00		0.00	0.00	0.00		0.30	0.30	0.30	
Volume/Cap:	0.78	0.60	0.00	0.00	0.78	0.79	0.00		0.00	0.00	0.00		0.78	0.78	0.61	
Delay/Veh:	30.6	11.3	0.0	0.0	24.4	29.7	0.0		0.0	0.0	0.0		26.6	26.6	20.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	30.6	11.3	0.0	0.0	24.4	29.7	0.0		0.0	0.0	0.0		26.6	26.6	20.3	
LOS by Move:	C	B	A	A	C	C	A		A	A	A		C	C	C	
HCM2kAvgQ:	8	8	0	0	9	8	0		0	0	0		9	9	6	

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	561	299	168	552	0	309	3	328	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	561	299	168	552	0	309	3	328	0	0	0
Added Vol:	0	16	14	0	85	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	577	313	168	637	0	309	3	328	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	594	322	173	656	0	318	3	338	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	594	322	173	656	0	318	3	338	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	594	322	173	656	0	318	3	338	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1746	17	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.20	0.10	0.18	0.00	0.18	0.18	0.21	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.32	0.32	0.15	0.47	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.52	0.63	0.63	0.39	0.00	0.55	0.55	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	17.2	20.1	28.5	10.5	0.0	17.5	17.5	19.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.2	20.1	28.5	10.5	0.0	17.5	17.5	19.4	0.0	0.0	0.0
LOS by Move:	A	B	C	C	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	5	6	4	4	0	6	6	6	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	881	408	168	822	0	379	13	458	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	881	408	168	822	0	379	13	458	0	0	0
Added Vol:	0	53	46	0	56	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	934	454	168	878	0	379	13	458	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	974	473	175	916	0	395	14	478	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	974	473	175	916	0	395	14	478	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	974	473	175	916	0	395	14	478	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.97	0.03	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1714	59	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.29	0.10	0.25	0.00	0.23	0.23	0.30	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.34	0.34	0.12	0.46	0.00	0.34	0.34	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.79	0.86	0.83	0.56	0.00	0.67	0.67	0.86	0.00	0.00	0.00
Delay/Veh:	0.0	21.5	31.6	49.5	12.3	0.0	19.8	19.8	31.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.5	31.6	49.5	12.3	0.0	19.8	19.8	31.4	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	11	12	6	7	0	8	8	12	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Permitted			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0	1	1 0	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	32	269	21		114	206	64		138	45	49		25	54	233	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	32	269	21		114	206	64		138	45	49		25	54	233	
Added Vol:	0	2	0		17	4	64		22	0	0		0	0	6	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	32	271	21		131	210	128		160	45	49		25	54	239	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.00		0.97	0.97	0.97		0.97	0.97	0.00	
PHF Volume:	33	279	22		135	216	0		165	46	51		26	56	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	279	22		135	216	0		165	46	51		26	56	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	33	279	22		135	216	0		165	46	51		26	56	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.94	0.94		0.95	0.95	1.00		0.95	0.88	0.88		0.85	1.00	1.00	
Lanes:	1.00	1.86	0.14		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1805	3314	257		1805	3610	1900		1805	1664	1664		1615	1900	1900	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.08	0.08		0.07	0.06	0.00		0.09	0.03	0.03		0.02	0.03	0.00	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.20	0.21	0.21		0.18	0.20	0.00		0.22	0.34	0.34		0.12	0.12	0.00	
Volume/Cap:	0.09	0.41	0.41		0.41	0.31	0.00		0.41	0.08	0.09		0.14	0.25	0.00	
Delay/Veh:	19.9	20.9	20.9		22.4	20.9	0.0		20.5	13.4	13.4		24.1	24.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	19.9	20.9	20.9		22.4	20.9	0.0		20.5	13.4	13.4		24.1	24.7	0.0	
LOS by Move:	B	C	C		C	C	A		C	B	B		C	C	A	
HCM2kAvgQ:	1	3	3		3	2	0		3	0	1		1	1	0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Permitted					
Rights:	Include						Ignore						Include						Ignore					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	2	0	1		1	0	1	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	50		244		34		201		269		101		82		155		54		37		98		204	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	50		244		34		201		269		101		82		155		54		37		98		204	
Added Vol:	0		7		0		12		3		42		72		0		0		0		0		20	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	50		251		34		213		272		143		154		155		54		37		98		224	
User Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
PHF Adj:	0.96		0.96		0.96		0.96		0.96		0.00		0.96		0.96		0.96		0.96		0.96		0.00	
PHF Volume:	52		263		36		223		285		0		161		162		57		39		103		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	52		263		36		223		285		0		161		162		57		39		103		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
FinalVolume:	52		263		36		223		285		0		161		162		57		39		103		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.93		0.93		0.95		0.95		1.00		0.95		0.91		0.91		0.85		1.00		1.00	
Lanes:	1.00		1.76		0.24		1.00		2.00		1.00		1.00		1.48		0.52		1.00		1.00		1.00	
Final Sat.:	1805		3122		423		1805		3610		1900		1805		2573		896		1615		1900		1900	
Capacity Analysis Module:																								
Vol/Sat:	0.03		0.08		0.08		0.12		0.08		0.00		0.09		0.06		0.06		0.02		0.05		0.00	
Crit Moves:			****				****						****								****			
Green/Cycle:	0.22		0.17		0.17		0.26		0.22		0.00		0.19		0.30		0.30		0.12		0.12		0.00	
Volume/Cap:	0.13		0.48		0.48		0.48		0.37		0.00		0.48		0.21		0.21		0.21		0.46		0.00	
Delay/Veh:	19.2		22.9		22.9		19.7		20.3		0.0		23.0		15.7		15.7		24.5		26.3		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	19.2		22.9		22.9		19.7		20.3		0.0		23.0		15.7		15.7		24.5		26.3		0.0	
LOS by Move:	B		C		C		B		C		A		C		B		B		C		C		A	
HCM2kAvgQ:	1		3		3		4		3		0		3		1		1		1		2		0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Highland Home Road (NS) at 14th Street (EW)

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: A[8.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	26	4	0	0	16	44	16	0	34	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	26	4	0	0	16	44	16	0	34	0	0	0				
Added Vol:	6	12	0	0	4	0	0	0	2	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	32	16	0	0	20	44	16	0	36	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	34	17	0	0	21	46	17	0	38	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	34	17	0	0	21	46	17	0	38	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	67	xxxx	xxxxx	xxxx	xxxx	xxxxx	128	128	44	xxxx	xxxx	xxxxx				
Potent Cap.:	1547	xxxx	xxxxx	xxxx	xxxx	xxxxx	871	766	1032	xxxx	xxxx	xxxxx				
Move Cap.:	1547	xxxx	xxxxx	xxxx	xxxx	xxxxx	856	749	1032	xxxx	xxxx	xxxxx				
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.04	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	970	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx						
ApproachLOS:	*			*			A			*						

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #13 Highland Home Road (NS) at 14th Street (EW)

****

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: A[9.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	60	3	0	0	2	40	37	0	38	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	3	0	0	2	40	37	0	38	0	0	0
Added Vol:	4	8	0	0	13	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	11	0	0	15	40	37	0	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	67	12	0	0	16	42	39	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	67	12	0	0	16	42	39	0	47	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	58	xxxx	xxxxx	xxxx	xxxx	xxxxx	183	183	37	xxxx	xxxx	xxxxx
Potent Cap.:	1559	xxxx	xxxxx	xxxx	xxxx	xxxxx	811	715	1041	xxxx	xxxx	xxxxx
Move Cap.:	1559	xxxx	xxxxx	xxxx	xxxx	xxxxx	783	683	1041	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	906	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.4			xxxxxx		
ApproachLOS:	*			*			A			*		

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[19.5]

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	0	1	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	8		1		34	20		13		28	28		356		6	41		385		12
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	8		1		34	20		13		28	28		356		6	41		385		12
Added Vol:	12		6		0	4		2		0	0		6		4	0		17		12
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	20		7		34	24		15		28	28		362		10	41		402		24
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.88		0.88		0.88	0.88		0.88		0.88	0.88		0.88		0.88	0.88		0.88		0.88
PHF Volume:	23		8		39	27		17		32	32		411		11	47		456		27
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	23		8		39	27		17		32	32		411		11	47		456		27
Critical Gap Module:																				
Critical Gp:	7.5		6.5		6.9	7.5		6.5		6.9	4.1		xxxx		xxxxx	4.1		xxxx		xxxxx
FollowUpTim:	3.5		4.0		3.3	3.5		4.0		3.3	2.2		xxxx		xxxxx	2.2		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	804		1051		205	822		1035		228	484		xxxx		xxxxx	422		xxxx		xxxxx
Potent Cap.:	278		229		807	269		234		781	1090		xxxx		xxxxx	1148		xxxx		xxxxx
Move Cap.:	237		213		807	236		218		781	1090		xxxx		xxxxx	1148		xxxx		xxxxx
Volume/Cap:	0.10		0.04		0.05	0.12		0.08		0.04	0.03		xxxx		xxxx	0.04		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	0.3		0.1		0.2	xxxx		xxxx		xxxxx	0.1		xxxx		xxxxx	0.1		xxxx		xxxxx
Control Del:	21.8		22.6		9.7	xxxxx		xxxx		xxxxx	8.4		xxxx		xxxxx	8.3		xxxx		xxxxx
LOS by Move:	C		C		A	*		*		*	A		*		*	A		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		325		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		xxxx		xxxxx	xxxxx		0.9		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx		xxxx		xxxxx	xxxxx		19.5		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		*	*		C		*	*		*		*	*		*		*
ApproachDel:	15.1					19.5					xxxxxx					xxxxxx				
ApproachLOS:	C					C					*					*				

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: D[26.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 1		0 0 1!	0 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	8	17	65	30	13	7	39	394	3	14	374	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	17	65	30	13	7	39	394	3	14	374	24
Added Vol:	8	4	0	13	7	0	0	20	13	0	12	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	21	65	43	20	7	39	414	16	14	386	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	18	23	72	48	22	8	43	460	18	16	429	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	23	72	48	22	8	43	460	18	16	429	36
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	803	1042	230	788	1024	214	464	xxxx	xxxxx	478	xxxx	xxxxx
Potent Cap.:	278	231	779	285	237	797	1107	xxxx	xxxxx	1095	xxxx	xxxxx
Move Cap.:	244	219	779	228	225	797	1107	xxxx	xxxxx	1095	xxxx	xxxxx
Volume/Cap:	0.07	0.11	0.09	0.21	0.10	0.01	0.04	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	0.4	0.3	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	20.9	23.4	10.1	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	C	C	B	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	244	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	26.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:		14.5			26.5			xxxxxx			xxxxxx	
ApproachLOS:		B			D			*			*	

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[15.5]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	1	0	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	1	1	1	17	1	33	32	323	2		8	307	8							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
Initial Bse:	1	1	1	17	1	33	32	323	2		8	307	8							
Added Vol:	0	0	0	6	0	0	0	24	0		0	70	17							
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0							
Initial Fut:	1	1	1	23	1	33	32	347	2		8	377	25							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86		0.86	0.86	0.86							
PHF Volume:	1	1	1	27	1	38	37	402	2		9	437	29							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
FinalVolume:	1	1	1	27	1	38	37	402	2		9	437	29							
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx							
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	715	962	202	731	934	218	466	xxxx	xxxxx		404	xxxx	xxxxx							
Potent Cap.:	322	258	811	313	268	792	1106	xxxx	xxxxx		1165	xxxx	xxxxx							
Move Cap.:	296	247	811	302	257	792	1106	xxxx	xxxxx		1165	xxxx	xxxxx							
Volume/Cap:	0.00	0.00	0.00	0.09	0.00	0.05	0.03	xxxx	xxxx		0.01	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx		0.0	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.8	8.4	xxxx	xxxxx		8.1	xxxx	xxxxx							
LOS by Move:	*	*	*	*	*	A	A	*	*		A	*	*							
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	347	xxxxx	300	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	0.0	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	15.5	xxxxx	18.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	C	*	C	*	*	*	*	*		*	*	*							
ApproachDel:	15.5			13.3			xxxxxx				xxxxxx									
ApproachLOS:	C			B			*				*									

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: D[28.5]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	1	0	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	1	1	1			12	1	38			87	478	3			7	542	33		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	1	1	1			12	1	38			87	478	3			7	542	33		
Added Vol:	0	0	0			20	0	0			0	79	0			0	46	12		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	1	1	1			32	1	38			87	557	3			7	588	45		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.89	0.89	0.89			0.89	0.89	0.89			0.89	0.89	0.89			0.89	0.89	0.89		
PHF Volume:	1	1	1			36	1	43			98	626	3			8	661	51		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	1	1	1			36	1	43			98	626	3			8	661	51		
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9			7.5	6.5	6.9			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3			3.5	4.0	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1170	1550	315			1185	1501	330			711	xxxx	xxxxx			629	xxxx	xxxxx		
Potent Cap.:	151	115	687			147	123	671			898	xxxx	xxxxx			963	xxxx	xxxxx		
Move Cap.:	127	102	687			132	109	671			898	xxxx	xxxxx			963	xxxx	xxxxx		
Volume/Cap:	0.01	0.01	0.00			0.27	0.01	0.06			0.11	xxxx	xxxx			0.01	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	0.2			0.4	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	10.7			9.5	xxxx	xxxxx			8.8	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*	B			A	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	157	xxxxx			131	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	0.1	xxxxx			1.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	28.5	xxxxx			42.8	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	D	*			E	*	*			*	*	*			*	*	*		
ApproachDel:	28.5					25.7					xxxxxx					xxxxxx				
ApproachLOS:	D					D					*					*				

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Note: Queue reported is the number of cars per lane.

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.163
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	1	1	1	17	1	33	32	323	2	8	307	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	17	1	33	32	323	2	8	307	8
Added Vol:	0	0	0	6	0	0	0	24	0	0	70	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	23	1	33	32	347	2	8	377	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	1	1	1	27	1	38	37	402	2	9	437	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	27	1	38	37	402	2	9	437	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	27	1	38	37	402	2	9	437	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.95	0.85	0.49	0.95	0.95	0.51	0.95	0.85
Lanes:	0.34	0.33	0.33	0.96	0.04	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	595	595	595	1737	76	1615	937	3586	21	975	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.02	0.04	0.11	0.11	0.01	0.12	0.02
Crit Moves:		****			****						****	
Green/Cycle:	0.09	0.09	0.09	0.12	0.12	0.12	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.02	0.02	0.02	0.12	0.12	0.19	0.06	0.18	0.18	0.01	0.19	0.03
Delay/Veh:	33.4	33.4	33.4	31.4	31.4	31.8	5.5	5.9	5.9	5.3	6.0	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	33.4	33.4	31.4	31.4	31.8	5.5	5.9	5.9	5.3	6.0	5.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	1	1	0	2	2	0	2	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.239
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	1	1	1	12	1	38	87	478	3	7	542	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	12	1	38	87	478	3	7	542	33
Added Vol:	0	0	0	20	0	0	0	79	0	0	46	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	32	1	38	87	557	3	7	588	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	1	1	1	36	1	43	98	626	3	8	661	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	36	1	43	98	626	3	8	661	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	36	1	43	98	626	3	8	661	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.95	0.85	0.38	0.95	0.95	0.39	0.95	0.85
Lanes:	0.34	0.33	0.33	0.97	0.03	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	595	595	595	1758	55	1615	714	3587	19	745	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.03	0.14	0.17	0.17	0.01	0.18	0.03
Crit Moves:		****			****						****	
Green/Cycle:	0.08	0.08	0.08	0.10	0.10	0.10	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.02	0.02	0.02	0.21	0.21	0.27	0.20	0.26	0.26	0.02	0.27	0.05
Delay/Veh:	35.9	35.9	35.9	35.9	35.9	36.4	5.3	5.4	5.4	4.5	5.4	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	35.9	35.9	35.9	35.9	36.4	5.3	5.4	5.4	4.5	5.4	4.6
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	1	1	1	3	3	0	4	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.098
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0 0	0 0	0	0 1	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	30	0	0	0	0	0	0	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	0	0	0	0	0	0	50	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	0	0	0	0	0	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
PHF Volume:	53	0	0	0	0	0	0	0	89	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	0	0	0	0	0	0	0	89	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	0	0	0	0	0	0	0	89	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	828	0	0	0	0	0	0	773	910	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.10	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:		7.6			xxxxxx			7.0			xxxxxx	
Delay Adj:		1.00			xxxxx			1.00			xxxxx	
ApprAdjDel:		7.6			xxxxxx			7.0			xxxxxx	
LOS by Appr:		A			*			A			*	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.188
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0	0 0	0	0	1 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	100	0	0	0	0	0	0	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	0	0	0	0	0	0	90	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	0	0	0	0	0	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	151	0	0	0	0	0	0	0	136	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	0	0	0	0	0	0	0	136	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	0	0	0	0	0	0	0	136	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	803	0	0	0	0	0	0	728	848	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.16	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	8.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.6	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:		8.4			xxxxxx			7.6			xxxxxx	
Delay Adj:		1.00			xxxxx			1.00			xxxxx	
ApprAdjDel:		8.4			xxxxxx			7.6			xxxxxx	
LOS by Appr:		A			*			A			*	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	114	16	41	6	40	15	14	273	179	51	211	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	16	41	6	40	15	14	273	179	51	211	1
Added Vol:	41	8	0	0	3	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	24	41	6	43	15	14	273	193	51	211	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	175	27	46	7	49	17	16	309	218	58	239	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	27	46	7	49	17	16	309	218	58	239	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	27	46	7	49	17	16	309	218	58	239	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.48	0.52	1.00	0.59	0.41	1.00	0.99	0.01
Final Sat.:	441	468	516	404	645	232	534	364	257	504	547	3
Capacity Analysis Module:												
Vol/Sat:	0.40	0.06	0.09	0.02	0.08	0.07	0.03	0.85	0.85	0.11	0.44	0.44
Crit Moves:	****				****			****			****	
Delay/Veh:	15.0	10.3	9.8	11.0	10.8	10.6	9.4	31.4	31.4	10.4	13.5	13.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	10.3	9.8	11.0	10.8	10.6	9.4	31.4	31.4	10.4	13.5	13.5
LOS by Move:	B	B	A	B	B	B	A	D	D	B	B	B
ApproachDel:		13.5			10.8			30.8			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.5			10.8			30.8			12.9	
LOS by Appr:		B			B			D			B	
AllWayAvgQ:	0.6	0.1	0.1	0.0	0.1	0.1	0.0	4.0	4.0	0.1	0.7	0.7

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.8
Optimal Cycle:	0	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	186	41	90	1	20	1	1	250	166	74	214	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	41	90	1	20	1	1	250	166	74	214	9
Added Vol:	27	5	0	0	9	0	0	0	46	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	46	90	1	29	1	1	250	212	74	214	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	241	52	102	1	33	1	1	283	240	84	242	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	52	102	1	33	1	1	283	240	84	242	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	52	102	1	33	1	1	283	240	84	242	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.93	0.07	1.00	0.54	0.46	1.00	0.96	0.04
Final Sat.:	445	472	521	379	775	27	502	316	268	482	502	21
Capacity Analysis Module:												
Vol/Sat:	0.54	0.11	0.20	0.00	0.04	0.04	0.00	0.90	0.90	0.17	0.48	0.48
Crit Moves:	****				****			****			****	
Delay/Veh:	18.7	10.8	10.8	11.5	11.3	11.3	9.7	39.4	39.4	11.3	15.0	15.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	10.8	10.8	11.5	11.3	11.3	9.7	39.4	39.4	11.3	15.0	15.0
LOS by Move:	C	B	B	B	B	B	A	E	E	B	C	C
ApproachDel:		15.6			11.3			39.4			14.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.6			11.3			39.4			14.1	
LOS by Appr:		C			B			E			B	
AllWayAvgQ:	1.0	0.1	0.2	0.0	0.0	0.0	0.0	5.0	5.0	0.2	0.8	0.8

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	T	R	L	T	R	L	T	R				L	T	R			
Control:	Permitted			Permitted			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7				7	7	7			
Lanes:	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0	
Volume Module:																		
Base Vol:	186	41	90	1	20	1	1	250	166				74	214	9			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	186	41	90	1	20	1	1	250	166				74	214	9			
Added Vol:	27	5	0	0	9	0	0	0	46				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	213	46	90	1	29	1	1	250	212				74	214	9			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88			
PHF Volume:	241	52	102	1	33	1	1	283	240				84	242	10			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	241	52	102	1	33	1	1	283	240				84	242	10			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	241	52	102	1	33	1	1	283	240				84	242	10			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	0.74	1.00	0.85	0.72	0.95	0.95	0.59	0.93	0.93				0.37	0.99	0.99			
Lanes:	1.00	1.00	1.00	1.00	1.93	0.07	1.00	0.54	0.46				1.00	0.96	0.04			
Final Sat.:	1406	1900	1615	1374	3472	120	1117	957	812				695	1812	76			
Capacity Analysis Module:																		
Vol/Sat:	0.17	0.03	0.06	0.00	0.01	0.01	0.00	0.30	0.30				0.12	0.13	0.13			
Crit Moves:	****							****										
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.55	0.55	0.55				0.55	0.55	0.55			
Volume/Cap:	0.54	0.09	0.20	0.00	0.03	0.03	0.00	0.54	0.54				0.22	0.24	0.24			
Delay/Veh:	18.2	14.4	15.1	14.0	14.1	14.1	6.1	9.3	9.3				7.2	7.2	7.2			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	18.2	14.4	15.1	14.0	14.1	14.1	6.1	9.3	9.3				7.2	7.2	7.2			
LOS by Move:	B	B	B	B	B	B	A	A	A				A	A	A			
HCM2kAvgQ:	4	1	1	0	0	0	0	7	7				1	3	3			

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	114		16		41		6		40		15		14		273		179		51		211		1	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	114		16		41		6		40		15		14		273		179		51		211		1	
Added Vol:	41		8		0		0		3		0		0		0		14		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	155		24		41		6		43		15		14		273		193		51		211		1	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88	
PHF Volume:	175		27		46		7		49		17		16		309		218		58		239		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	175		27		46		7		49		17		16		309		218		58		239		1	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	175		27		46		7		49		17		16		309		218		58		239		1	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.72		1.00		0.85		0.75		0.91		0.91		0.60		0.94		0.94		0.39		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		1.48		0.52		1.00		0.59		0.41		1.00		0.99		0.01	
Final Sat.:	1359		1900		1615		1416		2572		897		1144		1044		738		739		1889		9	
Capacity Analysis Module:																								
Vol/Sat:	0.13		0.01		0.03		0.00		0.02		0.02		0.01		0.30		0.30		0.08		0.13		0.13	
Crit Moves:	****														****									
Green/Cycle:	0.26		0.26		0.26		0.26		0.26		0.26		0.60		0.60		0.60		0.60		0.60		0.60	
Volume/Cap:	0.49		0.05		0.11		0.02		0.07		0.07		0.02		0.49		0.49		0.13		0.21		0.21	
Delay/Veh:	19.8		16.6		16.9		16.4		16.6		16.6		4.8		7.1		7.1		5.3		5.5		5.5	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	19.8		16.6		16.9		16.4		16.6		16.6		4.8		7.1		7.1		5.3		5.5		5.5	
LOS by Move:	B		B		B		B		B		B		A		A		A		A		A		A	
HCM2kAvgQ:	3		0		1		0		1		1		0		6		6		1		2		2	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	133	125	94		70	220	43		45	196	101		59	183	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	133	125	94		70	220	43		45	196	101		59	183	30	
Added Vol:	24	66	0		0	22	0		0	22	8		0	64	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	157	191	94		70	242	43		45	218	109		59	247	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	171	208	102		76	264	47		49	237	119		64	269	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	171	208	102		76	264	47		49	237	119		64	269	33	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	171	208	102		76	264	47		49	237	119		64	269	33	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.56	0.90	0.90		0.56	0.93	0.93		0.95	0.90	0.90		0.95	0.93	0.93	
Lanes:	1.00	1.34	0.66		1.00	1.70	0.30		1.00	1.33	0.67		1.00	1.78	0.22	
Final Sat.:	1062	2301	1132		1062	2995	532		1805	2286	1143		1805	3168	385	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.09	0.09		0.07	0.09	0.09		0.03	0.10	0.10		0.04	0.08	0.08	
Crit Moves:	****									****			****			
Green/Cycle:	0.42	0.42	0.42		0.42	0.42	0.42		0.19	0.27	0.27		0.12	0.19	0.19	
Volume/Cap:	0.39	0.22	0.22		0.17	0.21	0.21		0.14	0.39	0.39		0.31	0.44	0.44	
Delay/Veh:	12.8	11.3	11.3		11.2	11.3	11.3		20.3	18.2	18.2		25.1	21.8	21.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	12.8	11.3	11.3		11.2	11.3	11.3		20.3	18.2	18.2		25.1	21.8	21.8	
LOS by Move:	B	B	B		B	B	B		C	B	B		C	C	C	
HCM2kAvgQ:	3	2	2		1	2	2		1	3	3		1	3	3	

Note: Queue reported is the number of cars per lane.

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Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	174	278	85	83	237	38	70	273	134	128	368	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	278	85	83	237	38	70	273	134	128	368	61
Added Vol:	16	44	0	0	74	0	0	72	27	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	322	85	83	311	38	70	345	161	128	410	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	193	328	87	85	317	39	71	351	164	130	418	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	328	87	85	317	39	71	351	164	130	418	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	328	87	85	317	39	71	351	164	130	418	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.92	0.92	0.48	0.93	0.93	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	1.00	1.58	0.42	1.00	1.78	0.22	1.00	1.36	0.64	1.00	1.74	0.26
Final Sat.:	1003	2768	731	912	3165	387	1805	2343	1094	1805	3083	459
Capacity Analysis Module:												
Vol/Sat:	0.19	0.12	0.12	0.09	0.10	0.10	0.04	0.15	0.15	0.07	0.14	0.14
Crit Moves:	****							****		****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.20	0.29	0.29	0.14	0.23	0.23
Volume/Cap:	0.52	0.32	0.32	0.25	0.27	0.27	0.20	0.52	0.52	0.52	0.59	0.59
Delay/Veh:	16.0	13.6	13.6	13.4	13.3	13.3	20.4	18.3	18.3	25.9	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.0	13.6	13.6	13.4	13.3	13.3	20.4	18.3	18.3	25.9	21.7	21.7
LOS by Move:	B	B	B	B	B	B	C	B	B	C	C	C
HCM2kAvgQ:	4	3	3	1	3	3	1	5	5	3	5	5

Note: Queue reported is the number of cars per lane.

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Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.344
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0	0 1	1 0	0	0 0	0 0	1 0	0 0	1
Volume Module:												
Base Vol:	79	244	0	0	256	161	0	0	0	4	0	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	244	0	0	256	161	0	0	0	4	0	96
Added Vol:	21	90	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	334	0	0	286	161	0	0	0	4	0	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	112	374	0	0	321	180	0	0	0	4	0	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	374	0	0	321	180	0	0	0	4	0	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	374	0	0	321	180	0	0	0	4	0	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.89	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.28	0.72	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2185	1230	0	0	0	1693	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.00	0.00	0.07
Crit Moves:	****				****							****
Green/Cycle:	0.18	0.61	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.34	0.17	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.01	0.00	0.34
Delay/Veh:	22.1	5.2	0.0	0.0	11.7	11.7	0.0	0.0	0.0	19.6	0.0	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	5.2	0.0	0.0	11.7	11.7	0.0	0.0	0.0	19.6	0.0	21.6
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	C
HCM2kAvgQ:	2	2	0	0	3	3	0	0	0	0	0	2

Note: Queue reported is the number of cars per lane.

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Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0	0 1	1 0	0	0 0	0 0 0	1 0	0 0	1
Volume Module:												
Base Vol:	67	413	0	0	299	211	0	0	0	11	0	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	413	0	0	299	211	0	0	0	11	0	187
Added Vol:	14	59	0	0	101	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	472	0	0	400	211	0	0	0	11	0	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	84	492	0	0	417	220	0	0	0	11	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	492	0	0	417	220	0	0	0	11	0	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	492	0	0	417	220	0	0	0	11	0	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.89	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.31	0.69	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2240	1182	0	0	0	1689	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.01	0.00	0.12
Crit Moves:	****				****							****
Green/Cycle:	0.11	0.53	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.44	0.26	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.02	0.00	0.44
Delay/Veh:	26.8	7.8	0.0	0.0	12.6	12.6	0.0	0.0	0.0	16.0	0.0	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	7.8	0.0	0.0	12.6	12.6	0.0	0.0	0.0	16.0	0.0	18.7
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	B
HCM2kAvgQ:	2	3	0	0	5	5	0	0	0	0	0	3

Note: Queue reported is the number of cars per lane.

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Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	164	7	122	107	0	156	0	63	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	164	7	122	107	0	156	0	63	0	0	0
Added Vol:	0	111	0	0	30	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	275	7	122	137	0	156	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	332	8	147	165	0	188	0	84	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	332	8	147	165	0	188	0	84	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	332	8	147	165	0	188	0	84	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3506	89	1805	3610	0	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.08	0.05	0.00	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.27	0.27	0.23	0.50	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.35	0.35	0.35	0.09	0.00	0.35	0.00	0.18	0.00	0.00	0.00
Delay/Veh:	0.0	17.9	17.9	19.7	7.8	0.0	16.9	0.0	15.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	17.9	19.7	7.8	0.0	16.9	0.0	15.8	0.0	0.0	0.0
LOS by Move:	A	B	B	B	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	3	3	3	1	0	3	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	1 0	2	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	239	21	115	205	0	231	0	85	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	239	21	115	205	0	231	0	85	0	0	0
Added Vol:	0	73	0	0	101	0	0	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	312	21	115	306	0	231	0	108	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	346	23	127	339	0	256	0	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	346	23	127	339	0	256	0	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	346	23	127	339	0	256	0	120	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	0.95	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	3610	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.01	0.07	0.09	0.00	0.18	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.34	0.34	0.13	0.47	0.00	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.53	0.04	0.54	0.20	0.00	0.54	0.00	0.23	0.00	0.00	0.00
Delay/Veh:	0.0	16.8	13.3	26.7	9.3	0.0	17.6	0.0	14.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.8	13.3	26.7	9.3	0.0	17.6	0.0	14.9	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	6	0	3	2	0	5	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

****

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: B[12.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	65	16	124	32	0	0	0	0	38	0	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	65	16	124	32	0	0	0	0	38	0	105
Added Vol:	0	111	0	0	37	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	176	16	124	69	0	0	0	0	38	0	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	203	18	143	79	0	0	0	0	44	0	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	203	18	143	79	0	0	0	0	44	0	121
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	221	xxxx	xxxxx	xxxx	xxxx	xxxxx	577	577	212
Potent Cap.:	xxxx	xxxx	xxxxx	1360	xxxx	xxxxx	xxxx	xxxx	xxxxx	482	430	833
Move Cap.:	xxxx	xxxx	xxxxx	1360	xxxx	xxxxx	xxxx	xxxx	xxxxx	440	381	833
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.15
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	673	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.1		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B[13.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	96	50	140	162	0	0	0	0	28	0	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	96	50	140	162	0	0	0	0	28	0	144
Added Vol:	0	73	0	0	125	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	169	50	140	287	0	0	0	0	28	0	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	192	57	159	326	0	0	0	0	32	0	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	192	57	159	326	0	0	0	0	32	0	163
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	249	xxxx	xxxxx	xxxx	xxxx	xxxxx	864	864	220
Potent Cap.:	xxxx	xxxx	xxxxx	1329	xxxx	xxxxx	xxxx	xxxx	xxxxx	327	294	824
Move Cap.:	xxxx	xxxx	xxxxx	1329	xxxx	xxxxx	xxxx	xxxx	xxxxx	294	256	824
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	0.00	0.20
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	638	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.1		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.246
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1	0	1	0 1	0	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	13	7	53	7	0	0	0	0	13	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	13	7	53	7	0	0	0	0	13	0	17
Added Vol:	0	0	0	45	0	0	0	0	0	0	0	121
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	13	7	98	7	0	0	0	0	13	0	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	19	10	144	10	0	0	0	0	19	0	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	19	10	144	10	0	0	0	0	19	0	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	19	10	144	10	0	0	0	0	19	0	203
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.93	0.07	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	673	774	651	46	0	0	0	0	646	0	823
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.03	0.01	0.22	0.22	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.25
Crit Moves:		****			****							****
Delay/Veh:	0.0	8.0	7.2	9.4	9.4	0.0	0.0	0.0	0.0	8.3	0.0	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	7.2	9.4	9.4	0.0	0.0	0.0	0.0	8.3	0.0	8.3
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.7			9.4			xxxxxx			8.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.7			9.4			xxxxxx			8.3	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	0 1	0	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	36	1	80	20	0	0	0	0	1	0	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	36	1	80	20	0	0	0	0	1	0	84
Added Vol:	0	0	0	133	0	0	0	0	0	0	0	79
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	36	1	213	20	0	0	0	0	1	0	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	45	1	268	25	0	0	0	0	1	0	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	45	1	268	25	0	0	0	0	1	0	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	45	1	268	25	0	0	0	0	1	0	205
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.91	0.09	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	656	751	639	60	0	0	0	0	595	0	740
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.07	0.00	0.42	0.42	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.28
Crit Moves:		****		****								****
Delay/Veh:	0.0	8.3	7.3	11.5	11.5	0.0	0.0	0.0	0.0	8.5	0.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.3	7.3	11.5	11.5	0.0	0.0	0.0	0.0	8.5	0.0	9.0
LOS by Move:	*	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		8.3			11.5			xxxxxx			9.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.3			11.5			xxxxxx			9.0	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.0	0.1	0.0	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.3

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	87	35	195	18	38	14	6	267	74	128	210	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	35	195	18	38	14	6	267	74	128	210	9
Added Vol:	53	5	19	10	2	0	0	8	18	6	23	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	40	214	28	40	14	6	275	92	134	233	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	161	46	246	32	46	16	7	316	106	154	268	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	46	246	32	46	16	7	316	106	154	268	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	46	246	32	46	16	7	316	106	154	268	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	1.00	0.85	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	0.34	0.49	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1324	1900	1615	580	829	290	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.02	0.15	0.06	0.06	0.06	0.00	0.09	0.07	0.09	0.07	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.21	0.22	0.22	0.21	0.21	0.21
Volume/Cap:	0.32	0.06	0.41	0.15	0.15	0.15	0.02	0.41	0.30	0.41	0.35	0.06
Delay/Veh:	13.7	12.1	14.3	12.5	12.5	12.5	18.7	20.6	20.3	21.2	20.4	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	12.1	14.3	12.5	12.5	12.5	18.7	20.6	20.3	21.2	20.4	18.9
LOS by Move:	B	B	B	B	B	B	B	C	C	C	C	B
HCM2kAvgQ:	2	1	4	1	1	1	0	3	2	3	3	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	78	54	257	28	41	11	27	345	78	220	401	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	54	257	28	41	11	27	345	78	220	401	39
Added Vol:	35	3	13	4	5	0	0	26	59	21	15	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	57	270	32	46	11	27	371	137	241	416	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	119	60	285	34	48	12	28	391	144	254	438	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	60	285	34	48	12	28	391	144	254	438	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	60	285	34	48	12	28	391	144	254	438	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	1.00	0.85	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	0.36	0.52	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1340	1900	1615	606	871	208	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.18	0.06	0.06	0.06	0.02	0.11	0.09	0.14	0.12	0.03
Crit Moves:			****					****		****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.23	0.20	0.20	0.26	0.24	0.24
Volume/Cap:	0.27	0.10	0.53	0.17	0.17	0.17	0.07	0.53	0.44	0.53	0.51	0.12
Delay/Veh:	15.0	13.9	17.3	14.3	14.3	14.3	18.2	22.1	21.8	20.0	20.3	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	13.9	17.3	14.3	14.3	14.3	18.2	22.1	21.8	20.0	20.3	18.0
LOS by Move:	B	B	B	B	B	B	B	C	C	C	C	B
HCM2kAvgQ:	2	1	5	1	1	1	0	4	3	5	4	1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[10.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	27	243	0	0	100	179	0	0	0	10	0	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	243	0	0	100	179	0	0	0	10	0	117
Added Vol:	60	76	0	0	26	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	319	0	0	126	179	0	0	0	17	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	105	386	0	0	153	217	0	0	0	21	0	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	105	386	0	0	153	217	0	0	0	21	0	142
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	369	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	673	xxxx	193
Potent Cap.:	1200	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	393	xxxx	822
Move Cap.:	1200	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	367	xxxx	822
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.17
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.6
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.4	xxxx	10.3
LOS by Move:	A	*	*	*	*	*	*	*	*	C	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.9		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[11.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	40	294	0	0	98	277	0	0	0	12	0	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	294	0	0	98	277	0	0	0	12	0	136
Added Vol:	40	50	0	0	86	0	0	0	0	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	344	0	0	184	277	0	0	0	35	0	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	86	371	0	0	199	299	0	0	0	38	0	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	86	371	0	0	199	299	0	0	0	38	0	147
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	498	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	644	xxxx	186
Potent Cap.:	1077	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	410	xxxx	831
Move Cap.:	1077	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	385	xxxx	831
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	0.18
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	0.6
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.4	xxxx	10.3
LOS by Move:	A	*	*	*	*	*	*	*	*	C	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.3		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	27	243	0	0	100	179	0	0	0	10	0	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	243	0	0	100	179	0	0	0	10	0	117
Added Vol:	60	76	0	0	26	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	319	0	0	126	179	0	0	0	17	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	105	386	0	0	153	217	0	0	0	21	0	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	386	0	0	153	217	0	0	0	21	0	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	386	0	0	153	217	0	0	0	21	0	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.87	0.87	1.00	1.00	1.00	0.86	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	1646	1646	0	0	0	1638	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.00	0.09	0.13	0.00	0.00	0.00	0.01	0.00	0.09
Crit Moves:	****					****						****
Green/Cycle:	0.17	0.55	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.35	0.20	0.00	0.00	0.24	0.35	0.00	0.00	0.00	0.05	0.00	0.35
Delay/Veh:	22.7	6.9	0.0	0.0	12.8	13.5	0.0	0.0	0.0	17.0	0.0	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	6.9	0.0	0.0	12.8	13.5	0.0	0.0	0.0	17.0	0.0	18.9
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	B
HCM2kAvgQ:	2	2	0	0	2	3	0	0	0	0	0	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	40	294	0	0	98	277	0	0	0	12	0	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	294	0	0	98	277	0	0	0	12	0	136
Added Vol:	40	50	0	0	86	0	0	0	0	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	344	0	0	184	277	0	0	0	35	0	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	86	371	0	0	199	299	0	0	0	38	0	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	371	0	0	199	299	0	0	0	38	0	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	371	0	0	199	299	0	0	0	38	0	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.86	0.86	1.00	1.00	1.00	0.82	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	1643	1643	0	0	0	1566	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.00	0.00	0.12	0.18	0.00	0.00	0.00	0.02	0.00	0.09
Crit Moves:	****					****						****
Green/Cycle:	0.12	0.57	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.40	0.18	0.00	0.00	0.27	0.40	0.00	0.00	0.00	0.11	0.00	0.40
Delay/Veh:	25.7	6.1	0.0	0.0	10.3	11.1	0.0	0.0	0.0	18.5	0.0	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	6.1	0.0	0.0	10.3	11.1	0.0	0.0	0.0	18.5	0.0	20.5
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	C
HCM2kAvgQ:	2	2	0	0	3	4	0	0	0	1	0	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: C[17.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	0	1 0 2	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	81	9	81	67	0	199	0	13	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	81	9	81	67	0	199	0	13	0	0	0
Added Vol:	0	136	21	0	33	0	0	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	217	30	81	100	0	199	0	34	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	273	38	102	126	0	250	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	273	38	102	126	0	250	0	43	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	310	xxxx	xxxxx	465	xxxx	63	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1262	xxxx	xxxxx	531	xxxx	995	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1262	xxxx	xxxxx	498	xxxx	995	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	0.50	xxxx	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	2.8	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	19.3	xxxx	8.8	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	C	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.8			xxxxxx		
ApproachLOS:	*			*			C			*		

****

Note: Queue reported is the number of cars per lane.

****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: C[15.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0	0	1 0 2	0 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	108	12	58	62	0	232	0	28	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	108	12	58	62	0	232	0	28	0	0	0
Added Vol:	0	90	14	0	109	0	0	0	70	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	198	26	58	171	0	232	0	98	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	223	29	65	193	0	262	0	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	223	29	65	193	0	262	0	110	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	253	xxxx	xxxxx	435	xxxx	96	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1325	xxxx	xxxxx	554	xxxx	948	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1325	xxxx	xxxxx	534	xxxx	948	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.49	xxxx	0.12	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	2.7	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	18.1	xxxx	9.3	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	C	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.5			xxxxxx		
ApproachLOS:	*			*			C			*		

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.5
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	81	9	81	67	0	199	0	13	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	81	9	81	67	0	199	0	13	0	0	0
Added Vol:	0	136	21	0	33	0	0	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	217	30	81	100	0	199	0	34	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	273	38	102	126	0	250	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	273	38	102	126	0	250	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	273	38	102	126	0	250	0	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	0.95	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.76	0.24	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3114	431	1805	3610	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.06	0.03	0.00	0.17	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.22	0.22	0.14	0.37	0.00	0.43	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	0.39	0.39	0.39	0.10	0.00	0.39	0.00	0.06	0.00	0.00	0.00
Delay/Veh:	0.0	20.2	20.2	24.3	12.5	0.0	12.0	0.0	9.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.2	20.2	24.3	12.5	0.0	12.0	0.0	9.9	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	B	A	A	A	A	A
HCM2kAvgQ:	0	3	3	2	1	0	3	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.2
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	108	12	58	62	0	232	0	28	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	108	12	58	62	0	232	0	28	0	0	0
Added Vol:	0	90	14	0	109	0	0	0	70	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	198	26	58	171	0	232	0	98	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	223	29	65	193	0	262	0	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	223	29	65	193	0	262	0	110	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	223	29	65	193	0	262	0	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	0.95	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.77	0.23	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3137	412	1805	3610	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.04	0.05	0.00	0.18	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.20	0.20	0.10	0.30	0.00	0.50	0.00	0.50	0.00	0.00	0.00
Volume/Cap:	0.00	0.36	0.36	0.36	0.18	0.00	0.36	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	0.0	21.0	21.0	26.3	15.6	0.0	9.4	0.0	8.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.0	21.0	26.3	15.6	0.0	9.4	0.0	8.1	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	2	1	0	3	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	18	32	9	19	27	32	20	83	24	9	80	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	32	9	19	27	32	20	83	24	9	80	38
Added Vol:	0	157	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	189	9	19	81	32	20	83	24	9	80	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	26	274	13	28	118	46	29	120	35	13	116	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	274	13	28	118	46	29	120	35	13	116	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	274	13	28	118	46	29	120	35	13	116	55
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	1.75	0.08	0.29	1.23	0.48	0.16	0.65	0.19	0.07	0.63	0.30
Final Sat.:	99	1057	51	163	720	297	99	412	119	45	403	191
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.17	0.16	0.16	0.29	0.29	0.29	0.29	0.29	0.29
Crit Moves:	****			****				****			****	
Delay/Veh:	10.4	10.3	10.2	9.8	9.6	9.2	10.4	10.4	10.4	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	10.3	10.2	9.8	9.6	9.2	10.4	10.4	10.4	10.2	10.2	10.2
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B
ApproachDel:		10.3			9.5			10.4			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			9.5			10.4			10.2	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.2	0.4	0.4	0.4	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.337
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.5
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	6	48	15	23	32	43	36	122	18	10	121	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	48	15	23	32	43	36	122	18	10	121	36
Added Vol:	0	104	0	0	179	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	152	15	23	211	43	36	122	18	10	121	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	7	178	18	27	248	50	42	143	21	12	142	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	178	18	27	248	50	42	143	21	12	142	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	178	18	27	248	50	42	143	21	12	142	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	1.76	0.17	0.17	1.52	0.31	0.20	0.70	0.10	0.06	0.72	0.22
Final Sat.:	39	998	100	96	904	189	125	425	63	37	448	133
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.28	0.27	0.27	0.34	0.34	0.34	0.32	0.32	0.32
Crit Moves:	****			****				****		****		
Delay/Veh:	10.0	9.9	9.8	10.8	10.5	10.2	11.1	11.1	11.1	10.7	10.7	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	9.9	9.8	10.8	10.5	10.2	11.1	11.1	11.1	10.7	10.7	10.7
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:		9.9			10.5			11.1			10.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			10.5			11.1			10.7	
LOS by Appr:		A			B			B			B	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	2	6	2	53	1	8	5	45	1	1	31	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	2	53	1	8	5	45	1	1	31	39
Added Vol:	99	157	14	0	54	0	0	12	33	5	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	163	16	53	55	8	5	57	34	6	53	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
PHF Volume:	159	256	25	83	86	13	8	90	53	9	83	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	256	25	83	86	13	8	90	53	9	83	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	256	25	83	86	13	8	90	53	9	83	61
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.58	0.06	0.49	0.51	1.00	0.05	0.60	0.35	0.06	0.54	0.40
Final Sat.:	245	396	39	276	286	660	30	347	207	36	318	234
Capacity Analysis Module:												
Vol/Sat:	0.65	0.65	0.65	0.30	0.30	0.02	0.26	0.26	0.26	0.26	0.26	0.26
Crit Moves:	****				****			****		****		
Delay/Veh:	16.6	16.6	16.6	11.2	11.2	7.9	10.3	10.3	10.3	10.3	10.3	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.6	16.6	11.2	11.2	7.9	10.3	10.3	10.3	10.3	10.3	10.3
LOS by Move:	C	C	C	B	B	A	B	B	B	B	B	B
ApproachDel:	16.6			11.0			10.3			10.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.6			11.0			10.3			10.3		
LOS by Appr:	C			B			B			B		
AllWayAvgQ:	1.6	1.6	1.6	0.4	0.4	0.0	0.3	0.3	0.3	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1	0	0	1! 0	0	0	1! 0
Volume Module:												
Base Vol:	1	1	1	36	3	11	19	74	7	1	69	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	36	3	11	19	74	7	1	69	31
Added Vol:	66	104	9	0	179	0	0	21	112	16	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	105	10	36	182	11	19	95	119	17	82	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	85	133	13	46	231	14	24	121	151	22	104	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	133	13	46	231	14	24	121	151	22	104	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	133	13	46	231	14	24	121	151	22	104	39
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.58	0.05	0.17	0.83	1.00	0.08	0.41	0.51	0.13	0.63	0.24
Final Sat.:	214	335	32	92	465	634	51	256	320	74	357	135
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.50	0.50	0.02	0.47	0.47	0.47	0.29	0.29	0.29
Crit Moves:	****				****			****		****		
Delay/Veh:	12.2	12.2	12.2	14.2	14.2	8.2	12.6	12.6	12.6	10.8	10.8	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	12.2	12.2	14.2	14.2	8.2	12.6	12.6	12.6	10.8	10.8	10.8
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	B
ApproachDel:	12.2			13.9			12.6			10.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.2			13.9			12.6			10.8		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.5	0.5	0.8	0.8	0.0	0.7	0.7	0.7	0.3	0.3	0.3

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #31 8th Street (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	39	44	39	18	80	44	29	193	51	49	147	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	44	39	18	80	44	29	193	51	49	147	7
Added Vol:	0	0	24	0	0	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	44	63	18	80	44	29	193	51	63	147	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	49	56	80	23	101	56	37	245	65	80	186	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	56	80	23	101	56	37	245	65	80	186	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	56	80	23	101	56	37	245	65	80	186	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.30	0.43	0.13	0.56	0.31	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	160	181	259	75	335	184	543	589	664	533	578	648
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.30	0.30	0.30	0.07	0.42	0.10	0.15	0.32	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	10.8	10.8	10.8	10.8	10.8	10.8	9.5	12.4	8.4	10.2	11.3	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	10.8	10.8	10.8	9.5	12.4	8.4	10.2	11.3	8.0
LOS by Move:	B	B	B	B	B	B	A	B	A	B	B	A
ApproachDel:		10.8			10.8			11.4			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			10.8			11.4			10.9	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.4	0.4	0.4	0.4	0.4	0.4	0.1	0.6	0.1	0.2	0.4	0.0

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	28	118	63	3	77	50	64	184	42	61	171	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	118	63	3	77	50	64	184	42	61	171	8
Added Vol:	0	0	14	0	0	0	0	0	0	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	118	77	3	77	50	64	184	42	83	171	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	30	126	83	3	83	54	69	197	45	89	183	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	126	83	3	83	54	69	197	45	89	183	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	126	83	3	83	54	69	197	45	89	183	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.53	0.34	0.02	0.60	0.38	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	78	330	215	14	352	229	539	583	657	535	579	651
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.23	0.23	0.23	0.13	0.34	0.07	0.17	0.32	0.01
Crit Moves:			****		****			****			****	
Delay/Veh:	11.5	11.5	11.5	10.1	10.1	10.1	10.0	11.4	8.3	10.3	11.2	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	11.5	11.5	10.1	10.1	10.1	10.0	11.4	8.3	10.3	11.2	8.0
LOS by Move:	B	B	B	B	B	B	A	B	A	B	B	A
ApproachDel:		11.5			10.1			10.6			10.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			10.1			10.6			10.8	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.3	0.3	0.1	0.5	0.1	0.2	0.4	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	77	194	163	34	270	48	26	183	103	97	115	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	194	163	34	270	48	26	183	103	97	115	20
Added Vol:	65	24	23	0	14	0	0	0	39	19	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	218	186	34	284	48	26	183	142	116	115	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	170	261	223	41	340	57	31	219	170	139	138	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	261	223	41	340	57	31	219	170	139	138	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	261	223	41	340	57	31	219	170	139	138	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.70	0.30
Final Sat.:	1805	1900	1615	1805	1590	269	1805	1900	1615	1805	3008	523
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.02	0.21	0.21	0.02	0.12	0.11	0.08	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.24	0.24	0.21	0.31	0.31	0.14	0.17	0.17	0.12	0.14	0.14
Volume/Cap:	0.69	0.57	0.57	0.11	0.69	0.69	0.12	0.69	0.63	0.66	0.32	0.32
Delay/Veh:	32.5	21.6	21.9	19.5	21.5	21.5	22.7	29.6	27.8	32.9	23.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	21.6	21.9	19.5	21.5	21.5	22.7	29.6	27.8	32.9	23.5	23.5
LOS by Move:	C	C	C	B	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	5	4	1	8	8	1	5	4	4	2	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	192	178	140	41	191	78	100	269	192	167	270	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	178	140	41	191	78	100	269	192	167	270	33
Added Vol:	38	14	12	0	22	0	0	0	59	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	192	152	41	213	78	100	269	251	183	270	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	239	199	158	43	221	81	104	279	260	190	280	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	199	158	43	221	81	104	279	260	190	280	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	199	158	43	221	81	104	279	260	190	280	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.73	0.27	1.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1805	1900	1615	1805	1335	489	1805	1900	1615	1805	3165	387
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.02	0.17	0.17	0.06	0.15	0.16	0.11	0.09	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.19	0.19	0.19	0.22	0.22	0.17	0.21	0.21	0.14	0.17	0.17
Volume/Cap:	0.77	0.54	0.50	0.12	0.77	0.77	0.33	0.70	0.77	0.77	0.51	0.51
Delay/Veh:	34.8	23.4	22.9	20.1	31.1	31.1	22.4	27.5	32.6	38.7	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	23.4	22.9	20.1	31.1	31.1	22.4	27.5	32.6	38.7	23.2	23.2
LOS by Move:	C	C	C	C	C	C	C	C	C	D	C	C
HCM2kAvgQ:	6	4	3	1	7	7	2	6	7	6	3	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: E[40.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0 0	1	0 1	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	127	387	0	0	304	221	0	0	0	16	0	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	387	0	0	304	221	0	0	0	16	0	83
Added Vol:	48	112	0	0	73	0	0	0	0	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	499	0	0	377	221	0	0	0	43	0	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	213	609	0	0	460	270	0	0	0	52	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	213	609	0	0	460	270	0	0	0	52	0	101
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	729	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1630	xxxx	609
Potent Cap.:	884	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	113	xxxx	499
Move Cap.:	884	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	89	xxxx	499
Volume/Cap:	0.24	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.59	xxxx	0.20
Level Of Service Module:												
2Way95thQ:	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.7	xxxx	0.8
Control Del:	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	91.6	xxxx	14.0
LOS by Move:	B	*	*	*	*	*	*	*	*	F	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			40.5		
ApproachLOS:	*			*			*			E		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: E[41.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 1	0 1	0	0 0	0 0	1	0	0 0 1
Volume Module:												
Base Vol:	137	387	0	0	246	348	0	0	0	34	0	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	387	0	0	246	348	0	0	0	34	0	163
Added Vol:	31	64	0	0	96	0	0	0	0	58	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	451	0	0	342	348	0	0	0	92	0	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	180	482	0	0	366	372	0	0	0	98	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	180	482	0	0	366	372	0	0	0	98	0	174
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	738	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1394	xxxx	482
Potent Cap.:	877	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	158	xxxx	588
Move Cap.:	877	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	130	xxxx	588
Volume/Cap:	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.76	xxxx	0.30
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.4	xxxx	1.2
Control Del:	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	89.4	xxxx	13.7
LOS by Move:	B	*	*	*	*	*	*	*	*	F	*	B
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			41.0		
ApproachLOS:	*			*			*			E		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	127	387	0	0	304	221	0	0	0	16	0	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	387	0	0	304	221	0	0	0	16	0	83
Added Vol:	48	112	0	0	73	0	0	0	0	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	499	0	0	377	221	0	0	0	43	0	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	213	609	0	0	460	270	0	0	0	52	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	609	0	0	460	270	0	0	0	52	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	609	0	0	460	270	0	0	0	52	0	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.77	1.00	0.85
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	1900	0	0	1900	1615	0	0	0	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.00	0.00	0.24	0.17	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.22	0.68	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.53	0.47	0.00	0.00	0.53	0.36	0.00	0.00	0.00	0.30	0.00	0.53
Delay/Veh:	21.8	4.8	0.0	0.0	12.2	10.9	0.0	0.0	0.0	25.2	0.0	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	4.8	0.0	0.0	12.2	10.9	0.0	0.0	0.0	25.2	0.0	27.6
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	4	6	0	0	7	3	0	0	0	1	0	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	137	387	0	0	246	348	0	0	0	34	0	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	387	0	0	246	348	0	0	0	34	0	163
Added Vol:	31	64	0	0	96	0	0	0	0	58	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	451	0	0	342	348	0	0	0	92	0	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	180	482	0	0	366	372	0	0	0	98	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	482	0	0	366	372	0	0	0	98	0	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	482	0	0	366	372	0	0	0	98	0	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.77	1.00	0.85
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	1900	0	0	1900	1615	0	0	0	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.00	0.00	0.19	0.23	0.00	0.00	0.00	0.07	0.00	0.11
Crit Moves:	****					****						****
Green/Cycle:	0.18	0.60	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.55	0.42	0.00	0.00	0.46	0.55	0.00	0.00	0.00	0.34	0.00	0.55
Delay/Veh:	24.3	6.6	0.0	0.0	12.9	14.0	0.0	0.0	0.0	21.4	0.0	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	6.6	0.0	0.0	12.9	14.0	0.0	0.0	0.0	21.4	0.0	23.7
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	4	5	0	0	5	6	0	0	0	2	0	4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 64.3 Worst Case Level Of Service: F[221.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		0 1 0 0 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	307	26	94	229	0	213	0	161	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	307	26	94	229	0	213	0	161	0	0	0
Added Vol:	0	160	57	0	99	0	0	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	467	83	94	328	0	213	0	180	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	596	106	120	418	0	272	0	230	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	596	106	120	418	0	272	0	230	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	702	xxxx	xxxxx	1307	xxxx	418	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	905	xxxx	xxxxx	178	xxxx	639	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	905	xxxx	xxxxx	159	xxxx	639	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	1.71	xxxx	0.36	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	19.4	xxxx	1.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	396.1	xxxx	13.8	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	F	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			221.0			xxxxxx		
ApproachLOS:	*			*			F			*		

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 36.9 Worst Case Level Of Service: F[104.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		0 1 0 0 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	282	28	119	161	0	268	0	139	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	282	28	119	161	0	268	0	139	0	0	0
Added Vol:	0	95	36	0	154	0	0	0	52	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	377	64	119	315	0	268	0	191	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	403	68	127	337	0	287	0	204	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	403	68	127	337	0	287	0	204	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	472	xxxx	xxxxx	1029	xxxx	337	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1101	xxxx	xxxxx	261	xxxx	710	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1101	xxxx	xxxxx	236	xxxx	710	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	1.21	xxxx	0.29	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	14.0	xxxx	1.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	171.0	xxxx	12.1	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			104.9			xxxxxx		
ApproachLOS:	*			*			F			*		

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Permitted			Protected			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	0	0	0	0	0	0	7	0	7				0	0	0			
Lanes:	0	0 1	0 1	1	0 1	0 0	1	0	0	0	1		0	0	0	0	0	
Volume Module:																		
Base Vol:	0	307	26	94	229	0	213	0	161				0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	307	26	94	229	0	213	0	161				0	0	0			
Added Vol:	0	160	57	0	99	0	0	0	19				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	0	467	83	94	328	0	213	0	180				0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78				0.78	0.78	0.78			
PHF Volume:	0	596	106	120	418	0	272	0	230				0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	0	596	106	120	418	0	272	0	230				0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	0	596	106	120	418	0	272	0	230				0	0	0			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.77	1.00	0.85				1.00	1.00	1.00			
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00				0.00	0.00	0.00			
Final Sat.:	0	1900	1615	1805	1900	0	1461	0	1615				0	0	0			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.31	0.07	0.07	0.22	0.00	0.19	0.00	0.14				0.00	0.00	0.00			
Crit Moves:		****		****			****											
Green/Cycle:	0.00	0.44	0.44	0.09	0.54	0.00	0.26	0.00	0.26				0.00	0.00	0.00			
Volume/Cap:	0.00	0.71	0.15	0.71	0.41	0.00	0.71	0.00	0.54				0.00	0.00	0.00			
Delay/Veh:	0.0	16.3	10.0	39.3	8.5	0.0	26.0	0.0	20.4				0.0	0.0	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.0	16.3	10.0	39.3	8.5	0.0	26.0	0.0	20.4				0.0	0.0	0.0			
LOS by Move:	A	B	B	D	A	A	C	A	C				A	A	A			
HCM2kAvgQ:	0	10	1	4	5	0	6	0	4				0	0	0			

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	1 0	1	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	282	28	119	161	0	268	0	139	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	282	28	119	161	0	268	0	139	0	0	0
Added Vol:	0	95	36	0	154	0	0	0	52	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	377	64	119	315	0	268	0	191	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	403	68	127	337	0	287	0	204	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	403	68	127	337	0	287	0	204	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	403	68	127	337	0	287	0	204	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	1900	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.04	0.07	0.18	0.00	0.20	0.00	0.13	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.35	0.35	0.12	0.47	0.00	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.12	0.60	0.38	0.00	0.60	0.00	0.39	0.00	0.00	0.00
Delay/Veh:	0.0	17.4	13.1	29.8	10.4	0.0	19.0	0.0	16.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.4	13.1	29.8	10.4	0.0	19.0	0.0	16.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	7	1	3	4	0	5	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.962
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.7
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 1	0 0	1
Volume Module:												
Base Vol:	9	161	8	143	227	64	32	60	18	5	77	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	161	8	143	227	64	32	60	18	5	77	137
Added Vol:	0	217	23	0	119	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	378	31	143	346	64	32	60	18	18	77	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	11	378	31	179	346	64	40	60	18	23	77	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	378	31	179	346	64	40	60	18	23	77	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	378	31	179	346	64	40	60	18	23	77	137
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.90	0.07	0.34	0.66	1.00	0.34	0.51	0.15	0.23	0.77	1.00
Final Sat.:	14	475	39	186	360	625	143	214	64	101	345	496
Capacity Analysis Module:												
Vol/Sat:	0.80	0.80	0.80	0.96	0.96	0.10	0.28	0.28	0.28	0.22	0.22	0.28
Crit Moves:	****				****		****					****
Delay/Veh:	29.6	29.6	29.6	54.2	54.2	9.0	13.8	13.8	13.8	12.5	12.5	12.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	29.6	29.6	54.2	54.2	9.0	13.8	13.8	13.8	12.5	12.5	12.1
LOS by Move:	D	D	D	F	F	A	B	B	B	B	B	B
ApproachDel:		29.6			49.3			13.8			12.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		29.6			49.3			13.8			12.2	
LOS by Appr:		D			E			B			B	
AllWayAvgQ:	2.9	2.9	2.9	6.8	6.8	0.1	0.3	0.3	0.3	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #35 8th Street (NS) at Lincoln Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.012
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: 0 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	4	84	1	159	81	58	52	91	26	3	108	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	84	1	159	81	58	52	91	26	3	108	174
Added Vol:	0	130	13	0	207	0	0	0	0	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	214	14	159	288	58	52	91	26	23	108	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	5	248	16	184	333	67	60	105	30	27	125	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	248	16	184	333	67	60	105	30	27	125	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	248	16	184	333	67	60	105	30	27	125	201
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.92	0.06	0.36	0.64	1.00	0.31	0.54	0.15	0.18	0.82	1.00
Final Sat.:	8	432	28	182	329	580	134	235	67	80	375	505
Capacity Analysis Module:												
Vol/Sat:	0.57	0.57	0.57	1.01	1.01	0.12	0.45	0.45	0.45	0.33	0.33	0.40
Crit Moves:	****			****			****					****
Delay/Veh:	19.6	19.6	19.6	69.2	69.2	9.7	16.9	16.9	16.9	14.1	14.1	14.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	19.6	19.6	69.2	69.2	9.7	16.9	16.9	16.9	14.1	14.1	14.0
LOS by Move:	C	C	C	F	F	A	C	C	C	B	B	B
ApproachDel:		19.6			62.4			16.9			14.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		19.6			62.4			16.9			14.0	
LOS by Appr:		C			F			C			B	
AllWayAvgQ:	1.2	1.2	1.2	8.4	8.4	0.1	0.7	0.7	0.7	0.5	0.5	0.6

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	9	161	8	143	227	64	32	60	18	5	77	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	161	8	143	227	64	32	60	18	5	77	137
Added Vol:	0	217	23	0	119	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	378	31	143	346	64	32	60	18	18	77	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	11	378	31	179	346	64	40	60	18	23	77	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	378	31	179	346	64	40	60	18	23	77	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	378	31	179	346	64	40	60	18	23	77	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.59	0.98	0.98	0.84	0.84	0.84	0.82	0.90	0.90
Lanes:	0.03	0.90	0.07	1.00	0.84	0.16	0.34	0.51	0.15	1.00	0.36	0.64
Final Sat.:	50	1671	137	1121	1567	290	543	813	244	1550	618	1100
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.16	0.22	0.22	0.07	0.07	0.07	0.01	0.12	0.12
Crit Moves:		****									****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.40	0.40	0.40	0.29	0.40	0.40	0.24	0.24	0.24	0.05	0.40	0.40
Delay/Veh:	7.8	7.8	7.8	7.2	7.7	7.7	15.8	15.8	15.8	14.6	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	7.8	7.8	7.2	7.7	7.7	15.8	15.8	15.8	14.6	16.9	16.9
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	5	5	5	2	5	5	2	2	2	0	3	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	4	84	1	159	81	58	52	91	26	3	108	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	84	1	159	81	58	52	91	26	3	108	174
Added Vol:	0	130	13	0	207	0	0	0	0	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	214	14	159	288	58	52	91	26	23	108	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	5	248	16	184	333	67	60	105	30	27	125	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	248	16	184	333	67	60	105	30	27	125	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	248	16	184	333	67	60	105	30	27	125	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.99	0.65	0.98	0.98	0.81	0.81	0.81	0.79	0.91	0.91
Lanes:	0.02	0.92	0.06	1.00	0.83	0.17	0.31	0.54	0.15	1.00	0.38	0.62
Final Sat.:	32	1726	113	1229	1542	311	476	832	238	1509	660	1063
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.15	0.22	0.22	0.13	0.13	0.13	0.02	0.19	0.19
Crit Moves:					****						****	
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.31	0.31	0.31	0.32	0.47	0.47	0.31	0.31	0.31	0.04	0.47	0.47
Delay/Veh:	10.3	10.3	10.3	10.5	11.5	11.5	12.5	12.5	12.5	10.9	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	10.5	11.5	11.5	12.5	12.5	12.5	10.9	13.6	13.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	2	5	5	3	3	3	0	5	5

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.014
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.7
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	1	1	223	1	15	16	107	1	1	65	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	223	1	15	16	107	1	1	65	144
Added Vol:	51	237	7	0	131	1	3	0	32	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	238	8	223	132	16	19	107	33	3	65	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	75	342	11	320	190	23	27	154	47	4	93	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	342	11	320	190	23	27	154	47	4	93	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	342	11	320	190	23	27	154	47	4	93	207
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.80	0.03	0.60	0.36	0.04	0.12	0.67	0.21	0.04	0.96	1.00
Final Sat.:	89	406	14	316	187	23	52	294	91	19	406	465
Capacity Analysis Module:												
Vol/Sat:	0.84	0.84	0.84	1.01	1.01	1.01	0.52	0.52	0.52	0.23	0.23	0.45
Crit Moves:		****			****			****				****
Delay/Veh:	35.9	35.9	35.9	69.1	69.1	69.1	18.2	18.2	18.2	13.1	13.1	15.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	35.9	35.9	69.1	69.1	69.1	18.2	18.2	18.2	13.1	13.1	15.5
LOS by Move:	E	E	E	F	F	F	C	C	C	B	B	C
ApproachDel:		35.9			69.1			18.2			14.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		35.9			69.1			18.2			14.7	
LOS by Appr:		E			F			C			B	
AllWayAvgQ:	3.7	3.7	3.7	8.6	8.6	8.6	0.9	0.9	0.9	0.3	0.3	0.7

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #36 8th Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	2	4	4	55	4	21	18	71	1	4	87	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	4	4	55	4	21	18	71	1	4	87	58
Added Vol:	29	142	5	0	224	3	2	0	45	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	146	9	55	228	24	20	71	46	12	87	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	41	193	12	73	301	32	26	94	61	16	115	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	193	12	73	301	32	26	94	61	16	115	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	193	12	73	301	32	26	94	61	16	115	77
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.78	0.05	0.18	0.74	0.08	0.15	0.52	0.33	0.12	0.88	1.00
Final Sat.:	100	471	29	116	479	50	81	286	185	61	444	566
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.63	0.63	0.63	0.33	0.33	0.33	0.26	0.26	0.14
Crit Moves:		****			****			****			****	
Delay/Veh:	12.1	12.1	12.1	16.3	16.3	16.3	11.4	11.4	11.4	11.3	11.3	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	12.1	12.1	16.3	16.3	16.3	11.4	11.4	11.4	11.3	11.3	9.3
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	A
ApproachDel:		12.1			16.3			11.4			10.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.1			16.3			11.4			10.5	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.6	0.6	0.6	1.4	1.4	1.4	0.4	0.4	0.4	0.3	0.3	0.1

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	1	1	223	1	15	16	107	1	1	65	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	223	1	15	16	107	1	1	65	144
Added Vol:	51	237	7	0	131	1	3	0	32	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	238	8	223	132	16	19	107	33	3	65	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	75	342	11	320	190	23	27	154	47	4	93	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	342	11	320	190	23	27	154	47	4	93	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	342	11	320	190	23	27	154	47	4	93	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.60	0.60	0.60	0.86	0.86	0.86	0.84	0.90	0.90
Lanes:	0.17	0.80	0.03	0.60	0.36	0.04	0.12	0.67	0.21	1.00	0.31	0.69
Final Sat.:	284	1298	44	682	404	49	195	1099	339	1598	530	1174
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.47	0.47	0.47	0.14	0.14	0.14	0.00	0.18	0.18
Crit Moves:					****						****	
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.42	0.42	0.42	0.75	0.75	0.75	0.59	0.59	0.59	0.01	0.75	0.75
Delay/Veh:	5.8	5.8	5.8	12.0	12.0	12.0	22.8	22.8	22.8	17.5	28.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.8	5.8	5.8	12.0	12.0	12.0	22.8	22.8	22.8	17.5	28.6	28.6
LOS by Move:	A	A	A	B	B	B	C	C	C	B	C	C
HCM2kAvgQ:	4	4	4	9	9	9	5	5	5	0	7	7

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	1	0 0 1 0
Volume Module:												
Base Vol:	2	4	4	55	4	21	18	71	1	4	87	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	4	4	55	4	21	18	71	1	4	87	58
Added Vol:	29	142	5	0	224	3	2	0	45	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	146	9	55	228	24	20	71	46	12	87	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	41	193	12	73	301	32	26	94	61	16	115	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	193	12	73	301	32	26	94	61	16	115	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	193	12	73	301	32	26	94	61	16	115	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.81	0.94	0.94
Lanes:	0.17	0.78	0.05	0.18	0.74	0.08	0.15	0.52	0.33	1.00	0.60	0.40
Final Sat.:	285	1343	83	306	1269	134	249	883	572	1531	1072	714
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.24	0.24	0.24	0.11	0.11	0.11	0.01	0.11	0.11
Crit Moves:					****						****	
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.24	0.24	0.24	0.40	0.40	0.40	0.39	0.39	0.39	0.04	0.40	0.40
Delay/Veh:	5.8	5.8	5.8	6.6	6.6	6.6	18.5	18.5	18.5	16.2	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.8	5.8	5.8	6.6	6.6	6.6	18.5	18.5	18.5	16.2	18.5	18.5
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	2	2	2	4	4	4	3	3	3	0	3	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	66	47	18	58	44	28	195	38	25	158	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	66	47	18	58	44	28	195	38	25	158	6
Added Vol:	0	0	0	0	0	10	16	7	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	66	47	18	58	54	44	202	38	25	162	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	41	96	69	26	85	79	64	295	56	37	237	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	96	69	26	85	79	64	295	56	37	237	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	96	69	26	85	79	64	295	56	37	237	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.58	0.42	0.14	0.45	0.41	0.15	0.72	0.13	0.13	0.84	0.03
Final Sat.:	462	300	214	74	239	223	98	450	85	76	495	18
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.32	0.35	0.35	0.35	0.66	0.66	0.66	0.48	0.48	0.48
Crit Moves:		****			****			****		****		
Delay/Veh:	10.5	11.7	11.7	11.9	11.9	11.9	17.5	17.5	17.5	13.4	13.4	13.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	11.7	11.7	11.9	11.9	11.9	17.5	17.5	17.5	13.4	13.4	13.4
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
ApproachDel:		11.5			11.9			17.5			13.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			11.9			17.5			13.4	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.1	0.4	0.4	0.4	0.4	0.4	1.6	1.6	1.6	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0	0	1! 0	0	0	1! 0	0	0	1! 0
Volume Module:												
Base Vol:	16	84	50	21	55	34	49	169	33	42	160	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	84	50	21	55	34	49	169	33	42	160	6
Added Vol:	0	0	0	0	0	15	10	4	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	84	50	21	55	49	59	173	33	42	167	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	18	94	56	23	61	55	66	193	37	47	186	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	94	56	23	61	55	66	193	37	47	186	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	94	56	23	61	55	66	193	37	47	186	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.63	0.37	0.17	0.44	0.39	0.22	0.66	0.12	0.19	0.78	0.03
Final Sat.:	518	365	217	102	268	239	152	446	85	129	514	18
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.23	0.23	0.23	0.43	0.43	0.43	0.36	0.36	0.36
Crit Moves:			****			****	****					****
Delay/Veh:	9.4	10.2	10.2	9.8	9.8	9.8	11.5	11.5	11.5	10.8	10.8	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	10.2	10.2	9.8	9.8	9.8	11.5	11.5	11.5	10.8	10.8	10.8
LOS by Move:	A	B	B	A	A	A	B	B	B	B	B	B
ApproachDel:		10.1			9.8			11.5			10.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			9.8			11.5			10.8	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.0	0.3	0.3	0.2	0.2	0.2	0.7	0.7	0.7	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	7	7	7	7	7	7	7	7	7		7	7	7	
Lanes:	0	0	1! 0	0	0	1	0	0	1	0	1	0	1	0
Volume Module:														
Base Vol:	6	116	59	14	82	52	49	137	5		42	92	15	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	116	59	14	82	52	49	137	5		42	92	15	
Added Vol:	0	2	0	0	1	7	9	3	0		0	4	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	6	118	59	14	83	59	58	140	5		42	96	15	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72		0.72	0.72	0.72	
PHF Volume:	8	165	83	20	116	83	81	196	7		59	134	21	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	8	165	83	20	116	83	81	196	7		59	134	21	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	8	165	83	20	116	83	81	196	7		59	134	21	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.95	1.00	1.00		0.95	1.00	0.85	
Lanes:	0.03	0.65	0.32	0.14	0.86	1.00	1.00	0.97	0.03		1.00	1.00	1.00	
Final Sat.:	59	1164	582	260	1543	1615	1805	1825	65		1805	1900	1615	
Capacity Analysis Module:														
Vol/Sat:	0.14	0.14	0.14	0.08	0.08	0.05	0.04	0.11	0.11		0.03	0.07	0.01	
Crit Moves:		****						****			****			
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.21	0.29	0.29		0.12	0.21	0.21	
Volume/Cap:	0.36	0.36	0.36	0.19	0.19	0.13	0.22	0.36	0.36		0.28	0.34	0.06	
Delay/Veh:	13.4	13.4	13.4	12.2	12.2	11.9	20.1	17.1	17.1		24.9	20.9	19.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	13.4	13.4	13.4	12.2	12.2	11.9	20.1	17.1	17.1		24.9	20.9	19.3	
LOS by Move:	B	B	B	B	B	B	C	B	B		C	C	B	
HCM2kAvgQ:	4	4	4	2	2	1	1	3	3		1	2	0	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	22	76	32	20	42	68	59	238	23	24	230	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	76	32	20	42	68	59	238	23	24	230	35
Added Vol:	0	1	0	0	2	6	5	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	77	32	20	44	74	64	239	23	24	231	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	24	85	35	22	48	81	70	263	25	26	254	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	85	35	22	48	81	70	263	25	26	254	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	85	35	22	48	81	70	263	25	26	254	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.90	0.90	0.85	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	0.17	0.59	0.24	0.31	0.69	1.00	1.00	0.91	0.09	1.00	1.00	1.00
Final Sat.:	293	1024	425	534	1174	1615	1805	1711	165	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.04	0.04	0.05	0.04	0.15	0.15	0.01	0.13	0.02
Crit Moves:		****						****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.26	0.44	0.44	0.12	0.30	0.30
Volume/Cap:	0.35	0.35	0.35	0.17	0.17	0.21	0.15	0.35	0.35	0.13	0.45	0.08
Delay/Veh:	19.4	19.4	19.4	18.3	18.3	18.6	17.2	11.2	11.2	24.0	17.6	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	19.4	19.4	18.3	18.3	18.6	17.2	11.2	11.2	24.0	17.6	15.2
LOS by Move:	B	B	B	B	B	B	B	B	B	C	B	B
HCM2kAvgQ:	3	3	3	1	1	1	1	4	4	1	4	1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	0	1		1	0	0	1	0		0	1	0	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	85	159		46			22	116		22			39	112		49			85	63		22		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	85	159		46			22	116		22			39	112		49			85	63		22		
Added Vol:	0	2		1			0	1		0			0	23		0			0	13		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	85	161		47			22	117		22			39	135		49			85	76		22		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.72	0.72		0.72			0.72	0.72		0.72			0.72	0.72		0.72			0.72	0.72		0.72		
PHF Volume:	119	225		66			31	163		31			54	189		68			119	106		31		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	119	225		66			31	163		31			54	189		68			119	106		31		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	119	225		66			31	163		31			54	189		68			119	106		31		
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	1.00		1.00			1.00	0.84		0.16			0.22	0.78		1.00			1.00	1.00		1.00		
Final Sat.:	458	491		537			454	419		79			111	385		551			432	459		501		
Capacity Analysis Module:																								
Vol/Sat:	0.26	0.46		0.12			0.07	0.39		0.39			0.49	0.49		0.12			0.27	0.23		0.06		
Crit Moves:		****						****						****						****				
Delay/Veh:	12.7	15.2		9.9			10.7	13.5		13.5			15.7	15.7		9.7			13.4	12.2		9.8		
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	12.7	15.2		9.9			10.7	13.5		13.5			15.7	15.7		9.7			13.4	12.2		9.8		
LOS by Move:	B	C		A			B	B		B			C	C		A			B	B		A		
ApproachDel:		13.6						13.1						14.4						12.4				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		13.6						13.1						14.4						12.4				
LOS by Appr:		B						B						B						B				
AllWayAvgQ:	0.3	0.7		0.1			0.1	0.5		0.5			0.8	0.8		0.1			0.3	0.3		0.1		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.319
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	85	33	34	30	35	57	43	116	84	40	128	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	33	34	30	35	57	43	116	84	40	128	34
Added Vol:	0	1	1	0	2	0	0	13	0	2	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	34	35	30	37	57	43	129	84	42	148	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	93	37	38	33	41	63	47	142	92	46	163	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	37	38	33	41	63	47	142	92	46	163	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	37	38	33	41	63	47	142	92	46	163	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.39	0.61	0.25	0.75	1.00	1.00	1.00	1.00
Final Sat.:	496	531	592	510	232	357	148	445	683	523	567	633
Capacity Analysis Module:												
Vol/Sat:	0.19	0.07	0.07	0.06	0.18	0.18	0.32	0.32	0.14	0.09	0.29	0.06
Crit Moves:	****				****			****			****	
Delay/Veh:	11.0	9.5	8.7	9.8	9.5	9.5	11.1	11.1	8.4	9.9	11.1	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	9.5	8.7	9.8	9.5	9.5	11.1	11.1	8.4	9.9	11.1	8.4
LOS by Move:	B	A	A	A	A	A	B	B	A	A	B	A
ApproachDel:		10.1			9.6			10.2			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			9.6			10.2			10.4	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.2	0.1	0.1	0.1	0.2	0.2	0.4	0.4	0.1	0.1	0.4	0.1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: C[20.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	37	120	0	0	94	173	180	0	56	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	120	0	0	94	173	180	0	56	0	0	0
Added Vol:	1	0	0	0	0	1	3	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	120	0	0	94	174	183	0	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	57	181	0	0	142	263	276	0	91	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	57	181	0	0	142	263	276	0	91	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	405	xxxx	xxxxx	xxxx	xxxx	xxxxx	569	xxxx	273	xxxx	xxxx	xxxxx
Potent Cap.:	1165	xxxx	xxxxx	xxxx	xxxx	xxxxx	487	xxxx	770	xxxx	xxxx	xxxxx
Move Cap.:	1165	xxxx	xxxxx	xxxx	xxxx	xxxxx	468	xxxx	770	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.59	xxxx	0.12	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.7	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.2	xxxx	10.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			20.0			xxxxxx		
ApproachLOS:	*			*			C			*		

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2022) With Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	33	90	0	0	98	77	40	0	62	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	90	0	0	98	77	40	0	62	0	0	0
Added Vol:	5	0	0	0	0	3	2	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	90	0	0	98	80	42	0	65	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	43	102	0	0	111	91	48	0	74	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	43	102	0	0	111	91	48	0	74	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	202	xxxx	xxxxx	xxxx	xxxx	xxxxx	345	xxxx	156	xxxx	xxxx	xxxxx
Potent Cap.:	1382	xxxx	xxxxx	xxxx	xxxx	xxxxx	656	xxxx	894	xxxx	xxxx	xxxxx
Move Cap.:	1382	xxxx	xxxxx	xxxx	xxxx	xxxxx	640	xxxx	894	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.1	xxxx	9.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.0			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

****

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[9.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0	1 1 0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	66	1	50	48	0	0	0	0	2	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	66	1	50	48	0	0	0	0	2	0	64
Added Vol:	0	0	23	4	0	0	0	0	0	17	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	66	24	54	48	0	0	0	0	19	0	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	81	29	66	59	0	0	0	0	23	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	81	29	66	59	0	0	0	0	23	0	79
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	110	xxxx	xxxxx	xxxx	xxxx	xxxxx	256	286	95
Potent Cap.:	xxxx	xxxx	xxxxx	1493	xxxx	xxxxx	xxxx	xxxx	xxxxx	737	627	967
Move Cap.:	xxxx	xxxx	xxxxx	1493	xxxx	xxxxx	xxxx	xxxx	xxxxx	711	598	967
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	894	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.5		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

****

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[9.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0	1 1 0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	49	1	60	70	0	0	0	0	1	0	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	49	1	60	70	0	0	0	0	1	0	41
Added Vol:	0	0	13	3	0	0	0	0	0	19	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	49	14	63	70	0	0	0	0	20	0	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	54	15	69	77	0	0	0	0	22	0	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	54	15	69	77	0	0	0	0	22	0	51
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	69	xxxx	xxxxx	xxxx	xxxx	xxxxx	239	278	62
Potent Cap.:	xxxx	xxxx	xxxxx	1544	xxxx	xxxxx	xxxx	xxxx	xxxxx	753	633	1009
Move Cap.:	xxxx	xxxx	xxxxx	1544	xxxx	xxxxx	xxxx	xxxx	xxxxx	727	604	1009
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	903	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.3		
ApproachLOS:	*			*			*			A		

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Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: A[9.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 1	0	0 1	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	6	53	1	20	36	4	7	1	4	1	1	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	53	1	20	36	4	7	1	4	1	1	10
Added Vol:	0	23	24	0	17	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	76	25	20	53	4	7	1	4	15	1	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	81	27	21	57	4	7	1	4	16	1	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	81	27	21	57	4	7	1	4	16	1	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	61	xxxx	xxxxx	108	xxxx	xxxxx	213	221	57	212	211	95
Potent Cap.:	1555	xxxx	xxxxx	1495	xxxx	xxxxx	748	681	1015	749	689	967
Move Cap.:	1555	xxxx	xxxxx	1495	xxxx	xxxxx	728	669	1015	735	677	967
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.00	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	798	xxxxx	xxxx	807	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	9.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx				9.6			9.6	
ApproachLOS:	*			*				A			A	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

****

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[10.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	44	1	40	47	10	1	1	1	13	1	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	44	1	40	47	10	1	1	1	13	1	16
Added Vol:	0	13	14	0	19	0	0	0	0	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	57	15	40	66	10	1	1	1	35	1	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	1	71	19	50	82	12	1	1	1	44	1	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	71	19	50	82	12	1	1	1	44	1	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	95	xxxx	xxxxx	90	xxxx	xxxxx	276	275	82	273	278	81
Potent Cap.:	1512	xxxx	xxxxx	1518	xxxx	xxxxx	681	636	983	684	633	985
Move Cap.:	1512	xxxx	xxxxx	1518	xxxx	xxxxx	648	614	983	664	612	985
Volume/Cap:	0.00	xxxx	xxxx	0.03	xxxx	xxxx	0.00	0.00	0.00	0.07	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	716	xxxxx	xxxx	737	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	10.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.1			10.4		
ApproachLOS:	*			*			B			B		

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Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #44 SR-243 Highway (NS) at C Street (EW)

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[9.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	60	0	0	40	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	60	0	0	40	0	0	0	0	0	0	0
Added Vol:	2	0	0	0	0	31	47	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	60	0	0	40	31	47	0	6	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	3	75	0	0	50	39	59	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	75	0	0	50	39	59	0	8	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	89	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	150	70	xxxx	xxxx	xxxxx
Potent Cap.:	1519	xxxx	xxxxx	xxxx	xxxx	xxxxx	847	745	999	xxxx	xxxx	xxxxx
Move Cap.:	1519	xxxx	xxxxx	xxxx	xxxx	xxxxx	846	744	999	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	861	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #44 SR-243 Highway (NS) at C Street (EW)

****

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	42	0	0	70	10	8	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	42	0	0	70	10	8	0	0	0	0	0
Added Vol:	7	0	0	0	0	41	27	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	42	0	0	70	51	35	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	9	56	0	0	93	68	47	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	56	0	0	93	68	47	0	5	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	161	xxxx	xxxxx	xxxx	xxxx	xxxxx	202	202	127	xxxx	xxxx	xxxxx
Potent Cap.:	1430	xxxx	xxxxx	xxxx	xxxx	xxxxx	791	698	928	xxxx	xxxx	xxxxx
Move Cap.:	1430	xxxx	xxxxx	xxxx	xxxx	xxxxx	787	693	928	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	800	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.8			xxxxxx		
ApproachLOS:	*			*			A			*		

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Note: Queue reported is the number of cars per lane.

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Opening Year (2025) Without Project

San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Protected			Protected			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7				7	7	7			
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1				1	0 1	0 1			
Volume Module:																		
Base Vol:	74	866	473	109	751	25	31	98	12				178	151	113			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	74	866	473	109	751	25	31	98	12				178	151	113			
Added Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	74	866	473	109	751	25	31	98	12				178	151	113			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	78	914	499	115	792	26	33	103	13				188	159	119			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	78	914	499	115	792	26	33	103	13				188	159	119			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	78	914	499	115	792	26	33	103	13				188	159	119			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.95	0.60	1.00	0.85				0.69	1.00	0.85			
Lanes:	1.00	1.29	0.71	1.00	1.94	0.06	1.00	1.00	1.00				1.00	1.00	1.00			
Final Sat.:	1805	2211	1208	1805	3476	116	1142	1900	1615				1307	1900	1615			
Capacity Analysis Module:																		
Vol/Sat:	0.04	0.41	0.41	0.06	0.23	0.23	0.03	0.05	0.01				0.14	0.08	0.07			
Crit Moves:		****		****									****					
Green/Cycle:	0.21	0.51	0.51	0.12	0.41	0.41	0.18	0.18	0.18				0.18	0.18	0.18			
Volume/Cap:	0.20	0.81	0.81	0.55	0.55	0.55	0.16	0.31	0.04				0.81	0.48	0.42			
Delay/Veh:	19.8	15.5	15.5	28.0	13.9	13.9	21.3	22.1	20.6				43.4	23.3	23.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	19.8	15.5	15.5	28.0	13.9	13.9	21.3	22.1	20.6				43.4	23.3	23.0			
LOS by Move:	B	B	B	C	B	B	C	C	C				D	C	C			
HCM2kAvgQ:	1	14	14	3	7	7	1	2	0				6	3	2			

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	62	693	258		181	1093	30		24	121	65		311	138	133	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	62	693	258		181	1093	30		24	121	65		311	138	133	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	62	693	258		181	1093	30		24	121	65		311	138	133	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	64	716	267		187	1129	31		25	125	67		321	143	137	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	716	267		187	1129	31		25	125	67		321	143	137	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	64	716	267		187	1129	31		25	125	67		321	143	137	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.95	0.95		0.66	1.00	0.85		0.67	1.00	0.85	
Lanes:	1.00	1.46	0.54		1.00	1.95	0.05		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1805	2523	939		1805	3500	96		1254	1900	1615		1277	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.28	0.28		0.10	0.32	0.32		0.02	0.07	0.04		0.25	0.08	0.09	
Crit Moves:	****					****							****			
Green/Cycle:	0.12	0.35	0.35		0.15	0.38	0.38		0.30	0.30	0.30		0.30	0.30	0.30	
Volume/Cap:	0.30	0.80	0.80		0.71	0.84	0.84		0.07	0.22	0.14		0.84	0.25	0.28	
Delay/Veh:	25.1	21.3	21.3		33.1	21.6	21.6		15.1	16.0	15.5		34.9	16.2	16.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	25.1	21.3	21.3		33.1	21.6	21.6		15.1	16.0	15.5		34.9	16.2	16.4	
LOS by Move:	C	C	C		C	C	C		B	B	B		C	B	B	
HCM2kAvgQ:	1	11	11		5	13	13		0	2	1		9	2	2	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: C[18.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	388	1460	0	0	911	2	1	0	129	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	388	1460	0	0	911	2	1	0	129	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	1460	0	0	911	2	1	0	129	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	427	1608	0	0	1003	2	1	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	427	1608	0	0	1003	2	1	0	142	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1006	xxxx	xxxxx	xxxx	xxxx	xxxxx	2663	xxxx	503	xxxx	xxxx	xxxxx
Potent Cap.:	697	xxxx	xxxxx	xxxx	xxxx	xxxxx	19	xxxx	519	xxxx	xxxx	xxxxx
Move Cap.:	697	xxxx	xxxxx	xxxx	xxxx	xxxxx	10	xxxx	519	xxxx	xxxx	xxxxx
Volume/Cap:	0.61	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	0.27	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	4.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	1.1	xxxx	xxxx	xxxxx
Control Del:	18.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	423.4	xxxx	14.5	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.7			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: E[41.8]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	229	1090	0	0	1661	1	1	0	139	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	1090	0	0	1661	1	1	0	139	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	1090	0	0	1661	1	1	0	139	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	253	1203	0	0	1833	1	1	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	253	1203	0	0	1833	1	1	0	153	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1834	xxxx	xxxxx	xxxx	xxxx	xxxxx	2941	xxxx	917	xxxx	xxxx	xxxxx
Potent Cap.:	337	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	xxxx	278	xxxx	xxxx	xxxxx
Move Cap.:	337	xxxx	xxxxx	xxxx	xxxx	xxxxx	5	xxxx	278	xxxx	xxxx	xxxxx
Volume/Cap:	0.75	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	xxxx	0.55	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	5.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	3.1	xxxx	xxxx	xxxxx
Control Del:	41.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	942.8	xxxx	32.8	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	F	*	D	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			39.3			xxxxxx		
ApproachLOS:	*			*			E			*		

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Note: Queue reported is the number of cars per lane.

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	168	0	42	0	0	0	0	498	102	28	202	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	42	0	0	0	0	498	102	28	202	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	42	0	0	0	0	498	102	28	202	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	179	0	45	0	0	0	0	529	108	30	215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	0	45	0	0	0	0	529	108	30	215	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	0	45	0	0	0	0	529	108	30	215	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.01	0.20	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	461	0	115	0	0	0	0	654	744	546	595	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.00	0.39	xxxx	xxxx	xxxx	xxxx	0.81	0.15	0.05	0.36	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	12.2	12.2	12.2	0.0	0.0	0.0	0.0	26.6	8.3	9.4	11.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	12.2	12.2	0.0	0.0	0.0	0.0	26.6	8.3	9.4	11.7	0.0
LOS by Move:	B	B	B	*	*	*	*	D	A	A	B	*
ApproachDel:		12.2			xxxxxx			23.5			11.4	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		12.2			xxxxxx			23.5			11.4	
LOS by Appr:		B			*			C			B	
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.0	3.4	0.2	0.1	0.5	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	91	0	28	0	0	0	0	392	133	27	419	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	0	28	0	0	0	0	392	133	27	419	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	0	28	0	0	0	0	392	133	27	419	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	94	0	29	0	0	0	0	407	138	28	435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	0	29	0	0	0	0	407	138	28	435	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	0	29	0	0	0	0	407	138	28	435	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.00	0.24	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	422	0	130	0	0	0	0	669	763	597	659	0
Capacity Analysis Module:												
Vol/Sat:	0.22	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	0.61	0.18	0.05	0.66	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	10.5	0.0	10.5	0.0	0.0	0.0	0.0	15.7	8.3	8.9	17.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	0.0	10.5	0.0	0.0	0.0	0.0	15.7	8.3	8.9	17.7	0.0
LOS by Move:	B	*	B	*	*	*	*	C	A	A	C	*
ApproachDel:	10.5			xxxxxx			13.9			17.1		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	10.5			xxxxxx			13.9			17.1		
LOS by Appr:	B			*			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	1.4	0.2	0.0	1.8	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	143	12	115	278	217	5	3	115	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	143	12	115	278	217	5	3	115	182
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	143	12	115	278	217	5	3	115	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	1	1	1	164	14	132	319	249	6	3	132	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	164	14	132	319	249	6	3	132	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	164	14	132	319	249	6	3	132	209
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	386	408	443	475	53	504	513	551	608	466	503	560
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.26	0.26	0.62	0.45	0.01	0.01	0.26	0.37
Crit Moves:	****			****			****					****
Delay/Veh:	11.2	10.7	10.0	13.6	10.9	10.9	19.8	14.1	8.4	10.1	11.9	12.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	10.7	10.0	13.6	10.9	10.9	19.8	14.1	8.4	10.1	11.9	12.3
LOS by Move:	B	B	A	B	B	B	C	B	A	B	B	B
ApproachDel:	10.6			12.3			17.2			12.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.6			12.3			17.2			12.1		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.3	0.3	1.5	0.8	0.0	0.0	0.3	0.5

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.8
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	10	29	11	176	11	151	170	263	4	5	280	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	29	11	176	11	151	170	263	4	5	280	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	29	11	176	11	151	170	263	4	5	280	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	10	30	12	185	12	158	178	276	4	5	294	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	30	12	185	12	158	178	276	4	5	294	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	30	12	185	12	158	178	276	4	5	294	221
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.07	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	365	386	416	453	36	493	454	488	526	452	493	542
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.03	0.41	0.32	0.32	0.39	0.57	0.01	0.01	0.60	0.41
Crit Moves:		****		****				****			****	
Delay/Veh:	11.9	11.8	10.6	15.2	12.1	12.1	15.1	18.4	9.2	10.4	19.3	13.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.8	10.6	15.2	12.1	12.1	15.1	18.4	9.2	10.4	19.3	13.3
LOS by Move:	B	B	B	C	B	B	C	C	A	B	C	B
ApproachDel:		11.5			13.7			17.0			16.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			13.7			17.0			16.7	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.0	0.1	0.0	0.6	0.4	0.4	0.6	1.2	0.0	0.0	1.3	0.6

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Highland Springs Avenue (NS) at 14th Street (EW)

****

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[12.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	251	24	56	318	0	0	0	0	32	0	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	251	24	56	318	0	0	0	0	32	0	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	251	24	56	318	0	0	0	0	32	0	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	264	25	59	335	0	0	0	0	34	0	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	264	25	59	335	0	0	0	0	34	0	62
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	289	xxxx	xxxxx	xxxx	xxxx	xxxxx	729	729	277
Potent Cap.:	xxxx	xxxx	xxxxx	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx	393	352	767
Move Cap.:	xxxx	xxxx	xxxxx	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx	378	335	767
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	563	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.7		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Highland Springs Avenue (NS) at 14th Street (EW)

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: B[13.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1	0	0 1	0	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	337	32	78	240	0	0	0	0	30	0	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	337	32	78	240	0	0	0	0	30	0	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	337	32	78	240	0	0	0	0	30	0	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	355	34	82	253	0	0	0	0	32	0	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	355	34	82	253	0	0	0	0	32	0	108
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	388	xxxx	xxxxx	xxxx	xxxx	xxxxx	788	788	372
Potent Cap.:	xxxx	xxxx	xxxxx	1181	xxxx	xxxxx	xxxx	xxxx	xxxxx	363	325	679
Move Cap.:	xxxx	xxxx	xxxxx	1181	xxxx	xxxxx	xxxx	xxxx	xxxxx	342	302	679
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.16
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	556	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.6		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Ovl				Include			
Min. Green:	7	7	0		0	7	7		7	0	7		0	0	0	
Lanes:	1 0	1 0	0		0 0	0 1	0		1 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	126	258	0		0	323	14		22	0	227		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	126	258	0		0	323	14		22	0	227		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	126	258	0		0	323	14		22	0	227		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	144	295	0		0	369	16		25	0	259		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	144	295	0		0	369	16		25	0	259		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	144	295	0		0	369	16		25	0	259		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	0.99	0.99		0.86	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	0.96	0.04		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	1810	78		1634	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.16	0.00		0.00	0.20	0.20		0.02	0.00	0.16		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.14	0.51	0.00		0.00	0.37	0.37		0.29	0.00	0.43		0.00	0.00	0.00	
Volume/Cap:	0.55	0.30	0.00		0.00	0.55	0.55		0.05	0.00	0.37		0.00	0.00	0.00	
Delay/Veh:	26.5	8.7	0.0		0.0	16.1	16.1		15.4	0.0	11.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.5	8.7	0.0		0.0	16.1	16.1		15.4	0.0	11.8		0.0	0.0	0.0	
LOS by Move:	C	A	A		A	B	B		B	A	B		A	A	A	
HCM2kAvgQ:	3	3	0		0	6	6		0	0	4		0	0	0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Ovl				Include			
Min. Green:	7	7	0		0	7	7		7	0	7		0	0	0	
Lanes:	1 0	1 0	0		0 0	0 1	0		1 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	244	344	0		0	249	16		6	0	181		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	244	344	0		0	249	16		6	0	181		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	244	344	0		0	249	16		6	0	181		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	251	354	0		0	256	16		6	0	186		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	251	354	0		0	256	16		6	0	186		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	251	354	0		0	256	16		6	0	186		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	0.99	0.99		0.90	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	0.94	0.06		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	1771	114		1704	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.19	0.00		0.00	0.14	0.14		0.00	0.00	0.12		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.28	0.57	0.00		0.00	0.29	0.29		0.23	0.00	0.51		0.00	0.00	0.00	
Volume/Cap:	0.50	0.33	0.00		0.00	0.50	0.50		0.02	0.00	0.23		0.00	0.00	0.00	
Delay/Veh:	18.9	7.0	0.0		0.0	18.4	18.4		17.8	0.0	8.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	18.9	7.0	0.0		0.0	18.4	18.4		17.8	0.0	8.3		0.0	0.0	0.0	
LOS by Move:	B	A	A		A	B	B		B	A	A		A	A	A	
HCM2kAvgQ:	4	4	0		0	5	5		0	0	2		0	0	0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	81	231	160	178	479	107	28	132	151	169	132	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	231	160	178	479	107	28	132	151	169	132	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	231	160	178	479	107	28	132	151	169	132	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	93	266	184	205	551	123	32	152	174	194	152	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	266	184	205	551	123	32	152	174	194	152	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	266	184	205	551	123	32	152	174	194	152	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.92	0.92	0.95	0.87	0.87	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.63	0.37	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	2871	641	1805	1661	1661	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.11	0.11	0.19	0.19	0.02	0.09	0.10	0.11	0.04	0.11
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.22	0.39	0.19	0.29	0.29	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.44	0.63	0.29	0.61	0.66	0.66	0.11	0.57	0.66	0.66	0.26	0.66
Delay/Veh:	26.2	24.0	13.0	25.7	20.1	20.1	21.6	24.7	26.8	28.7	22.2	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	24.0	13.0	25.7	20.1	20.1	21.6	24.7	26.8	28.7	22.2	29.9
LOS by Move:	C	C	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	6	3	5	7	7	1	4	5	5	2	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Include				Include				Include		
Min. Green:	7	7		7	7	7		7	7	7		7	7	7		7
Lanes:	1	0	1	0 1	1	0	1	1 0	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	102	568		210	165	341		14	25	135		80	169	134		207
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	102	568		210	165	341		14	25	135		80	169	134		207
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	102	568		210	165	341		14	25	135		80	169	134		207
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89
PHF Volume:	115	639		236	186	384		16	28	152		90	190	151		233
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	115	639		236	186	384		16	28	152		90	190	151		233
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	115	639		236	186	384		16	28	152		90	190	151		233
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	1.00		0.85	0.95	0.94		0.94	0.95	0.90		0.90	0.95	0.95		0.85
Lanes:	1.00	1.00		1.00	1.00	1.92		0.08	1.00	1.26		0.74	1.00	2.00		1.00
Final Sat.:	1805	1900		1615	1805	3447		142	1805	2140		1268	1805	3610		1615
Capacity Analysis Module:																
Vol/Sat:	0.06	0.34		0.15	0.10	0.11		0.11	0.02	0.07		0.07	0.11	0.04		0.14
Crit Moves:		****			****				****							****
Green/Cycle:	0.24	0.41		0.55	0.13	0.30		0.30	0.09	0.12		0.12	0.14	0.18		0.18
Volume/Cap:	0.27	0.82		0.26	0.82	0.37		0.37	0.18	0.59		0.59	0.73	0.24		0.82
Delay/Veh:	25.3	27.7		9.4	54.4	22.3		22.3	34.4	35.7		35.7	42.9	28.5		48.5
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	25.3	27.7		9.4	54.4	22.3		22.3	34.4	35.7		35.7	42.9	28.5		48.5
LOS by Move:	C	C		A	D	C		C	C	D		D	D	C		D
HCM2kAvgQ:	2	16		3	7	4		4	1	4		4	6	2		8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	111	449	164	162	473	108	126	214	162	156	161	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	449	164	162	473	108	126	214	162	156	161	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	449	164	162	473	108	126	214	162	156	161	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	123	498	182	180	524	120	140	237	180	173	178	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	498	182	180	524	120	140	237	180	173	178	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	498	182	180	524	120	140	237	180	173	178	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.11	0.10	0.15	0.07	0.08	0.07	0.11	0.10	0.05	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.20	0.20	0.17	0.25	0.25	0.18	0.19	0.19	0.17	0.18	0.18
Volume/Cap:	0.57	0.68	0.56	0.58	0.57	0.29	0.43	0.34	0.57	0.57	0.27	0.21
Delay/Veh:	28.7	24.9	23.7	25.8	20.5	18.5	22.7	21.2	24.5	25.7	21.4	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	24.9	23.7	25.8	20.5	18.5	22.7	21.2	24.5	25.7	21.4	21.3
LOS by Move:	C	C	C	C	C	B	C	C	C	C	C	C
HCM2kAvgQ:	3	6	4	4	5	2	3	2	4	4	2	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	162	517	179	102	492	103	215	289	184	284	335	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	517	179	102	492	103	215	289	184	284	335	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	517	179	102	492	103	215	289	184	284	335	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	176	563	195	111	535	112	234	314	200	309	365	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	563	195	111	535	112	234	314	200	309	365	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	563	195	111	535	112	234	314	200	309	365	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.12	0.06	0.15	0.07	0.13	0.09	0.12	0.17	0.10	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.15	0.21	0.21	0.12	0.18	0.18	0.21	0.17	0.17	0.23	0.19	0.19
Volume/Cap:	0.67	0.73	0.57	0.53	0.80	0.38	0.61	0.51	0.73	0.73	0.53	0.38
Delay/Veh:	31.0	25.6	23.3	27.4	30.4	22.2	24.2	23.4	33.3	27.7	22.6	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	25.6	23.3	27.4	30.4	22.2	24.2	23.4	33.3	27.7	22.6	22.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	7	4	3	8	2	5	4	5	7	4	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	0		0	7	7		0	0	0		7	7	7	
Lanes:	1	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	1	0	0 1
Volume Module:																
Base Vol:	231	673	0		0	568	307		0	0	0		182	2	167	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	231	673	0		0	568	307		0	0	0		182	2	167	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	231	673	0		0	568	307		0	0	0		182	2	167	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	248	723	0		0	610	330		0	0	0		195	2	179	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	248	723	0		0	610	330		0	0	0		195	2	179	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	248	723	0		0	610	330		0	0	0		195	2	179	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	1.00		1.00	0.95	0.85		1.00	1.00	1.00		0.92	0.92	0.85	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.99	0.01	1.00	
Final Sat.:	1805	3610	0		0	3610	1615		0	0	0		1733	19	1615	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.20	0.00		0.00	0.17	0.20		0.00	0.00	0.00		0.11	0.11	0.11	
Crit Moves:	****						****							****		
Green/Cycle:	0.24	0.60	0.00		0.00	0.36	0.36		0.00	0.00	0.00		0.20	0.20	0.20	
Volume/Cap:	0.57	0.33	0.00		0.00	0.47	0.57		0.00	0.00	0.00		0.57	0.57	0.56	
Delay/Veh:	21.7	6.1	0.0		0.0	15.1	16.8		0.0	0.0	0.0		23.9	23.9	23.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	21.7	6.1	0.0		0.0	15.1	16.8		0.0	0.0	0.0		23.9	23.9	23.9	
LOS by Move:	C	A	A		A	B	B		A	A	A		C	C	C	
HCM2kAvgQ:	5	4	0		0	5	6		0	0	0		4	4	4	

****

Note: Queue reported is the number of cars per lane.

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	0		0	7	7		0	0	0		7	7	7	
Lanes:	1	0 2	0	0	0	0 2	0	1	0	0 0	0	0 0	0	1	0	0 1
Volume Module:																
Base Vol:	311	969	0		0	685	326		0	0	0		345	3	271	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	311	969	0		0	685	326		0	0	0		345	3	271	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	311	969	0		0	685	326		0	0	0		345	3	271	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	337	1049	0		0	741	353		0	0	0		373	3	293	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	337	1049	0		0	741	353		0	0	0		373	3	293	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	337	1049	0		0	741	353		0	0	0		373	3	293	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	1.00		1.00	0.95	0.85		1.00	1.00	1.00		0.92	0.92	0.85	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.99	0.01	1.00	
Final Sat.:	1805	3610	0		0	3610	1615		0	0	0		1725	15	1615	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.29	0.00		0.00	0.21	0.22		0.00	0.00	0.00		0.22	0.22	0.18	
Crit Moves:	****						****							****		
Green/Cycle:	0.24	0.52	0.00		0.00	0.28	0.28		0.00	0.00	0.00		0.28	0.28	0.28	
Volume/Cap:	0.78	0.56	0.00		0.00	0.73	0.78		0.00	0.00	0.00		0.78	0.78	0.65	
Delay/Veh:	29.9	10.1	0.0		0.0	22.2	28.1		0.0	0.0	0.0		27.7	27.7	22.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	29.9	10.1	0.0		0.0	22.2	28.1		0.0	0.0	0.0		27.7	27.7	22.5	
LOS by Move:	C	B	A		A	C	C		A	A	A		C	C	C	
HCM2kAvgQ:	8	7	0		0	8	8		0	0	0		9	9	6	

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Note: Queue reported is the number of cars per lane.

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	577	313	174	566	0	313	3	334	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	577	313	174	566	0	313	3	334	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	577	313	174	566	0	313	3	334	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	594	322	179	583	0	322	3	344	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	594	322	179	583	0	322	3	344	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	594	322	179	583	0	322	3	344	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1746	17	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.20	0.10	0.16	0.00	0.18	0.18	0.21	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.31	0.31	0.16	0.47	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.53	0.64	0.64	0.35	0.00	0.55	0.55	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	17.5	20.5	28.7	10.3	0.0	17.5	17.5	19.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.5	20.5	28.7	10.3	0.0	17.5	17.5	19.6	0.0	0.0	0.0
LOS by Move:	A	B	C	C	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	5	6	4	4	0	6	6	7	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	897	423	174	836	0	383	14	464	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	897	423	174	836	0	383	14	464	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	897	423	174	836	0	383	14	464	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	935	441	181	872	0	399	15	484	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	935	441	181	872	0	399	15	484	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	935	441	181	872	0	399	15	484	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1710	63	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.27	0.10	0.24	0.00	0.23	0.23	0.30	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.32	0.32	0.12	0.44	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.80	0.84	0.84	0.54	0.00	0.66	0.66	0.84	0.00	0.00	0.00
Delay/Veh:	0.0	22.4	30.5	50.5	12.6	0.0	18.7	18.7	28.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.4	30.5	50.5	12.6	0.0	18.7	18.7	28.5	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	11	11	6	7	0	8	8	11	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Permitted					
Rights:	Include						Ignore						Include						Ignore					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	2	0	1		1	0	1	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	36		289		26		123		217		64		137		51		54		29		59		243	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	36		289		26		123		217		64		137		51		54		29		59		243	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	36		289		26		123		217		64		137		51		54		29		59		243	
User Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
PHF Adj:	0.97		0.97		0.97		0.97		0.97		0.00		0.97		0.97		0.97		0.97		0.97		0.00	
PHF Volume:	37		298		27		127		224		0		141		53		56		30		61		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	37		298		27		127		224		0		141		53		56		30		61		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
FinalVolume:	37		298		27		127		224		0		141		53		56		30		61		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.94		0.94		0.95		0.95		1.00		0.95		0.88		0.88		0.85		1.00		1.00	
Lanes:	1.00		1.83		0.17		1.00		2.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	1805		3272		294		1805		3610		1900		1805		1666		1666		1615		1900		1900	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.09		0.09		0.07		0.06		0.00		0.08		0.03		0.03		0.02		0.03		0.00	
Crit Moves:			****				****						****								****			
Green/Cycle:	0.21		0.23		0.23		0.18		0.21		0.00		0.20		0.32		0.32		0.12		0.12		0.00	
Volume/Cap:	0.10		0.39		0.39		0.39		0.30		0.00		0.39		0.10		0.11		0.16		0.27		0.00	
Delay/Veh:	19.3		19.6		19.6		22.4		20.3		0.0		21.4		14.4		14.5		24.2		24.9		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	19.3		19.6		19.6		22.4		20.3		0.0		21.4		14.4		14.5		24.2		24.9		0.0	
LOS by Move:	B		B		B		C		C		A		C		B		B		C		C		A	
HCM2kAvgQ:	1		3		3		2		2		0		3		0		1		1		1		0	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Permitted					
Rights:	Include						Ignore						Include						Ignore					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	2	0	1		1	0	1	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	62		262		45		206		278		98		78		180		63		49		121		220	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	62		262		45		206		278		98		78		180		63		49		121		220	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	62		262		45		206		278		98		78		180		63		49		121		220	
User Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
PHF Adj:	0.96		0.96		0.96		0.96		0.96		0.00		0.96		0.96		0.96		0.96		0.96		0.00	
PHF Volume:	65		274		47		216		291		0		82		188		66		51		127		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	65		274		47		216		291		0		82		188		66		51		127		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		0.00	
FinalVolume:	65		274		47		216		291		0		82		188		66		51		127		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.93		0.93		0.95		0.95		1.00		0.95		0.91		0.91		0.60		1.00		1.00	
Lanes:	1.00		1.71		0.29		1.00		2.00		1.00		1.00		1.48		0.52		1.00		1.00		1.00	
Final Sat.:	1805		3013		518		1805		3610		1900		1805		2570		899		1131		1900		1900	
Capacity Analysis Module:																								
Vol/Sat:	0.04		0.09		0.09		0.12		0.08		0.00		0.05		0.07		0.07		0.05		0.07		0.00	
Crit Moves:			****				****						****								****			
Green/Cycle:	0.23		0.20		0.20		0.27		0.23		0.00		0.12		0.27		0.27		0.15		0.15		0.00	
Volume/Cap:	0.15		0.45		0.45		0.45		0.34		0.00		0.39		0.28		0.28		0.31		0.45		0.00	
Delay/Veh:	18.4		21.4		21.4		19.0		19.4		0.0		25.7		17.7		17.7		23.8		24.5		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	18.4		21.4		21.4		19.0		19.4		0.0		25.7		17.7		17.7		23.8		24.5		0.0	
LOS by Move:	B		C		C		B		B		A		C		B		B		C		C		A	
HCM2kAvgQ:	1		3		3		4		3		0		2		2		2		1		3		0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #13 Highland Home Road (NS) at 14th Street (EW)

****

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: A[9.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 0	1 0		0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	35	5	0	0	15	55	25	0	45	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	5	0	0	15	55	25	0	45	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	5	0	0	15	55	25	0	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	37	5	0	0	16	58	26	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	37	5	0	0	16	58	26	0	47	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	74	xxxx	xxxxx	xxxx	xxxx	xxxxx	124	124	45	xxxx	xxxx	xxxxx
Potent Cap.:	1539	xxxx	xxxxx	xxxx	xxxx	xxxxx	876	770	1031	xxxx	xxxx	xxxxx
Move Cap.:	1539	xxxx	xxxxx	xxxx	xxxx	xxxxx	860	752	1031	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	962	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.1			xxxxxx		
ApproachLOS:	*			*			A			*		

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Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #13 Highland Home Road (NS) at 14th Street (EW)

****

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: A[9.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	86	2	0	0	1	54	48	0	49	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	2	0	0	1	54	48	0	49	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	2	0	0	1	54	48	0	49	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	91	2	0	0	1	57	51	0	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	91	2	0	0	1	57	51	0	52	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	58	xxxx	xxxxx	xxxx	xxxx	xxxxx	213	213	29	xxxx	xxxx	xxxxx
Potent Cap.:	1559	xxxx	xxxxx	xxxx	xxxx	xxxxx	780	688	1051	xxxx	xxxx	xxxxx
Move Cap.:	1559	xxxx	xxxxx	xxxx	xxxx	xxxxx	744	646	1051	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	873	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.7			xxxxxx		
ApproachLOS:	*			*			A			*		

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[21.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 1		0 0 1!	0 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	6	1	36	27	15	28	32	397	6	49	406	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	36	27	15	28	32	397	6	49	406	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1	36	27	15	28	32	397	6	49	406	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	7	1	41	31	17	32	36	451	7	56	461	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	1	41	31	17	32	36	451	7	56	461	20
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	873	1116	225	871	1102	230	481	xxxx	xxxxx	457	xxxx	xxxxx
Potent Cap.:	247	209	784	249	213	778	1092	xxxx	xxxxx	1114	xxxx	xxxxx
Move Cap.:	208	192	784	220	196	778	1092	xxxx	xxxxx	1114	xxxx	xxxxx
Volume/Cap:	0.03	0.01	0.05	0.14	0.09	0.04	0.03	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	0.0	0.2	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	22.9	23.8	9.8	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	C	C	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	298	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	21.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:		12.0			21.5			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: D[28.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	1	0 0 1!	0	0	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	8 21	73		47 14	10		46 431	3		13 412	34	
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	8 21	73		47 14	10		46 431	3		13 412	34	
Added Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
PasserByVol:	0 0	0		0 0	0		0 0	0		0 0	0	
Initial Fut:	8 21	73		47 14	10		46 431	3		13 412	34	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.90 0.90	0.90		0.90 0.90	0.90		0.90 0.90	0.90		0.90 0.90	0.90	
PHF Volume:	9 23	81		52 16	11		51 479	3		14 458	38	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
FinalVolume:	9 23	81		52 16	11		51 479	3		14 458	38	
Critical Gap Module:												
Critical Gp:	7.5 6.5	6.9		7.5 6.5	6.9		4.1 xxxx	xxxxx		4.1 xxxx	xxxxx	
FollowUpTim:	3.5 4.0	3.3		3.5 4.0	3.3		2.2 xxxx	xxxxx		2.2 xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	847 1106	239		840 1071	229		496 xxxx	xxxxx		482 xxxx	xxxxx	
Potent Cap.:	259 212	768		262 223	780		1079 xxxx	xxxxx		1091 xxxx	xxxxx	
Move Cap.:	230 200	768		203 209	780		1079 xxxx	xxxxx		1091 xxxx	xxxxx	
Volume/Cap:	0.04 0.12	0.11		0.26 0.07	0.01		0.05 xxxx	xxxx		0.01 xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	0.1 0.4	0.4		xxxx xxxx	xxxxx		0.1 xxxx	xxxxx		0.0 xxxx	xxxxx	
Control Del:	21.3 25.4	10.2		xxxxx xxxx	xxxxx		8.5 xxxx	xxxxx		8.3 xxxx	xxxxx	
LOS by Move:	C D	B		* *	*		A *	*		A *	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx 228	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx 1.5	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx 28.9	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		* D	*		* *	*		* *	*	
ApproachDel:	14.2			28.9			xxxxxx			xxxxxx		
ApproachLOS:	B			D			*			*		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[14.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!		0 0	0 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	1	1	1	23	1	37	31	347	2	8	323	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	23	1	37	31	347	2	8	323	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	23	1	37	31	347	2	8	323	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	1	1	1	27	1	43	36	402	2	9	374	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	1	27	1	43	36	402	2	9	374	10
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	681	878	202	666	869	187	385	xxxx	xxxxx	404	xxxx	xxxxx
Potent Cap.:	340	289	811	349	292	829	1185	xxxx	xxxxx	1165	xxxx	xxxxx
Move Cap.:	312	278	811	337	281	829	1185	xxxx	xxxxx	1165	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.08	0.00	0.05	0.03	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.6	8.1	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	373	xxxxx	334	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.7	xxxxx	16.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	*	*	*	*	*	*	*
ApproachDel:		14.7			12.4			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: D[27.0]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 1	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	1	1	1	13	1	37	91	517	3	7	583	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	13	1	37	91	517	3	7	583	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	13	1	37	91	517	3	7	583	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	1	1	1	15	1	42	102	581	3	8	655	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	1	15	1	42	102	581	3	8	655	44
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1131	1502	292	1166	1460	328	699	xxxx	xxxxx	584	xxxx	xxxxx
Potent Cap.:	161	123	710	151	130	674	907	xxxx	xxxxx	1000	xxxx	xxxxx
Move Cap.:	136	108	710	136	115	674	907	xxxx	xxxxx	1000	xxxx	xxxxx
Volume/Cap:	0.01	0.01	0.00	0.11	0.01	0.06	0.11	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.7	9.5	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	167	xxxxx	134	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	27.0	xxxxx	35.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	E	*	*	*	*	*	*	*	*
ApproachDel:		27.0			17.4			xxxxxx			xxxxxx	
ApproachLOS:		D			C			*			*	

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.119
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0	0 0	0	0	1 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	40	0	0	0	0	0	0	0	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	0	0	0	0	0	0	60	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	0	0	0	0	0	0	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
PHF Volume:	71	0	0	0	0	0	0	0	107	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	0	0	0	0	0	0	0	107	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	0	0	0	0	0	0	0	107	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	819	0	0	0	0	0	0	765	898	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.12	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:		7.7			xxxxxx			7.2			xxxxxx	
Delay Adj:		1.00			xxxxx			1.00			xxxxx	
ApprAdjDel:		7.7			xxxxxx			7.2			xxxxxx	
LOS by Appr:		A			*			A			*	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.252
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0	0	0	0	0	0	1 0	1	0	0
Volume Module:												
Base Vol:	130	0	0	0	0	0	0	0	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	0	0	0	0	0	0	120	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	0	0	0	0	0	0	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	197	0	0	0	0	0	0	0	182	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	0	0	0	0	0	0	0	182	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	0	0	0	0	0	0	0	182	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	781	0	0	0	0	0	0	709	821	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.22	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:		8.9			xxxxxx			8.1			xxxxxx	
Delay Adj:		1.00			xxxxx			1.00			xxxxx	
ApprAdjDel:		8.9			xxxxxx			8.1			xxxxxx	
LOS by Appr:		A			*			A			*	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:			Include						Include						Include						Include			
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	114		21		43		7		44		18		19		300		168		48		228		1	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	114		21		43		7		44		18		19		300		168		48		228		1	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	114		21		43		7		44		18		19		300		168		48		228		1	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88	
PHF Volume:	129		24		49		8		50		20		21		339		190		54		258		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	129		24		49		8		50		20		21		339		190		54		258		1	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	129		24		49		8		50		20		21		339		190		54		258		1	
Saturation Flow Module:																								
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		1.42		0.58		1.00		0.64		0.36		1.00		0.99		0.01	
Final Sat.:	437		463		510		410		627		266		549		406		228		520		566		2	
Capacity Analysis Module:																								
Vol/Sat:	0.30		0.05		0.10		0.02		0.08		0.08		0.04		0.84		0.84		0.10		0.46		0.46	
Crit Moves:	****								****						****						****			
Delay/Veh:	13.3		10.3		9.8		10.9		10.7		10.4		9.3		29.5		29.5		10.1		13.6		13.6	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	13.3		10.3		9.8		10.9		10.7		10.4		9.3		29.5		29.5		10.1		13.6		13.6	
LOS by Move:	B		B		A		B		B		B		A		D		D		B		B		B	
ApproachDel:			12.1						10.7						28.7						13.0			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			12.1						10.7						28.7						13.0			
LOS by Appr:			B						B						D						B			
AllWayAvgQ:	0.4		0.0		0.1		0.0		0.1		0.1		0.0		3.7		3.7		0.1		0.7		0.7	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	191		48		98		1		20		1		1		282		174		86		249		12	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	191		48		98		1		20		1		1		282		174		86		249		12	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	191		48		98		1		20		1		1		282		174		86		249		12	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88	
PHF Volume:	216		54		111		1		23		1		1		319		197		97		282		14	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	216		54		111		1		23		1		1		319		197		97		282		14	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	216		54		111		1		23		1		1		319		197		97		282		14	
Saturation Flow Module:																								
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		1.90		0.10		1.00		0.62		0.38		1.00		0.95		0.05	
Final Sat.:	439		467		514		373		752		38		503		358		221		490		511		25	
Capacity Analysis Module:																								
Vol/Sat:	0.49		0.12		0.22		0.00		0.03		0.03		0.00		0.89		0.89		0.20		0.55		0.55	
Crit Moves:	****								****						****						****			
Delay/Veh:	17.4		11.0		11.1		11.6		11.3		11.2		9.6		38.8		38.8		11.4		16.6		16.6	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	17.4		11.0		11.1		11.6		11.3		11.2		9.6		38.8		38.8		11.4		16.6		16.6	
LOS by Move:	C		B		B		B		B		B		A		E		E		B		C		C	
ApproachDel:			14.6						11.3						38.7						15.3			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			14.6						11.3						38.7						15.3			
LOS by Appr:			B						B						E						C			
AllWayAvgQ:	0.8		0.1		0.2		0.0		0.0		0.0		0.0		4.8		4.8		0.2		1.1		1.1	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.7
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	144	138	98	66	222	43	50	206	114	65	193	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	138	98	66	222	43	50	206	114	65	193	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	138	98	66	222	43	50	206	114	65	193	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	157	150	107	72	242	47	54	224	124	71	210	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	150	107	72	242	47	54	224	124	71	210	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	150	107	72	242	47	54	224	124	71	210	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.89	0.89	0.59	0.93	0.93	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	1.00	1.17	0.83	1.00	1.68	0.32	1.00	1.29	0.71	1.00	1.72	0.28
Final Sat.:	1081	1980	1406	1113	2952	572	1805	2201	1218	1805	3032	503
Capacity Analysis Module:												
Vol/Sat:	0.15	0.08	0.08	0.06	0.08	0.08	0.03	0.10	0.10	0.04	0.07	0.07
Crit Moves:	****							****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.20	0.28	0.28	0.12	0.20	0.20
Volume/Cap:	0.36	0.19	0.19	0.16	0.20	0.20	0.15	0.36	0.36	0.34	0.35	0.35
Delay/Veh:	13.1	11.7	11.7	11.7	11.8	11.8	20.0	17.5	17.5	25.3	21.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	11.7	11.7	11.7	11.8	11.8	20.0	17.5	17.5	25.3	21.0	21.0
LOS by Move:	B	B	B	B	B	B	C	B	B	C	C	C
HCM2kAvgQ:	2	2	2	1	2	2	1	3	3	2	2	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	200	288	92	84	256	41	72	294	154	140	399	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	288	92	84	256	41	72	294	154	140	399	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	288	92	84	256	41	72	294	154	140	399	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	204	293	94	86	261	42	73	299	157	143	406	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	293	94	86	261	42	73	299	157	143	406	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	293	94	86	261	42	73	299	157	143	406	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.92	0.92	0.51	0.93	0.93	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	1.00	1.52	0.48	1.00	1.72	0.28	1.00	1.31	0.69	1.00	1.74	0.26
Final Sat.:	1070	2638	843	960	3046	488	1805	2246	1176	1805	3075	462
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.11	0.09	0.09	0.09	0.04	0.13	0.13	0.08	0.13	0.13
Crit Moves:	****							****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.20	0.26	0.26	0.16	0.22	0.22
Volume/Cap:	0.50	0.29	0.29	0.24	0.23	0.23	0.21	0.50	0.50	0.50	0.59	0.59
Delay/Veh:	15.3	13.2	13.2	13.1	12.8	12.8	20.4	19.2	19.2	24.6	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	13.2	13.2	13.1	12.8	12.8	20.4	19.2	19.2	24.6	22.0	22.0
LOS by Move:	B	B	B	B	B	B	C	B	B	C	C	C
HCM2kAvgQ:	4	3	3	1	2	2	1	4	4	3	5	5

Note: Queue reported is the number of cars per lane.

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Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.327
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0	0 1	1 0	0	0 0	0 0	1 0	0 0	1
Volume Module:												
Base Vol:	85	274	0	0	266	165	0	0	0	4	0	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	274	0	0	266	165	0	0	0	4	0	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	274	0	0	266	165	0	0	0	4	0	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	95	307	0	0	298	185	0	0	0	4	0	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	307	0	0	298	185	0	0	0	4	0	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	307	0	0	298	185	0	0	0	4	0	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.23	0.77	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2101	1303	0	0	0	1701	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.00	0.00	0.07
Crit Moves:	****				****							****
Green/Cycle:	0.16	0.60	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.33	0.14	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.01	0.00	0.33
Delay/Veh:	22.9	5.4	0.0	0.0	11.3	11.3	0.0	0.0	0.0	19.1	0.0	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	5.4	0.0	0.0	11.3	11.3	0.0	0.0	0.0	19.1	0.0	20.9
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	C
HCM2kAvgQ:	2	1	0	0	3	3	0	0	0	0	0	2

Note: Queue reported is the number of cars per lane.

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Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	74	445	0	0	337	224	0	0	0	13	2	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	445	0	0	337	224	0	0	0	13	2	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	445	0	0	337	224	0	0	0	13	2	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	77	464	0	0	351	234	0	0	0	14	2	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	464	0	0	351	234	0	0	0	14	2	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	464	0	0	351	234	0	0	0	14	2	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.81	0.81	0.81
Lanes:	1.00	2.00	0.00	0.00	1.20	0.80	0.00	0.00	0.00	0.87	0.13	1.00
Final Sat.:	1805	3610	0	0	2038	1355	0	0	0	1335	205	1540
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.01	0.01	0.13
Crit Moves:	****				****							****
Green/Cycle:	0.10	0.50	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.30	0.30	0.30
Volume/Cap:	0.43	0.26	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.03	0.03	0.43
Delay/Veh:	27.2	8.8	0.0	0.0	13.4	13.4	0.0	0.0	0.0	14.7	14.7	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	8.8	0.0	0.0	13.4	13.4	0.0	0.0	0.0	14.7	14.7	17.3
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2kAvgQ:	2	3	0	0	4	4	0	0	0	0	0	4

Note: Queue reported is the number of cars per lane.

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Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	200	8	121	125	0	160	1	75	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	200	8	121	125	0	160	1	75	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	200	8	121	125	0	160	1	75	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	241	10	146	151	0	193	1	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	241	10	146	151	0	193	1	90	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	241	10	146	151	0	193	1	90	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	1.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	3450	138	1805	3610	0	1543	20	1523	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.08	0.04	0.00	0.13	0.06	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.20	0.20	0.23	0.44	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.34	0.34	0.10	0.00	0.34	0.16	0.16	0.00	0.00	0.00
Delay/Veh:	0.0	20.8	20.8	19.6	9.9	0.0	14.2	13.0	13.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.8	20.8	19.6	9.9	0.0	14.2	13.0	13.0	0.0	0.0	0.0
LOS by Move:	A	C	C	B	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	2	2	3	1	0	3	1	1	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Permitted			Protected			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	0	0	0	0	0	0	7	0	7				0	0	0			
Lanes:	0	0 1	0 1	1	0 2	0 0	0	1	0 1	0			0	0	0	0	0	
Volume Module:																		
Base Vol:	0	280	21	116	243	0	240		3	87			0		0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00		1.00			
Initial Bse:	0	280	21	116	243	0	240		3	87			0		0			
Added Vol:	0	0	0	0	0	0	0		0	0			0		0			
PasserByVol:	0	0	0	0	0	0	0		0	0			0		0			
Initial Fut:	0	280	21	116	243	0	240		3	87			0		0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00		1.00			
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90			0.90		0.90			
PHF Volume:	0	310	23	129	269	0	266		3	96			0		0			
Reduct Vol:	0	0	0	0	0	0	0		0	0			0		0			
Reduced Vol:	0	310	23	129	269	0	266		3	96			0		0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00		1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00		1.00			
FinalVolume:	0	310	23	129	269	0	266		3	96			0		0			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900		1900	1900			1900		1900			
Adjustment:	1.00	1.00	0.85	0.95	0.95	1.00	0.81		0.81	0.81			1.00		1.00			
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	1.00		0.03	0.97			0.00		0.00			
Final Sat.:	0	1900	1615	1805	3610	0	1544		51	1492			0		0			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.16	0.01	0.07	0.07	0.00	0.17		0.06	0.06			0.00		0.00			
Crit Moves:		****		****			****											
Green/Cycle:	0.00	0.32	0.32	0.14	0.46	0.00	0.34		0.34	0.34			0.00		0.00			
Volume/Cap:	0.00	0.51	0.04	0.51	0.16	0.00	0.51		0.19	0.19			0.00		0.00			
Delay/Veh:	0.0	17.2	14.1	25.6	9.5	0.0	16.5		14.1	14.1			0.0		0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00		1.00			
AdjDel/Veh:	0.0	17.2	14.1	25.6	9.5	0.0	16.5		14.1	14.1			0.0		0.0			
LOS by Move:	A	B	B	C	A	A	B		B	B			A		A			
HCM2kAvgQ:	0	5	0	3	2	0	5		1	1			0		0			

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: B[11.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	78	19	141	37	0	0	0	0	43	0	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	78	19	141	37	0	0	0	0	43	0	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	78	19	141	37	0	0	0	0	43	0	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	90	22	162	43	0	0	0	0	50	0	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	90	22	162	43	0	0	0	0	50	0	141
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	112	xxxx	xxxxx	xxxx	xxxx	xxxxx	468	468	101
Potent Cap.:	xxxx	xxxx	xxxxx	1491	xxxx	xxxxx	xxxx	xxxx	xxxxx	557	496	960
Move Cap.:	xxxx	xxxx	xxxxx	1491	xxxx	xxxxx	xxxx	xxxx	xxxxx	506	436	960
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.15
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	778	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.1		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

****

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: B[13.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	107	69	161	180	0	0	0	0	40	0	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	107	69	161	180	0	0	0	0	40	0	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	107	69	161	180	0	0	0	0	40	0	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	121	78	183	204	0	0	0	0	45	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	121	78	183	204	0	0	0	0	45	0	196
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	200	xxxx	xxxxx	xxxx	xxxx	xxxxx	730	730	161
Potent Cap.:	xxxx	xxxx	xxxxx	1385	xxxx	xxxxx	xxxx	xxxx	xxxxx	392	351	890
Move Cap.:	xxxx	xxxx	xxxxx	1385	xxxx	xxxxx	xxxx	xxxx	xxxxx	348	300	890
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.22
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	688	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.0		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.149
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	1	0	1 0	0 0	0	0 0	0 0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	18	3	67	11	0	0	0	0	9	0	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	18	3	67	11	0	0	0	0	9	0	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	18	3	67	11	0	0	0	0	9	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	26	4	98	16	0	0	0	0	13	0	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	26	4	98	16	0	0	0	0	13	0	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	26	4	98	16	0	0	0	0	13	0	47
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.86	0.14	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	754	881	660	108	0	0	0	0	660	0	846
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.04	0.00	0.15	0.15	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.06
Crit Moves:		****		****								****
Delay/Veh:	0.0	7.6	6.7	8.4	8.4	0.0	0.0	0.0	0.0	8.1	0.0	7.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.6	6.7	8.4	8.4	0.0	0.0	0.0	0.0	8.1	0.0	7.1
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.5			8.4			xxxxxx			7.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.5			8.4			xxxxxx			7.3	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.1

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.188
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	0 1	0 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	38	0	90	20	0	0	0	0	0	0	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	38	0	90	20	0	0	0	0	0	0	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	38	0	90	20	0	0	0	0	0	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	48	0	113	25	0	0	0	0	0	0	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	48	0	113	25	0	0	0	0	0	0	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	48	0	113	25	0	0	0	0	0	0	128
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.82	0.18	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	718	833	601	134	0	0	0	0	644	0	821
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.07	0.00	0.19	0.19	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.16
Crit Moves:		****		****								****
Delay/Veh:	0.0	7.9	0.0	8.9	8.9	0.0	0.0	0.0	0.0	0.0	0.0	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.9	0.0	8.9	8.9	0.0	0.0	0.0	0.0	0.0	0.0	7.7
LOS by Move:	*	A	*	A	A	*	*	*	*	*	*	A
ApproachDel:		7.9			8.9			xxxxxx			7.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.9			8.9			xxxxxx			7.7	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.0	0.1	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	1	0	1		0	0	1!	0	0	
Volume Module:												
Base Vol:	94		35		199		18		37		14	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	94		35		199		18		37		14	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	94		35		199		18		37		14	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.87		0.87		0.87		0.87		0.87		0.87	
PHF Volume:	108		40		229		21		43		16	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	108		40		229		21		43		16	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	108		40		229		21		43		16	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.73		1.00		0.85		0.92		0.92		0.92	
Lanes:	1.00		1.00		1.00		0.26		0.54		0.20	
Final Sat.:	1383		1900		1615		454		934		353	
Capacity Analysis Module:												
Vol/Sat:	0.08		0.02		0.14		0.05		0.05		0.05	
Crit Moves:					****							
Green/Cycle:	0.36		0.36		0.36		0.36		0.36		0.36	
Volume/Cap:	0.21		0.06		0.39		0.13		0.13		0.13	
Delay/Veh:	13.4		12.5		14.6		12.8		12.8		12.8	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	13.4		12.5		14.6		12.8		12.8		12.8	
LOS by Move:	B		B		B		B		B		B	
HCM2kAvgQ:	2		0		3		1		1		1	

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	2	0	1		1	0	2	0	1	
Volume Module:												
Base Vol:	6		284		77		125		222		9	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	6		284		77		125		222		9	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	6		284		77		125		222		9	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.87		0.87		0.87		0.87		0.87		0.87	
PHF Volume:	7		326		89		144		255		10	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	7		326		89		144		255		10	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	7		326		89		144		255		10	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.85		0.95		0.95		0.85	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1805		3610		1615		1805		3610		1615	
Capacity Analysis Module:												
Vol/Sat:	0.00		0.09		0.05		0.08		0.07		0.01	
Crit Moves:			****				****					
Green/Cycle:	0.22		0.23		0.23		0.20		0.22		0.22	
Volume/Cap:	0.02		0.39		0.24		0.39		0.32		0.03	
Delay/Veh:	18.4		19.7		19.0		21.3		20.0		18.5	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	18.4		19.7		19.0		21.3		20.0		18.5	
LOS by Move:	B		B		B		C		B		B	
HCM2kAvgQ:	0		3		2		3		2		0	

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		0	0	1!	0	0		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	83		59		265		28		40		11		30		366		81		219		425		42	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	83		59		265		28		40		11		30		366		81		219		425		42	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	83		59		265		28		40		11		30		366		81		219		425		42	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	87		62		279		30		42		12		32		386		85		231		448		44	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	87		62		279		30		42		12		32		386		85		231		448		44	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	87		62		279		30		42		12		32		386		85		231		448		44	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.74		1.00		0.85		0.89		0.89		0.89		0.95		0.95		0.85		0.95		0.95		0.85	
Lanes:	1.00		1.00		1.00		0.35		0.51		0.14		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1400		1900		1615		601		858		236		1805		3610		1615		1805		3610		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.06		0.03		0.17		0.05		0.05		0.05		0.02		0.11		0.05		0.13		0.12		0.03	
Crit Moves:					****										****				****					
Green/Cycle:	0.34		0.34		0.34		0.34		0.34		0.34		0.22		0.21		0.21		0.25		0.24		0.24	
Volume/Cap:	0.18		0.10		0.51		0.14		0.14		0.14		0.08		0.51		0.25		0.51		0.52		0.12	
Delay/Veh:	14.2		13.6		16.6		13.9		13.9		13.9		18.5		21.6		20.2		20.3		20.5		18.1	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	14.2		13.6		16.6		13.9		13.9		13.9		18.5		21.6		20.2		20.3		20.5		18.1	
LOS by Move:	B		B		B		B		B		B		B		C		C		C		C		B	
HCM2kAvgQ:	1		1		5		1		1		1		1		4		2		4		4		1	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[10.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 0	0 0		0 1 0	1 0	
Volume Module:												
Base Vol:	27	244	0	0	99	180	0	0	0	11	3	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	244	0	0	99	180	0	0	0	11	3	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	244	0	0	99	180	0	0	0	11	3	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	33	295	0	0	120	218	0	0	0	13	4	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	295	0	0	120	218	0	0	0	13	4	153
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	338	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	421	699	148
Potent Cap.:	1233	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	566	367	879
Move Cap.:	1233	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	555	357	879
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.01	0.17
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	496	xxxx	850
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	0.7
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.5	xxxx	10.2
Shared LOS:	*	*	*	*	*	*	*	*	*	B	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.4		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[10.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 0	0	0	0 1 0	1	0
Volume Module:												
Base Vol:	45	297	0	0	95	281	0	0	0	15	4	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	297	0	0	95	281	0	0	0	15	4	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	297	0	0	95	281	0	0	0	15	4	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	49	321	0	0	103	303	0	0	0	16	4	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	49	321	0	0	103	303	0	0	0	16	4	165
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	406	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	469	824	160
Potent Cap.:	1164	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	528	310	863
Move Cap.:	1164	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	511	297	863
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.01	0.19
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	444	xxxx	823
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	0.8
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.5	xxxx	10.5
Shared LOS:	*	*	*	*	*	*	*	*	*	B	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.8		
ApproachLOS:	*			*			*			B		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: C[15.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0	0	1 0 2	0 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	82	9	81	67	0	208	0	13	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	82	9	81	67	0	208	0	13	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	82	9	81	67	0	208	0	13	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	103	11	102	84	0	261	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	103	11	102	84	0	261	0	16	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	114	xxxx	xxxxx	339	xxxx	42	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1487	xxxx	xxxxx	636	xxxx	1026	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1487	xxxx	xxxxx	603	xxxx	1026	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.43	xxxx	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	2.2	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	15.5	xxxx	8.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	C	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.1			xxxxxx		
ApproachLOS:	*			*			C			*		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: B[13.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	0	1 0 2	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0 118	12		58 63	0		232	0	27	0 0	0	
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		1.00	1.00 1.00	1.00	
Initial Bse:	0 118	12		58 63	0		232	0	27	0 0	0	
Added Vol:	0 0	0		0 0	0		0	0	0	0 0	0	
PasserByVol:	0 0	0		0 0	0		0	0	0	0 0	0	
Initial Fut:	0 118	12		58 63	0		232	0	27	0 0	0	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		1.00	1.00 1.00	1.00	
PHF Adj:	0.89 0.89	0.89		0.89 0.89	0.89		0.89 0.89		0.89	0.89 0.89	0.89	
PHF Volume:	0 133	14		65 71	0		262	0	30	0 0	0	
Reduct Vol:	0 0	0		0 0	0		0	0	0	0 0	0	
FinalVolume:	0 133	14		65 71	0		262	0	30	0 0	0	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		4.1 xxxx	xxxxx		6.8 xxxx		6.9	xxxxx xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx	xxxxx		2.2 xxxx	xxxxx		3.5 xxxx		3.3	xxxxx xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		147 xxxx	xxxxx		268 xxxx		36	xxxx xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx		1448 xxxx	xxxxx		704 xxxx		1036	xxxx xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx		1448 xxxx	xxxxx		680 xxxx		1036	xxxx xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx		0.05 xxxx	xxxx		0.38 xxxx		0.03	xxxx xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		0.1 xxxx	xxxxx		1.8 xxxx		0.1	xxxx xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		7.6 xxxx	xxxxx		13.6 xxxx		8.6	xxxxx xxxx	xxxxx	
LOS by Move:	* *	*		A *	*		B *		A	* *	*	
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		* *	*		* *	*		* *	*	
ApproachDel:	xxxxxx			xxxxxx			13.1			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.297
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	29	9	20	24	34	20	101	26	10	106	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	29	9	20	24	34	20	101	26	10	106	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	29	9	20	24	34	20	101	26	10	106	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	29	42	13	29	35	49	29	147	38	15	154	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	42	13	29	35	49	29	147	38	15	154	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	42	13	29	35	49	29	147	38	15	154	60
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	1.00	0.31	0.51	0.62	0.87	0.13	0.69	0.18	0.06	0.68	0.26
Final Sat.:	389	602	192	296	368	585	103	518	133	49	518	200
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.10	0.09	0.08	0.28	0.28	0.28	0.30	0.30	0.30
Crit Moves:	****			****					****		****	
Delay/Veh:	9.1	8.7	8.5	9.1	8.9	8.1	9.3	9.3	9.3	9.3	9.3	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	8.7	8.5	9.1	8.9	8.1	9.3	9.3	9.3	9.3	9.3	9.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.8			8.6			9.3			9.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			8.6			9.3			9.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.4	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.350
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	52	20	24	33	44	39	156	24	13	159	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	52	20	24	33	44	39	156	24	13	159	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	52	20	24	33	44	39	156	24	13	159	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	9	61	23	28	39	52	46	183	28	15	187	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	61	23	28	39	52	46	183	28	15	187	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	61	23	28	39	52	46	183	28	15	187	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	1.30	0.50	0.48	0.65	0.87	0.18	0.71	0.11	0.06	0.76	0.18
Final Sat.:	113	756	304	265	376	560	131	523	80	46	558	137
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.11	0.10	0.09	0.35	0.35	0.35	0.33	0.33	0.33
Crit Moves:	****			****			****				****	
Delay/Veh:	9.1	8.9	8.6	9.4	9.2	8.3	10.1	10.1	10.1	9.9	9.9	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	8.9	8.6	9.4	9.2	8.3	10.1	10.1	10.1	9.9	9.9	9.9
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		8.8			8.9			10.1			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			8.9			10.1			9.9	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.5	0.5	0.5	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.144
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	6	2	52	1	8	5	55	1	1	40	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	2	52	1	8	5	55	1	1	40	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	6	2	52	1	8	5	55	1	1	40	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
PHF Volume:	3	9	3	82	2	13	8	86	2	2	63	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	3	82	2	13	8	86	2	2	63	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	9	3	82	2	13	8	86	2	2	63	61
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.60	0.20	0.98	0.02	1.00	0.08	0.90	0.02	0.01	0.50	0.49
Final Sat.:	152	457	152	626	12	809	67	732	13	11	438	427
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.13	0.13	0.02	0.12	0.12	0.12	0.14	0.14	0.14
Crit Moves:	****				****			****			****	
Delay/Veh:	7.6	7.6	7.6	9.0	9.0	7.0	7.9	7.9	7.9	7.6	7.6	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	7.6	9.0	9.0	7.0	7.9	7.9	7.9	7.6	7.6	7.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.6			8.7			7.9			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			8.7			7.9			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.182
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	1	1	38	3	10	21	92	7	1	80	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	38	3	10	21	92	7	1	80	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	38	3	10	21	92	7	1	80	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	1	1	1	48	4	13	27	117	9	1	102	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	48	4	13	27	117	9	1	102	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	48	4	13	27	117	9	1	102	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.33	0.33	0.93	0.07	1.00	0.17	0.77	0.06	0.01	0.67	0.32
Final Sat.:	246	246	246	570	45	768	146	642	49	7	583	284
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.02	0.18	0.18	0.18	0.17	0.17	0.17
Crit Moves:	****				****		****				****	
Delay/Veh:	7.6	7.6	7.6	8.8	8.8	7.2	8.1	8.1	8.1	7.9	7.9	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	7.6	8.8	8.8	7.2	8.1	8.1	8.1	7.9	7.9	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.6			8.5			8.1			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			8.5			8.1			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.0	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1!	0	0	1 0	1	0 1	0	1
Volume Module:												
Base Vol:	36	43	43	21	78	43	30	226	49	53	161	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	43	43	21	78	43	30	226	49	53	161	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	43	43	21	78	43	30	226	49	53	161	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	46	54	54	27	99	54	38	286	62	67	204	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	54	54	27	99	54	38	286	62	67	204	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	54	54	27	99	54	38	286	62	67	204	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.35	0.35	0.15	0.55	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	170	204	204	87	322	178	552	599	676	536	581	652
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.31	0.31	0.31	0.07	0.48	0.09	0.13	0.35	0.02
Crit Moves:	****				****			****			****	
Delay/Veh:	10.6	10.6	10.6	10.9	10.9	10.9	9.5	13.4	8.3	10.0	11.6	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	10.9	10.9	10.9	9.5	13.4	8.3	10.0	11.6	8.0
LOS by Move:	B	B	B	B	B	B	A	B	A	A	B	A
ApproachDel:		10.6			10.9			12.2			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			10.9			12.2			11.1	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.4	0.4	0.1	0.8	0.1	0.1	0.5	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.383
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1!	0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	27	114	67	3	73	52	67	210	40	66	201	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	114	67	3	73	52	67	210	40	66	201	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	114	67	3	73	52	67	210	40	66	201	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	29	122	72	3	78	56	72	225	43	71	215	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	122	72	3	78	56	72	225	43	71	215	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	122	72	3	78	56	72	225	43	71	215	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.55	0.32	0.02	0.57	0.41	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	79	332	195	14	333	237	542	587	661	537	581	652
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.24	0.24	0.24	0.13	0.38	0.06	0.13	0.37	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	11.4	11.4	11.4	10.2	10.2	10.2	10.0	12.0	8.2	10.1	11.9	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	11.4	11.4	10.2	10.2	10.2	10.0	12.0	8.2	10.1	11.9	8.0
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:		11.4			10.2			11.1			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.4			10.2			11.1			11.3	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.3	0.3	0.1	0.6	0.1	0.1	0.5	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	0	1	0		1	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	83		194		164		33		267		50		27		193		110		93		117		19	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	83		194		164		33		267		50		27		193		110		93		117		19	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	83		194		164		33		267		50		27		193		110		93		117		19	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.84		0.84		0.84		0.84		0.84		0.84		0.84		0.84		0.84		0.84		0.84		0.84	
PHF Volume:	99		232		196		40		320		60		32		231		132		111		140		23	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	99		232		196		40		320		60		32		231		132		111		140		23	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	99		232		196		40		320		60		32		231		132		111		140		23	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.85		0.95		0.98		0.98		0.95		1.00		0.85		0.95		0.93		0.93	
Lanes:	1.00		1.00		1.00		1.00		0.84		0.16		1.00		1.00		1.00		1.00		1.72		0.28	
Final Sat.:	1805		1900		1615		1805		1562		292		1805		1900		1615		1805		3040		494	
Capacity Analysis Module:																								
Vol/Sat:	0.06		0.12		0.12		0.02		0.20		0.20		0.02		0.12		0.08		0.06		0.05		0.05	
Crit Moves:	****								****						****				****					
Green/Cycle:	0.12		0.22		0.22		0.21		0.31		0.31		0.15		0.19		0.19		0.12		0.15		0.15	
Volume/Cap:	0.47		0.56		0.55		0.10		0.65		0.65		0.12		0.65		0.44		0.53		0.30		0.30	
Delay/Veh:	26.4		22.4		22.6		19.3		20.4		20.4		22.2		26.9		22.6		27.5		23.0		23.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	26.4		22.4		22.6		19.3		20.4		20.4		22.2		26.9		22.6		27.5		23.0		23.0	
LOS by Move:	C		C		C		B		C		C		C		C		C		C		C		C	
HCM2kAvgQ:	2		5		4		1		7		7		1		5		3		3		2		2	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	0	1	0	
Volume Module:												
Base Vol:	190		175		143		43		188		78	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	190		175		143		43		188		78	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	190		175		143		43		188		78	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.96		0.96		0.96		0.96		0.96		0.96	
PHF Volume:	197		182		148		45		195		81	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	197		182		148		45		195		81	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	197		182		148		45		195		81	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.85		0.95		0.96		0.96	
Lanes:	1.00		1.00		1.00		1.00		0.71		0.29	
Final Sat.:	1805		1900		1615		1805		1284		533	
Capacity Analysis Module:												
Vol/Sat:	0.11		0.10		0.09		0.02		0.15		0.15	
Crit Moves:	****								****			
Green/Cycle:	0.16		0.19		0.19		0.19		0.22		0.22	
Volume/Cap:	0.70		0.51		0.49		0.13		0.70		0.70	
Delay/Veh:	31.7		23.3		23.2		20.6		27.3		27.3	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	31.7		23.3		23.2		20.6		27.3		27.3	
LOS by Move:	C		C		C		C		C		C	
HCM2kAvgQ:	5		4		3		1		6		6	

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	1	1	0	
Volume Module:												
Base Vol:	101		284		191		171		282		34	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	101		284		191		171		282		34	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	101		284		191		171		282		34	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.96		0.96		0.96		0.96		0.96		0.96	
PHF Volume:	105		295		198		177		293		35	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	105		295		198		177		293		35	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	105		295		198		177		293		35	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.85		0.95		0.93		0.93	
Lanes:	1.00		1.00		1.00		1.00		1.78		0.22	
Final Sat.:	1805		1900		1615		1805		3170		382	
Capacity Analysis Module:												
Vol/Sat:	0.06		0.16		0.12		0.10		0.09		0.09	
Crit Moves:			****				****					
Green/Cycle:	0.18		0.22		0.22		0.14		0.18		0.18	
Volume/Cap:	0.32		0.70		0.56		0.70		0.51		0.51	
Delay/Veh:	22.0		26.8		22.7		33.1		22.9		22.9	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	22.0		26.8		22.7		33.1		22.9		22.9	
LOS by Move:	C		C		C		C		C		C	
HCM2kAvgQ:	2		7		4		5		4		4	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[17.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 1	0 1		0 0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	126	389	0	0	312	223	0	0	0	18	2	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	389	0	0	312	223	0	0	0	18	2	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	389	0	0	312	223	0	0	0	18	2	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	154	474	0	0	380	272	0	0	0	22	2	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	154	474	0	0	380	272	0	0	0	22	2	111
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	652	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1298	1434	474
Potent Cap.:	944	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	180	135	594
Move Cap.:	944	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	155	111	594
Volume/Cap:	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.02	0.19
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	149	xxxx	543
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	0.8
Shrd ConDel:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	33.7	xxxx	13.4
Shared LOS:	A	*	*	*	*	*	*	*	*	D	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.0		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: C[18.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 1	0	0 0	0	0 0	0 1	0	1 0
Volume Module:												
Base Vol:	148	377	0	0	250	346	0	0	0	40	5	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	377	0	0	250	346	0	0	0	40	5	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	377	0	0	250	346	0	0	0	40	5	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	158	403	0	0	267	370	0	0	0	43	5	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	158	403	0	0	267	370	0	0	0	43	5	185
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	637	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1172	1357	403
Potent Cap.:	956	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	214	150	652
Move Cap.:	956	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	185	123	652
Volume/Cap:	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	0.04	0.28
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	175	xxxx	581
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.1	xxxx	1.4
Shrd ConDel:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	33.2	xxxx	14.2
Shared LOS:	A	*	*	*	*	*	*	*	*	D	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.0		
ApproachLOS:	*			*			*			C		

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 30.1 Worst Case Level Of Service: F[80.1]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	0	1		0	1	0	0	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	0	306		27			103	230		0			224		0	160			0		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00	
Initial Bse:	0	306		27			103	230		0			224		0	160			0		0		0	
Added Vol:	0	0		0			0	0		0			0		0	0			0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0	0			0		0		0	
Initial Fut:	0	306		27			103	230		0			224		0	160			0		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00		1.00	
PHF Adj:	0.78	0.78		0.78			0.78	0.78		0.78			0.78		0.78	0.78			0.78		0.78		0.78	
PHF Volume:	0	390		34			131	293		0			286		0	204			0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0	0			0		0		0	
FinalVolume:	0	390		34			131	293		0			286		0	204			0		0		0	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			4.1	xxxx		xxxxx			6.4	xxxx		6.2			xxxxx	xxxx		xxxxx		
FollowUpTim:	xxxxx	xxxx		xxxxx			2.2	xxxx		xxxxx			3.5	xxxx		3.3			xxxxx	xxxx		xxxxx		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			425	xxxx		xxxxx			964	xxxx		293			xxxx	xxxx		xxxxx		
Potent Cap.:	xxxx	xxxx		xxxxx			1145	xxxx		xxxxx			286	xxxx		751			xxxx	xxxx		xxxxx		
Move Cap.:	xxxx	xxxx		xxxxx			1145	xxxx		xxxxx			259	xxxx		751			xxxx	xxxx		xxxxx		
Volume/Cap:	xxxx	xxxx		xxxx			0.11	xxxx		xxxx			1.10	xxxx		0.27			xxxx	xxxx		xxxx		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			0.4	xxxx		xxxxx			12.2	xxxx		1.1			xxxx	xxxx		xxxxx		
Control Del:	xxxxx	xxxx		xxxxx			8.5	xxxx		xxxxx			129.0	xxxx		11.6			xxxxx	xxxx		xxxxx		
LOS by Move:	*	*		*			A	*		*			F	*		B			*	*		*		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx		xxxxx			0.4	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx		xxxxx			8.5	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*	*		*			A	*		*			*	*		*			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						80.1						xxxxxx					
ApproachLOS:	*						*						F						*					

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 18.2 Worst Case Level Of Service: E[42.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	0 1	0 0	0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	293	27	120	170	0	277	3	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	293	27	120	170	0	277	3	140	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	293	27	120	170	0	277	3	140	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	313	29	128	182	0	296	3	150	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	313	29	128	182	0	296	3	150	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	342	xxxx	xxxxx	766	781	182	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1228	xxxx	xxxxx	374	329	866	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1228	xxxx	xxxxx	341	292	866	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	0.87	0.01	0.17	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	341	xxxx	832	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	8.3	xxxx	0.7	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	58.5	xxxx	10.3	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	F	*	B	*	*	*
ApproachDel:	xxxxxx			xxxxxx			42.2			xxxxxx		
ApproachLOS:	*			*			E			*		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	13	166	9	147	223	73	35	74	22	5	94	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	166	9	147	223	73	35	74	22	5	94	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	166	9	147	223	73	35	74	22	5	94	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	16	166	9	184	223	73	44	74	22	6	94	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	166	9	184	223	73	44	74	22	6	94	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	166	9	184	223	73	44	74	22	6	94	129
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.87	0.05	0.45	0.55	1.00	0.31	0.53	0.16	0.06	0.94	1.00
Final Sat.:	46	470	25	262	317	675	155	262	78	32	474	564
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.70	0.70	0.11	0.28	0.28	0.28	0.20	0.20	0.23
Crit Moves:		****		****				****				****
Delay/Veh:	12.5	12.5	12.5	21.4	21.4	8.5	12.1	12.1	12.1	10.8	10.8	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	21.4	21.4	8.5	12.1	12.1	12.1	10.8	10.8	10.2
LOS by Move:	B	B	B	C	C	A	B	B	B	B	B	B
ApproachDel:		12.5			19.4			12.1			10.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.5			19.4			12.1			10.5	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.5	0.5	0.5	2.0	2.0	0.1	0.3	0.3	0.3	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 1	0 0	1
Volume Module:												
Base Vol:	5	84	1	167	78	64	56	113	30	3	132	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	84	1	167	78	64	56	113	30	3	132	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	84	1	167	78	64	56	113	30	3	132	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	6	97	1	193	90	74	65	131	35	3	153	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	97	1	193	90	74	65	131	35	3	153	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	97	1	193	90	74	65	131	35	3	153	208
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.93	0.01	0.68	0.32	1.00	0.28	0.57	0.15	0.02	0.98	1.00
Final Sat.:	27	457	5	357	167	616	152	306	81	12	537	617
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.54	0.54	0.12	0.43	0.43	0.43	0.28	0.28	0.34
Crit Moves:		****			****			****				****
Delay/Veh:	11.4	11.4	11.4	16.3	16.3	9.0	13.7	13.7	13.7	11.3	11.3	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	11.4	11.4	16.3	16.3	9.0	13.7	13.7	13.7	11.3	11.3	10.9
LOS by Move:	B	B	B	C	C	A	B	B	B	B	B	B
ApproachDel:		11.4			14.8			13.7			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.4			14.8			13.7			11.1	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.2	0.2	0.2	1.0	1.0	0.1	0.6	0.6	0.6	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	1	1	1	226	1	17	18	114	1	1	73	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	226	1	17	18	114	1	1	73	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	226	1	17	18	114	1	1	73	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	1	1	1	325	1	24	26	164	1	1	105	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	325	1	24	26	164	1	1	105	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	325	1	24	26	164	1	1	105	218
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.33	0.33	0.92	0.01	0.07	0.13	0.86	0.01	0.01	0.99	1.00
Final Sat.:	192	192	192	610	3	46	86	545	5	8	599	689
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.53	0.53	0.53	0.30	0.30	0.30	0.17	0.17	0.32
Crit Moves:	****					****	****					****
Delay/Veh:	8.6	8.6	8.6	13.7	13.7	13.7	10.5	10.5	10.5	9.5	9.5	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	13.7	13.7	13.7	10.5	10.5	10.5	9.5	9.5	9.8
LOS by Move:	A	A	A	B	B	B	B	B	B	A	A	A
ApproachDel:		8.6			13.7			10.5			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			13.7			10.5			9.7	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.0	0.0	0.0	1.0	1.0	1.0	0.4	0.4	0.4	0.2	0.2	0.4

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.220
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	2	4	5	54	7	19	17	91	3	10	109	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	4	5	54	7	19	17	91	3	10	109	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	4	5	54	7	19	17	91	3	10	109	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	3	5	7	71	9	25	22	120	4	13	144	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	5	7	71	9	25	22	120	4	13	144	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	5	7	71	9	25	22	120	4	13	144	78
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.36	0.46	0.67	0.09	0.24	0.15	0.82	0.03	0.08	0.92	1.00
Final Sat.:	131	261	327	483	63	170	118	633	21	60	654	838
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.15	0.15	0.15	0.19	0.19	0.19	0.22	0.22	0.09
Crit Moves:	****				****		****				****	
Delay/Veh:	7.7	7.7	7.7	8.5	8.5	8.5	8.6	8.6	8.6	9.0	9.0	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	7.7	7.7	8.5	8.5	8.5	8.6	8.6	8.6	9.0	9.0	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.7			8.5			8.6			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.7			8.5			8.6			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.1

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0	0	1! 0	0	0	1! 0	0	0	1! 0 0
Volume Module:												
Base Vol:	26	75	47	22	64	51	37	230	40	26	172	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	75	47	22	64	51	37	230	40	26	172	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	75	47	22	64	51	37	230	40	26	172	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	38	110	69	32	94	75	54	336	58	38	251	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	110	69	32	94	75	54	336	58	38	251	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	110	69	32	94	75	54	336	58	38	251	12
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.61	0.39	0.16	0.47	0.37	0.12	0.75	0.13	0.13	0.83	0.04
Final Sat.:	445	303	190	82	238	190	74	462	80	72	476	22
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.39	0.39	0.39	0.73	0.73	0.73	0.53	0.53	0.53
Crit Moves:			****	****				****			****	
Delay/Veh:	10.7	12.5	12.5	12.7	12.7	12.7	21.1	21.1	21.1	14.7	14.7	14.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	12.5	12.5	12.7	12.7	12.7	21.1	21.1	21.1	14.7	14.7	14.7
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
ApproachDel:		12.2			12.7			21.1			14.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.2			12.7			21.1			14.7	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.1	0.4	0.4	0.5	0.5	0.5	2.1	2.1	2.1	0.9	0.9	0.9

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	14	90	49	27	56	38	61	194	30	44	187	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	90	49	27	56	38	61	194	30	44	187	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	90	49	27	56	38	61	194	30	44	187	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	16	100	55	30	62	42	68	216	33	49	208	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	100	55	30	62	42	68	216	33	49	208	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	100	55	30	62	42	68	216	33	49	208	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.65	0.35	0.22	0.47	0.31	0.21	0.68	0.11	0.18	0.78	0.04
Final Sat.:	505	365	199	130	269	183	144	459	71	121	512	25
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.23	0.23	0.23	0.47	0.47	0.47	0.41	0.41	0.41
Crit Moves:		****		****				****			****	
Delay/Veh:	9.5	10.6	10.6	10.1	10.1	10.1	12.3	12.3	12.3	11.5	11.5	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	10.6	10.6	10.1	10.1	10.1	12.3	12.3	12.3	11.5	11.5	11.5
LOS by Move:	A	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		10.5			10.1			12.3			11.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			10.1			12.3			11.5	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.3	0.3	0.2	0.2	0.2	0.8	0.8	0.8	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	6	118	67	15	81	54	47	148	5	44	100	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	118	67	15	81	54	47	148	5	44	100	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	118	67	15	81	54	47	148	5	44	100	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	8	165	94	21	113	76	66	207	7	62	140	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	165	94	21	113	76	66	207	7	62	140	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	165	94	21	113	76	66	207	7	62	140	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.94	0.94	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.03	0.62	0.35	0.16	0.84	1.00	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	56	1111	631	279	1507	1615	1805	1829	62	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.08	0.08	0.05	0.04	0.11	0.11	0.03	0.07	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.21	0.30	0.30	0.12	0.21	0.21
Volume/Cap:	0.38	0.38	0.38	0.19	0.19	0.12	0.18	0.38	0.38	0.29	0.36	0.06
Delay/Veh:	13.6	13.6	13.6	12.3	12.3	11.9	19.9	17.2	17.2	25.0	21.0	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	13.6	12.3	12.3	11.9	19.9	17.2	17.2	25.0	21.0	19.2
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	B
HCM2kAvgQ:	4	4	4	2	2	1	1	3	3	1	3	0

****

Note: Queue reported is the number of cars per lane.

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.334
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	24	81	35	20	41	68	62	255	24	25	247	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	81	35	20	41	68	62	255	24	25	247	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	81	35	20	41	68	62	255	24	25	247	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	26	89	38	22	45	75	68	280	26	27	271	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	89	38	22	45	75	68	280	26	27	271	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	89	38	22	45	75	68	280	26	27	271	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.89	0.89	0.85	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	0.17	0.58	0.25	0.33	0.67	1.00	1.00	0.91	0.09	1.00	1.00	1.00
Final Sat.:	298	1006	435	556	1139	1615	1805	1714	161	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.04	0.05	0.04	0.16	0.16	0.02	0.14	0.03
Crit Moves:		****						****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.25	0.44	0.44	0.12	0.31	0.31
Volume/Cap:	0.37	0.37	0.37	0.16	0.16	0.19	0.15	0.37	0.37	0.13	0.46	0.08
Delay/Veh:	19.6	19.6	19.6	18.2	18.2	18.4	17.6	11.4	11.4	24.1	17.3	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	19.6	19.6	18.2	18.2	18.4	17.6	11.4	11.4	24.1	17.3	14.8
LOS by Move:	B	B	B	B	B	B	B	B	B	C	B	B
HCM2kAvgQ:	3	3	3	1	1	1	1	4	4	1	4	1

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	86	161	47	25	113	24	45	128	50	87	70	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	161	47	25	113	24	45	128	50	87	70	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	161	47	25	113	24	45	128	50	87	70	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	120	225	66	35	158	34	63	179	70	122	98	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	225	66	35	158	34	63	179	70	122	98	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	225	66	35	158	34	63	179	70	122	98	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	0.26	0.74	1.00	1.00	1.00	1.00
Final Sat.:	458	491	537	455	411	87	129	366	551	432	458	501
Capacity Analysis Module:												
Vol/Sat:	0.26	0.46	0.12	0.08	0.38	0.38	0.49	0.49	0.13	0.28	0.21	0.07
Crit Moves:		****			****		****			****		
Delay/Veh:	12.8	15.2	9.9	10.7	13.4	13.4	15.7	15.7	9.7	13.5	12.0	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	15.2	9.9	10.7	13.4	13.4	15.7	15.7	9.7	13.5	12.0	9.9
LOS by Move:	B	C	A	B	B	B	C	C	A	B	B	A
ApproachDel:		13.6			13.0			14.3			12.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.6			13.0			14.3			12.4	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.7	0.1	0.1	0.5	0.5	0.8	0.8	0.1	0.3	0.2	0.1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	0	1		1	0	0	1	0		0	1	0	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	91		33		36		31		31		58		49		143		88		41		151		38	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	91		33		36		31		31		58		49		143		88		41		151		38	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	91		33		36		31		31		58		49		143		88		41		151		38	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.91		0.91		0.91		0.91		0.91		0.91		0.91		0.91		0.91		0.91		0.91		0.91	
PHF Volume:	100		36		40		34		34		64		54		157		97		45		166		42	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	100		36		40		34		34		64		54		157		97		45		166		42	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	100		36		40		34		34		64		54		157		97		45		166		42	
Saturation Flow Module:																								
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		0.35		0.65		0.26		0.74		1.00		1.00		1.00		1.00	
Final Sat.:	489		523		582		501		202		378		151		440		680		517		559		624	
Capacity Analysis Module:																								
Vol/Sat:	0.20		0.07		0.07		0.07		0.17		0.17		0.36		0.36		0.14		0.09		0.30		0.07	
Crit Moves:	****								****						****						****			
Delay/Veh:	11.3		9.6		8.8		9.9		9.5		9.5		11.6		11.6		8.5		10.0		11.3		8.5	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	11.3		9.6		8.8		9.9		9.5		9.5		11.6		11.6		8.5		10.0		11.3		8.5	
LOS by Move:	B		A		A		A		A		A		B		B		A		A		B		A	
ApproachDel:			10.4						9.6						10.6						10.6			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			10.4						9.6						10.6						10.6			
LOS by Appr:			B						A						B						B			
AllWayAvgQ:	0.2		0.1		0.1		0.1		0.2		0.2		0.5		0.5		0.1		0.1		0.4		0.1	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: C[20.5]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 1		0 0	0 0	0
Volume Module:												
Base Vol:	46	121	0	0	93	174	179	0	67	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	121	0	0	93	174	179	0	67	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	121	0	0	93	174	179	0	67	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	69	183	0	0	140	263	270	0	101	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	69	183	0	0	140	263	270	0	101	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	403	xxxx	xxxxx	xxxx	xxxx	xxxxx	594	xxxx	272	xxxx	xxxx	xxxxx
Potent Cap.:	1166	xxxx	xxxxx	xxxx	xxxx	xxxxx	471	xxxx	772	xxxx	xxxx	xxxxx
Move Cap.:	1166	xxxx	xxxxx	xxxx	xxxx	xxxxx	450	xxxx	772	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.60	xxxx	0.13	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.9	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	24.4	xxxx	10.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			20.5			xxxxxx		
ApproachLOS:	*			*			C			*		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	44	86	0	0	84	86	44	0	76	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	86	0	0	84	86	44	0	76	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	86	0	0	84	86	44	0	76	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	50	98	0	0	95	98	50	0	86	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	98	0	0	95	98	50	0	86	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	193	xxxx	xxxxx	xxxx	xxxx	xxxxx	341	xxxx	144	xxxx	xxxx	xxxxx
Potent Cap.:	1393	xxxx	xxxxx	xxxx	xxxx	xxxxx	659	xxxx	909	xxxx	xxxx	xxxxx
Move Cap.:	1393	xxxx	xxxxx	xxxx	xxxx	xxxxx	641	xxxx	909	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	0.09	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.1	xxxx	9.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.0			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[9.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 1 1	0 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	66	0	60	47	0	0	0	0	3	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	66	0	60	47	0	0	0	0	3	0	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	66	0	60	47	0	0	0	0	3	0	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	81	0	73	57	0	0	0	0	4	0	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	81	0	73	57	0	0	0	0	4	0	78
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	81	xxxx	xxxxx	xxxx	xxxx	xxxxx	256	284	81
Potent Cap.:	xxxx	xxxx	xxxxx	1530	xxxx	xxxxx	xxxx	xxxx	xxxxx	737	628	985
Move Cap.:	xxxx	xxxx	xxxxx	1530	xxxx	xxxxx	xxxx	xxxx	xxxxx	709	597	985
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	968	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.1		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[8.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	1	0 0	0 0	0	0 0	0 0	0	1
Volume Module:												
Base Vol:	0	50	0	80	70	0	0	0	0	0	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	0	80	70	0	0	0	0	0	0	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	0	80	70	0	0	0	0	0	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	55	0	88	77	0	0	0	0	0	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	55	0	88	77	0	0	0	0	0	0	55
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	55	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	55
Potent Cap.:	xxxx	xxxx	xxxxx	1563	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1017
Move Cap.:	xxxx	xxxx	xxxxx	1563	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1017
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.7		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[9.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 1	0	0 1	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	6	53	1	20	36	4	7	1	4	1	1	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	53	1	20	36	4	7	1	4	1	1	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	53	1	20	36	4	7	1	4	1	1	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	57	1	21	39	4	7	1	4	1	1	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	57	1	21	39	4	7	1	4	1	1	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	43	xxxx	xxxxx	58	xxxx	xxxxx	157	152	39	156	156	57
Potent Cap.:	1579	xxxx	xxxxx	1559	xxxx	xxxxx	813	743	1039	815	740	1015
Move Cap.:	1579	xxxx	xxxxx	1559	xxxx	xxxxx	793	730	1039	799	727	1015
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.00	0.00	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	854	xxxxx	xxxx	961	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	8.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			9.3			8.8		
ApproachLOS:	*			*			A			A		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[9.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 1	0 0	1	0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	1	46	1	50	33	10	1	1	1	27	1	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	46	1	50	33	10	1	1	1	27	1	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	46	1	50	33	10	1	1	1	27	1	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1	51	1	55	37	11	1	1	1	30	1	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	51	1	55	37	11	1	1	1	30	1	16
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	48	xxxx	xxxxx	52	xxxx	xxxxx	210	202	37	208	213	52
Potent Cap.:	1573	xxxx	xxxxx	1567	xxxx	xxxxx	752	698	1042	754	688	1022
Move Cap.:	1573	xxxx	xxxxx	1567	xxxx	xxxxx	718	672	1042	731	663	1022
Volume/Cap:	0.00	xxxx	xxxx	0.04	xxxx	xxxx	0.00	0.00	0.00	0.04	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	781	xxxxx	xxxx	805	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	9.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			9.6			9.7		
ApproachLOS:	*			*			A			A		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #43 San Gorgonio Avenue/Old Idyllwild Road (NS) at SR-243 Highway (

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: A[9.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	1 0	0	0 0	0 0	1! 0	0	0 0	0	0 1
Volume Module:												
Base Vol:	0	0	0	40	0	0	0	0	0	0	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	0	0	0	0	0	0	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	0	0	0	0	0	0	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	0	0	50	0	0	0	0	0	0	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	50	0	0	0	0	0	0	0	75
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	138	100	0	xxxx	xxxx	0
Potent Cap.:	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	837	794	900	xxxx	xxxx	900
Move Cap.:	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	735	749	900	xxxx	xxxx	900
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3
Control Del:	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.4		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #43 San Gorgonio Avenue/Old Idyllwild Road (NS) at SR-243 Highway (

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Average Delay (sec/veh): 9.4 Worst Case Level Of Service: A[9.5]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		1 0	0 0		0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0 0	0		70	0	0	0	0	0	0	0	50
Growth Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 0	0		70	0	0	0	0	0	0	0	50
Added Vol:	0 0	0		0	0	0	0	0	0	0	0	0
PasserByVol:	0 0	0		0	0	0	0	0	0	0	0	0
Initial Fut:	0 0	0		70	0	0	0	0	0	0	0	50
User Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75 0.75	0.75		0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	0 0	0		93	0	0	0	0	0	0	0	67
Reduct Vol:	0 0	0		0	0	0	0	0	0	0	0	0
FinalVolume:	0 0	0		93	0	0	0	0	0	0	0	67
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx xxxx	xxxxx		2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		0	xxxx	xxxxx	220	187	0	xxxx	xxxx	0
Potent Cap.:	xxxx xxxx	xxxxx		900	xxxx	xxxxx	740	711	900	xxxx	xxxx	900
Move Cap.:	xxxx xxxx	xxxxx		900	xxxx	xxxxx	631	638	900	xxxx	xxxx	900
Volume/Cap:	xxxx xxxx	xxxx		0.10	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	0.07
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2
Control Del:	xxxxx xxxx	xxxxx		9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.3
LOS by Move:	* *	*		A	*	*	*	*	*	*	*	A
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0 xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.0 xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A *	*		*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.3		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Opening Year (2025) With Project

San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.2
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	74	866	473	109	751	25	31	98	12	178	151	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	866	473	109	751	25	31	98	12	178	151	113
Added Vol:	0	0	18	0	0	0	0	6	0	51	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	866	491	109	751	25	31	104	12	229	168	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	914	518	115	792	26	33	110	13	242	177	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	914	518	115	792	26	33	110	13	242	177	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	914	518	115	792	26	33	110	13	242	177	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.95	0.56	1.00	0.85	0.68	1.00	0.85
Lanes:	1.00	1.28	0.72	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2179	1236	1805	3476	116	1066	1900	1615	1298	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.42	0.42	0.06	0.23	0.23	0.03	0.06	0.01	0.19	0.09	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.18	0.50	0.50	0.10	0.42	0.42	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.23	0.83	0.83	0.64	0.54	0.54	0.14	0.26	0.03	0.83	0.42	0.33
Delay/Veh:	24.7	18.4	18.4	37.6	15.6	15.6	22.0	22.7	21.3	43.8	23.9	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	18.4	18.4	37.6	15.6	15.6	22.0	22.7	21.3	43.8	23.9	23.3
LOS by Move:	C	B	B	D	B	B	C	C	C	D	C	C
HCM2kAvgQ:	2	17	17	4	7	7	1	2	0	8	4	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	62	693	258		181	1093	30		24	121	65		311	138	133	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	62	693	258		181	1093	30		24	121	65		311	138	133	
Added Vol:	0	0	60		0	0	0		0	20	0		37	12	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	62	693	318		181	1093	30		24	141	65		348	150	133	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	64	716	329		187	1129	31		25	146	67		360	155	137	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	716	329		187	1129	31		25	146	67		360	155	137	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	64	716	329		187	1129	31		25	146	67		360	155	137	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.95	0.95	0.95		0.65	1.00	0.85		0.66	1.00	0.85	
Lanes:	1.00	1.37	0.63		1.00	1.95	0.05		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1805	2358	1082		1805	3500	96		1235	1900	1615		1250	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.30	0.30		0.10	0.32	0.32		0.02	0.08	0.04		0.29	0.08	0.09	
Crit Moves:	****					****							****			
Green/Cycle:	0.11	0.36	0.36		0.13	0.37	0.37		0.33	0.33	0.33		0.33	0.33	0.33	
Volume/Cap:	0.33	0.85	0.85		0.82	0.86	0.86		0.06	0.23	0.12		0.86	0.24	0.26	
Delay/Veh:	27.8	25.4	25.4		48.3	24.7	24.7		14.8	15.8	15.2		36.9	15.9	16.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	27.8	25.4	25.4		48.3	24.7	24.7		14.8	15.8	15.2		36.9	15.9	16.0	
LOS by Move:	C	C	C		D	C	C		B	B	B		D	B	B	
HCM2kAvgQ:	2	13	13		6	15	15		0	2	1		10	2	2	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[19.7]

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0 2	0	0	0	0 1	1	0	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	388	1460	0	0	911	2	1	0	129	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	388	1460	0	0	911	2	1	0	129	0	0	0				
Added Vol:	0	18	0	0	51	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	388	1478	0	0	962	2	1	0	129	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91				
PHF Volume:	427	1628	0	0	1059	2	1	0	142	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	427	1628	0	0	1059	2	1	0	142	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1062	xxxx	xxxxx	xxxx	xxxx	xxxxx	2729	xxxx	531	xxxx	xxxx	xxxxx				
Potent Cap.:	664	xxxx	xxxxx	xxxx	xxxx	xxxxx	17	xxxx	498	xxxx	xxxx	xxxxx				
Move Cap.:	664	xxxx	xxxxx	xxxx	xxxx	xxxxx	8	xxxx	498	xxxx	xxxx	xxxxx				
Volume/Cap:	0.64	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	0.29	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	4.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	1.2	xxxx	xxxx	xxxxx				
Control Del:	19.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	503.6	xxxx	15.1	xxxxx	xxxx	xxxxx				
LOS by Move:	C	*	*	*	*	*	F	*	C	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			18.8			xxxxxx						
ApproachLOS:	*			*			C			*						

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: E[46.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	229 1090	0		0 1661	1		1	0	139	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	229 1090	0		0 1661	1		1	0	139	0	0	0
Added Vol:	0 60	0		0 37	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	229 1150	0		0 1698	1		1	0	139	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.91 0.91	0.91		0.91 0.91	0.91		0.91 0.91	0.91		0.91 0.91	0.91	
PHF Volume:	253 1269	0		0 1874	1		1	0	153	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
FinalVolume:	253 1269	0		0 1874	1		1	0	153	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		6.8 xxxx		6.9	xxxxx xxxx	xxxxx	
FollowUpTim:	2.2 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		3.5 xxxx		3.3	xxxxx xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	1875 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		3015 xxxx		938	xxxx xxxx	xxxxx	
Potent Cap.:	325 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		11 xxxx		270	xxxx xxxx	xxxxx	
Move Cap.:	325 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		4 xxxx		270	xxxx xxxx	xxxxx	
Volume/Cap:	0.78 xxxx xxxx	xxxx		xxxx xxxx	xxxx		0.29 xxxx		0.57	xxxx xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	6.2 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		0.5 xxxx		3.2	xxxx xxxx	xxxxx	
Control Del:	46.0 xxxx xxxxx	xxxxx		xxxxx xxxxx	xxxxx		1167 xxxx		34.6	xxxxx xxxx	xxxxx	
LOS by Move:	E *	*		* *	*		F *		D	* *	*	
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		* *	*		* *	*		* *	*	
ApproachDel:	xxxxxx			xxxxxx			42.7			xxxxxx		
ApproachLOS:	*			*			E			*		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	0		0	7	7		7	0	7		0	0	0	
Lanes:	1	0 2	0	0	0	0 1	1	0	1	0	0	1	0	0	0	0 0
Volume Module:																
Base Vol:	388	1460	0	0	911	2	1	0	129	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	388	1460	0	0	911	2	1	0	129	0	0	0				
Added Vol:	0	18	0	0	51	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	388	1478	0	0	962	2	1	0	129	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91				
PHF Volume:	427	1628	0	0	1059	2	1	0	142	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	427	1628	0	0	1059	2	1	0	142	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	427	1628	0	0	1059	2	1	0	142	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.95	0.86	1.00	0.85	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	1.99	0.01	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1805	3610	0	0	3603	7	1628	0	1615	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.24	0.45	0.00	0.00	0.29	0.29	0.00	0.00	0.09	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.30	0.68	0.00	0.00	0.38	0.38	0.12	0.00	0.12	0.00	0.00	0.00				
Volume/Cap:	0.78	0.66	0.00	0.00	0.78	0.78	0.01	0.00	0.75	0.00	0.00	0.00				
Delay/Veh:	25.9	6.2	0.0	0.0	19.3	19.3	23.4	0.0	41.4	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	25.9	6.2	0.0	0.0	19.3	19.3	23.4	0.0	41.4	0.0	0.0	0.0				
LOS by Move:	C	A	A	A	B	B	C	A	D	A	A	A				
HCM2kAvgQ:	9	10	0	0	11	11	0	0	5	0	0	0				

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	0		0	7	7		7	0	7		0	0	0	
Lanes:	1 0	2 0	0		0 0	1 1	0		1 0	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	229	1090	0		0	1661	1		1	0	139		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	229	1090	0		0	1661	1		1	0	139		0	0	0	
Added Vol:	0	60	0		0	37	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	229	1150	0		0	1698	1		1	0	139		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	253	1269	0		0	1874	1		1	0	153		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	253	1269	0		0	1874	1		1	0	153		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	253	1269	0		0	1874	1		1	0	153		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	1.00		1.00	0.95	0.95		0.89	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.99	0.01		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	3610	0		0	3608	2		1682	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.35	0.00		0.00	0.52	0.52		0.00	0.00	0.09		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.16	0.75	0.00		0.00	0.59	0.59		0.11	0.00	0.11		0.00	0.00	0.00	
Volume/Cap:	0.88	0.47	0.00		0.00	0.88	0.88		0.01	0.00	0.88		0.00	0.00	0.00	
Delay/Veh:	59.9	4.2	0.0		0.0	19.3	19.3		33.8	0.0	73.6		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	59.9	4.2	0.0		0.0	19.3	19.3		33.8	0.0	73.6		0.0	0.0	0.0	
LOS by Move:	E	A	A		A	B	B		C	A	E		A	A	A	
HCM2kAvgQ:	10	7	0		0	25	25		0	0	7		0	0	0	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	168	0	42	0	0	0	0	498	102	28	202	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	42	0	0	0	0	498	102	28	202	0
Added Vol:	0	0	3	0	0	0	0	24	0	7	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	45	0	0	0	0	522	102	35	270	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	179	0	48	0	0	0	0	555	108	37	287	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	0	48	0	0	0	0	555	108	37	287	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	0	48	0	0	0	0	555	108	37	287	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.01	0.21	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	444	0	119	0	0	0	0	638	722	541	589	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.00	0.40	xxxx	xxxx	xxxx	xxxx	0.87	0.15	0.07	0.49	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	12.9	12.9	12.9	0.0	0.0	0.0	0.0	33.4	8.5	9.6	13.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.9	12.9	0.0	0.0	0.0	0.0	33.4	8.5	9.6	13.9	0.0
LOS by Move:	B	B	B	*	*	*	*	D	A	A	B	*
ApproachDel:	12.9			xxxxxx			29.3			13.4		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	12.9			xxxxxx			29.3			13.4		
LOS by Appr:	B			*			D			B		
AllWayAvgQ:	0.6	0.6	0.6	0.0	0.0	0.0	0.0	4.5	0.2	0.1	0.9	0.0

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	91	0	28	0	0	0	0	392	133	27	419	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	91	0	28	0	0	0	0	392	133	27	419	0
Added Vol:	0	0	10	0	0	0	0	80	0	5	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	0	38	0	0	0	0	472	133	32	468	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.96 0.96	0.96		0.96 0.96	0.96		0.96 0.96	0.96		0.96 0.96	0.96	
PHF Volume:	94	0	39	0	0	0	0	490	138	33	486	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	0	39	0	0	0	0	490	138	33	486	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	94	0	39	0	0	0	0	490	138	33	486	0
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.71 0.00	0.29		0.00 0.00	0.00		0.00 1.00	1.00		1.00 1.00	0.00	
Final Sat.:	378	0	158	0	0	0	0	655	741	580	643	0
Capacity Analysis Module:												
Vol/Sat:	0.25 xxxx		0.25	xxxx xxxx		xxxx	xxxx	0.75	0.19	0.06	0.76	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	11.1	0.0	11.1	0.0	0.0	0.0	0.0	22.1	8.5	9.1	23.0	0.0
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	11.1	0.0	11.1	0.0	0.0	0.0	0.0	22.1	8.5	9.1	23.0	0.0
LOS by Move:	B	*	B	*	*	*	*	C	A	A	C	*
ApproachDel:	11.1			xxxxxx			19.1			22.1		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	11.1			xxxxxx			19.1			22.1		
LOS by Appr:	B			*			C			C		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.0	2.5	0.2	0.1	2.6	0.0

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	168	0	42	0	0	0	0	498	102	28	202	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	42	0	0	0	0	498	102	28	202	0
Added Vol:	0	0	3	0	0	0	0	24	0	7	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	45	0	0	0	0	522	102	35	270	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	179	0	48	0	0	0	0	555	108	37	287	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	0	48	0	0	0	0	555	108	37	287	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	0	48	0	0	0	0	555	108	37	287	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	1.00	0.74	1.00	1.00	1.00	1.00	1.00	0.85	0.35	1.00	1.00
Lanes:	0.79	0.00	0.21	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1107	0	297	0	0	0	0	1900	1615	659	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.29	0.07	0.06	0.15	0.00
Crit Moves:	****							****				
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.56	0.56	0.56	0.56	0.00
Volume/Cap:	0.52	0.00	0.52	0.00	0.00	0.00	0.00	0.52	0.12	0.10	0.27	0.00
Delay/Veh:	18.3	0.0	18.3	0.0	0.0	0.0	0.0	8.7	6.3	6.3	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	0.0	18.3	0.0	0.0	0.0	0.0	8.7	6.3	6.3	7.0	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	7	1	0	3	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7	0	7				0	0	0				0	7	7				7	7	0			
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	91	0	28				0	0	0				0	392	133				27	419	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	91	0	28				0	0	0				0	392	133				27	419	0			
Added Vol:	0	0	10				0	0	0				0	80	0				5	49	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	91	0	38				0	0	0				0	472	133				32	468	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.96	0.96	0.96				0.96	0.96	0.96				0.96	0.96	0.96				0.96	0.96	0.96			
PHF Volume:	94	0	39				0	0	0				0	490	138				33	486	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	94	0	39				0	0	0				0	490	138				33	486	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	94	0	39				0	0	0				0	490	138				33	486	0			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.75	1.00	0.75				1.00	1.00	1.00				1.00	1.00	0.85				0.43	1.00	1.00			
Lanes:	0.71	0.00	0.29				0.00	0.00	0.00				0.00	1.00	1.00				1.00	1.00	0.00			
Final Sat.:	1011	0	422				0	0	0				0	1900	1615				813	1900	0			
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.00	0.09				0.00	0.00	0.00				0.00	0.26	0.09				0.04	0.26	0.00			
Crit Moves:	****													****										
Green/Cycle:	0.23	0.00	0.23				0.00	0.00	0.00				0.00	0.64	0.64				0.64	0.64	0.00			
Volume/Cap:	0.41	0.00	0.41				0.00	0.00	0.00				0.00	0.41	0.13				0.06	0.40	0.00			
Delay/Veh:	20.4	0.0	20.4				0.0	0.0	0.0				0.0	5.6	4.4				4.2	5.6	0.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	20.4	0.0	20.4				0.0	0.0	0.0				0.0	5.6	4.4				4.2	5.6	0.0			
LOS by Move:	C	A	C				A	A	A				A	A	A				A	A	A			
HCM2kAvgQ:	3	0	3				0	0	0				0	5	1				0	5	0			

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:			Include						Include						Include						Include			
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	0	1	0		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	1		1		1		143		12		115		278		217		5		3		115		182	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	1		1		1		143		12		115		278		217		5		3		115		182	
Added Vol:	0		0		0		0		0		0		0		27		0		0		76		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	1		1		1		143		12		115		278		244		5		3		191		182	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87	
PHF Volume:	1		1		1		164		14		132		319		280		6		3		219		209	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	1		1		1		164		14		132		319		280		6		3		219		209	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	1		1		1		164		14		132		319		280		6		3		219		209	
Saturation Flow Module:																								
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		0.09		0.91		1.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	369		388		420		460		51		485		496		532		582		460		498		551	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.36		0.27		0.27		0.64		0.53		0.01		0.01		0.44		0.38	
Crit Moves:	****						****						****								****			
Delay/Veh:	11.5		11.0		10.3		14.1		11.3		11.3		21.3		16.2		8.7		10.3		14.9		12.6	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	11.5		11.0		10.3		14.1		11.3		11.3		21.3		16.2		8.7		10.3		14.9		12.6	
LOS by Move:	B		B		B		B		B		B		C		C		A		B		B		B	
ApproachDel:			11.0						12.8						18.8						13.7			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			11.0						12.8						18.8						13.7			
LOS by Appr:			B						B						C						B			
AllWayAvgQ:	0.0		0.0		0.0		0.5		0.3		0.3		1.6		1.0		0.0		0.0		0.7		0.6	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0			0		0	0			0		0	0			0		0	0			0	
Lanes:	1	0	1	0	1		1	0	0	1	0		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	10	29			11		176			11	151		170	263			4		5	280			211	
Growth Adj:	1.00	1.00			1.00		1.00			1.00	1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Initial Bse:	10	29			11		176			11	151		170	263			4		5	280			211	
Added Vol:	0	0			0		0			0	0		0	90			0		0	54			0	
PasserByVol:	0	0			0		0			0	0		0	0			0		0	0			0	
Initial Fut:	10	29			11		176			11	151		170	353			4		5	334			211	
User Adj:	1.00	1.00			1.00		1.00			1.00	1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	0.95	0.95			0.95		0.95			0.95	0.95		0.95	0.95			0.95		0.95	0.95			0.95	
PHF Volume:	10	30			12		185			12	158		178	370			4		5	350			221	
Reduct Vol:	0	0			0		0			0	0		0	0			0		0	0			0	
Reduced Vol:	10	30			12		185			12	158		178	370			4		5	350			221	
PCE Adj:	1.00	1.00			1.00		1.00			1.00	1.00		1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00			1.00	1.00		1.00	1.00			1.00		1.00	1.00			1.00	
FinalVolume:	10	30			12		185			12	158		178	370			4		5	350			221	
Saturation Flow Module:																								
Adjustment:	1.00	1.00			1.00		1.00			1.00	1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Lanes:	1.00	1.00			1.00		1.00			0.07	0.93		1.00	1.00			1.00		1.00	1.00			1.00	
Final Sat.:	342	361			387		433			34	467		443	478			509		434	475			518	
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.08			0.03		0.43			0.34	0.34		0.40	0.78			0.01		0.01	0.74			0.43	
Crit Moves:		****					****							****						****				
Delay/Veh:	12.4	12.4			11.2		16.2			12.8	12.8		15.7	30.5			9.5		10.8	27.5			14.2	
Delay Adj:	1.00	1.00			1.00		1.00			1.00	1.00		1.00	1.00			1.00		1.00	1.00			1.00	
AdjDel/Veh:	12.4	12.4			11.2		16.2			12.8	12.8		15.7	30.5			9.5		10.8	27.5			14.2	
LOS by Move:	B	B			B		C			B	B		C	D			A		B	D			B	
ApproachDel:		12.2						14.6						25.6						22.2				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		12.2						14.6						25.6						22.2				
LOS by Appr:		B						B						D						C				
AllWayAvgQ:	0.0	0.1			0.0		0.7			0.5	0.5		0.6	2.7			0.0		0.0	2.3			0.7	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	143	12	115	278	217	5	3	115	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	143	12	115	278	217	5	3	115	182
Added Vol:	0	0	0	0	0	0	0	27	0	0	76	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	143	12	115	278	244	5	3	191	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	1	1	1	164	14	132	319	280	6	3	219	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	164	14	132	319	280	6	3	219	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	164	14	132	319	280	6	3	219	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	1.00	0.85	0.77	0.86	0.86	0.61	1.00	0.85	0.58	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1250	1900	1615	1459	155	1486	1167	1900	1615	1096	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.09	0.09	0.27	0.15	0.00	0.00	0.12	0.13
Crit Moves:				****			****					
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.00	0.00	0.00	0.44	0.35	0.35	0.44	0.24	0.01	0.01	0.19	0.21
Delay/Veh:	16.8	16.8	16.8	19.7	18.9	18.9	6.6	5.3	4.5	4.5	5.1	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	16.8	16.8	19.7	18.9	18.9	6.6	5.3	4.5	4.5	5.1	5.2
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	3	3	4	2	0	0	2	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	10	29	11	176	11	151	170	263	4	5	280	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	29	11	176	11	151	170	263	4	5	280	211
Added Vol:	0	0	0	0	0	0	0	90	0	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	29	11	176	11	151	170	353	4	5	334	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	10	30	12	185	12	158	178	370	4	5	350	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	30	12	185	12	158	178	370	4	5	350	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	30	12	185	12	158	178	370	4	5	350	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	1.00	0.85	0.74	0.86	0.86	0.50	1.00	0.85	0.48	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	0.07	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1218	1900	1615	1412	111	1523	942	1900	1615	910	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.13	0.10	0.10	0.19	0.19	0.00	0.01	0.18	0.14
Crit Moves:				****				****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.02	0.05	0.02	0.38	0.30	0.30	0.36	0.38	0.01	0.01	0.36	0.26
Delay/Veh:	12.9	13.0	12.9	15.2	14.5	14.5	9.0	8.9	7.0	7.0	8.7	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	13.0	12.9	15.2	14.5	14.5	9.0	8.9	7.0	7.0	8.7	8.2
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	2	2	2	4	0	0	4	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Highland Springs Avenue (NS) at 14th Street (EW)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[12.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	251	24	56	318	0	0	0	0	32	0	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	251	24	56	318	0	0	0	0	32	0	59
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	251	24	59	318	0	0	0	0	32	0	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	264	25	62	335	0	0	0	0	34	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	264	25	62	335	0	0	0	0	34	0	73
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	289	xxxx	xxxxx	xxxx	xxxx	xxxxx	736	736	277
Potent Cap.:	xxxx	xxxx	xxxxx	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx	389	349	767
Move Cap.:	xxxx	xxxx	xxxxx	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx	374	331	767
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	576	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 Highland Springs Avenue (NS) at 14th Street (EW)

****

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[13.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	337	32	78	240	0	0	0	0	30	0	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	337	32	78	240	0	0	0	0	30	0	103
Added Vol:	0	0	0	12	0	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	337	32	90	240	0	0	0	0	30	0	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	355	34	95	253	0	0	0	0	32	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	355	34	95	253	0	0	0	0	32	0	117
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	388	xxxx	xxxxx	xxxx	xxxx	xxxxx	814	814	372
Potent Cap.:	xxxx	xxxx	xxxxx	1181	xxxx	xxxxx	xxxx	xxxx	xxxxx	350	315	679
Move Cap.:	xxxx	xxxx	xxxxx	1181	xxxx	xxxxx	xxxx	xxxx	xxxxx	328	288	679
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.17
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	553	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.9		
ApproachLOS:	*			*			*			B		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	126	258	0	0	323	14	22	0	227	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	258	0	0	323	14	22	0	227	0	0	0
Added Vol:	17	0	0	0	0	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	258	0	0	323	14	22	0	233	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	163	295	0	0	369	16	25	0	266	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	295	0	0	369	16	25	0	266	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	295	0	0	369	16	25	0	266	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.86	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.96	0.04	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1810	78	1634	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.00	0.00	0.20	0.20	0.02	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.16	0.51	0.00	0.00	0.36	0.36	0.29	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	0.57	0.30	0.00	0.00	0.57	0.57	0.05	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	26.2	8.6	0.0	0.0	16.9	16.9	15.5	0.0	11.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	8.6	0.0	0.0	16.9	16.9	15.5	0.0	11.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	4	3	0	0	6	6	0	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: OPTIMIZED Level Of Service: B

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Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Ovl				Include			
Min. Green:	7	7		0	0	7	7		7	0		7	0	0		0
Lanes:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	244	344		0	0	249	16		6	0		181	0	0		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	244	344		0	0	249	16		6	0		181	0	0		0
Added Vol:	12	0		0	0	0	0		0	0		20	0	0		0
PasserByVol:	0	0		0	0	0	0		0	0		0	0	0		0
Initial Fut:	256	344		0	0	249	16		6	0		201	0	0		0
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.97	0.97		0.97	0.97	0.97	0.97		0.97	0.97		0.97	0.97	0.97		0.97
PHF Volume:	263	354		0	0	256	16		6	0		207	0	0		0
Reduct Vol:	0	0		0	0	0	0		0	0		0	0	0		0
Reduced Vol:	263	354		0	0	256	16		6	0		207	0	0		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	263	354		0	0	256	16		6	0		207	0	0		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900	1900		1900	1900		1900	1900	1900		1900
Adjustment:	0.95	1.00		1.00	1.00	0.99	0.99		0.90	1.00		0.85	1.00	1.00		1.00
Lanes:	1.00	1.00		0.00	0.00	0.94	0.06		1.00	0.00		1.00	0.00	0.00		0.00
Final Sat.:	1805	1900		0	0	1771	114		1710	0		1615	0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.15	0.19		0.00	0.00	0.14	0.14		0.00	0.00		0.13	0.00	0.00		0.00
Crit Moves:	****					****						****				
Green/Cycle:	0.28	0.56		0.00	0.00	0.28	0.28		0.24	0.00		0.52	0.00	0.00		0.00
Volume/Cap:	0.52	0.34		0.00	0.00	0.52	0.52		0.01	0.00		0.24	0.00	0.00		0.00
Delay/Veh:	19.3	7.5		0.0	0.0	19.3	19.3		17.2	0.0		8.0	0.0	0.0		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	19.3	7.5		0.0	0.0	19.3	19.3		17.2	0.0		8.0	0.0	0.0		0.0
LOS by Move:	B	A		A	A	B	B		B	A		A	A	A		A
HCM2kAvgQ:	5	4		0	0	5	5		0	0		2	0	0		0

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec):	65	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	81	231	160	178	479	107	28	132	151	169	132	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	231	160	178	479	107	28	132	151	169	132	151
Added Vol:	0	0	0	6	0	0	0	3	0	0	9	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	231	160	184	479	107	28	135	151	169	141	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	93	266	184	212	551	123	32	155	174	194	162	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	266	184	212	551	123	32	155	174	194	162	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	266	184	212	551	123	32	155	174	194	162	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.92	0.92	0.95	0.87	0.87	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.63	0.37	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	2871	641	1805	1662	1662	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.11	0.12	0.19	0.19	0.02	0.09	0.10	0.11	0.04	0.12
Crit Moves:	****				****		****					****
Green/Cycle:	0.11	0.24	0.40	0.20	0.33	0.33	0.11	0.16	0.16	0.16	0.21	0.21
Volume/Cap:	0.48	0.59	0.29	0.59	0.58	0.58	0.17	0.59	0.66	0.69	0.22	0.58
Delay/Veh:	29.1	23.9	13.6	26.0	18.7	18.7	26.8	27.2	29.2	32.7	21.6	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	23.9	13.6	26.0	18.7	18.7	26.8	27.2	29.2	32.7	21.6	25.8
LOS by Move:	C	C	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	6	3	5	7	7	1	4	5	5	2	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0	1	0 1	1	0	1	1 0	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	102	568	210		165	341	14		25	135	80		169	134	207	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	102	568	210		165	341	14		25	135	80		169	134	207	
Added Vol:	0	0	0		20	0	0		0	10	0		0	6	12	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	102	568	210		185	341	14		25	145	80		169	140	219	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	115	639	236		208	384	16		28	163	90		190	157	246	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	115	639	236		208	384	16		28	163	90		190	157	246	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	115	639	236		208	384	16		28	163	90		190	157	246	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		0.95	0.94	0.94		0.95	0.90	0.90		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.92	0.08		1.00	1.29	0.71		1.00	2.00	1.00	
Final Sat.:	1805	1900	1615		1805	3447	142		1805	2203	1216		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.34	0.15		0.12	0.11	0.11		0.02	0.07	0.07		0.11	0.04	0.15	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.23	0.40	0.54		0.14	0.30	0.30		0.09	0.12	0.12		0.15	0.18	0.18	
Volume/Cap:	0.27	0.85	0.27		0.85	0.37	0.37		0.18	0.61	0.61		0.72	0.24	0.85	
Delay/Veh:	25.4	30.9	10.0		56.9	22.4	22.4		34.4	36.0	36.0		42.0	28.3	51.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	25.4	30.9	10.0		56.9	22.4	22.4		34.4	36.0	36.0		42.0	28.3	51.9	
LOS by Move:	C	C	A		E	C	C		C	D	D		D	C	D	
HCM2kAvgQ:	2	17	3		8	4	4		1	4	4		6	2	9	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	111	449	164	162	473	108	126	214	162	156	161	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	449	164	162	473	108	126	214	162	156	161	54
Added Vol:	0	0	24	0	0	0	0	3	0	68	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	449	188	162	473	108	126	217	162	224	170	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	123	498	208	180	524	120	140	241	180	248	188	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	498	208	180	524	120	140	241	180	248	188	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	498	208	180	524	120	140	241	180	248	188	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.13	0.10	0.15	0.07	0.08	0.07	0.11	0.14	0.05	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.19	0.19	0.16	0.23	0.23	0.19	0.17	0.17	0.22	0.19	0.19
Volume/Cap:	0.58	0.74	0.69	0.63	0.64	0.33	0.40	0.38	0.64	0.64	0.27	0.19
Delay/Veh:	29.3	27.4	29.6	28.2	22.7	19.9	21.8	22.3	27.9	25.0	20.7	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	27.4	29.6	28.2	22.7	19.9	21.8	22.3	27.9	25.0	20.7	20.5
LOS by Move:	C	C	C	C	C	B	C	C	C	C	C	C
HCM2kAvgQ:	3	6	5	4	6	2	3	2	4	5	2	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	162	517	179	102	492	103	215	289	184	284	335	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	517	179	102	492	103	215	289	184	284	335	108
Added Vol:	0	0	80	0	0	0	0	10	0	49	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	517	259	102	492	103	215	299	184	333	341	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	176	563	282	111	535	112	234	325	200	362	371	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	563	282	111	535	112	234	325	200	362	371	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	563	282	111	535	112	234	325	200	362	371	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.17	0.06	0.15	0.07	0.13	0.09	0.12	0.20	0.10	0.07
Crit Moves:			****	****					****	****		
Green/Cycle:	0.15	0.22	0.22	0.12	0.19	0.19	0.21	0.15	0.15	0.25	0.19	0.19
Volume/Cap:	0.67	0.72	0.81	0.53	0.80	0.37	0.61	0.59	0.81	0.81	0.54	0.38
Delay/Veh:	30.6	25.2	35.6	27.4	30.0	22.1	24.4	25.3	42.4	31.8	22.8	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	25.2	35.6	27.4	30.0	22.1	24.4	25.3	42.4	31.8	22.8	22.0
LOS by Move:	C	C	D	C	C	C	C	C	D	C	C	C
HCM2kAvgQ:	5	7	8	3	7	2	5	4	6	9	4	2

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	231	673	0	0	568	307	0	0	0	182	2	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	673	0	0	568	307	0	0	0	182	2	167
Added Vol:	0	24	0	0	68	0	0	0	0	55	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	697	0	0	636	307	0	0	0	237	2	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	248	749	0	0	683	330	0	0	0	255	2	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	749	0	0	683	330	0	0	0	255	2	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	248	749	0	0	683	330	0	0	0	255	2	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.91	0.91	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1718	15	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.00	0.00	0.19	0.20	0.00	0.00	0.00	0.15	0.15	0.11
Crit Moves:	****					****					****	
Green/Cycle:	0.22	0.56	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.24	0.24	0.24
Volume/Cap:	0.61	0.37	0.00	0.00	0.57	0.61	0.00	0.00	0.00	0.61	0.61	0.46
Delay/Veh:	23.7	7.5	0.0	0.0	17.1	18.8	0.0	0.0	0.0	22.9	22.9	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	7.5	0.0	0.0	17.1	18.8	0.0	0.0	0.0	22.9	22.9	20.2
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	5	4	0	0	6	6	0	0	0	5	5	3

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Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	311	969	0	0	685	326	0	0	0	345	3	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	969	0	0	685	326	0	0	0	345	3	271
Added Vol:	0	80	0	0	49	0	0	0	0	39	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	1049	0	0	734	326	0	0	0	384	3	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	337	1135	0	0	794	353	0	0	0	416	3	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	1135	0	0	794	353	0	0	0	416	3	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	337	1135	0	0	794	353	0	0	0	416	3	293
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.91	0.91	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1719	13	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.24	0.24	0.18
Crit Moves:	****				****						****	
Green/Cycle:	0.23	0.50	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.30	0.30	0.30
Volume/Cap:	0.81	0.63	0.00	0.00	0.81	0.80	0.00	0.00	0.00	0.81	0.81	0.61
Delay/Veh:	33.2	11.6	0.0	0.0	25.6	30.7	0.0	0.0	0.0	28.8	28.8	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	11.6	0.0	0.0	25.6	30.7	0.0	0.0	0.0	28.8	28.8	20.3
LOS by Move:	C	B	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	9	9	0	0	10	9	0	0	0	10	10	6

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	7	7		7	7	0		7	7	7		0	0	0	
Lanes:	0 0	2 0	1		1 0	2 0	0		0 1	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	0	577	313		174	566	0		313	3	334		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	577	313		174	566	0		313	3	334		0	0	0	
Added Vol:	0	24	20		0	123	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	601	333		174	689	0		313	3	334		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	0	619	343		179	710	0		322	3	344		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	619	343		179	710	0		322	3	344		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	619	343		179	710	0		322	3	344		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	0.95	0.85		0.95	0.95	1.00		0.93	0.93	0.85		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.99	0.01	1.00		0.00	0.00	0.00	
Final Sat.:	0	3610	1615		1805	3610	0		1746	17	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.21		0.10	0.20	0.00		0.18	0.18	0.21		0.00	0.00	0.00	
Crit Moves:			****		****						****					
Green/Cycle:	0.00	0.32	0.32		0.15	0.48	0.00		0.32	0.32	0.32		0.00	0.00	0.00	
Volume/Cap:	0.00	0.53	0.66		0.66	0.41	0.00		0.57	0.57	0.66		0.00	0.00	0.00	
Delay/Veh:	0.0	17.0	20.4		29.7	10.4	0.0		18.1	18.1	20.4		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	17.0	20.4		29.7	10.4	0.0		18.1	18.1	20.4		0.0	0.0	0.0	
LOS by Move:	A	B	C		C	B	A		B	B	C		A	A	A	
HCM2kAvgQ:	0	6	7		4	5	0		6	6	7		0	0	0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	897	423	174	836	0	383	14	464	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	897	423	174	836	0	383	14	464	0	0	0
Added Vol:	0	80	67	0	88	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	977	490	174	924	0	383	14	464	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1019	511	181	964	0	399	15	484	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1019	511	181	964	0	399	15	484	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1019	511	181	964	0	399	15	484	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1710	63	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.32	0.10	0.27	0.00	0.23	0.23	0.30	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.36	0.36	0.11	0.47	0.00	0.34	0.34	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.78	0.88	0.88	0.56	0.00	0.69	0.69	0.88	0.00	0.00	0.00
Delay/Veh:	0.0	21.7	33.8	60.4	12.7	0.0	21.7	21.7	35.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.7	33.8	60.4	12.7	0.0	21.7	21.7	35.1	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	C	C	D	A	A	A
HCM2kAvgQ:	0	12	13	7	8	0	8	8	13	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	36	289	26	123	217	64	137	51	54	29	59	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	289	26	123	217	64	137	51	54	29	59	243
Added Vol:	0	3	0	26	5	93	33	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	292	26	149	222	157	170	51	54	29	59	252
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.00
PHF Volume:	37	301	27	154	229	0	175	53	56	30	61	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	301	27	154	229	0	175	53	56	30	61	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	37	301	27	154	229	0	175	53	56	30	61	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	1.00	0.95	0.88	0.88	0.85	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3275	292	1805	3610	1900	1805	1666	1666	1615	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.09	0.06	0.00	0.10	0.03	0.03	0.02	0.03	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.21	0.21	0.19	0.20	0.00	0.22	0.34	0.34	0.12	0.12	0.00
Volume/Cap:	0.10	0.44	0.44	0.44	0.32	0.00	0.44	0.09	0.10	0.16	0.27	0.00
Delay/Veh:	19.8	21.2	21.2	22.3	20.8	0.0	21.1	13.7	13.8	24.2	24.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.8	21.2	21.2	22.3	20.8	0.0	21.1	13.7	13.8	24.2	24.9	0.0
LOS by Move:	B	C	C	C	C	A	C	B	B	C	C	A
HCM2kAvgQ:	1	3	3	3	2	0	3	0	1	1	1	0

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	62	262	45	206	278	98	78	180	63	49	121	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	262	45	206	278	98	78	180	63	49	121	220
Added Vol:	0	8	0	18	3	67	109	0	0	0	0	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	270	45	224	281	165	187	180	63	49	121	250
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.00
PHF Volume:	65	283	47	235	294	0	196	188	66	51	127	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	283	47	235	294	0	196	188	66	51	127	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	65	283	47	235	294	0	196	188	66	51	127	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	1.00	0.95	0.91	0.91	0.85	1.00	1.00
Lanes:	1.00	1.71	0.29	1.00	2.00	1.00	1.00	1.48	0.52	1.00	1.00	1.00
Final Sat.:	1805	3029	505	1805	3610	1900	1805	2570	899	1615	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.13	0.08	0.00	0.11	0.07	0.07	0.03	0.07	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.17	0.17	0.24	0.21	0.00	0.20	0.32	0.32	0.12	0.12	0.00
Volume/Cap:	0.18	0.54	0.54	0.54	0.40	0.00	0.54	0.23	0.23	0.26	0.54	0.00
Delay/Veh:	19.9	23.7	23.7	21.4	21.0	0.0	23.3	15.0	15.0	24.5	27.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	23.7	23.7	21.4	21.0	0.0	23.3	15.0	15.0	24.5	27.4	0.0
LOS by Move:	B	C	C	C	C	A	C	B	B	C	C	A
HCM2kAvgQ:	1	4	4	5	3	0	4	2	1	1	3	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Highland Home Road (NS) at 14th Street (EW)

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: A[9.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	35	5	0	0	15	55	25	0	45	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	5	0	0	15	55	25	0	45	0	0	0
Added Vol:	10	17	0	0	6	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	22	0	0	21	55	25	0	48	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	23	0	0	22	58	26	0	51	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	47	23	0	0	22	58	26	0	51	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	80	xxxx	xxxxx	xxxx	xxxx	xxxxx	169	169	51	xxxx	xxxx	xxxxx
Potent Cap.:	1531	xxxx	xxxxx	xxxx	xxxx	xxxxx	826	728	1023	xxxx	xxxx	xxxxx
Move Cap.:	1531	xxxx	xxxxx	xxxx	xxxx	xxxxx	806	704	1023	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	936	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.2			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #13 Highland Home Road (NS) at 14th Street (EW)

****

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: A[9.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0 0	0 1	0	0 0	1! 0	0	0 0	0	0 0
Volume Module:												
Base Vol:	86	2	0	0	1	54	48	0	49	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	86	2	0	0	1	54	48	0	49	0	0	0
Added Vol:	8	12	0	0	20	0	0	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	14	0	0	21	54	48	0	61	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95	
PHF Volume:	99	15	0	0	22	57	51	0	64	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	99	15	0	0	22	57	51	0	64	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	79 xxxx	xxxxx	xxxx	xxxx	xxxxx	263	263	51	xxxx	xxxx	xxxxx	
Potent Cap.:	1532 xxxx	xxxxx	xxxx	xxxx	xxxxx	730	645	1023	xxxx	xxxx	xxxxx	
Move Cap.:	1532 xxxx	xxxxx	xxxx	xxxx	xxxxx	692	601	1023	xxxx	xxxx	xxxxx	
Volume/Cap:	0.06 xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.06	xxxx	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	0.2 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	7.5 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	845	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	0.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	7.5 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx		
ApproachLOS:	*			*			A			*		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: D[26.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 1		0 0 1!	0 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	6	1	36	27	15	28	32	397	6	49	406	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	36	27	15	28	32	397	6	49	406	18
Added Vol:	17	10	0	6	3	0	0	9	6	0	26	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	11	36	33	18	28	32	406	12	49	432	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	26	12	41	37	20	32	36	461	14	56	490	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	12	41	37	20	32	36	461	14	56	490	40
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	900	1175	230	911	1149	245	530	xxxx	xxxxx	474	xxxx	xxxxx
Potent Cap.:	237	193	778	232	200	761	1047	xxxx	xxxxx	1098	xxxx	xxxxx
Move Cap.:	194	177	778	195	184	761	1047	xxxx	xxxxx	1098	xxxx	xxxxx
Volume/Cap:	0.13	0.07	0.05	0.19	0.11	0.04	0.03	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	0.2	0.2	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	26.4	26.9	9.9	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	D	D	A	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	260	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	26.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:		18.0			26.0			xxxxxx			xxxxxx	
ApproachLOS:		C			D			*			*	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: E[46.1]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 1		0 0 1!	0 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	8	21	73	47	14	10	46	431	3	13	412	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	21	73	47	14	10	46	431	3	13	412	34
Added Vol:	12	8	0	20	12	0	0	30	20	0	18	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	29	73	67	26	10	46	461	23	13	430	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	22	32	81	74	29	11	51	512	26	14	478	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	32	81	74	29	11	51	512	26	14	478	51
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	897	1172	256	881	1147	239	529	xxxx	xxxxx	538	xxxx	xxxxx
Potent Cap.:	238	194	749	244	201	768	1049	xxxx	xxxxx	1041	xxxx	xxxxx
Move Cap.:	197	182	749	180	188	768	1049	xxxx	xxxxx	1041	xxxx	xxxxx
Volume/Cap:	0.11	0.18	0.11	0.41	0.15	0.01	0.05	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	0.6	0.4	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	25.5	29.0	10.4	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	D	D	B	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	196	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	3.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	46.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:		17.3			46.1			xxxxxx			xxxxxx	
ApproachLOS:		C			E			*			*	

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.221
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	6	1	36	27	15	28	32	397	6	49	406	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	36	27	15	28	32	397	6	49	406	18
Added Vol:	17	10	0	6	3	0	0	9	6	0	26	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	11	36	33	18	28	32	406	12	49	432	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	26	12	41	37	20	32	36	461	14	56	490	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	12	41	37	20	32	36	461	14	56	490	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	12	41	37	20	32	36	461	14	56	490	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.85	0.85	0.85	0.85	0.47	0.95	0.85	0.48	0.95	0.85
Lanes:	1.00	1.00	1.00	0.42	0.23	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1526	1900	1615	672	367	571	891	3610	1615	918	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.03	0.06	0.06	0.06	0.04	0.13	0.01	0.06	0.14	0.02
Crit Moves:					****						****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.07	0.03	0.10	0.22	0.22	0.22	0.07	0.21	0.01	0.10	0.22	0.04
Delay/Veh:	17.2	16.9	17.3	18.0	18.0	18.0	4.7	5.2	4.5	4.8	5.2	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	16.9	17.3	18.0	18.0	18.0	4.7	5.2	4.5	4.8	5.2	4.6
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	1	1	1	1	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.251
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		0	0	1!	0	0		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	8		21		73		47		14		10		46		431		3		13		412		34	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	8		21		73		47		14		10		46		431		3		13		412		34	
Added Vol:	12		8		0		20		12		0		0		30		20		0		18		12	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	20		29		73		67		26		10		46		461		23		13		430		46	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90	
PHF Volume:	22		32		81		74		29		11		51		512		26		14		478		51	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	22		32		81		74		29		11		51		512		26		14		478		51	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	22		32		81		74		29		11		51		512		26		14		478		51	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.82		1.00		0.85		0.80		0.80		0.80		0.47		0.95		0.85		0.45		0.95		0.85	
Lanes:	1.00		1.00		1.00		0.65		0.25		0.10		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1552		1900		1615		987		383		147		897		3610		1615		857		3610		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.02		0.05		0.08		0.08		0.08		0.06		0.14		0.02		0.02		0.13		0.03	
Crit Moves:									****						****									
Green/Cycle:	0.30		0.30		0.30		0.30		0.30		0.30		0.57		0.57		0.57		0.57		0.57		0.57	
Volume/Cap:	0.05		0.06		0.17		0.25		0.25		0.25		0.10		0.25		0.03		0.03		0.23		0.06	
Delay/Veh:	14.9		15.0		15.6		16.2		16.2		16.2		6.1		6.7		5.8		5.8		6.6		5.9	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	14.9		15.0		15.6		16.2		16.2		16.2		6.1		6.7		5.8		5.8		6.6		5.9	
LOS by Move:	B		B		B		B		B		B		A		A		A		A		A		A	
HCM2kAvgQ:	0		0		1		2		2		2		1		3		0		0		2		0	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[16.9]

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	1	1	1	23	1	37	31	347	2	8	323	9				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1	1	1	23	1	37	31	347	2	8	323	9				
Added Vol:	0	0	0	9	0	0	0	36	0	0	102	27				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	1	1	1	32	1	37	31	383	2	8	425	36				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86				
PHF Volume:	1	1	1	37	1	43	36	444	2	9	492	42				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	1	1	1	37	1	43	36	444	2	9	492	42				
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	782	1070	223	805	1029	246	534	xxxx	xxxxx	446	xxxx	xxxxx				
Potent Cap.:	288	223	787	277	236	760	1044	xxxx	xxxxx	1125	xxxx	xxxxx				
Move Cap.:	262	214	787	267	226	760	1044	xxxx	xxxxx	1125	xxxx	xxxxx				
Volume/Cap:	0.00	0.01	0.00	0.14	0.01	0.06	0.03	xxxx	xxxx	0.01	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0	8.6	xxxx	xxxxx	8.2	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	307	xxxxx	265	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.0	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	16.9	xxxxx	20.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	C	*	C	*	*	*	*	*	*	*	*				
ApproachDel:		16.9			15.1			xxxxxx			xxxxxx					
ApproachLOS:		C			C			*			*					

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: E[43.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 1	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	1	1	1	13	1	37	91	517	3	7	583	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	13	1	37	91	517	3	7	583	39
Added Vol:	0	0	0	32	0	0	0	119	0	0	74	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	45	1	37	91	636	3	7	657	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	1	1	1	51	1	42	102	715	3	8	738	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	1	51	1	42	102	715	3	8	738	66
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1306	1741	359	1316	1676	369	804	xxxx	xxxxx	718	xxxx	xxxxx
Potent Cap.:	120	88	643	117	96	634	829	xxxx	xxxxx	892	xxxx	xxxxx
Move Cap.:	99	76	643	104	84	634	829	xxxx	xxxxx	892	xxxx	xxxxx
Volume/Cap:	0.01	0.01	0.00	0.48	0.01	0.07	0.12	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.1	10.0	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	121	xxxxx	104	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	35.5	xxxxx	70.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	F	*	*	*	*	*	*	*	*
ApproachDel:		35.5			43.8			xxxxxx			xxxxxx	
ApproachLOS:		E			E			*			*	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.119
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	0	0	0 0	0 0	0	0 1	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	40	0	0	0	0	0	0	0	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	0	0	0	0	0	0	60	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	0	0	0	0	0	0	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
PHF Volume:	71	0	0	0	0	0	0	0	107	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	0	0	0	0	0	0	0	107	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	0	0	0	0	0	0	0	107	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	819	0	0	0	0	0	0	765	898	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.12	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:		7.7			xxxxxx			7.2			xxxxxx	
Delay Adj:		1.00			xxxxx			1.00			xxxxx	
ApprAdjDel:		7.7			xxxxxx			7.2			xxxxxx	
LOS by Appr:		A			*			A			*	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

Cycle (sec):	65	Critical Vol./Cap.(X):	0.196
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	1	1	1	23	1	37	31	347	2	8	323	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	23	1	37	31	347	2	8	323	9
Added Vol:	0	0	0	9	0	0	0	36	0	0	102	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	32	1	37	31	383	2	8	425	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	1	1	1	37	1	43	36	444	2	9	492	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	37	1	43	36	444	2	9	492	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	37	1	43	36	444	2	9	492	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.95	0.85	0.46	0.95	0.95	0.49	0.95	0.85
Lanes:	0.34	0.33	0.33	0.97	0.03	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	595	595	595	1758	55	1615	880	3588	19	933	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.03	0.04	0.12	0.12	0.01	0.14	0.03
Crit Moves:		****			****						****	
Green/Cycle:	0.11	0.11	0.11	0.12	0.12	0.12	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.02	0.02	0.02	0.18	0.18	0.23	0.07	0.21	0.21	0.02	0.23	0.04
Delay/Veh:	26.0	26.0	26.0	26.4	26.4	26.8	5.7	6.2	6.2	5.5	6.3	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	26.0	26.0	26.4	26.4	26.8	5.7	6.2	6.2	5.5	6.3	5.6
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	1	1	0	2	2	0	3	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.276
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	1	1	1	13	1	37	91	517	3	7	583	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	13	1	37	91	517	3	7	583	39
Added Vol:	0	0	0	32	0	0	0	119	0	0	74	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	45	1	37	91	636	3	7	657	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	1	1	1	51	1	42	102	715	3	8	738	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	51	1	42	102	715	3	8	738	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	51	1	42	102	715	3	8	738	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.95	0.85	0.34	0.95	0.95	0.35	0.95	0.85
Lanes:	0.34	0.33	0.33	0.98	0.02	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	595	595	595	1771	39	1615	650	3589	17	667	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.16	0.20	0.20	0.01	0.20	0.04
Crit Moves:		****		****							****	
Green/Cycle:	0.09	0.09	0.09	0.09	0.09	0.09	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.02	0.02	0.02	0.31	0.31	0.28	0.24	0.30	0.30	0.02	0.31	0.06
Delay/Veh:	33.4	33.4	33.4	34.9	34.9	34.7	5.5	5.5	5.5	4.4	5.6	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	33.4	33.4	34.9	34.9	34.7	5.5	5.5	5.5	4.4	5.6	4.6
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	1	1	1	4	4	0	4	1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.252
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0 0	0 0	0	0 1	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	130	0	0	0	0	0	0	0	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	0	0	0	0	0	0	120	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	0	0	0	0	0	0	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	197	0	0	0	0	0	0	0	182	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	0	0	0	0	0	0	0	182	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	0	0	0	0	0	0	0	182	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	781	0	0	0	0	0	0	709	821	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.22	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:	8.9			xxxxxx			8.1			xxxxxx		
Delay Adj:	1.00			xxxxx			1.00			xxxxx		
ApprAdjDel:	8.9			xxxxxx			8.1			xxxxxx		
LOS by Appr:	A			*			A			*		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.928
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	T	R	L	T	R	L	T	R				L	T	R			
Control:	Stop Sign			Stop Sign			Stop Sign						Stop Sign					
Rights:	Include			Include			Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0				0	0	0			
Lanes:	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0	
Volume Module:																		
Base Vol:	114	21	43	7	44	18	19	300	168				48	228	1			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	114	21	43	7	44	18	19	300	168				48	228	1			
Added Vol:	60	13	0	0	5	0	0	0	21				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	174	34	43	7	49	18	19	300	189				48	228	1			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88			
PHF Volume:	197	38	49	8	55	20	21	339	214				54	258	1			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	197	38	49	8	55	20	21	339	214				54	258	1			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	197	38	49	8	55	20	21	339	214				54	258	1			
Saturation Flow Module:																		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.46	0.54	1.00	0.61	0.39				1.00	0.99	0.01			
Final Sat.:	435	462	507	395	620	235	515	366	230				486	524	2			
Capacity Analysis Module:																		
Vol/Sat:	0.45	0.08	0.10	0.02	0.09	0.09	0.04	0.93	0.93				0.11	0.49	0.49			
Crit Moves:	****				****				****					****				
Delay/Veh:	16.7	10.8	10.2	11.4	11.4	11.1	9.8	44.3	44.3				10.7	15.2	15.2			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	16.7	10.8	10.2	11.4	11.4	11.1	9.8	44.3	44.3				10.7	15.2	15.2			
LOS by Move:	C	B	B	B	B	B	A	E	E				B	C	C			
ApproachDel:		14.8			11.3			43.0						14.4				
Delay Adj:		1.00			1.00			1.00						1.00				
ApprAdjDel:		14.8			11.3			43.0						14.4				
LOS by Appr:		B			B			E						B				
AllWayAvgQ:	0.7	0.1	0.1	0.0	0.1	0.1	0.0	5.9	5.9				0.1	0.9	0.9			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.070
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.8
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	191	48	98	1	20	1	1	282	174	86	249	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	48	98	1	20	1	1	282	174	86	249	12
Added Vol:	43	10	0	0	15	0	0	0	70	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	58	98	1	35	1	1	282	244	86	249	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	265	66	111	1	40	1	1	319	276	97	282	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	66	111	1	40	1	1	319	276	97	282	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	66	111	1	40	1	1	319	276	97	282	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.94	0.06	1.00	0.54	0.46	1.00	0.95	0.05
Final Sat.:	435	461	508	364	748	21	480	299	258	469	484	23
Capacity Analysis Module:												
Vol/Sat:	0.61	0.14	0.22	0.00	0.05	0.05	0.00	1.07	1.07	0.21	0.58	0.58
Crit Moves:	****				****				****		****	
Delay/Veh:	22.5	11.6	11.6	12.1	12.0	12.0	10.0	82.8	82.8	12.1	18.7	18.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	11.6	11.6	12.1	12.0	12.0	10.0	82.8	82.8	12.1	18.7	18.7
LOS by Move:	C	B	B	B	B	B	B	F	F	B	C	C
ApproachDel:		18.1			12.0			82.7			17.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.1			12.0			82.7			17.1	
LOS by Appr:		C			B			F			C	
AllWayAvgQ:	1.4	0.2	0.3	0.0	0.0	0.0	0.0	11.4	11.4	0.2	1.3	1.3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	7	7	7	7	7	7	7	7	7		7	7	7	
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 0	1 0		1	0 0	1 0	
Volume Module:														
Base Vol:	191	48	98	1	20	1	1	282	174		86	249	12	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	191	48	98	1	20	1	1	282	174		86	249	12	
Added Vol:	43	10	0	0	15	0	0	0	70		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	234	58	98	1	35	1	1	282	244		86	249	12	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	265	66	111	1	40	1	1	319	276		97	282	14	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	265	66	111	1	40	1	1	319	276		97	282	14	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	265	66	111	1	40	1	1	319	276		97	282	14	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.73	1.00	0.85	0.71	0.95	0.95	0.55	0.93	0.93		0.32	0.99	0.99	
Lanes:	1.00	1.00	1.00	1.00	1.94	0.06	1.00	0.54	0.46		1.00	0.95	0.05	
Final Sat.:	1395	1900	1615	1355	3496	100	1049	947	820		599	1800	87	
Capacity Analysis Module:														
Vol/Sat:	0.19	0.03	0.07	0.00	0.01	0.01	0.00	0.34	0.34		0.16	0.16	0.16	
Crit Moves:	****							****						
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.55	0.55	0.55		0.55	0.55	0.55	
Volume/Cap:	0.61	0.11	0.22	0.00	0.04	0.04	0.00	0.61	0.61		0.29	0.28	0.28	
Delay/Veh:	20.0	14.8	15.5	14.2	14.4	14.4	6.0	10.1	10.1		7.6	7.2	7.2	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	20.0	14.8	15.5	14.2	14.4	14.4	6.0	10.1	10.1		7.6	7.2	7.2	
LOS by Move:	B	B	B	B	B	B	A	B	B		A	A	A	
HCM2kAvgQ:	5	1	2	0	0	0	0	8	8		1	3	3	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	114		21		43		7		44		18		19		300		168		48		228		1	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	114		21		43		7		44		18		19		300		168		48		228		1	
Added Vol:	60		13		0		0		5		0		0		0		21		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	174		34		43		7		49		18		19		300		189		48		228		1	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88	
PHF Volume:	197		38		49		8		55		20		21		339		214		54		258		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	197		38		49		8		55		20		21		339		214		54		258		1	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	197		38		49		8		55		20		21		339		214		54		258		1	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.71		1.00		0.85		0.74		0.91		0.91		0.59		0.94		0.94		0.36		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		1.46		0.54		1.00		0.61		0.39		1.00		0.99		0.01	
Final Sat.:	1343		1900		1615		1397		2535		931		1121		1098		692		692		1890		8	
Capacity Analysis Module:																								
Vol/Sat:	0.15		0.02		0.03		0.01		0.02		0.02		0.02		0.31		0.31		0.08		0.14		0.14	
Crit Moves:	****														****									
Green/Cycle:	0.28		0.28		0.28		0.28		0.28		0.28		0.59		0.59		0.59		0.59		0.59		0.59	
Volume/Cap:	0.53		0.07		0.11		0.02		0.08		0.08		0.03		0.53		0.53		0.13		0.23		0.23	
Delay/Veh:	19.7		16.0		16.2		15.7		16.0		16.0		5.2		7.9		7.9		5.7		6.0		6.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	19.7		16.0		16.2		15.7		16.0		16.0		5.2		7.9		7.9		5.7		6.0		6.0	
LOS by Move:	B		B		B		B		B		B		A		A		A		A		A		A	
HCM2kAvgQ:	4		1		1		0		1		1		0		7		7		1		2		2	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.9
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	144	138	98	66	222	43	50	206	114	65	193	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	138	98	66	222	43	50	206	114	65	193	32
Added Vol:	55	98	0	0	34	0	0	28	18	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	236	98	66	256	43	50	234	132	65	267	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	217	257	107	72	279	47	54	255	144	71	291	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	257	107	72	279	47	54	255	144	71	291	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	257	107	72	279	47	54	255	144	71	291	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	0.91	0.91	0.53	0.93	0.93	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	1.00	1.41	0.59	1.00	1.71	0.29	1.00	1.28	0.72	1.00	1.79	0.21
Final Sat.:	1047	2439	1013	1013	3023	508	1805	2183	1232	1805	3172	380
Capacity Analysis Module:												
Vol/Sat:	0.21	0.11	0.11	0.07	0.09	0.09	0.03	0.12	0.12	0.04	0.09	0.09
Crit Moves:	****							****		****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.18	0.25	0.25	0.12	0.18	0.18
Volume/Cap:	0.47	0.24	0.24	0.16	0.21	0.21	0.17	0.47	0.47	0.34	0.51	0.51
Delay/Veh:	12.8	10.7	10.7	10.4	10.5	10.5	21.0	19.7	19.7	25.3	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	10.7	10.7	10.4	10.5	10.5	21.0	19.7	19.7	25.3	22.8	22.8
LOS by Move:	B	B	B	B	B	B	C	B	B	C	C	C
HCM2kAvgQ:	3	2	2	1	2	2	1	4	4	2	4	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	200	288	92	84	256	41	72	294	154	140	399	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	288	92	84	256	41	72	294	154	140	399	60
Added Vol:	43	71	0	0	115	0	0	84	68	0	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	359	92	84	371	41	72	378	222	140	449	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	247	366	94	86	378	42	73	385	226	143	457	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	366	94	86	378	42	73	385	226	143	457	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	366	94	86	378	42	73	385	226	143	457	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.92	0.92	0.45	0.94	0.94	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	1.00	1.59	0.41	1.00	1.80	0.20	1.00	1.26	0.74	1.00	1.76	0.24
Final Sat.:	920	2785	714	863	3202	354	1805	2149	1262	1805	3127	418
Capacity Analysis Module:												
Vol/Sat:	0.27	0.13	0.13	0.10	0.12	0.12	0.04	0.18	0.18	0.08	0.15	0.15
Crit Moves:	****							****		****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.17	0.27	0.27	0.12	0.22	0.22
Volume/Cap:	0.66	0.32	0.32	0.24	0.29	0.29	0.23	0.66	0.66	0.66	0.67	0.67
Delay/Veh:	18.6	12.2	12.2	12.0	12.0	12.0	21.7	21.1	21.1	32.5	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	12.2	12.2	12.0	12.0	12.0	21.7	21.1	21.1	32.5	23.8	23.8
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	3	3	1	3	3	1	7	7	4	6	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.386
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.6
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	85	274	0	0	266	165	0	0	0	4	0	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	274	0	0	266	165	0	0	0	4	0	96
Added Vol:	50	153	0	0	52	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	427	0	0	318	165	0	0	0	4	0	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	151	479	0	0	357	185	0	0	0	4	0	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	479	0	0	357	185	0	0	0	4	0	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	479	0	0	357	185	0	0	0	4	0	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.88	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.32	0.68	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2256	1170	0	0	0	1674	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.07
Crit Moves:	****				****							****
Green/Cycle:	0.22	0.63	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.39	0.21	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.02	0.00	0.39
Delay/Veh:	20.7	4.9	0.0	0.0	12.6	12.6	0.0	0.0	0.0	20.6	0.0	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.7	4.9	0.0	0.0	12.6	12.6	0.0	0.0	0.0	20.6	0.0	22.9
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	3	2	0	0	4	4	0	0	0	0	0	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	74	445	0	0	337	224	0	0	0	13	2	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	445	0	0	337	224	0	0	0	13	2	195
Added Vol:	40	114	0	0	182	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	559	0	0	519	224	0	0	0	13	2	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	119	583	0	0	541	234	0	0	0	14	2	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	583	0	0	541	234	0	0	0	14	2	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	583	0	0	541	234	0	0	0	14	2	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.81	0.81	0.81
Lanes:	1.00	2.00	0.00	0.00	1.40	0.60	0.00	0.00	0.00	0.87	0.13	1.00
Final Sat.:	1805	3610	0	0	2408	1039	0	0	0	1335	205	1540
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.01	0.01	0.13
Crit Moves:	****				****							****
Green/Cycle:	0.12	0.55	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.25	0.25	0.25
Volume/Cap:	0.53	0.29	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.04	0.04	0.53
Delay/Veh:	27.0	7.3	0.0	0.0	13.1	13.1	0.0	0.0	0.0	17.1	17.1	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	7.3	0.0	0.0	13.1	13.1	0.0	0.0	0.0	17.1	17.1	20.7
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	C
HCM2kAvgQ:	3	3	0	0	6	6	0	0	0	0	0	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	200	8	121	125	0	160	1	75	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	200	8	121	125	0	160	1	75	0	0	0
Added Vol:	0	204	0	0	52	0	0	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	404	8	121	177	0	160	1	91	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	487	10	146	214	0	193	1	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	487	10	146	214	0	193	1	110	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	487	10	146	214	0	193	1	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	1.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	3529	70	1805	3610	0	1545	17	1529	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.08	0.06	0.00	0.12	0.07	0.07	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.32	0.32	0.19	0.51	0.00	0.29	0.29	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.43	0.43	0.12	0.00	0.43	0.25	0.25	0.00	0.00	0.00
Delay/Veh:	0.0	16.3	16.3	22.4	7.7	0.0	17.7	16.4	16.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.3	16.3	22.4	7.7	0.0	17.7	16.4	16.4	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	4	4	3	1	0	3	2	2	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	1	0 2	0 0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	280	21	116	243	0	240	3	87	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	280	21	116	243	0	240	3	87	0	0	0
Added Vol:	0	154	0	0	182	0	0	0	62	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	434	21	116	425	0	240	3	149	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	481	23	129	471	0	266	3	165	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	481	23	129	471	0	266	3	165	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	481	23	129	471	0	266	3	165	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	0.95	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.02	0.98	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	3610	0	1546	31	1515	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.01	0.07	0.13	0.00	0.17	0.11	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.41	0.41	0.11	0.52	0.00	0.28	0.28	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.62	0.04	0.62	0.25	0.00	0.62	0.39	0.39	0.00	0.00	0.00
Delay/Veh:	0.0	15.6	10.7	31.0	7.9	0.0	20.7	17.8	17.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.6	10.7	31.0	7.9	0.0	20.7	17.8	17.8	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	B	B	A	A	A
HCM2kAvgQ:	0	8	0	3	3	0	6	3	3	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

****

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: C[15.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0	1 0 0	0	0 0 0	0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	78	19	141	37	0	0	0	0	43	0	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	78	19	141	37	0	0	0	0	43	0	122
Added Vol:	0	204	0	0	68	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	282	19	141	105	0	0	0	0	43	0	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	325	22	162	121	0	0	0	0	50	0	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	325	22	162	121	0	0	0	0	50	0	141
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	347	xxxx	xxxxx	xxxx	xxxx	xxxxx	782	782	336
Potent Cap.:	xxxx	xxxx	xxxxx	1223	xxxx	xxxxx	xxxx	xxxx	xxxxx	366	328	711
Move Cap.:	xxxx	xxxx	xxxxx	1223	xxxx	xxxxx	xxxx	xxxx	xxxxx	325	280	711
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	0.00	0.20
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	543	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.2		
ApproachLOS:	*			*			*			C		

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

****

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: C[21.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	107	69	161	180	0	0	0	0	40	0	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	107	69	161	180	0	0	0	0	40	0	173
Added Vol:	0	154	0	0	245	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	261	69	161	425	0	0	0	0	40	0	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	296	78	183	482	0	0	0	0	45	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	296	78	183	482	0	0	0	0	45	0	196
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	375	xxxx	xxxxx	xxxx	xxxx	xxxxx	1183	1183	335
Potent Cap.:	xxxx	xxxx	xxxxx	1195	xxxx	xxxxx	xxxx	xxxx	xxxxx	211	191	711
Move Cap.:	xxxx	xxxx	xxxxx	1195	xxxx	xxxxx	xxxx	xxxx	xxxxx	184	158	711
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.28
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	462	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			21.0		
ApproachLOS:	*			*			*			C		

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		7		7		7		7		0		0		0		0		7		0		7	
Lanes:	0	0	0	1	0		1	0	1	0	0		0	0	0	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0		78		19		141		37		0		0		0		0		43		0		122	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		78		19		141		37		0		0		0		0		43		0		122	
Added Vol:	0		204		0		0		68		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		282		19		141		105		0		0		0		0		43		0		122	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87	
PHF Volume:	0		325		22		162		121		0		0		0		0		50		0		141	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		325		22		162		121		0		0		0		0		50		0		141	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	0		325		22		162		121		0		0		0		0		50		0		141	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	1.00		0.99		0.99		0.61		1.00		1.00		1.00		1.00		1.00		0.84		1.00		0.84	
Lanes:	0.00		0.94		0.06		1.00		1.00		0.00		0.00		0.00		0.00		0.26		0.00		0.74	
Final Sat.:	0		1764		119		1167		1900		0		0		0		0		415		0		1177	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.18		0.18		0.14		0.06		0.00		0.00		0.00		0.00		0.12		0.00		0.12	
Crit Moves:			****																****					
Green/Cycle:	0.00		0.53		0.53		0.53		0.53		0.00		0.00		0.00		0.00		0.34		0.00		0.34	
Volume/Cap:	0.00		0.35		0.35		0.26		0.12		0.00		0.00		0.00		0.00		0.35		0.00		0.35	
Delay/Veh:	0.0		8.5		8.5		8.1		7.3		0.0		0.0		0.0		0.0		15.2		0.0		15.2	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	0.0		8.5		8.5		8.1		7.3		0.0		0.0		0.0		0.0		15.2		0.0		15.2	
LOS by Move:	A		A		A		A		A		A		A		A		A		B		A		B	
HCM2kAvgQ:	0		4		4		2		1		0		0		0		0		3		0		3	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	107	69	161	180	0	0	0	0	40	0	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	107	69	161	180	0	0	0	0	40	0	173
Added Vol:	0	154	0	0	245	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	261	69	161	425	0	0	0	0	40	0	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	296	78	183	482	0	0	0	0	45	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	296	78	183	482	0	0	0	0	45	0	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	296	78	183	482	0	0	0	0	45	0	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.60	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Lanes:	0.00	0.79	0.21	1.00	1.00	0.00	0.00	0.00	0.00	0.19	0.00	0.81
Final Sat.:	0	1461	386	1146	1900	0	0	0	0	303	0	1313
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.16	0.25	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:					****					****		
Green/Cycle:	0.00	0.54	0.54	0.54	0.54	0.00	0.00	0.00	0.00	0.32	0.00	0.65
Volume/Cap:	0.00	0.37	0.37	0.29	0.47	0.00	0.00	0.00	0.00	0.46	0.00	0.23
Delay/Veh:	0.0	8.1	8.1	7.7	8.7	0.0	0.0	0.0	0.0	16.8	0.0	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	8.1	7.7	8.7	0.0	0.0	0.0	0.0	16.8	0.0	4.6
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	0	4	4	2	6	0	0	0	0	4	0	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	0	1 0	0 0	0 0	0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	18	3	67	11	0	0	0	0	9	0	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	18	3	67	11	0	0	0	0	9	0	32
Added Vol:	0	0	0	77	0	0	0	0	0	0	0	217
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	18	3	144	11	0	0	0	0	9	0	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	26	4	211	16	0	0	0	0	13	0	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	26	4	211	16	0	0	0	0	13	0	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	26	4	211	16	0	0	0	0	13	0	366
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.93	0.07	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	598	677	595	45	0	0	0	0	619	0	780
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.04	0.01	0.36	0.36	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.47
Crit Moves:		****			****							****
Delay/Veh:	0.0	8.6	7.7	11.2	11.2	0.0	0.0	0.0	0.0	8.5	0.0	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	7.7	11.2	11.2	0.0	0.0	0.0	0.0	8.5	0.0	10.9
LOS by Move:	*	A	A	B	B	*	*	*	*	A	*	B
ApproachDel:		8.4			11.2			xxxxxx			10.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.4			11.2			xxxxxx			10.8	
LOS by Appr:		A			B			*			B	
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.8

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0 1	0	1	0	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	38	0		90	20	0		0	0	0		0	0	102	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	38	0		90	20	0		0	0	0		0	0	102	
Added Vol:	0	0	0		256	0	0		0	0	0		0	0	162	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	38	0		346	20	0		0	0	0		0	0	264	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.80	0.80	0.80		0.80	0.80	0.80		0.80	0.80	0.80		0.80	0.80	0.80	
PHF Volume:	0	48	0		435	25	0		0	0	0		0	0	332	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	48	0		435	25	0		0	0	0		0	0	332	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	48	0		435	25	0		0	0	0		0	0	332	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00		0.95	0.05	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	570	640		615	36	0		0	0	0		547	0	668	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.08	0.00		0.71	0.71	xxxx		xxxx	xxxx	xxxx		0.00	xxxx	0.50	
Crit Moves:		****			****										****	
Delay/Veh:	0.0	9.1	0.0		19.9	19.9	0.0		0.0	0.0	0.0		0.0	0.0	12.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	9.1	0.0		19.9	19.9	0.0		0.0	0.0	0.0		0.0	0.0	12.4	
LOS by Move:	*	A	*		C	C	*		*	*	*		*	*	B	
ApproachDel:		9.1				19.9				xxxxxx				12.4		
Delay Adj:		1.00				1.00				xxxxx				1.00		
ApprAdjDel:		9.1				19.9				xxxxxx				12.4		
LOS by Appr:		A				C				*				B		
AllWayAvgQ:	0.0	0.1	0.0		2.1	2.1	2.1		0.0	0.0	0.0		0.0	0.0	0.8	

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 A Street (NS) at Westward Avenue (EW)

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	26	0	5	0	0	0	0	69	8	1	191	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	5	0	0	0	0	69	8	1	191	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	0	5	0	0	0	0	73	8	1	201	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	0	5	0	0	0	0	73	8	1	201	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	280	280	77	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	81	xxxx	xxxxx
Potent Cap.:	714	632	990	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1529	xxxx	xxxxx
Move Cap.:	714	631	990	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1529	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	747	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.0		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #25 A Street (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[11.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	23	0	4	0	0	0	0	222	34	7	139	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	4	0	0	0	0	222	34	7	139	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	0	4	0	0	0	0	234	36	7	146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	0	4	0	0	0	0	234	36	7	146	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	413	413	252	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	269	xxxx	xxxxx
Potent Cap.:	600	533	792	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1306	xxxx	xxxxx
Move Cap.:	597	530	792	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1306	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	620	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.1			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0	1	0 1	0	0	1!	0 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	94	35	199		18	37	14		6	284	77		125	222	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	94	35	199		18	37	14		6	284	77		125	222	9	
Added Vol:	69	7	35		10	3	0		0	8	26		12	23	9	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	163	42	234		28	40	14		6	292	103		137	245	18	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87	
PHF Volume:	187	48	269		32	46	16		7	336	118		157	282	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	187	48	269		32	46	16		7	336	118		157	282	21	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	187	48	269		32	46	16		7	336	118		157	282	21	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.70	1.00	0.85		0.89	0.89	0.89		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		0.34	0.49	0.17		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1322	1900	1615		580	829	290		1805	3610	1615		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.03	0.17		0.06	0.06	0.06		0.00	0.09	0.07		0.09	0.08	0.01	
Crit Moves:			****							****			****			
Green/Cycle:	0.38	0.38	0.38		0.38	0.38	0.38		0.21	0.21	0.21		0.20	0.21	0.21	
Volume/Cap:	0.37	0.07	0.43		0.14	0.14	0.14		0.02	0.43	0.34		0.43	0.38	0.06	
Delay/Veh:	13.7	11.7	14.1		12.1	12.1	12.1		18.9	20.8	20.6		21.8	20.7	19.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	13.7	11.7	14.1		12.1	12.1	12.1		18.9	20.8	20.6		21.8	20.7	19.1	
LOS by Move:	B	B	B		B	B	B		B	C	C		C	C	B	
HCM2kAvgQ:	3	1	4		1	1	1		0	3	2		3	3	0	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	1	0	1		0	0	1!	0	0	
Volume Module:												
Base Vol:	83		59		265		28		40		11	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	83		59		265		28		40		11	
Added Vol:	47		5		26		4		8		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	130		64		291		32		48		11	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	137		67		307		34		51		12	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	137		67		307		34		51		12	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	137		67		307		34		51		12	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.70		1.00		0.85		0.89		0.89		0.89	
Lanes:	1.00		1.00		1.00		0.35		0.53		0.12	
Final Sat.:	1334		1900		1615		594		891		204	
Capacity Analysis Module:												
Vol/Sat:	0.10		0.04		0.19		0.06		0.06		0.06	
Crit Moves:					****							
Green/Cycle:	0.33		0.33		0.33		0.33		0.33		0.33	
Volume/Cap:	0.31		0.11		0.57		0.17		0.17		0.17	
Delay/Veh:	15.3		13.9		17.9		14.3		14.3		14.3	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	15.3		13.9		17.9		14.3		14.3		14.3	
LOS by Move:	B		B		B		B		B		B	
HCM2kAvgQ:	2		1		5		1		1		1	

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	2	0	1		1	0	2	0	1	
Volume Module:												
Base Vol:	30		366		81		219		425		42	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	30		366		81		219		425		42	
Added Vol:	0		26		78		41		15		4	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	30		392		159		260		440		46	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	32		413		168		274		464		48	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	32		413		168		274		464		48	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	32		413		168		274		464		48	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.85		0.95		0.95		0.85	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1805		3610		1615		1805		3610		1615	
Capacity Analysis Module:												
Vol/Sat:	0.02		0.11		0.10		0.15		0.13		0.03	
Crit Moves:			****				****					
Green/Cycle:	0.22		0.20		0.20		0.27		0.24		0.24	
Volume/Cap:	0.08		0.57		0.52		0.57		0.52		0.12	
Delay/Veh:	18.6		22.7		22.8		20.7		20.2		17.8	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	18.6		22.7		22.8		20.7		20.2		17.8	
LOS by Move:	B		C		C		C		C		B	
HCM2kAvgQ:	1		5		4		5		5		1	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[12.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 0	0 0		0 1	0 1	0
Volume Module:												
Base Vol:	27	244	0	0	99	180	0	0	0	11	3	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	244	0	0	99	180	0	0	0	11	3	126
Added Vol:	85	110	0	0	40	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	354	0	0	139	180	0	0	0	26	3	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	136	429	0	0	168	218	0	0	0	31	4	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	136	429	0	0	168	218	0	0	0	31	4	153
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	386	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	784	1086	214
Potent Cap.:	1183	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	334	218	797
Move Cap.:	1183	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	305	193	797
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.02	0.19
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	288	xxxx	743
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	0.8
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.2	xxxx	11.1
Shared LOS:	*	*	*	*	*	*	*	*	*	C	*	B
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.6		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: B[14.5]

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0 2	0	0	0	0 1	1	0	0	0 0	0	0	0	1	0	1 0
Volume Module:																
Base Vol:	45	297	0	0	95	281	0		0	0	0		15	4	153	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	45	297	0	0	95	281	0		0	0	0		15	4	153	
Added Vol:	60	79	0	0	128	0	0		0	0	0		58	0	0	
PasserByVol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
Initial Fut:	105	376	0	0	223	281	0		0	0	0		73	4	153	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	113	406	0	0	241	303	0		0	0	0		79	4	165	
Reduct Vol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
FinalVolume:	113	406	0	0	241	303	0		0	0	0		79	4	165	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				6.8	6.5	6.9	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	544	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				753	1177	203	
Potent Cap.:	1035	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				350	193	810	
Move Cap.:	1035	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				320	172	810	
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.25	0.03	0.20	
Level Of Service Module:																
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx	
Control Del:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*				*	*	*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				307	xxxx	740	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				1.1	xxxx	0.9	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				21.1	xxxx	11.3	
Shared LOS:	*	*	*	*	*	*	*	*	*				C	*	B	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx						14.5			
ApproachLOS:	*			*			*						B			

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	27	244	0	0	99	180	0	0	0	11	3	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	244	0	0	99	180	0	0	0	11	3	126
Added Vol:	85	110	0	0	40	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	354	0	0	139	180	0	0	0	26	3	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	136	429	0	0	168	218	0	0	0	31	4	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	429	0	0	168	218	0	0	0	31	4	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	429	0	0	168	218	0	0	0	31	4	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.87	0.87	1.00	1.00	1.00	0.81	0.81	0.81
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.90	0.10	1.00
Final Sat.:	1805	3610	0	0	1652	1652	0	0	0	1385	160	1545
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.00	0.00	0.10	0.13	0.00	0.00	0.00	0.02	0.02	0.10
Crit Moves:	****					****						****
Green/Cycle:	0.20	0.54	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.26	0.26	0.26
Volume/Cap:	0.38	0.22	0.00	0.00	0.30	0.38	0.00	0.00	0.00	0.09	0.09	0.38
Delay/Veh:	21.6	7.2	0.0	0.0	14.4	15.1	0.0	0.0	0.0	16.9	16.9	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	7.2	0.0	0.0	14.4	15.1	0.0	0.0	0.0	16.9	16.9	18.8
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2kAvgQ:	3	2	0	0	3	3	0	0	0	1	1	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	45	297	0	0	95	281	0	0	0	15	4	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	297	0	0	95	281	0	0	0	15	4	153
Added Vol:	60	79	0	0	128	0	0	0	0	58	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	376	0	0	223	281	0	0	0	73	4	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	113	406	0	0	241	303	0	0	0	79	4	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	406	0	0	241	303	0	0	0	79	4	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	406	0	0	241	303	0	0	0	79	4	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.87	0.87	1.00	1.00	1.00	0.81	0.81	0.81
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.95	0.05	1.00
Final Sat.:	1805	3610	0	0	1653	1653	0	0	0	1466	80	1547
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.00	0.15	0.18	0.00	0.00	0.00	0.05	0.05	0.11
Crit Moves:	****					****						****
Green/Cycle:	0.14	0.56	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.24	0.24	0.24
Volume/Cap:	0.44	0.20	0.00	0.00	0.35	0.44	0.00	0.00	0.00	0.22	0.22	0.44
Delay/Veh:	24.8	6.7	0.0	0.0	12.1	12.8	0.0	0.0	0.0	18.3	18.3	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	6.7	0.0	0.0	12.1	12.8	0.0	0.0	0.0	18.3	18.3	19.9
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2kAvgQ:	2	2	0	0	3	5	0	0	0	1	1	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: C[20.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0	0	1 0 2	0 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	82	9	81	67	0	208	0	13	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	82	9	81	67	0	208	0	13	0	0	0
Added Vol:	0	195	48	0	55	0	0	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	277	57	81	122	0	208	0	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	348	72	102	153	0	261	0	57	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	348	72	102	153	0	261	0	57	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	420	xxxx	xxxxx	531	xxxx	77	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1150	xxxx	xxxxx	483	xxxx	975	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1150	xxxx	xxxxx	450	xxxx	975	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	0.58	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	3.6	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	23.5	xxxx	8.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	C	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			20.9			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: C[18.9]

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 1	1	0	1	0 2	0	0	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	118	12		58	63	0		232	0	27		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	118	12		58	63	0		232	0	27		0	0	0	
Added Vol:	0	139	37		0	186	0		0	0	100		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	257	49		58	249	0		232	0	127		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	0	290	55		65	281	0		262	0	143		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	290	55		65	281	0		262	0	143		0	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		6.8	xxxx	6.9		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		345	xxxx	xxxxx		556	xxxx	140		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		1225	xxxx	xxxxx		466	xxxx	888		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		1225	xxxx	xxxxx		447	xxxx	888		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.05	xxxx	xxxx		0.59	xxxx	0.16		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx		3.7	xxxx	0.6		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		8.1	xxxx	xxxxx		23.8	xxxx	9.8		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	*		C	*	A		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				18.9				xxxxxx			
ApproachLOS:	*				*				C				*			

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	82	9	81	67	0	208	0	13	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	82	9	81	67	0	208	0	13	0	0	0
Added Vol:	0	195	48	0	55	0	0	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	277	57	81	122	0	208	0	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	348	72	102	153	0	261	0	57	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	348	72	102	153	0	261	0	57	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	348	72	102	153	0	261	0	57	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	0.95	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.66	0.34	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2916	600	1805	3610	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.06	0.04	0.00	0.18	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.27	0.27	0.13	0.40	0.00	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	0.44	0.44	0.44	0.11	0.00	0.44	0.00	0.09	0.00	0.00	0.00
Delay/Veh:	0.0	18.5	18.5	25.6	11.4	0.0	13.5	0.0	11.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.5	18.5	25.6	11.4	0.0	13.5	0.0	11.1	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	4	4	2	1	0	4	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	118	12	58	63	0	232	0	27	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	118	12	58	63	0	232	0	27	0	0	0
Added Vol:	0	139	37	0	186	0	0	0	100	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	257	49	58	249	0	232	0	127	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	290	55	65	281	0	262	0	143	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	290	55	65	281	0	262	0	143	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	290	55	65	281	0	262	0	143	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	0.95	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.68	0.32	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2959	564	1805	3610	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.04	0.08	0.00	0.18	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.25	0.25	0.09	0.34	0.00	0.46	0.00	0.46	0.00	0.00	0.00
Volume/Cap:	0.00	0.39	0.39	0.39	0.23	0.00	0.39	0.00	0.19	0.00	0.00	0.00
Delay/Veh:	0.0	19.0	19.0	27.2	14.1	0.0	11.1	0.0	9.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.0	19.0	27.2	14.1	0.0	11.1	0.0	9.8	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	A	A	A	A	A
HCM2kAvgQ:	0	3	3	2	2	0	4	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	29	9	20	24	34	20	101	26	10	106	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	29	9	20	24	34	20	101	26	10	106	41
Added Vol:	0	243	0	0	87	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	272	9	20	111	34	20	101	26	10	106	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	29	395	13	29	161	49	29	147	38	15	154	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	395	13	29	161	49	29	147	38	15	154	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	395	13	29	161	49	29	147	38	15	154	60
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	1.81	0.06	0.24	1.35	0.41	0.13	0.69	0.18	0.06	0.68	0.26
Final Sat.:	75	1023	34	126	720	228	77	389	100	37	389	151
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.38	0.23	0.22	0.22	0.38	0.38	0.38	0.40	0.40	0.40
Crit Moves:	****			****			****			****		
Delay/Veh:	12.6	12.4	12.3	11.0	10.7	10.3	12.1	12.1	12.1	12.3	12.3	12.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.4	12.3	11.0	10.7	10.3	12.1	12.1	12.1	12.3	12.3	12.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		12.4			10.7			12.1			12.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.4			10.7			12.1			12.3	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.6	0.6	0.6	0.3	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	52	20	24	33	44	39	156	24	13	159	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	52	20	24	33	44	39	156	24	13	159	39
Added Vol:	0	176	0	0	286	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	228	20	24	319	44	39	156	24	13	159	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	9	268	23	28	374	52	46	183	28	15	187	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	268	23	28	374	52	46	183	28	15	187	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	268	23	28	374	52	46	183	28	15	187	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	1.78	0.16	0.12	1.65	0.23	0.18	0.71	0.11	0.06	0.76	0.18
Final Sat.:	31	901	80	65	880	124	95	381	59	33	404	99
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.29	0.43	0.43	0.42	0.48	0.48	0.48	0.46	0.46	0.46
Crit Moves:	****			****					****		****	
Delay/Veh:	12.1	12.0	11.9	13.9	13.6	13.3	14.5	14.5	14.5	14.0	14.0	14.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	12.0	11.9	13.9	13.6	13.3	14.5	14.5	14.5	14.0	14.0	14.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		12.0			13.6			14.5			14.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			13.6			14.5			14.0	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.4	0.4	0.4	0.7	0.6	0.6	0.8	0.8	0.8	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.127
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 58.6
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	6	2	52	1	8	5	55	1	1	40	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	2	52	1	8	5	55	1	1	40	39
Added Vol:	169	243	28	0	87	0	0	17	57	9	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	249	30	52	88	8	5	72	58	10	63	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
PHF Volume:	269	392	47	82	138	13	8	113	91	16	99	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	392	47	82	138	13	8	113	91	16	99	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	392	47	82	138	13	8	113	91	16	99	61
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.55	0.07	0.37	0.63	1.00	0.04	0.53	0.43	0.09	0.56	0.35
Final Sat.:	239	347	42	189	320	582	20	285	230	46	292	181
Capacity Analysis Module:												
Vol/Sat:	1.13	1.13	1.13	0.43	0.43	0.02	0.40	0.40	0.40	0.34	0.34	0.34
Crit Moves:		****			****		****					****
Delay/Veh:	98.2	98.2	98.2	14.4	14.4	8.8	13.5	13.5	13.5	12.8	12.8	12.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.2	98.2	98.2	14.4	14.4	8.8	13.5	13.5	13.5	12.8	12.8	12.8
LOS by Move:	F	F	F	B	B	A	B	B	B	B	B	B
ApproachDel:		98.2			14.1			13.5			12.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		98.2			14.1			13.5			12.8	
LOS by Appr:		F			B			B			B	
AllWayAvgQ:	15.6	15.6	15.6	0.7	0.7	0.0	0.6	0.6	0.6	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.948
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 46.7
Optimal Cycle: 0 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	1	1	38	3	10	21	92	7	1	80	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	38	3	10	21	92	7	1	80	39
Added Vol:	126	176	21	0	286	0	0	26	201	34	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	177	22	38	289	10	21	118	208	35	100	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	161	225	28	48	367	13	27	150	264	44	127	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	225	28	48	367	13	27	150	264	44	127	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	225	28	48	367	13	27	150	264	44	127	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.54	0.07	0.12	0.88	1.00	0.06	0.34	0.60	0.20	0.58	0.22
Final Sat.:	175	244	30	51	387	483	29	162	285	80	229	89
Capacity Analysis Module:												
Vol/Sat:	0.92	0.92	0.92	0.95	0.95	0.03	0.93	0.93	0.93	0.55	0.55	0.55
Crit Moves:		****			****		****			****		
Delay/Veh:	49.8	49.8	49.8	56.7	56.7	10.3	48.4	48.4	48.4	20.3	20.3	20.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	49.8	49.8	56.7	56.7	10.3	48.4	48.4	48.4	20.3	20.3	20.3
LOS by Move:	E	E	E	F	F	B	E	E	E	C	C	C
ApproachDel:		49.8			55.3			48.4			20.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		49.8			55.3			48.4			20.3	
LOS by Appr:		E			F			E			C	
AllWayAvgQ:	4.9	4.9	4.9	5.6	5.6	0.0	5.0	5.0	5.0	1.0	1.0	1.0

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Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.2
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1!	0 0	1 0	0 1	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	2	6	2	52	1	8	5	55	1	1	40	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	2	52	1	8	5	55	1	1	40	39
Added Vol:	169	243	28	0	87	0	0	17	57	9	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	249	30	52	88	8	5	72	58	10	63	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
PHF Volume:	269	392	47	82	138	13	8	113	91	16	99	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	392	47	82	138	13	8	113	91	16	99	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	392	47	82	138	13	8	113	91	16	99	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.51	0.99	0.99	0.93	0.93	0.93	0.92	0.92	0.92
Lanes:	0.38	0.55	0.07	1.00	0.92	0.08	0.04	0.53	0.43	0.09	0.56	0.35
Final Sat.:	578	842	101	963	1721	156	65	939	757	156	981	607
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.08	0.08	0.08	0.12	0.12	0.12	0.10	0.10	0.10
Crit Moves:		****						****				
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.73	0.73	0.73	0.13	0.13	0.13	0.73	0.73	0.73	0.61	0.61	0.61
Delay/Veh:	10.4	10.4	10.4	4.5	4.4	4.4	33.0	33.0	33.0	27.2	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	10.4	10.4	4.5	4.4	4.4	33.0	33.0	33.0	27.2	27.2	27.2
LOS by Move:	B	B	B	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	11	11	11	1	1	1	6	6	6	4	4	4

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	1	1	38	3	10	21	92	7	1	80	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	38	3	10	21	92	7	1	80	39
Added Vol:	126	176	21	0	286	0	0	26	201	34	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	177	22	38	289	10	21	118	208	35	100	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	161	225	28	48	367	13	27	150	264	44	127	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	225	28	48	367	13	27	150	264	44	127	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	225	28	48	367	13	27	150	264	44	127	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.63	0.63	0.66	1.00	1.00	0.89	0.89	0.89	0.84	0.84	0.84
Lanes:	0.39	0.54	0.07	1.00	0.97	0.03	0.06	0.34	0.60	0.20	0.58	0.22
Final Sat.:	467	651	81	1246	1827	63	103	577	1017	322	919	359
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.04	0.20	0.20	0.26	0.26	0.26	0.14	0.14	0.14
Crit Moves:		****						****				
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.76	0.76	0.76	0.08	0.44	0.44	0.76	0.76	0.76	0.40	0.40	0.40
Delay/Veh:	19.5	19.5	19.5	9.3	11.4	11.4	23.1	23.1	23.1	15.5	15.5	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	19.5	19.5	9.3	11.4	11.4	23.1	23.1	23.1	15.5	15.5	15.5
LOS by Move:	B	B	B	A	B	B	C	C	C	B	B	B
HCM2kAvgQ:	8	8	8	1	5	5	9	9	9	3	3	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	36	43	43	21	78	43	30	226	49	53	161	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	43	43	21	78	43	30	226	49	53	161	8
Added Vol:	0	0	32	0	0	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	43	75	21	78	43	30	226	49	70	161	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	46	54	95	27	99	54	38	286	62	89	204	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	54	95	27	99	54	38	286	62	89	204	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	54	95	27	99	54	38	286	62	89	204	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.28	0.49	0.15	0.55	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	136	162	283	84	312	172	535	581	652	523	565	632
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.32	0.32	0.32	0.07	0.49	0.10	0.17	0.36	0.02
Crit Moves:			****		****			****			****	
Delay/Veh:	11.3	11.3	11.3	11.2	11.2	11.2	9.7	14.0	8.5	10.5	11.9	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.3	11.3	11.2	11.2	11.2	9.7	14.0	8.5	10.5	11.9	8.2
LOS by Move:	B	B	B	B	B	B	A	B	A	B	B	A
ApproachDel:		11.3			11.2			12.7			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			11.2			12.7			11.4	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.4	0.4	0.4	0.4	0.4	0.4	0.1	0.9	0.1	0.2	0.5	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1!	0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	27	114	67	3	73	52	67	210	40	66	201	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	114	67	3	73	52	67	210	40	66	201	9
Added Vol:	0	0	21	0	0	0	0	0	0	32	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	114	88	3	73	52	67	210	40	98	201	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	29	122	94	3	78	56	72	225	43	105	215	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	122	94	3	78	56	72	225	43	105	215	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	122	94	3	78	56	72	225	43	105	215	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.50	0.38	0.02	0.57	0.41	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	71	300	231	13	324	230	529	573	642	529	572	642
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.24	0.24	0.24	0.14	0.39	0.07	0.20	0.38	0.02
Crit Moves:	****				****			****			****	
Delay/Veh:	12.1	12.1	12.1	10.4	10.4	10.4	10.2	12.3	8.4	10.8	12.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	12.1	12.1	10.4	10.4	10.4	10.2	12.3	8.4	10.8	12.1	8.1
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:	12.1			10.4			11.4			11.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.1			10.4			11.4			11.6		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.6	0.6	0.6	0.3	0.3	0.3	0.1	0.6	0.1	0.2	0.5	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.314
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Permitted			Permitted			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7				7	7	7			
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	0 1				1	0 1	0 1			
Volume Module:																		
Base Vol:	36	43	43	21	78	43	30	226	49				53	161	8			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	36	43	43	21	78	43	30	226	49				53	161	8			
Added Vol:	0	0	32	0	0	0	0	0	0				17	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	36	43	75	21	78	43	30	226	49				70	161	8			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79				0.79	0.79	0.79			
PHF Volume:	46	54	95	27	99	54	38	286	62				89	204	10			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	46	54	95	27	99	54	38	286	62				89	204	10			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	46	54	95	27	99	54	38	286	62				89	204	10			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	0.85	0.85	0.85	0.91	0.91	0.91	0.62	1.00	0.85				0.54	1.00	0.85			
Lanes:	0.23	0.28	0.49	0.15	0.55	0.30	1.00	1.00	1.00				1.00	1.00	1.00			
Final Sat.:	376	449	784	255	948	523	1184	1900	1615				1026	1900	1615			
Capacity Analysis Module:																		
Vol/Sat:	0.12	0.12	0.12	0.10	0.10	0.10	0.03	0.15	0.04				0.09	0.11	0.01			
Crit Moves:		****						****										
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.48	0.48	0.48				0.48	0.48	0.48			
Volume/Cap:	0.31	0.31	0.31	0.27	0.27	0.27	0.07	0.31	0.08				0.18	0.22	0.01			
Delay/Veh:	13.1	13.1	13.1	12.8	12.8	12.8	8.4	9.7	8.5				9.0	9.2	8.2			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	13.1	13.1	13.1	12.8	12.8	12.8	8.4	9.7	8.5				9.0	9.2	8.2			
LOS by Move:	B	B	B	B	B	B	A	A	A				A	A	A			
HCM2kAvgQ:	3	3	3	2	2	2	0	3	1				1	2	0			

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.300
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	27	114	67	3	73	52	67	210	40	66	201	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	114	67	3	73	52	67	210	40	66	201	9
Added Vol:	0	0	21	0	0	0	0	0	0	32	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	114	88	3	73	52	67	210	40	98	201	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	29	122	94	3	78	56	72	225	43	105	215	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	122	94	3	78	56	72	225	43	105	215	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	122	94	3	78	56	72	225	43	105	215	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.94	0.94	0.94	0.59	1.00	0.85	0.58	1.00	0.85
Lanes:	0.12	0.50	0.38	0.02	0.57	0.41	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	205	863	667	42	1019	726	1125	1900	1615	1102	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.08	0.08	0.08	0.06	0.12	0.03	0.10	0.11	0.01
Crit Moves:		****						****				
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.30	0.30	0.30	0.16	0.16	0.16	0.16	0.30	0.07	0.24	0.29	0.02
Delay/Veh:	10.0	10.0	10.0	9.2	9.2	9.2	11.9	12.7	11.3	12.4	12.6	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	10.0	9.2	9.2	9.2	11.9	12.7	11.3	12.4	12.6	11.1
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	2	2	2	1	3	1	1	3	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	0	1	0		1	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	83		194		164		33		267		50		27		193		110		93		117		19	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	83		194		164		33		267		50		27		193		110		93		117		19	
Added Vol:	68		32		27		0		17		0		0		0		41		21		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	151		226		191		33		284		50		27		193		151		114		117		19	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.84		0.84		0.84		0.84		0.84		0.84		0.84		0.84		0.84		0.84		0.84		0.84	
PHF Volume:	181		271		229		40		340		60		32		231		181		137		140		23	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	181		271		229		40		340		60		32		231		181		137		140		23	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	181		271		229		40		340		60		32		231		181		137		140		23	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.85		0.95		0.98		0.98		0.95		1.00		0.85		0.95		0.93		0.93	
Lanes:	1.00		1.00		1.00		1.00		0.85		0.15		1.00		1.00		1.00		1.00		1.72		0.28	
Final Sat.:	1805		1900		1615		1805		1580		278		1805		1900		1615		1805		3040		494	
Capacity Analysis Module:																								
Vol/Sat:	0.10		0.14		0.14		0.02		0.22		0.22		0.02		0.12		0.11		0.08		0.05		0.05	
Crit Moves:	****								****						****				****					
Green/Cycle:	0.14		0.24		0.24		0.20		0.30		0.30		0.14		0.17		0.17		0.12		0.14		0.14	
Volume/Cap:	0.71		0.58		0.58		0.11		0.71		0.71		0.12		0.71		0.65		0.65		0.32		0.32	
Delay/Veh:	33.5		21.8		22.1		19.7		22.7		22.7		22.6		30.5		28.6		32.2		23.4		23.4	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	33.5		21.8		22.1		19.7		22.7		22.7		22.6		30.5		28.6		32.2		23.4		23.4	
LOS by Move:	C		C		C		B		C		C		C		C		C		C		C		C	
HCM2kAvgQ:	5		5		5		1		8		8		1		6		4		4		2		2	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	190	175	143	43	188	78	101	284	191	171	282	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	175	143	43	188	78	101	284	191	171	282	34
Added Vol:	40	21	15	0	32	0	0	0	62	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	196	158	43	220	78	101	284	253	191	282	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	239	203	164	45	228	81	105	295	262	198	293	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	203	164	45	228	81	105	295	262	198	293	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	203	164	45	228	81	105	295	262	198	293	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.74	0.26	1.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1805	1900	1615	1805	1348	478	1805	1900	1615	1805	3170	382
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.10	0.02	0.17	0.17	0.06	0.16	0.16	0.11	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.20	0.20	0.20	0.22	0.22	0.17	0.20	0.20	0.14	0.17	0.17
Volume/Cap:	0.77	0.55	0.52	0.13	0.77	0.77	0.34	0.77	0.81	0.77	0.54	0.54
Delay/Veh:	35.1	23.5	23.2	20.1	31.0	31.0	22.5	32.1	36.9	38.3	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	23.5	23.2	20.1	31.0	31.0	22.5	32.1	36.9	38.3	23.7	23.7
LOS by Move:	D	C	C	C	C	C	C	C	D	D	C	C
HCM2kAvgQ:	6	4	3	1	8	8	2	7	7	6	4	4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: F[59.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0 0	1	0 1	0 0	0	0 0	0 1	0	1 0
Volume Module:												
Base Vol:	126	389	0	0	312	223	0	0	0	18	2	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	389	0	0	312	223	0	0	0	18	2	91
Added Vol:	50	127	0	0	79	0	0	0	0	33	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	516	0	0	391	223	0	0	0	51	2	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	215	629	0	0	477	272	0	0	0	62	2	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	215	629	0	0	477	272	0	0	0	62	2	111
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	749	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1671	1807	629
Potent Cap.:	869	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	107	80	486
Move Cap.:	869	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	84	57	486
Volume/Cap:	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.74	0.04	0.23
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	82	xxxx	419
SharedQueue:	1.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.0	xxxx	1.1
Shrd ConDel:	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	134.4	xxxx	16.8
Shared LOS:	B	*	*	*	*	*	*	*	*	F	*	C
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			59.5		
ApproachLOS:	*			*			*			F		

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 15.0 Worst Case Level Of Service: F[78.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 1	0	1	0 0 0	0	0	0 1 0	1	0
Volume Module:												
Base Vol:	148 377	0	0	250	346	0	0	0	40	5	173	
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	148 377	0	0	250	346	0	0	0	40	5	173	
Added Vol:	33 76	0	0	115	0	0	0	0	70	0	0	
PasserByVol:	0 0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	181 453	0	0	365	346	0	0	0	110	5	173	
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.94 0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
PHF Volume:	194 484	0	0	390	370	0	0	0	118	5	185	
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	194 484	0	0	390	370	0	0	0	118	5	185	
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3		
Capacity Module:												
Cnflict Vol:	760 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1447	1632	484		
Potent Cap.:	861 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	146	102	587		
Move Cap.:	861 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	118	77	587		
Volume/Cap:	0.22 xxxx xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.00	0.07	0.32		
Level Of Service Module:												
2Way95thQ:	0.9 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	10.4 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	B *	*	*	*	*	*	*	*	*	*	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	115	xxxx	494	
SharedQueue:	0.9 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	1.8		
Shrd ConDel:	10.4 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	175.1	xxxx	16.8		
Shared LOS:	B *	*	*	*	*	*	*	*	F	*	C	
ApproachDel:	xxxxxx		xxxxxx			xxxxxx			78.9			
ApproachLOS:	*		*			*			F			

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	1 0	0	0	0 1	0 1	0	0 0	0 0	0	1 0	1 0
Volume Module:												
Base Vol:	126	389	0	0	312	223	0	0	0	18	2	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	389	0	0	312	223	0	0	0	18	2	91
Added Vol:	50	127	0	0	79	0	0	0	0	33	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	516	0	0	391	223	0	0	0	51	2	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	215	629	0	0	477	272	0	0	0	62	2	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	629	0	0	477	272	0	0	0	62	2	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	629	0	0	477	272	0	0	0	62	2	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.81	0.81	0.81
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.96	0.04	1.00
Final Sat.:	1805	1900	0	0	1900	1615	0	0	0	1489	58	1547
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.00	0.00	0.25	0.17	0.00	0.00	0.00	0.04	0.04	0.07
Crit Moves:	****				****							****
Green/Cycle:	0.22	0.67	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.13	0.13	0.13
Volume/Cap:	0.55	0.49	0.00	0.00	0.55	0.37	0.00	0.00	0.00	0.32	0.32	0.55
Delay/Veh:	22.7	5.2	0.0	0.0	12.7	11.0	0.0	0.0	0.0	24.0	24.0	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	5.2	0.0	0.0	12.7	11.0	0.0	0.0	0.0	24.0	24.0	26.6
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	4	6	0	0	7	4	0	0	0	1	1	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	148	377	0	0	250	346	0	0	0	40	5	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	377	0	0	250	346	0	0	0	40	5	173
Added Vol:	33	76	0	0	115	0	0	0	0	70	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	453	0	0	365	346	0	0	0	110	5	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	194	484	0	0	390	370	0	0	0	118	5	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	484	0	0	390	370	0	0	0	118	5	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	484	0	0	390	370	0	0	0	118	5	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.82	0.82	0.82
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.96	0.04	1.00
Final Sat.:	1805	1900	0	0	1900	1615	0	0	0	1482	67	1549
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.00	0.00	0.21	0.23	0.00	0.00	0.00	0.08	0.08	0.12
Crit Moves:	****					****						****
Green/Cycle:	0.19	0.59	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	0.57	0.43	0.00	0.00	0.51	0.57	0.00	0.00	0.00	0.38	0.38	0.57
Delay/Veh:	24.4	7.0	0.0	0.0	14.1	15.1	0.0	0.0	0.0	20.7	20.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	7.0	0.0	0.0	14.1	15.1	0.0	0.0	0.0	20.7	20.7	22.7
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	4	5	0	0	6	6	0	0	0	2	2	4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 86.3 Worst Case Level Of Service: F[301.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		0 1	0 0 0		1 0	0 0 1		0 0	0 0 0	
Volume Module:												
Base Vol:	0	306	27	103	230	0	224	0	160	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	306	27	103	230	0	224	0	160	0	0	0
Added Vol:	0	177	68	0	112	0	0	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	483	95	103	342	0	224	0	181	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	616	121	131	436	0	286	0	231	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	616	121	131	436	0	286	0	231	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	737	xxxx	xxxxx	1376	xxxx	436	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	878	xxxx	xxxxx	162	xxxx	624	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	878	xxxx	xxxxx	142	xxxx	624	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	2.02	xxxx	0.37	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	22.7	xxxx	1.7	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	534.0	xxxx	14.1	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	F	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			301.6			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 52.4 Worst Case Level Of Service: F[154.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	0 1 0	0	0	0 1 0	1	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	293	27	120	170	0	277	3	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	293	27	120	170	0	277	3	140	0	0	0
Added Vol:	0	109	44	0	185	0	0	0	56	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	402	71	120	355	0	277	3	196	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	430	76	128	380	0	296	3	210	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	430	76	128	380	0	296	3	210	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	506	xxxx	xxxxx	1104	1142	380	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1069	xxxx	xxxxx	236	202	672	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1069	xxxx	xxxxx	212	176	672	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	1.40	0.02	0.31	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	212	xxxx	644	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	17.4	xxxx	1.4	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	254.8	xxxx	13.3	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	F	*	B	*	*	*
ApproachDel:	xxxxxx			xxxxxx			154.5			xxxxxx		
ApproachLOS:	*			*			F			*		

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	1 0	1	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	306	27	103	230	0	224	0	160	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	306	27	103	230	0	224	0	160	0	0	0
Added Vol:	0	177	68	0	112	0	0	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	483	95	103	342	0	224	0	181	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	616	121	131	436	0	286	0	231	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	616	121	131	436	0	286	0	231	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	616	121	131	436	0	286	0	231	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	1900	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.08	0.07	0.23	0.00	0.20	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.44	0.44	0.10	0.54	0.00	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.00	0.74	0.17	0.74	0.43	0.00	0.74	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	17.6	10.4	41.6	8.7	0.0	27.7	0.0	20.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.6	10.4	41.6	8.7	0.0	27.7	0.0	20.4	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	11	1	4	5	0	7	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	1 0	1	0 0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	293	27	120	170	0	277	3	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	293	27	120	170	0	277	3	140	0	0	0
Added Vol:	0	109	44	0	185	0	0	0	56	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	402	71	120	355	0	277	3	196	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	430	76	128	380	0	296	3	210	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	76	128	380	0	296	3	210	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	76	128	380	0	296	3	210	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.02	0.98	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	1900	0	1546	23	1522	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.05	0.07	0.20	0.00	0.19	0.14	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.37	0.37	0.12	0.49	0.00	0.31	0.31	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.61	0.13	0.61	0.41	0.00	0.61	0.44	0.44	0.00	0.00	0.00
Delay/Veh:	0.0	17.0	12.6	30.4	10.2	0.0	18.8	16.7	16.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.0	12.6	30.4	10.2	0.0	18.8	16.7	16.7	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	7	1	3	5	0	6	4	4	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.035
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 46.0
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 1	0 0	1
Volume Module:												
Base Vol:	13	166	9	147	223	73	35	74	22	5	94	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	166	9	147	223	73	35	74	22	5	94	129
Added Vol:	0	245	31	0	133	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	411	40	147	356	73	35	74	22	21	94	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	16	411	40	184	356	73	44	74	22	26	94	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	411	40	184	356	73	44	74	22	26	94	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	411	40	184	356	73	44	74	22	26	94	129
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.88	0.09	0.34	0.66	1.00	0.31	0.53	0.16	0.22	0.78	1.00
Final Sat.:	18	454	44	178	344	595	131	221	66	95	341	483
Capacity Analysis Module:												
Vol/Sat:	0.91	0.91	0.91	1.04	1.04	0.12	0.33	0.33	0.33	0.28	0.28	0.27
Crit Moves:		****		****				****			****	
Delay/Veh:	45.4	45.4	45.4	74.7	74.7	9.6	15.2	15.2	15.2	13.7	13.7	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	45.4	45.4	74.7	74.7	9.6	15.2	15.2	15.2	13.7	13.7	12.4
LOS by Move:	E	E	E	F	F	A	C	C	C	B	B	B
ApproachDel:		45.4			67.0			15.2			13.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		45.4			67.0			15.2			13.0	
LOS by Appr:		E			F			C			B	
AllWayAvgQ:	5.1	5.1	5.1	9.4	9.4	0.1	0.5	0.5	0.5	0.4	0.4	0.3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.172
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	56.3
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	5	84	1	167	78	64	56	113	30	3	132	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	84	1	167	78	64	56	113	30	3	132	180
Added Vol:	0	153	20	0	241	0	0	0	0	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	237	21	167	319	64	56	113	30	34	132	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	6	274	24	193	369	74	65	131	35	39	153	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	274	24	193	369	74	65	131	35	39	153	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	274	24	193	369	74	65	131	35	39	153	208
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.90	0.08	0.34	0.66	1.00	0.28	0.57	0.15	0.20	0.80	1.00
Final Sat.:	8	403	36	165	315	540	118	238	63	90	348	484
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	0.68	1.17	1.17	0.14	0.55	0.55	0.55	0.44	0.44	0.43
Crit Moves:		****			****			****		****		
Delay/Veh:	25.2	25.2	25.2	122.7	123	10.4	20.3	20.3	20.3	16.7	16.7	15.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	25.2	122.7	123	10.4	20.3	20.3	20.3	16.7	16.7	15.1
LOS by Move:	D	D	D	F	F	B	C	C	C	C	C	C
ApproachDel:		25.2			109.6			20.3			15.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		25.2			109.6			20.3			15.8	
LOS by Appr:		D			F			C			C	
AllWayAvgQ:	1.8	1.8	1.8	15.0	15.0	0.2	1.0	1.0	1.0	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	13	166	9	147	223	73	35	74	22	5	94	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	166	9	147	223	73	35	74	22	5	94	129
Added Vol:	0	245	31	0	133	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	411	40	147	356	73	35	74	22	21	94	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	16	411	40	184	356	73	44	74	22	26	94	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	411	40	184	356	73	44	74	22	26	94	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	411	40	184	356	73	44	74	22	26	94	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.57	0.98	0.98	0.84	0.84	0.84	0.79	0.91	0.91
Lanes:	0.03	0.88	0.09	1.00	0.83	0.17	0.31	0.53	0.16	1.00	0.42	0.58
Final Sat.:	64	1620	158	1089	1537	315	503	848	252	1505	731	1003
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.17	0.23	0.23	0.09	0.09	0.09	0.02	0.13	0.13
Crit Moves:		****									****	
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.44	0.44	0.44	0.29	0.40	0.40	0.30	0.30	0.30	0.06	0.44	0.44
Delay/Veh:	7.5	7.5	7.5	6.8	7.3	7.3	16.9	16.9	16.9	15.4	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	7.5	6.8	7.3	7.3	16.9	16.9	16.9	15.4	17.9	17.9
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	5	5	5	2	5	5	2	2	2	0	4	4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	5	84	1	167	78	64	56	113	30	3	132	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	84	1	167	78	64	56	113	30	3	132	180
Added Vol:	0	153	20	0	241	0	0	0	0	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	237	21	167	319	64	56	113	30	34	132	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	6	274	24	193	369	74	65	131	35	39	153	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	274	24	193	369	74	65	131	35	39	153	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	274	24	193	369	74	65	131	35	39	153	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.64	0.98	0.98	0.81	0.81	0.81	0.75	0.91	0.91
Lanes:	0.02	0.90	0.08	1.00	0.83	0.17	0.28	0.57	0.15	1.00	0.42	0.58
Final Sat.:	35	1681	149	1224	1543	310	435	879	233	1419	734	1001
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.16	0.24	0.24	0.15	0.15	0.15	0.03	0.21	0.21
Crit Moves:					****						****	
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.35	0.35	0.35	0.34	0.52	0.52	0.37	0.37	0.37	0.07	0.52	0.52
Delay/Veh:	10.6	10.6	10.6	10.6	11.9	11.9	12.9	12.9	12.9	11.0	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	10.6	11.9	11.9	12.9	12.9	12.9	11.0	14.2	14.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	3	6	6	3	3	3	0	6	6

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #36 8th Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.155
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 64.8
Optimal Cycle: 0 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1!	0	0 0	1!	0	0 1	0	0 1
Volume Module:												
Base Vol:	1	1	1	226	1	17	18	114	1	1	73	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	226	1	17	18	114	1	1	73	152
Added Vol:	54	266	9	0	147	3	9	2	34	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	267	10	226	148	20	27	116	35	5	73	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	79	384	14	325	213	29	39	167	50	7	105	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	384	14	325	213	29	39	167	50	7	105	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	384	14	325	213	29	39	167	50	7	105	218
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.80	0.03	0.57	0.38	0.05	0.15	0.65	0.20	0.06	0.94	1.00
Final Sat.:	81	395	15	281	184	25	65	281	85	27	389	455
Capacity Analysis Module:												
Vol/Sat:	0.97	0.97	0.97	1.15	1.15	1.15	0.59	0.59	0.59	0.27	0.27	0.48
Crit Moves:		****			****				****			****
Delay/Veh:	60.5	60.5	60.5	116.2	116	116.2	22.0	22.0	22.0	14.2	14.2	17.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	60.5	60.5	116.2	116	116.2	22.0	22.0	22.0	14.2	14.2	17.2
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	C
ApproachDel:		60.5			116.2			22.0			16.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		60.5			116.2			22.0			16.2	
LOS by Appr:		F			F			C			C	
AllWayAvgQ:	6.8	6.8	6.8	14.4	14.4	14.4	1.3	1.3	1.3	0.3	0.3	0.8

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.0
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	4	5	54	7	19	17	91	3	10	109	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	4	5	54	7	19	17	91	3	10	109	59
Added Vol:	32	165	6	0	260	12	8	1	49	10	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	169	11	54	267	31	25	92	52	20	111	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	45	223	15	71	352	41	33	121	69	26	146	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	223	15	71	352	41	33	121	69	26	146	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	223	15	71	352	41	33	121	69	26	146	78
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.79	0.05	0.15	0.76	0.09	0.15	0.54	0.31	0.15	0.85	1.00
Final Sat.:	86	428	28	91	452	53	74	272	154	71	392	514
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.78	0.78	0.78	0.45	0.45	0.45	0.37	0.37	0.15
Crit Moves:		****		****				****		****		
Delay/Veh:	15.0	15.0	15.0	24.9	24.9	24.9	13.9	13.9	13.9	13.5	13.5	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	15.0	15.0	24.9	24.9	24.9	13.9	13.9	13.9	13.5	13.5	10.0
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
ApproachDel:		15.0			24.9			13.9			12.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.0			24.9			13.9			12.4	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	0.9	0.9	0.9	2.7	2.7	2.7	0.6	0.6	0.6	0.5	0.5	0.1

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	1	1	226	1	17	18	114	1	1	73	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	226	1	17	18	114	1	1	73	152
Added Vol:	54	266	9	0	147	3	9	2	34	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	267	10	226	148	20	27	116	35	5	73	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	79	384	14	325	213	29	39	167	50	7	105	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	384	14	325	213	29	39	167	50	7	105	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	384	14	325	213	29	39	167	50	7	105	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.58	0.58	0.58	0.72	0.72	0.72	0.81	0.90	0.90
Lanes:	0.17	0.80	0.03	0.57	0.38	0.05	0.15	0.65	0.20	1.00	0.32	0.68
Final Sat.:	269	1304	49	637	417	56	207	888	268	1547	554	1154
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.51	0.51	0.51	0.19	0.19	0.19	0.00	0.19	0.19
Crit Moves:					****						****	
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.47	0.47	0.47	0.81	0.81	0.81	0.80	0.80	0.80	0.02	0.81	0.81
Delay/Veh:	6.1	6.1	6.1	15.1	15.1	15.1	34.9	34.9	34.9	17.7	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.1	6.1	6.1	15.1	15.1	15.1	34.9	34.9	34.9	17.7	33.1	33.1
LOS by Move:	A	A	A	B	B	B	C	C	C	B	C	C
HCM2kAvgQ:	5	5	5	11	11	11	7	7	7	0	8	8

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	4	5	54	7	19	17	91	3	10	109	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	4	5	54	7	19	17	91	3	10	109	59
Added Vol:	32	165	6	0	260	12	8	1	49	10	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	169	11	54	267	31	25	92	52	20	111	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	45	223	15	71	352	41	33	121	69	26	146	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	223	15	71	352	41	33	121	69	26	146	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	223	15	71	352	41	33	121	69	26	146	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.90	0.90	0.90	0.89	0.89	0.89	0.76	0.95	0.95
Lanes:	0.16	0.79	0.05	0.15	0.76	0.09	0.15	0.54	0.31	1.00	0.65	0.35
Final Sat.:	269	1338	87	264	1303	151	251	923	521	1442	1176	625
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.27	0.27	0.27	0.13	0.13	0.13	0.02	0.12	0.12
Crit Moves:					****			****				
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.29	0.29	0.29	0.46	0.46	0.46	0.46	0.46	0.46	0.06	0.44	0.44
Delay/Veh:	6.4	6.4	6.4	7.5	7.5	7.5	18.4	18.4	18.4	15.7	18.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.4	6.4	6.4	7.5	7.5	7.5	18.4	18.4	18.4	15.7	18.2	18.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	5	5	5	4	4	4	0	4	4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0	0	1! 0	0	0	1! 0	0	0	1! 0 0
Volume Module:												
Base Vol:	26	75	47	22	64	51	37	230	40	26	172	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	75	47	22	64	51	37	230	40	26	172	8
Added Vol:	0	0	0	0	0	12	22	10	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	75	47	22	64	63	59	240	40	26	177	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	38	110	69	32	94	92	86	351	58	38	259	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	110	69	32	94	92	86	351	58	38	259	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	110	69	32	94	92	86	351	58	38	259	12
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.61	0.39	0.15	0.43	0.42	0.17	0.71	0.12	0.12	0.84	0.04
Final Sat.:	429	290	182	73	213	209	105	428	71	68	461	21
Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.38	0.44	0.44	0.44	0.82	0.82	0.82	0.56	0.56	0.56
Crit Moves:		****			****		****			****		
Delay/Veh:	11.0	13.1	13.1	13.8	13.8	13.8	28.3	28.3	28.3	15.9	15.9	15.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	13.1	13.1	13.8	13.8	13.8	28.3	28.3	28.3	15.9	15.9	15.9
LOS by Move:	B	B	B	B	B	B	D	D	D	C	C	C
ApproachDel:		12.8			13.8			28.3			15.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.8			13.8			28.3			15.9	
LOS by Appr:		B			B			D			C	
AllWayAvgQ:	0.1	0.5	0.5	0.6	0.6	0.6	3.3	3.3	3.3	1.0	1.0	1.0

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	14	90	49	27	56	38	61	194	30	44	187	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	90	49	27	56	38	61	194	30	44	187	9
Added Vol:	0	0	0	0	0	22	14	7	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	90	49	27	56	60	75	201	30	44	198	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	16	100	55	30	62	67	84	224	33	49	221	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	100	55	30	62	67	84	224	33	49	221	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	100	55	30	62	67	84	224	33	49	221	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.65	0.35	0.19	0.39	0.42	0.24	0.66	0.10	0.17	0.79	0.04
Final Sat.:	489	353	192	108	225	241	161	432	64	112	504	23
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.28	0.28	0.28	0.52	0.52	0.52	0.44	0.44	0.44
Crit Moves:		****				****		****			****	
Delay/Veh:	9.7	10.9	10.9	10.6	10.6	10.6	13.3	13.3	13.3	12.1	12.1	12.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	10.9	10.9	10.6	10.6	10.6	13.3	13.3	13.3	12.1	12.1	12.1
LOS by Move:	A	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		10.8			10.6			13.3			12.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			10.6			13.3			12.1	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.3	0.3	0.3	0.3	0.3	0.9	0.9	0.9	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	6	118	67	15	81	54	47	148	5	44	100	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	118	67	15	81	54	47	148	5	44	100	15
Added Vol:	0	3	0	0	1	8	10	3	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	121	67	15	82	62	57	151	5	44	104	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	8	169	94	21	115	87	80	211	7	62	145	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	169	94	21	115	87	80	211	7	62	145	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	169	94	21	115	87	80	211	7	62	145	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.94	0.94	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.03	0.62	0.35	0.15	0.85	1.00	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	56	1121	621	276	1508	1615	1805	1830	61	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.08	0.08	0.05	0.04	0.12	0.12	0.03	0.08	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.21	0.30	0.30	0.12	0.21	0.21
Volume/Cap:	0.39	0.39	0.39	0.20	0.20	0.14	0.21	0.39	0.39	0.29	0.37	0.06
Delay/Veh:	13.6	13.6	13.6	12.3	12.3	12.0	20.1	17.3	17.3	25.0	21.1	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	13.6	12.3	12.3	12.0	20.1	17.3	17.3	25.0	21.1	19.2
LOS by Move:	B	B	B	B	B	B	C	B	B	C	C	B
HCM2kAvgQ:	4	4	4	2	2	1	1	4	4	1	3	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.337
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	24	81	35	20	41	68	62	255	24	25	247	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	81	35	20	41	68	62	255	24	25	247	38
Added Vol:	0	3	0	0	4	8	6	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	84	35	20	45	76	68	256	24	25	248	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	26	92	38	22	49	84	75	281	26	27	273	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	92	38	22	49	84	75	281	26	27	273	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	92	38	22	49	84	75	281	26	27	273	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.90	0.90	0.85	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	0.17	0.59	0.24	0.31	0.69	1.00	1.00	0.91	0.09	1.00	1.00	1.00
Final Sat.:	292	1021	425	524	1180	1615	1805	1715	161	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.04	0.05	0.04	0.16	0.16	0.02	0.14	0.03
Crit Moves:		****						****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.25	0.44	0.44	0.12	0.31	0.31
Volume/Cap:	0.37	0.37	0.37	0.17	0.17	0.21	0.17	0.37	0.37	0.13	0.47	0.08
Delay/Veh:	19.5	19.5	19.5	18.2	18.2	18.4	17.8	11.5	11.5	24.1	17.4	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	19.5	19.5	18.2	18.2	18.4	17.8	11.5	11.5	24.1	17.4	14.9
LOS by Move:	B	B	B	B	B	B	B	B	B	C	B	B
HCM2kAvgQ:	3	3	3	1	1	1	1	4	4	1	5	1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	86	161	47	25	113	24	45	128	50	87	70	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	161	47	25	113	24	45	128	50	87	70	25
Added Vol:	0	3	1	0	1	0	0	31	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	164	48	25	114	24	45	159	50	87	86	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	120	229	67	35	159	34	63	222	70	122	120	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	229	67	35	159	34	63	222	70	122	120	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	229	67	35	159	34	63	222	70	122	120	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	0.22	0.78	1.00	1.00	1.00	1.00
Final Sat.:	442	473	515	438	396	83	108	382	542	421	447	485
Capacity Analysis Module:												
Vol/Sat:	0.27	0.48	0.13	0.08	0.40	0.40	0.58	0.58	0.13	0.29	0.27	0.07
Crit Moves:		****			****			****		****		
Delay/Veh:	13.3	16.2	10.3	11.0	14.1	14.1	18.5	18.5	9.9	13.9	12.9	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	16.2	10.3	11.0	14.1	14.1	18.5	18.5	9.9	13.9	12.9	10.1
LOS by Move:	B	C	B	B	B	B	C	C	A	B	B	B
ApproachDel:		14.4			13.6			16.8			13.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.4			13.6			16.8			13.0	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.3	0.8	0.1	0.1	0.6	0.6	1.2	1.2	0.1	0.4	0.3	0.1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0	0 1	0	0	1	0	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	91	33	36		31	31	58		49	143	88		41	151	38	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	91	33	36		31	31	58		49	143	88		41	151	38	
Added Vol:	0	3	1		0	4	0		0	20	0		2	31	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	91	36	37		31	35	58		49	163	88		43	182	38	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	100	40	41		34	38	64		54	179	97		47	200	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	40	41		34	38	64		54	179	97		47	200	42	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	100	40	41		34	38	64		54	179	97		47	200	42	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.38	0.62		0.23	0.77	1.00		1.00	1.00	1.00	
Final Sat.:	474	505	560		486	210	348		134	447	665		508	551	612	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.08	0.07	0.07	0.18	0.18	0.40	0.40	0.15	0.09	0.36	0.07				
Crit Moves:	****				****			****			****					
Delay/Veh:	11.6	9.9	9.1	10.1	9.9	9.9	12.4	12.4	8.7	10.1	12.3	8.7				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	11.6	9.9	9.1	10.1	9.9	9.9	12.4	12.4	8.7	10.1	12.3	8.7				
LOS by Move:	B	A	A	B	A	A	B	B	A	B	B	A				
ApproachDel:	10.6			10.0			11.3			11.4						
Delay Adj:	1.00			1.00			1.00			1.00						
ApprAdjDel:	10.6			10.0			11.3			11.4						
LOS by Appr:	B			A			B			B						
AllWayAvgQ:	0.2	0.1	0.1	0.1	0.2	0.2	0.6	0.6	0.2	0.1	0.5	0.1				

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

Average Delay (sec/veh): 8.5 Worst Case Level Of Service: C[21.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	46	121	0	0	93	174	179	0	67	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	121	0	0	93	174	179	0	67	0	0	0
Added Vol:	3	0	0	0	0	1	5	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	121	0	0	93	175	184	0	73	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	74	183	0	0	140	264	278	0	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	74	183	0	0	140	264	278	0	110	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	405	xxxx	xxxxx	xxxx	xxxx	xxxxx	603	xxxx	273	xxxx	xxxx	xxxxx
Potent Cap.:	1165	xxxx	xxxxx	xxxx	xxxx	xxxxx	465	xxxx	771	xxxx	xxxx	xxxxx
Move Cap.:	1165	xxxx	xxxxx	xxxx	xxxx	xxxxx	442	xxxx	771	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.63	xxxx	0.14	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.2	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	25.9	xxxx	10.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	D	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			21.5			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[10.1]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 0		0 0 0	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	44	86	0	0	84	86	44	0	76	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	86	0	0	84	86	44	0	76	0	0	0
Added Vol:	7	0	0	0	0	5	3	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	86	0	0	84	91	47	0	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	58	98	0	0	95	103	53	0	91	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	98	0	0	95	103	53	0	91	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	198	xxxx	xxxxx	xxxx	xxxx	xxxxx	360	xxxx	147	xxxx	xxxx	xxxxx
Potent Cap.:	1386	xxxx	xxxxx	xxxx	xxxx	xxxxx	643	xxxx	905	xxxx	xxxx	xxxxx
Move Cap.:	1386	xxxx	xxxxx	xxxx	xxxx	xxxxx	622	xxxx	905	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.10	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.3	xxxx	9.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.1			xxxxxx		
ApproachLOS:	*			*			B			*		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

****

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[9.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	66	0	60	47	0	0	0	0	3	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	66	0	60	47	0	0	0	0	3	0	64
Added Vol:	0	0	26	6	0	0	0	0	0	17	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	66	26	66	47	0	0	0	0	20	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	81	32	81	57	0	0	0	0	24	0	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	81	32	81	57	0	0	0	0	24	0	82
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	112	xxxx	xxxxx	xxxx	xxxx	xxxxx	286	315	96
Potent Cap.:	xxxx	xxxx	xxxxx	1490	xxxx	xxxxx	xxxx	xxxx	xxxxx	708	604	965
Move Cap.:	xxxx	xxxx	xxxxx	1490	xxxx	xxxxx	xxxx	xxxx	xxxxx	678	570	965
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	880	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.7		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[9.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	50	0	80	70	0	0	0	0	0	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	0	80	70	0	0	0	0	0	0	50
Added Vol:	0	0	16	4	0	0	0	0	0	23	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	16	84	70	0	0	0	0	23	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	55	18	93	77	0	0	0	0	25	0	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	55	18	93	77	0	0	0	0	25	0	63
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	73	xxxx	xxxxx	xxxx	xxxx	xxxxx	288	326	64
Potent Cap.:	xxxx	xxxx	xxxxx	1540	xxxx	xxxxx	xxxx	xxxx	xxxxx	707	595	1006
Move Cap.:	xxxx	xxxx	xxxxx	1540	xxxx	xxxxx	xxxx	xxxx	xxxxx	673	558	1006
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	881	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.5		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

****

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: A[9.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 1	0 0	1	0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	6	53	1	20	36	4	7	1	4	1	1	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	53	1	20	36	4	7	1	4	1	1	10
Added Vol:	0	26	29	0	17	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	79	30	20	53	4	7	1	4	17	1	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	85	32	21	57	4	7	1	4	18	1	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	85	32	21	57	4	7	1	4	18	1	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	61	xxxx	xxxxx	117	xxxx	xxxxx	219	229	57	218	217	101
Potent Cap.:	1555	xxxx	xxxxx	1484	xxxx	xxxxx	741	674	1015	743	684	960
Move Cap.:	1555	xxxx	xxxxx	1484	xxxx	xxxxx	722	661	1015	728	671	960
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.00	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	792	xxxxx	xxxx	794	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	9.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx				9.6			9.7	
ApproachLOS:	*			*				A			A	

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[10.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	46	1	50	33	10	1	1	1	27	1	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	46	1	50	33	10	1	1	1	27	1	14
Added Vol:	0	16	19	0	23	0	0	0	0	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	62	20	50	56	10	1	1	1	56	1	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1	69	22	55	62	11	1	1	1	62	1	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	69	22	55	62	11	1	1	1	62	1	16
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	73	xxxx	xxxxx	91	xxxx	xxxxx	264	266	62	262	266	80
Potent Cap.:	1539	xxxx	xxxxx	1517	xxxx	xxxxx	693	643	1008	695	643	986
Move Cap.:	1539	xxxx	xxxxx	1517	xxxx	xxxxx	661	618	1008	673	618	986
Volume/Cap:	0.00	xxxx	xxxx	0.04	xxxx	xxxx	0.00	0.00	0.00	0.09	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	728	xxxxx	xxxx	717	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	10.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.0			10.6		
ApproachLOS:	*			*			A			B		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #44 SR-243 Highway (NS) at C Street (EW)

****

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	60	0	0	40	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	60	0	0	40	0	0	0	0	0	0	0
Added Vol:	3	0	0	0	0	33	56	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	60	0	0	40	33	56	0	9	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	4	75	0	0	50	41	70	0	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	75	0	0	50	41	70	0	11	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	91	xxxx	xxxxx	xxxx	xxxx	xxxxx	154	154	71	xxxx	xxxx	xxxxx
Potent Cap.:	1516	xxxx	xxxxx	xxxx	xxxx	xxxxx	843	742	997	xxxx	xxxx	xxxxx
Move Cap.:	1516	xxxx	xxxxx	xxxx	xxxx	xxxxx	841	740	997	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	860	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.6			xxxxxx		
ApproachLOS:	*			*			A			*		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2025) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #44 SR-243 Highway (NS) at C Street (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[10.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	36	0	0	80	10	14	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	36	0	0	80	10	14	0	0	0	0	0
Added Vol:	10	0	0	0	0	52	34	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	36	0	0	80	62	48	0	6	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	13	48	0	0	107	83	64	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	48	0	0	107	83	64	0	8	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	189	xxxx	xxxxx	xxxx	xxxx	xxxxx	223	223	148	xxxx	xxxx	xxxxx
Potent Cap.:	1397	xxxx	xxxxx	xxxx	xxxx	xxxxx	770	680	904	xxxx	xxxx	xxxxx
Move Cap.:	1397	xxxx	xxxxx	xxxx	xxxx	xxxxx	764	673	904	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	778	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.1			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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Interim Year (2029) Without Project

San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	76	911	495	111	790	25	33	104	13	187	149	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	911	495	111	790	25	33	104	13	187	149	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	911	495	111	790	25	33	104	13	187	149	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	80	961	522	117	833	26	35	110	14	197	157	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	961	522	117	833	26	35	110	14	197	157	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	961	522	117	833	26	35	110	14	197	157	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.95	0.59	1.00	0.85	0.68	1.00	0.85
Lanes:	1.00	1.30	0.70	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2215	1204	1805	3482	110	1127	1900	1615	1298	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.43	0.43	0.06	0.24	0.24	0.03	0.06	0.01	0.15	0.08	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.20	0.52	0.52	0.11	0.44	0.44	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.23	0.83	0.83	0.60	0.55	0.55	0.17	0.31	0.05	0.83	0.45	0.41
Delay/Veh:	22.3	16.4	16.4	32.9	14.0	14.0	22.7	23.5	21.9	46.3	24.5	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	16.4	16.4	32.9	14.0	14.0	22.7	23.5	21.9	46.3	24.5	24.4
LOS by Move:	C	B	B	C	B	B	C	C	C	D	C	C
HCM2kAvgQ:	2	16	16	3	7	7	1	2	0	6	3	3

****

Note: Queue reported is the number of cars per lane.

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	63	738	282	186	1129	29	24	121	66	335	138	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	738	282	186	1129	29	24	121	66	335	138	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	738	282	186	1129	29	24	121	66	335	138	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	65	762	291	192	1166	30	25	125	68	346	143	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	762	291	192	1166	30	25	125	68	346	143	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	762	291	192	1166	30	25	125	68	346	143	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.95	0.66	1.00	0.85	0.67	1.00	0.85
Lanes:	1.00	1.45	0.55	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2505	957	1805	3506	90	1254	1900	1615	1277	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.11	0.33	0.33	0.02	0.07	0.04	0.27	0.08	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.11	0.37	0.37	0.13	0.39	0.39	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.33	0.83	0.83	0.82	0.85	0.85	0.06	0.21	0.13	0.85	0.24	0.28
Delay/Veh:	27.9	23.3	23.3	47.3	23.4	23.4	15.5	16.4	15.9	36.7	16.6	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	23.3	23.3	47.3	23.4	23.4	15.5	16.4	15.9	36.7	16.6	16.9
LOS by Move:	C	C	C	D	C	C	B	B	B	D	B	B
HCM2kAvgQ:	2	13	13	6	15	15	0	2	1	10	2	2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[20.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 0			0 0 1 1 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	398	1550	0	0	970	2	1	0	150	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	398	1550	0	0	970	2	1	0	150	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	1550	0	0	970	2	1	0	150	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	438	1707	0	0	1068	2	1	0	165	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	438	1707	0	0	1068	2	1	0	165	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1070	xxxx	xxxxx	xxxx	xxxx	xxxxx	2800	xxxx	535	xxxx	xxxx	xxxxx
Potent Cap.:	659	xxxx	xxxxx	xxxx	xxxx	xxxxx	15	xxxx	495	xxxx	xxxx	xxxxx
Move Cap.:	659	xxxx	xxxxx	xxxx	xxxx	xxxxx	7	xxxx	495	xxxx	xxxx	xxxxx
Volume/Cap:	0.67	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.33	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	5.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	1.5	xxxx	xxxx	xxxxx
Control Del:	20.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	596.1	xxxx	15.9	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			19.7			xxxxxx		
ApproachLOS:	*			*			C			*		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: F[62.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 0			0 0 1 1 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	248	1180	0	0	1742	2	1	0	148	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	1180	0	0	1742	2	1	0	148	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	1180	0	0	1742	2	1	0	148	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	274	1302	0	0	1923	2	1	0	163	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	274	1302	0	0	1923	2	1	0	163	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1925	xxxx	xxxxx	xxxx	xxxx	xxxxx	3123	xxxx	962	xxxx	xxxx	xxxxx
Potent Cap.:	311	xxxx	xxxxx	xxxx	xxxx	xxxxx	9	xxxx	260	xxxx	xxxx	xxxxx
Move Cap.:	311	xxxx	xxxxx	xxxx	xxxx	xxxxx	2	xxxx	260	xxxx	xxxx	xxxxx
Volume/Cap:	0.88	xxxx	xxxx	xxxx	xxxx	xxxx	0.50	xxxx	0.63	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	8.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	3.9	xxxx	xxxx	xxxxx
Control Del:	62.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2128	xxxx	39.8	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	F	*	E	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			53.8			xxxxxx		
ApproachLOS:	*			*			F			*		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.5	
Optimal Cycle:	0	Level Of Service:	C	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	168	0	42	0	0	0	0	528	102	28	212	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	42	0	0	0	0	528	102	28	212	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	42	0	0	0	0	528	102	28	212	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	179	0	45	0	0	0	0	561	108	30	225	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	0	45	0	0	0	0	561	108	30	225	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	0	45	0	0	0	0	561	108	30	225	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.01	0.20	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	459	0	115	0	0	0	0	652	741	542	590	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.00	0.39	xxxx	xxxx	xxxx	xxxx	0.86	0.15	0.05	0.38	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	12.5	12.5	12.5	0.0	0.0	0.0	0.0	32.0	8.3	9.5	12.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	0.0	0.0	0.0	0.0	32.0	8.3	9.5	12.0	0.0
LOS by Move:	B	B	B	*	*	*	*	D	A	A	B	*
ApproachDel:		12.5			xxxxxx			28.2			11.7	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		12.5			xxxxxx			28.2			11.7	
LOS by Appr:		B			*			D			B	
AllWayAvgQ:	0.6	0.6	0.6	0.0	0.0	0.0	0.0	4.3	0.2	0.1	0.6	0.0

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.6	
Optimal Cycle:	0	Level Of Service:	C	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	91	0	28	0	0	0	0	422	133	27	449	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	0	28	0	0	0	0	422	133	27	449	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	0	28	0	0	0	0	422	133	27	449	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	94	0	29	0	0	0	0	438	138	28	466	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	0	29	0	0	0	0	438	138	28	466	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	0	29	0	0	0	0	438	138	28	466	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.00	0.24	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	414	0	128	0	0	0	0	664	756	592	655	0
Capacity Analysis Module:												
Vol/Sat:	0.23	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	0.66	0.18	0.05	0.71	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	10.7	0.0	10.7	0.0	0.0	0.0	0.0	17.6	8.4	8.9	20.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	0.0	10.7	0.0	0.0	0.0	0.0	17.6	8.4	8.9	20.1	0.0
LOS by Move:	B	*	B	*	*	*	*	C	A	A	C	*
ApproachDel:		10.7			xxxxxx			15.4			19.5	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		10.7			xxxxxx			15.4			19.5	
LOS by Appr:		B			*			C			C	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	1.8	0.2	0.0	2.2	0.0

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	144	18	127	297	226	7	4	123	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	144	18	127	297	226	7	4	123	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	144	18	127	297	226	7	4	123	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	1	1	1	165	21	146	341	259	8	5	141	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	165	21	146	341	259	8	5	141	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	165	21	146	341	259	8	5	141	210
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.12	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	376	397	430	468	68	479	506	541	595	456	492	546
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.30	0.30	0.67	0.48	0.01	0.01	0.29	0.38
Crit Moves:	****			****			****					****
Delay/Veh:	11.4	10.9	10.2	13.9	11.6	11.6	22.5	14.8	8.6	10.3	12.4	12.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	10.9	10.2	13.9	11.6	11.6	22.5	14.8	8.6	10.3	12.4	12.7
LOS by Move:	B	B	B	B	B	B	C	B	A	B	B	B
ApproachDel:		10.8			12.7			19.0			12.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			12.7			19.0			12.6	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.4	0.4	1.8	0.8	0.0	0.0	0.4	0.6

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign					
Rights:	Include						Include					
Min. Green:	0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	0	1	0	
Volume Module:												
Base Vol:	15		40		16		177		16		160	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	15		40		16		177		16		160	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	15		40		16		177		16		160	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	16		42		17		186		17		168	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	16		42		17		186		17		168	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	16		42		17		186		17		168	
Saturation Flow Module:												
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		0.09		0.91	
Final Sat.:	352		372		399		438		46		461	
Capacity Analysis Module:												
Vol/Sat:	0.04		0.11		0.04		0.42		0.36		0.36	
Crit Moves:			****				****					
Delay/Veh:	12.4		12.5		11.1		16.0		13.1		13.1	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	12.4		12.5		11.1		16.0		13.1		13.1	
LOS by Move:	B		B		B		C		B		B	
ApproachDel:			12.1						14.6			
Delay Adj:			1.00						1.00			
ApprAdjDel:			12.1						14.6			
LOS by Appr:			B						B			
AllWayAvgQ:	0.0		0.1		0.0		0.7		0.5		0.5	

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign					
Rights:	Include						Include					
Min. Green:	0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	1	0	1	
Volume Module:												
Base Vol:	179		287		6		8		306		211	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	179		287		6		8		306		211	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	179		287		6		8		306		211	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	188		301		6		8		321		221	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	188		301		6		8		321		221	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	188		301		6		8		321		221	
Saturation Flow Module:												
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	438		471		504		435		475		518	
Capacity Analysis Module:												
Vol/Sat:	0.43		0.64		0.01		0.02		0.68		0.43	
Crit Moves:			****						****			
Delay/Veh:	16.3		21.9		9.6		10.8		23.6		14.1	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	16.3		21.9		9.6		10.8		23.6		14.1	
LOS by Move:	C		C		A		B		C		B	
ApproachDel:			19.6						19.6			
Delay Adj:			1.00						1.00			
ApprAdjDel:			19.6						19.6			
LOS by Appr:			C						C			
AllWayAvgQ:	0.7		1.5		0.0		0.0		1.8		0.7	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Highland Springs Avenue (NS) at 14th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.379
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	250	31	79	320	0	0	0	0	40	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	250	31	79	320	0	0	0	0	40	0	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	250	31	79	320	0	0	0	0	40	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	263	33	83	337	0	0	0	0	42	0	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	263	33	83	337	0	0	0	0	42	0	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	263	33	83	337	0	0	0	0	42	0	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.89	0.89	1.00	1.00	1.00	1.00	0.82	1.00	0.84
Lanes:	0.00	0.89	0.11	0.20	0.80	0.00	0.00	0.00	0.00	0.34	0.00	0.66
Final Sat.:	0	1665	206	334	1352	0	0	0	0	528	0	1057
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.25	0.25	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Crit Moves:					****					****		
Green/Cycle:	0.00	0.65	0.65	0.65	0.65	0.00	0.00	0.00	0.00	0.21	0.00	0.42
Volume/Cap:	0.00	0.24	0.24	0.38	0.38	0.00	0.00	0.00	0.00	0.38	0.00	0.19
Delay/Veh:	0.0	4.4	4.4	5.0	5.0	0.0	0.0	0.0	0.0	20.9	0.0	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.4	4.4	5.0	5.0	0.0	0.0	0.0	0.0	20.9	0.0	10.9
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	B
HCM2kAvgQ:	0	2	2	4	4	0	0	0	0	2	0	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Highland Springs Avenue (NS) at 14th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	351	42	98	248	0	0	0	0	42	0	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	351	42	98	248	0	0	0	0	42	0	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	351	42	98	248	0	0	0	0	42	0	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	369	44	103	261	0	0	0	0	44	0	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	369	44	103	261	0	0	0	0	44	0	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	369	44	103	261	0	0	0	0	44	0	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.80	0.80	1.00	1.00	1.00	1.00	0.84	1.00	0.84
Lanes:	0.00	0.89	0.11	0.28	0.72	0.00	0.00	0.00	0.00	0.23	0.00	0.77
Final Sat.:	0	1673	200	432	1092	0	0	0	0	370	0	1225
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.24	0.24	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:					****					****		
Green/Cycle:	0.00	0.58	0.58	0.58	0.58	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.38	0.38	0.41	0.41	0.00	0.00	0.00	0.00	0.41	0.00	0.41
Delay/Veh:	0.0	7.1	7.1	7.3	7.3	0.0	0.0	0.0	0.0	17.8	0.0	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.1	7.1	7.3	7.3	0.0	0.0	0.0	0.0	17.8	0.0	17.8
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	4	4	4	4	0	0	0	0	3	0	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	135	269	0	0	343	15	21	0	237	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	269	0	0	343	15	21	0	237	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	269	0	0	343	15	21	0	237	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	154	307	0	0	392	17	24	0	271	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	307	0	0	392	17	24	0	271	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	307	0	0	392	17	24	0	271	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.86	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.96	0.04	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1809	79	1638	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.00	0.00	0.22	0.22	0.01	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.15	0.51	0.00	0.00	0.37	0.37	0.29	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	0.59	0.31	0.00	0.00	0.59	0.59	0.05	0.00	0.39	0.00	0.00	0.00
Delay/Veh:	27.4	8.6	0.0	0.0	16.6	16.6	15.6	0.0	12.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	8.6	0.0	0.0	16.6	16.6	15.6	0.0	12.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	4	3	0	0	7	7	0	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	253	373	0	0	269	17	7	0	191	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	373	0	0	269	17	7	0	191	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	373	0	0	269	17	7	0	191	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	260	384	0	0	277	17	7	0	197	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	384	0	0	277	17	7	0	197	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	384	0	0	277	17	7	0	197	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.89	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1773	112	1697	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.00	0.00	0.16	0.16	0.00	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.27	0.57	0.00	0.00	0.30	0.30	0.23	0.00	0.50	0.00	0.00	0.00
Volume/Cap:	0.53	0.35	0.00	0.00	0.53	0.53	0.02	0.00	0.24	0.00	0.00	0.00
Delay/Veh:	19.6	7.2	0.0	0.0	18.6	18.6	17.8	0.0	8.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	7.2	0.0	0.0	18.6	18.6	17.8	0.0	8.6	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	B	A	A	A	A	A
HCM2kAvgQ:	5	4	0	0	5	5	0	0	2	0	0	0

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:			Ovl						Include						Include						Include			
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:	87		248		177		190		493		111		30		144		158		179		141		162	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	87		248		177		190		493		111		30		144		158		179		141		162	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	87		248		177		190		493		111		30		144		158		179		141		162	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87	
PHF Volume:	100		285		204		219		567		128		35		166		182		206		162		186	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	100		285		204		219		567		128		35		166		182		206		162		186	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	100		285		204		219		567		128		35		166		182		206		162		186	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.85		0.95		0.92		0.92		0.95		0.88		0.88		0.95		0.95		0.85	
Lanes:	1.00		1.00		1.00		1.00		1.63		0.37		1.00		1.00		1.00		1.00		2.00		1.00	
Final Sat.:	1805		1900		1615		1805		2864		645		1805		1664		1664		1805		3610		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.06		0.15		0.13		0.12		0.20		0.20		0.02		0.10		0.11		0.11		0.04		0.12	
Crit Moves:	****								****				****										****	
Green/Cycle:	0.11		0.25		0.40		0.20		0.34		0.34		0.11		0.15		0.15		0.16		0.20		0.20	
Volume/Cap:	0.52		0.61		0.31		0.61		0.58		0.58		0.18		0.67		0.73		0.73		0.23		0.58	
Delay/Veh:	29.8		23.9		13.5		26.6		18.4		18.4		26.8		29.4		32.1		35.4		22.0		26.3	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	29.8		23.9		13.5		26.6		18.4		18.4		26.8		29.4		32.1		35.4		22.0		26.3	
LOS by Move:	C		C		B		C		B		B		C		C		C		D		C		C	
HCM2kAvgQ:	3		6		3		5		7		7		1		5		5		6		2		4	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	113	583	214	180	353	17	31	166	93	174	160	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	583	214	180	353	17	31	166	93	174	160	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	583	214	180	353	17	31	166	93	174	160	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	127	656	241	202	397	19	35	187	105	196	180	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	656	241	202	397	19	35	187	105	196	180	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	656	241	202	397	19	35	187	105	196	180	254
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.94	0.94	0.95	0.90	0.90	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.28	0.72	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	3420	165	1805	2189	1226	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.15	0.11	0.12	0.12	0.02	0.09	0.09	0.11	0.05	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.23	0.40	0.55	0.13	0.30	0.30	0.09	0.12	0.12	0.15	0.18	0.18
Volume/Cap:	0.31	0.86	0.27	0.86	0.38	0.38	0.22	0.71	0.71	0.73	0.27	0.86
Delay/Veh:	26.1	32.0	9.7	60.5	22.3	22.3	34.7	39.4	39.4	41.9	28.4	53.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	32.0	9.7	60.5	22.3	22.3	34.7	39.4	39.4	41.9	28.4	53.8
LOS by Move:	C	C	A	E	C	C	C	D	D	D	C	D
HCM2kAvgQ:	3	18	3	8	4	4	1	5	5	6	2	9

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	113		466		162		176		482		121		144		232		164		154		176		60	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	113		466		162		176		482		121		144		232		164		154		176		60	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	113		466		162		176		482		121		144		232		164		154		176		60	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90	
PHF Volume:	125		517		180		195		534		134		160		257		182		171		195		67	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	125		517		180		195		534		134		160		257		182		171		195		67	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	125		517		180		195		534		134		160		257		182		171		195		67	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.85		0.95		0.95		0.85		0.95		0.95		0.85		0.95		0.95		0.85	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1805		3610		1615		1805		3610		1615		1805		3610		1615		1805		3610		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.07		0.14		0.11		0.11		0.15		0.08		0.09		0.07		0.11		0.09		0.05		0.04	
Crit Moves:	****								****								****		****					
Green/Cycle:	0.12		0.21		0.21		0.17		0.26		0.26		0.18		0.19		0.19		0.16		0.18		0.18	
Volume/Cap:	0.58		0.69		0.54		0.64		0.58		0.32		0.49		0.37		0.58		0.58		0.30		0.23	
Delay/Veh:	28.9		24.8		23.0		27.8		20.4		18.6		23.4		21.3		24.6		26.1		21.6		21.5	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	28.9		24.8		23.0		27.8		20.4		18.6		23.4		21.3		24.6		26.1		21.6		21.5	
LOS by Move:	C		C		C		C		C		B		C		C		C		C		C		C	
HCM2kAvgQ:	3		6		4		5		5		2		3		3		4		4		2		1	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	167	521	182	111	505	113	232	317	191	294	369	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	521	182	111	505	113	232	317	191	294	369	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	521	182	111	505	113	232	317	191	294	369	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	182	567	198	121	550	123	252	345	208	320	402	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	567	198	121	550	123	252	345	208	320	402	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	567	198	121	550	123	252	345	208	320	402	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.12	0.07	0.15	0.08	0.14	0.10	0.13	0.18	0.11	0.08
Crit Moves:		****		****					****	****		
Green/Cycle:	0.14	0.21	0.21	0.12	0.18	0.18	0.22	0.17	0.17	0.24	0.19	0.19
Volume/Cap:	0.71	0.75	0.59	0.57	0.83	0.41	0.63	0.56	0.75	0.75	0.60	0.43
Delay/Veh:	33.7	26.5	24.0	28.9	31.8	22.5	24.3	23.9	34.5	28.6	23.9	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	26.5	24.0	28.9	31.8	22.5	24.3	23.9	34.5	28.6	23.9	22.6
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	7	4	3	8	2	5	4	6	7	5	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

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Cycle (sec): 60 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	236	683	0	0	569	311	0	0	0	191	2	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	683	0	0	569	311	0	0	0	191	2	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	683	0	0	569	311	0	0	0	191	2	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	253	734	0	0	611	334	0	0	0	205	2	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	734	0	0	611	334	0	0	0	205	2	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	734	0	0	611	334	0	0	0	205	2	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1736	18	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.00	0.00	0.17	0.21	0.00	0.00	0.00	0.12	0.12	0.12
Crit Moves:	****					****				****		
Green/Cycle:	0.24	0.60	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.20	0.20	0.20
Volume/Cap:	0.58	0.34	0.00	0.00	0.48	0.58	0.00	0.00	0.00	0.58	0.58	0.58
Delay/Veh:	22.1	6.2	0.0	0.0	15.3	17.2	0.0	0.0	0.0	24.0	24.0	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	6.2	0.0	0.0	15.3	17.2	0.0	0.0	0.0	24.0	24.0	24.2
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	5	4	0	0	5	6	0	0	0	4	4	4

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	317	977	0	0	704	330	0	0	0	356	3	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	977	0	0	704	330	0	0	0	356	3	273
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	317	977	0	0	704	330	0	0	0	356	3	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	343	1057	0	0	762	357	0	0	0	385	3	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	1057	0	0	762	357	0	0	0	385	3	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	343	1057	0	0	762	357	0	0	0	385	3	295
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1726	15	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.00	0.00	0.21	0.22	0.00	0.00	0.00	0.22	0.22	0.18
Crit Moves:	****					****				****		
Green/Cycle:	0.24	0.52	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.79	0.56	0.00	0.00	0.76	0.79	0.00	0.00	0.00	0.79	0.79	0.65
Delay/Veh:	31.1	10.2	0.0	0.0	23.1	29.4	0.0	0.0	0.0	28.6	28.6	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	10.2	0.0	0.0	23.1	29.4	0.0	0.0	0.0	28.6	28.6	22.3
LOS by Move:	C	B	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	8	0	0	9	9	0	0	0	9	9	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	596	337	179	574	0	314	4	346	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	596	337	179	574	0	314	4	346	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	596	337	179	574	0	314	4	346	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	614	347	184	591	0	323	4	356	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	614	347	184	591	0	323	4	356	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	614	347	184	591	0	323	4	356	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1743	22	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.21	0.10	0.16	0.00	0.19	0.19	0.22	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.32	0.32	0.15	0.47	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.53	0.67	0.67	0.35	0.00	0.57	0.57	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	17.2	21.1	30.4	10.1	0.0	17.9	17.9	20.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.2	21.1	30.4	10.1	0.0	17.9	17.9	20.7	0.0	0.0	0.0
LOS by Move:	A	B	C	C	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	6	7	5	4	0	6	6	7	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	925	438	178	866	0	385	14	474	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	925	438	178	866	0	385	14	474	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	925	438	178	866	0	385	14	474	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	965	457	186	903	0	401	15	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	965	457	186	903	0	401	15	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	965	457	186	903	0	401	15	494	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1712	62	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.28	0.10	0.25	0.00	0.23	0.23	0.31	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.33	0.33	0.12	0.45	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.82	0.86	0.86	0.56	0.00	0.66	0.66	0.86	0.00	0.00	0.00
Delay/Veh:	0.0	23.1	32.8	54.6	12.7	0.0	19.0	19.0	31.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.1	32.8	54.6	12.7	0.0	19.0	19.0	31.0	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	11	11	6	7	0	8	8	12	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

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Cycle (sec):	60	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.2
Optimal Cycle: OPTIMIZED		Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	46	314	37	131	226	62	131	62	65	39	72	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	314	37	131	226	62	131	62	65	39	72	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	314	37	131	226	62	131	62	65	39	72	256
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.00
PHF Volume:	47	324	38	135	233	0	135	64	67	40	74	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	324	38	135	233	0	135	64	67	40	74	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	47	324	38	135	233	0	135	64	67	40	74	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	1.00	0.95	0.88	0.88	0.85	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3178	374	1805	3610	1900	1805	1666	1666	1615	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.07	0.06	0.00	0.07	0.04	0.04	0.02	0.04	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.25	0.25	0.18	0.22	0.00	0.18	0.30	0.30	0.12	0.12	0.00
Volume/Cap:	0.12	0.41	0.41	0.41	0.30	0.00	0.41	0.13	0.13	0.21	0.33	0.00
Delay/Veh:	19.0	19.1	19.1	22.4	19.9	0.0	22.4	15.3	15.4	24.6	25.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	19.1	19.1	22.4	19.9	0.0	22.4	15.3	15.4	24.6	25.3	0.0
LOS by Move:	B	B	B	C	B	A	C	B	B	C	C	A
HCM2kAvgQ:	1	3	3	3	2	0	3	1	1	1	2	0

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Permitted					
Rights:	Include						Ignore						Include						Ignore					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	2	0	1		1	0	1	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	74	282		60			216	300		92			72	204		73			66	144		236		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	74	282		60			216	300		92			72	204		73			66	144		236		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	74	282		60			216	300		92			72	204		73			66	144		236		
User Adj:	1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00		1.00			1.00	1.00		0.00		
PHF Adj:	0.96	0.96		0.96			0.96	0.96		0.00			0.96	0.96		0.96			0.96	0.96		0.00		
PHF Volume:	77	295		63			226	314		0			75	214		76			69	151		0		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	77	295		63			226	314		0			75	214		76			69	151		0		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00		1.00			1.00	1.00		0.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00		1.00			1.00	1.00		0.00		
FinalVolume:	77	295		63			226	314		0			75	214		76			69	151		0		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95	0.93		0.93			0.95	0.95		1.00			0.95	0.91		0.91			0.58	1.00		1.00		
Lanes:	1.00	1.65		0.35			1.00	2.00		1.00			1.00	1.47		0.53			1.00	1.00		1.00		
Final Sat.:	1805	2899		617			1805	3610		1900			1805	2552		913			1094	1900		1900		
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.10		0.10			0.13	0.09		0.00			0.04	0.08		0.08			0.06	0.08		0.00		
Crit Moves:		****					****						****							****				
Green/Cycle:	0.23	0.20		0.20			0.25	0.23		0.00			0.12	0.28		0.28			0.16	0.16		0.00		
Volume/Cap:	0.19	0.50		0.50			0.50	0.38		0.00			0.36	0.30		0.30			0.40	0.50		0.00		
Delay/Veh:	18.9	21.7		21.7			20.0	19.9		0.0			25.5	17.3		17.3			24.1	24.3		0.0		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	18.9	21.7		21.7			20.0	19.9		0.0			25.5	17.3		17.3			24.1	24.3		0.0		
LOS by Move:	B	C		C			C	B		A			C	B		B			C	C		A		
HCM2kAvgQ:	1	4		4			4	3		0			2	2		2			2	3		0		

Note: Queue reported is the number of cars per lane.

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****

Intersection #13 Highland Home Road (NS) at 14th Street (EW)

****

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: A[9.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	48	4	0	0	10	72	36	0	60	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	48	4	0	0	10	72	36	0	60	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	4	0	0	10	72	36	0	60	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95	
PHF Volume:	51	4	0	0	11	76	38	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	51	4	0	0	11	76	38	0	63	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	86 xxxx	xxxxx	xxxx	xxxx	xxxxx		154	154	48	xxxx	xxxx	xxxxx
Potent Cap.:	1523 xxxx	xxxxx	xxxx	xxxx	xxxxx		843	742	1026	xxxx	xxxx	xxxxx
Move Cap.:	1523 xxxx	xxxxx	xxxx	xxxx	xxxxx		821	716	1026	xxxx	xxxx	xxxxx
Volume/Cap:	0.03 xxxx	xxxx	xxxx	xxxx	xxxx		0.05	0.00	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1 xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*		*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	938	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*		*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.3			xxxxxx		
ApproachLOS:	*			*			A			*		

****

Note: Queue reported is the number of cars per lane.

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Intersection #13 Highland Home Road (NS) at 14th Street (EW)

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: B[10.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	113	3	0	0	2	67	57	0	68	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	3	0	0	2	67	57	0	68	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	3	0	0	2	67	57	0	68	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	119	3	0	0	2	71	60	0	72	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	119	3	0	0	2	71	60	0	72	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	73	xxxx	xxxxx	xxxx	xxxx	xxxxx	278	278	37	xxxx	xxxx	xxxxx
Potent Cap.:	1540	xxxx	xxxxx	xxxx	xxxx	xxxxx	716	633	1041	xxxx	xxxx	xxxxx
Move Cap.:	1540	xxxx	xxxxx	xxxx	xxxx	xxxxx	670	581	1041	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	831	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.1			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: D[28.0]

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	1	0	1	0	1	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	8		1	45		34	20		37	46		432	7			53		426	24	
Growth Adj:	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Initial Bse:	8		1	45		34	20		37	46		432	7			53		426	24	
Added Vol:	0		0	0		0	0		0	0		0	0			0		0	0	
PasserByVol:	0		0	0		0	0		0	0		0	0			0		0	0	
Initial Fut:	8		1	45		34	20		37	46		432	7			53		426	24	
User Adj:	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00			1.00		1.00	1.00	
PHF Adj:	0.88		0.88	0.88		0.88	0.88		0.88	0.88		0.88	0.88			0.88		0.88	0.88	
PHF Volume:	9		1	51		39	23		42	52		490	8			60		484	27	
Reduct Vol:	0		0	0		0	0		0	0		0	0			0		0	0	
FinalVolume:	9		1	51		39	23		42	52		490	8			60		484	27	
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	968	1226	245	954	1207	242	511	xxxx	xxxxx	498	xxxx	xxxxx								
Potent Cap.:	211	180	761	216	185	765	1065	xxxx	xxxxx	1076	xxxx	xxxxx								
Move Cap.:	165	162	761	185	166	765	1065	xxxx	xxxxx	1076	xxxx	xxxxx								
Volume/Cap:	0.06	0.01	0.07	0.21	0.14	0.05	0.05	xxxx	xxxx	0.06	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	0.2	0.0	0.2	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx								
Control Del:	28.1	27.4	10.1	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	8.5	xxxx	xxxxx								
LOS by Move:	D	D	B	*	*	*	A	*	*	A	*	*								
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT								
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	258	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	28.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*								
ApproachDel:	13.1			28.0			xxxxxx			xxxxxx										
ApproachLOS:	B			D			*			*										

Note: Queue reported is the number of cars per lane.

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Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: E[46.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 1		0 0 1!	0 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	8	26	76	59	20	11	58	455	3	17	451	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	26	76	59	20	11	58	455	3	17	451	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	26	76	59	20	11	58	455	3	17	451	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	9	29	84	66	22	12	64	506	3	19	501	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	29	84	66	22	12	64	506	3	19	501	51
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	934	1224	253	935	1177	251	552	xxxx	xxxxx	509	xxxx	xxxxx
Potent Cap.:	224	181	753	223	193	755	1028	xxxx	xxxxx	1066	xxxx	xxxxx
Move Cap.:	187	166	753	162	177	755	1028	xxxx	xxxxx	1066	xxxx	xxxxx
Volume/Cap:	0.05	0.17	0.11	0.41	0.13	0.02	0.06	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	0.6	0.4	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	25.2	31.2	10.4	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	D	D	B	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	183	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	46.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:		16.4			46.2			xxxxxx			xxxxxx	
ApproachLOS:		C			E			*			*	

Note: Queue reported is the number of cars per lane.

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****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[15.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	1	1	1	29	1	41	38	381	2	8	349	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	29	1	41	38	381	2	8	349	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	29	1	41	38	381	2	8	349	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	1	1	1	34	1	48	44	441	2	9	404	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	1	34	1	48	44	441	2	9	404	14
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	752	968	222	732	955	202	418	xxxx	xxxxx	444	xxxx	xxxxx
Potent Cap.:	303	256	788	313	260	811	1152	xxxx	xxxxx	1127	xxxx	xxxxx
Move Cap.:	274	244	788	300	248	811	1152	xxxx	xxxxx	1127	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.06	0.04	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	8.3	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	333	xxxxx	298	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.9	xxxxx	18.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	C	*	*	*	*	*	*	*	*
ApproachDel:		15.9			13.5			xxxxxx			xxxxxx	
ApproachLOS:		C			B			*			*	

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Note: Queue reported is the number of cars per lane.

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****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: D[31.0]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0 1!	0	0	0 1	0	0 1	1 0	1	1	0		1	0 2	0	1		
Volume Module:																		
Base Vol:	1	1	1	17	1	43	95	563	3	7	627	45						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	1	1	1	17	1	43	95	563	3	7	627	45						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	1	1	1	17	1	43	95	563	3	7	627	45						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89						
PHF Volume:	1	1	1	19	1	48	107	633	3	8	704	51						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	1	1	1	19	1	48	107	633	3	8	704	51						
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx						
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	1216	1619	318	1251	1570	352	755	xxxx	xxxxx	636	xxxx	xxxxx						
Potent Cap.:	139	104	684	131	112	650	865	xxxx	xxxxx	957	xxxx	xxxxx						
Move Cap.:	115	91	684	117	97	650	865	xxxx	xxxxx	957	xxxx	xxxxx						
Volume/Cap:	0.01	0.01	0.00	0.16	0.01	0.07	0.12	xxxx	xxxx	0.01	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.0	9.7	xxxx	xxxxx	8.8	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*						
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT						
Shared Cap.:	xxxx	142	xxxxx	116	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	0.1	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	31.0	xxxxx	42.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	D	*	E	*	*	*	*	*	*	*	*						
ApproachDel:		31.0			20.3			xxxxxx			xxxxxx							
ApproachLOS:		D			C			*			*							

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.160
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0 0	0 0	0	0 1	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	50	0	0	0	0	0	0	0	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	0	0	0	0	0	0	80	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	0	0	0	0	0	0	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
PHF Volume:	89	0	0	0	0	0	0	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	0	0	0	0	0	0	0	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	0	0	0	0	0	0	0	142	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	800	0	0	0	0	0	0	756	886	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.16	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:		7.9			xxxxxx			7.4			xxxxxx	
Delay Adj:		1.00			xxxxx			1.00			xxxxx	
ApprAdjDel:		7.9			xxxxxx			7.4			xxxxxx	
LOS by Appr:		A			*			A			*	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0	0 0	0	0	1 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	180	0	0	0	0	0	0	0	160	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	0	0	0	0	0	0	0	160	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	0	0	0	0	0	0	0	160	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	272	0	0	0	0	0	0	0	242	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	0	0	0	0	0	0	0	242	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	0	0	0	0	0	0	0	242	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	753	0	0	0	0	0	0	678	782	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.36	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.31	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	10.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0
LOS by Move:	B	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:	10.1			xxxxxx			9.0			xxxxxx		
Delay Adj:	1.00			xxxxx			1.00			xxxxx		
ApprAdjDel:	10.1			xxxxxx			9.0			xxxxxx		
LOS by Appr:	B			*			A			*		
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.964
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.1
Optimal Cycle:	0	Level Of Service:	D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	125	22	52	8	43	19	18	349	174	53	256	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	22	52	8	43	19	18	349	174	53	256	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	22	52	8	43	19	18	349	174	53	256	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	141	25	59	9	49	21	20	395	197	60	290	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	25	59	9	49	21	20	395	197	60	290	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	25	59	9	49	21	20	395	197	60	290	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	0.67	0.33	1.00	0.99	0.01
Final Sat.:	431	457	502	400	597	274	531	410	204	508	549	2
Capacity Analysis Module:												
Vol/Sat:	0.33	0.05	0.12	0.02	0.08	0.08	0.04	0.96	0.96	0.12	0.53	0.53
Crit Moves:	****				****			****			****	
Delay/Veh:	14.5	10.7	10.4	11.4	11.2	10.9	9.5	51.0	51.0	10.5	15.7	15.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	10.7	10.4	11.4	11.2	10.9	9.5	51.0	51.0	10.5	15.7	15.7
LOS by Move:	B	B	B	B	B	B	A	F	F	B	C	C
ApproachDel:		13.0			11.2			49.6			14.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.0			11.2			49.6			14.8	
LOS by Appr:		B			B			E			B	
AllWayAvgQ:	0.4	0.1	0.1	0.0	0.1	0.1	0.0	7.2	7.2	0.1	1.0	1.0

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.004
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 35.3
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	193		47		110		1		20		1		1		320		180		100		287		13	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	193		47		110		1		20		1		1		320		180		100		287		13	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	193		47		110		1		20		1		1		320		180		100		287		13	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88		0.88	
PHF Volume:	219		53		125		1		23		1		1		362		204		113		325		15	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	219		53		125		1		23		1		1		362		204		113		325		15	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	219		53		125		1		23		1		1		362		204		113		325		15	
Saturation Flow Module:																								
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		1.90		0.10		1.00		0.64		0.36		1.00		0.96		0.04	
Final Sat.:	432		457		503		363		731		37		490		361		203		487		505		23	
Capacity Analysis Module:																								
Vol/Sat:	0.51		0.12		0.25		0.00		0.03		0.03		0.00		1.00		1.00		0.23		0.64		0.64	
Crit Moves:	****								****						****						****			
Delay/Veh:	18.8		11.4		11.9		12.0		11.8		11.7		9.9		63.7		63.7		12.1		20.5		20.5	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	18.8		11.4		11.9		12.0		11.8		11.7		9.9		63.7		63.7		12.1		20.5		20.5	
LOS by Move:	C		B		B		B		B		B		A		F		F		B		C		C	
ApproachDel:			15.6						11.8						63.6						18.4			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			15.6						11.8						63.6						18.4			
LOS by Appr:			C						B						F						C			
AllWayAvgQ:	0.9		0.1		0.3		0.0		0.0		0.0		0.0		8.6		8.6		0.3		1.6		1.6	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.9
Optimal Cycle: OPTIMIZED		Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	159	144	106	66	230	44	53	227	129	70	207	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	144	106	66	230	44	53	227	129	70	207	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	144	106	66	230	44	53	227	129	70	207	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	173	157	115	72	251	48	58	247	141	76	225	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	157	115	72	251	48	58	247	141	76	225	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	157	115	72	251	48	58	247	141	76	225	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.89	0.89	0.58	0.93	0.93	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	1.00	1.15	0.85	1.00	1.68	0.32	1.00	1.28	0.72	1.00	1.73	0.27
Final Sat.:	1074	1946	1433	1098	2958	566	1805	2178	1237	1805	3064	474
Capacity Analysis Module:												
Vol/Sat:	0.16	0.08	0.08	0.07	0.08	0.08	0.03	0.11	0.11	0.04	0.07	0.07
Crit Moves:	****							****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.20	0.28	0.28	0.12	0.20	0.20
Volume/Cap:	0.40	0.20	0.20	0.16	0.21	0.21	0.16	0.40	0.40	0.36	0.37	0.37
Delay/Veh:	13.4	11.8	11.8	11.7	11.8	11.8	20.1	17.7	17.7	25.5	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	11.8	11.8	11.7	11.8	11.8	20.1	17.7	17.7	25.5	21.1	21.1
LOS by Move:	B	B	B	B	B	B	C	B	B	C	C	C
HCM2kAvgQ:	3	2	2	1	2	2	1	3	3	2	3	3

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

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Cycle (sec): 60 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	225		299		104		85		271		42		72		321		174		155		424		59	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	225		299		104		85		271		42		72		321		174		155		424		59	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	225		299		104		85		271		42		72		321		174		155		424		59	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.98		0.98		0.98		0.98		0.98		0.98		0.98		0.98		0.98		0.98		0.98		0.98	
PHF Volume:	229		304		106		87		276		43		73		327		177		158		432		60	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	229		304		106		87		276		43		73		327		177		158		432		60	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	229		304		106		87		276		43		73		327		177		158		432		60	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.55		0.91		0.91		0.49		0.93		0.93		0.95		0.90		0.90		0.95		0.93		0.93	
Lanes:	1.00		1.48		0.52		1.00		1.73		0.27		1.00		1.30		0.70		1.00		1.76		0.24	
Final Sat.:	1053		2574		895		923		3063		475		1805		2217		1202		1805		3112		433	
Capacity Analysis Module:																								
Vol/Sat:	0.22		0.12		0.12		0.09		0.09		0.09		0.04		0.15		0.15		0.09		0.14		0.14	
Crit Moves:	****														****				****					
Green/Cycle:	0.38		0.38		0.38		0.38		0.38		0.38		0.19		0.26		0.26		0.15		0.23		0.23	
Volume/Cap:	0.57		0.31		0.31		0.24		0.23		0.23		0.21		0.57		0.57		0.57		0.62		0.62	
Delay/Veh:	16.4		13.0		13.0		12.9		12.6		12.6		20.8		20.1		20.1		26.2		22.3		22.3	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	16.4		13.0		13.0		12.9		12.6		12.6		20.8		20.1		20.1		26.2		22.3		22.3	
LOS by Move:	B		B		B		B		B		B		C		C		C		C		C		C	
HCM2kAvgQ:	4		3		3		1		2		2		1		5		5		4		5		5	

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	106	298	0	0	294	164	0	0	0	6	0	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	298	0	0	294	164	0	0	0	6	0	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	298	0	0	294	164	0	0	0	6	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	119	334	0	0	330	184	0	0	0	7	0	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	334	0	0	330	184	0	0	0	7	0	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	334	0	0	330	184	0	0	0	7	0	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.88	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.28	0.72	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2192	1223	0	0	0	1678	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.00	0.00	0.07
Crit Moves:	****				****							****
Green/Cycle:	0.18	0.60	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.36	0.15	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.02	0.00	0.36
Delay/Veh:	22.1	5.3	0.0	0.0	12.1	12.1	0.0	0.0	0.0	19.4	0.0	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	5.3	0.0	0.0	12.1	12.1	0.0	0.0	0.0	19.4	0.0	21.5
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	C
HCM2kAvgQ:	2	1	0	0	4	4	0	0	0	0	0	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	78	487	0	0	376	240	0	0	0	14	0	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	487	0	0	376	240	0	0	0	14	0	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	487	0	0	376	240	0	0	0	14	0	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	81	508	0	0	392	250	0	0	0	15	0	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	508	0	0	392	250	0	0	0	15	0	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	508	0	0	392	250	0	0	0	15	0	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.88	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.22	0.78	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2076	1325	0	0	0	1678	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.01	0.00	0.13
Crit Moves:	****				****							****
Green/Cycle:	0.10	0.51	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.46	0.27	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.03	0.00	0.46
Delay/Veh:	27.4	8.4	0.0	0.0	12.9	12.9	0.0	0.0	0.0	15.4	0.0	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	8.4	0.0	0.0	12.9	12.9	0.0	0.0	0.0	15.4	0.0	18.3
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	B
HCM2kAvgQ:	2	3	0	0	5	5	0	0	0	0	0	4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	238	9	129	146	0	172	0	84	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	238	9	129	146	0	172	0	84	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	238	9	129	146	0	172	0	84	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	287	11	156	176	0	207	0	101	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	287	11	156	176	0	207	0	101	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	287	11	156	176	0	207	0	101	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.93	0.07	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3461	131	1805	3610	0	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.09	0.05	0.00	0.11	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.23	0.23	0.24	0.48	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.36	0.36	0.36	0.10	0.00	0.36	0.00	0.19	0.00	0.00	0.00
Delay/Veh:	0.0	19.5	19.5	19.3	8.7	0.0	15.9	0.0	14.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.5	19.5	19.3	8.7	0.0	15.9	0.0	14.8	0.0	0.0	0.0
LOS by Move:	A	B	B	B	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	3	3	3	1	0	3	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	1 0	2	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	328	25	122	282	0	232	0	98	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	328	25	122	282	0	232	0	98	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	328	25	122	282	0	232	0	98	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	364	28	135	313	0	257	0	109	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	364	28	135	313	0	257	0	109	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	364	28	135	313	0	257	0	109	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	0.95	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	3610	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.02	0.07	0.09	0.00	0.18	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.35	0.35	0.14	0.48	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.55	0.05	0.55	0.18	0.00	0.55	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	0.0	16.9	13.1	27.0	8.9	0.0	18.4	0.0	15.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.9	13.1	27.0	8.9	0.0	18.4	0.0	15.1	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	6	0	3	2	0	5	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

****

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: B[12.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	91	26	164	45	0	0	0	0	65	0	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	91	26	164	45	0	0	0	0	65	0	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	91	26	164	45	0	0	0	0	65	0	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	105	30	189	52	0	0	0	0	75	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	105	30	189	52	0	0	0	0	75	0	172
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	135	xxxx	xxxxx	xxxx	xxxx	xxxxx	550	550	120
Potent Cap.:	xxxx	xxxx	xxxxx	1462	xxxx	xxxxx	xxxx	xxxx	xxxxx	500	446	937
Move Cap.:	xxxx	xxxx	xxxxx	1462	xxxx	xxxxx	xxxx	xxxx	xxxxx	444	381	937
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	0.00	0.18
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	701	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.9		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

****

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: C[16.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	132	95	185	206	0	0	0	0	54	0	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	132	95	185	206	0	0	0	0	54	0	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	132	95	185	206	0	0	0	0	54	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	150	108	210	234	0	0	0	0	61	0	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	150	108	210	234	0	0	0	0	61	0	236
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	258	xxxx	xxxxx	xxxx	xxxx	xxxxx	858	858	204
Potent Cap.:	xxxx	xxxx	xxxxx	1319	xxxx	xxxxx	xxxx	xxxx	xxxxx	330	297	842
Move Cap.:	xxxx	xxxx	xxxxx	1319	xxxx	xxxxx	xxxx	xxxx	xxxxx	284	243	842
Volume/Cap:	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	0.00	0.28
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	600	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.8		
ApproachLOS:	*			*			*			C		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.192
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	0 1	0	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	25	5	85	14	0	0	0	0	16	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	25	5	85	14	0	0	0	0	16	0	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	25	5	85	14	0	0	0	0	16	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	37	7	125	21	0	0	0	0	23	0	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	37	7	125	21	0	0	0	0	23	0	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	37	7	125	21	0	0	0	0	23	0	51
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.86	0.14	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	741	866	650	107	0	0	0	0	644	0	819
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.05	0.01	0.19	0.19	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.06
Crit Moves:		****			****							****
Delay/Veh:	0.0	7.7	6.8	8.8	8.8	0.0	0.0	0.0	0.0	8.3	0.0	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	6.8	8.8	8.8	0.0	0.0	0.0	0.0	8.3	0.0	7.2
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.6			8.8			xxxxxx			7.6	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.6			8.8			xxxxxx			7.6	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.0	0.1	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.1

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.247
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	0	1 0	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	38	1	110	30	0	0	0	0	1	0	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	38	1	110	30	0	0	0	0	1	0	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	38	1	110	30	0	0	0	0	1	0	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	48	1	138	38	0	0	0	0	1	0	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	48	1	138	38	0	0	0	0	1	0	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	48	1	138	38	0	0	0	0	1	0	178
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.79	0.21	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	688	794	560	153	0	0	0	0	631	0	800
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.07	0.00	0.25	0.25	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.22
Crit Moves:		****		****								****
Delay/Veh:	0.0	8.1	7.1	9.5	9.5	0.0	0.0	0.0	0.0	8.2	0.0	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	7.1	9.5	9.5	0.0	0.0	0.0	0.0	8.2	0.0	8.2
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		8.1			9.5			xxxxxx			8.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.1			9.5			xxxxxx			8.2	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.0	0.1	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	1	0	1		0	0	1!	0	0	
Volume Module:												
Base Vol:	99		35		214		21		41		17	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	99		35		214		21		41		17	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	99		35		214		21		41		17	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.87		0.87		0.87		0.87		0.87		0.87	
PHF Volume:	114		40		246		24		47		20	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	114		40		246		24		47		20	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	114		40		246		24		47		20	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.72		1.00		0.85		0.91		0.91		0.91	
Lanes:	1.00		1.00		1.00		0.27		0.52		0.21	
Final Sat.:	1362		1900		1615		460		898		372	
Capacity Analysis Module:												
Vol/Sat:	0.08		0.02		0.15		0.05		0.05		0.05	
Crit Moves:					****							
Green/Cycle:	0.37		0.37		0.37		0.37		0.37		0.37	
Volume/Cap:	0.22		0.06		0.41		0.14		0.14		0.14	
Delay/Veh:	13.1		12.1		14.4		12.6		12.6		12.6	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	13.1		12.1		14.4		12.6		12.6		12.6	
LOS by Move:	B		B		B		B		B		B	
HCM2kAvgQ:	2		0		4		1		1		1	

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	2	0	1		1	0	2	0	1	
Volume Module:												
Base Vol:	6		305		76		123		234		9	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	6		305		76		123		234		9	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	6		305		76		123		234		9	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.87		0.87		0.87		0.87		0.87		0.87	
PHF Volume:	7		351		87		141		269		10	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	7		351		87		141		269		10	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	7		351		87		141		269		10	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.85		0.95		0.95		0.85	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1805		3610		1615		1805		3610		1615	
Capacity Analysis Module:												
Vol/Sat:	0.00		0.10		0.05		0.08		0.07		0.01	
Crit Moves:			****				****					
Green/Cycle:	0.21		0.24		0.24		0.19		0.21		0.21	
Volume/Cap:	0.02		0.41		0.23		0.41		0.35		0.03	
Delay/Veh:	18.6		19.7		18.8		22.1		20.3		18.7	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	18.6		19.7		18.8		22.1		20.3		18.7	
LOS by Move:	B		B		B		C		C		B	
HCM2kAvgQ:	0		3		1		3		3		0	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	1	0	1		0	0	1!	0	0	
Volume Module:												
Base Vol:	98		59		273		31		46		14	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	98		59		273		31		46		14	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	98		59		273		31		46		14	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	103		62		288		33		48		15	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	103		62		288		33		48		15	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	103		62		288		33		48		15	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.72		1.00		0.85		0.89		0.89		0.89	
Lanes:	1.00		1.00		1.00		0.34		0.51		0.15	
Final Sat.:	1374		1900		1615		578		858		261	
Capacity Analysis Module:												
Vol/Sat:	0.08		0.03		0.18		0.06		0.06		0.06	
Crit Moves:					****							
Green/Cycle:	0.39		0.39		0.39		0.39		0.39		0.39	
Volume/Cap:	0.19		0.08		0.46		0.15		0.15		0.15	
Delay/Veh:	12.4		11.7		14.3		12.1		12.1		12.1	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	12.4		11.7		14.3		12.1		12.1		12.1	
LOS by Move:	B		B		B		B		B		B	
HCM2kAvgQ:	1		1		4		1		1		1	

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	2	0	1		1	0	2	0	1	
Volume Module:												
Base Vol:	32		396		92		223		469		39	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	32		396		92		223		469		39	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	32		396		92		223		469		39	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	34		417		97		235		494		41	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	34		417		97		235		494		41	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	34		417		97		235		494		41	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.85		0.95		0.95		0.85	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1805		3610		1615		1805		3610		1615	
Capacity Analysis Module:												
Vol/Sat:	0.02		0.12		0.06		0.13		0.14		0.03	
Crit Moves:	****								****			
Green/Cycle:	0.12		0.20		0.20		0.22		0.30		0.30	
Volume/Cap:	0.16		0.59		0.31		0.60		0.46		0.09	
Delay/Veh:	24.2		23.3		21.2		23.6		17.5		15.3	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	24.2		23.3		21.2		23.6		17.5		15.3	
LOS by Move:	C		C		C		C		B		B	
HCM2kAvgQ:	1		5		2		5		4		1	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 0			0 0 1 1 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	22	260	0	0	102	185	0	0	0	8	0	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	260	0	0	102	185	0	0	0	8	0	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	260	0	0	102	185	0	0	0	8	0	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	27	315	0	0	123	224	0	0	0	10	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	315	0	0	123	224	0	0	0	10	0	157
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	347	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	430	xxxx	157
Potent Cap.:	1223	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	559	xxxx	866
Move Cap.:	1223	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	550	xxxx	866
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.18
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.7
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.7	xxxx	10.1
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.2		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[10.5]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	48	311		0			0	103		289			0		0		0		17		0		159	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	48	311		0			0	103		289			0		0		0		17		0		159	
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	48	311		0			0	103		289			0		0		0		17		0		159	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.93	0.93		0.93			0.93	0.93		0.93			0.93		0.93		0.93		0.93		0.93		0.93	
PHF Volume:	52	336		0			0	111		312			0		0		0		18		0		172	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	52	336		0			0	111		312			0		0		0		18		0		172	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8	xxxx	6.9			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	423	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										495	xxxx	168			
Potent Cap.:	1147	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										509	xxxx	853			
Move Cap.:	1147	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										491	xxxx	853			
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.04	xxxx	0.20			
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.1	xxxx	0.7			
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										12.6	xxxx	10.3			
LOS by Move:	A	*	*	*	*	*	*	*	*										B	*	B			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*										*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx												10.5					
ApproachLOS:	*			*			*												B					

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 8.9 Worst Case Level Of Service: C[15.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		2 0 0	1 0		0 0 1	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	81	10	90	67	0	209	0	13	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	81	10	90	67	0	209	0	13	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	81	10	90	67	0	209	0	13	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	102	13	113	84	0	263	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	102	13	113	84	0	263	0	16	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	114	xxxx	xxxxx	361	xxxx	42	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1487	xxxx	xxxxx	617	xxxx	1026	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1487	xxxx	xxxxx	581	xxxx	1026	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	0.45	xxxx	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	2.3	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	16.2	xxxx	8.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	C	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.8			xxxxxx		
ApproachLOS:	*			*			C			*		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: B[13.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	0	1 0 2	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0 117	13		67 63	0		243	0	27	0 0	0	
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00 1.00	1.00	
Initial Bse:	0 117	13		67 63	0		243	0	27	0 0	0	
Added Vol:	0 0	0		0 0	0		0	0	0	0 0	0	
PasserByVol:	0 0	0		0 0	0		0	0	0	0 0	0	
Initial Fut:	0 117	13		67 63	0		243	0	27	0 0	0	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00 1.00	1.00	
PHF Adj:	0.89 0.89	0.89		0.89 0.89	0.89		0.89	0.89	0.89	0.89 0.89	0.89	
PHF Volume:	0 132	15		76 71	0		274	0	30	0 0	0	
Reduct Vol:	0 0	0		0 0	0		0	0	0	0 0	0	
FinalVolume:	0 132	15		76 71	0		274	0	30	0 0	0	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		4.1 xxxx	xxxxx		6.8	xxxx	6.9	xxxxx xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx	xxxxx		2.2 xxxx	xxxxx		3.5	xxxx	3.3	xxxxx xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		147 xxxx	xxxxx		288	xxxx	36	xxxx xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx		1448 xxxx	xxxxx		684	xxxx	1036	xxxx xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx		1448 xxxx	xxxxx		657	xxxx	1036	xxxx xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx		0.05 xxxx	xxxx		0.42	xxxx	0.03	xxxx xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		0.2 xxxx	xxxxx		2.1	xxxx	0.1	xxxx xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		7.6 xxxx	xxxxx		14.3	xxxx	8.6	xxxxx xxxx	xxxxx	
LOS by Move:	* *	*		A *	*		B	*	A	* *	*	
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		* *	*		*	*	*	* *	*	
ApproachDel:	xxxxxx			xxxxxx			13.8			xxxxxx		
ApproachLOS:	*			*			B			*		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.397	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.1	
Optimal Cycle:	0	Level Of Service:	B	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	31	11	22	23	46	24	128	28	10	146	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	31	11	22	23	46	24	128	28	10	146	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	31	11	22	23	46	24	128	28	10	146	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	41	45	16	32	33	67	35	186	41	15	212	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	45	16	32	33	67	35	186	41	15	212	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	45	16	32	33	67	35	186	41	15	212	64
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.89	0.31	0.48	0.52	1.00	0.13	0.71	0.16	0.05	0.73	0.22
Final Sat.:	420	500	181	263	281	632	96	510	111	37	534	161
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.12	0.12	0.11	0.36	0.36	0.36	0.40	0.40	0.40
Crit Moves:	****			****					****		****	
Delay/Veh:	9.7	9.1	8.9	9.6	9.6	8.5	10.4	10.4	10.4	10.7	10.7	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.1	8.9	9.6	9.6	8.5	10.4	10.4	10.4	10.7	10.7	10.7
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:		9.3			9.0			10.4			10.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			9.0			10.4			10.7	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.5	0.5	0.5	0.6	0.6	0.6

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	49	22	22	32	45	42	196	31	16	206	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	49	22	22	32	45	42	196	31	16	206	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	49	22	22	32	45	42	196	31	16	206	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	11	58	26	26	38	53	49	230	36	19	242	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	58	26	26	38	53	49	230	36	19	242	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	58	26	26	38	53	49	230	36	19	242	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	1.23	0.55	0.44	0.65	0.91	0.16	0.73	0.11	0.06	0.79	0.15
Final Sat.:	119	668	314	234	348	548	113	526	83	44	573	108
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.08	0.11	0.11	0.10	0.44	0.44	0.44	0.42	0.42	0.42
Crit Moves:	****			****				****			****	
Delay/Veh:	9.5	9.2	8.9	9.7	9.5	8.6	11.3	11.3	11.3	11.1	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.2	8.9	9.7	9.5	8.6	11.3	11.3	11.3	11.1	11.1	11.1
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:		9.2			9.2			11.3			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			9.2			11.3			11.1	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.7	0.7	0.7	0.7	0.7

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.166
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	6	1	57	1	13	9	61	0	1	45	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	1	57	1	13	9	61	0	1	45	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	6	1	57	1	13	9	61	0	1	45	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
PHF Volume:	3	9	2	90	2	20	14	96	0	2	71	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	2	90	2	20	14	96	0	2	71	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	9	2	90	2	20	14	96	0	2	71	71
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.67	0.11	0.98	0.02	1.00	0.13	0.87	0.00	0.01	0.50	0.49
Final Sat.:	163	488	81	617	11	793	103	695	0	9	427	427
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.15	0.15	0.03	0.14	0.14	xxxx	0.17	0.17	0.17
Crit Moves:			****		****		****				****	
Delay/Veh:	7.7	7.7	7.7	9.1	9.1	7.2	8.1	8.1	0.0	7.8	7.8	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	7.7	7.7	9.1	9.1	7.2	8.1	8.1	0.0	7.8	7.8	7.8
LOS by Move:	A	A	A	A	A	A	A	A	*	A	A	A
ApproachDel:		7.7			8.8			8.1			7.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.7			8.8			8.1			7.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.0	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #30 22nd Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.225
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	1	1	54	3	13	18	106	7	1	107	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	54	3	13	18	106	7	1	107	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	54	3	13	18	106	7	1	107	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	1	1	1	69	4	17	23	135	9	1	136	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	69	4	17	23	135	9	1	136	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	69	4	17	23	135	9	1	136	53
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.33	0.33	0.95	0.05	1.00	0.14	0.81	0.05	0.01	0.71	0.28
Final Sat.:	235	235	235	567	32	745	112	657	43	6	605	237
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.12	0.12	0.02	0.20	0.20	0.20	0.22	0.22	0.22
Crit Moves:	****				****			****			****	
Delay/Veh:	7.8	7.8	7.8	9.2	9.2	7.3	8.4	8.4	8.4	8.3	8.3	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	7.8	7.8	9.2	9.2	7.3	8.4	8.4	8.4	8.3	8.3	8.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			8.8			8.4			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			8.8			8.4			8.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.0	0.2	0.2	0.2	0.3	0.3	0.3

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.9
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	35	43	42	24	77	49	37	273	50	53	187	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	43	42	24	77	49	37	273	50	53	187	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	43	42	24	77	49	37	273	50	53	187	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	44	54	53	30	98	62	47	346	63	67	237	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	54	53	30	98	62	47	346	63	67	237	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	54	53	30	98	62	47	346	63	67	237	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.36	0.35	0.16	0.51	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	158	195	190	89	287	182	543	590	663	523	566	631
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.34	0.34	0.34	0.09	0.59	0.10	0.13	0.42	0.02
Crit Moves:		****			****			****			****	
Delay/Veh:	11.1	11.1	11.1	11.6	11.6	11.6	9.7	16.2	8.5	10.2	12.8	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	11.1	11.6	11.6	11.6	9.7	16.2	8.5	10.2	12.8	8.2
LOS by Move:	B	B	B	B	B	B	A	C	A	B	B	A
ApproachDel:		11.1			11.6			14.5			12.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			11.6			14.5			12.1	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.4	0.4	0.1	1.2	0.1	0.1	0.6	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.1
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	26	110	74	4	74	59	70	252	37	69	235	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	110	74	4	74	59	70	252	37	69	235	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	110	74	4	74	59	70	252	37	69	235	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	28	118	79	4	79	63	75	270	40	74	252	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	118	79	4	79	63	75	270	40	74	252	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	118	79	4	79	63	75	270	40	74	252	12
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.53	0.35	0.03	0.54	0.43	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	72	303	204	16	300	239	530	575	643	524	567	634
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.26	0.26	0.26	0.14	0.47	0.06	0.14	0.44	0.02
Crit Moves:		****			****			****			****	
Delay/Veh:	12.1	12.1	12.1	10.8	10.8	10.8	10.3	13.6	8.4	10.3	13.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	12.1	12.1	10.8	10.8	10.8	10.3	13.6	8.4	10.3	13.2	8.2
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:		12.1			10.8			12.4			12.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.1			10.8			12.4			12.4	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.3	0.3	0.2	0.8	0.1	0.1	0.7	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	92	194	164	33	272	55	28	203	118	90	122	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	194	164	33	272	55	28	203	118	90	122	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	194	164	33	272	55	28	203	118	90	122	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	110	232	196	40	326	66	34	243	141	108	146	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	232	196	40	326	66	34	243	141	108	146	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	232	196	40	326	66	34	243	141	108	146	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	1.00	1.00	1.00	1.00	1.74	0.26
Final Sat.:	1805	1900	1615	1805	1541	312	1805	1900	1615	1805	3086	455
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.02	0.21	0.21	0.02	0.13	0.09	0.06	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.22	0.22	0.21	0.31	0.31	0.15	0.19	0.19	0.12	0.15	0.15
Volume/Cap:	0.52	0.56	0.56	0.10	0.68	0.68	0.12	0.68	0.46	0.51	0.31	0.31
Delay/Veh:	27.3	22.5	22.8	19.3	21.3	21.3	22.1	27.8	22.8	27.0	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	22.5	22.8	19.3	21.3	21.3	22.1	27.8	22.8	27.0	22.9	22.9
LOS by Move:	C	C	C	B	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	5	4	1	8	8	1	6	3	3	2	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	196	176	146	45	190	84	109	309	199	172	301	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	176	146	45	190	84	109	309	199	172	301	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	176	146	45	190	84	109	309	199	172	301	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	203	183	151	47	197	87	113	321	206	178	312	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	183	151	47	197	87	113	321	206	178	312	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	183	151	47	197	87	113	321	206	178	312	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.95	0.95	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.69	0.31	1.00	1.00	1.00	1.00	1.79	0.21
Final Sat.:	1805	1900	1615	1805	1257	556	1805	1900	1615	1805	3182	370
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.09	0.03	0.16	0.16	0.06	0.17	0.13	0.10	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.18	0.18	0.18	0.21	0.21	0.18	0.23	0.23	0.13	0.18	0.18
Volume/Cap:	0.73	0.52	0.51	0.14	0.73	0.73	0.34	0.73	0.55	0.73	0.54	0.54
Delay/Veh:	33.8	23.5	23.5	20.7	29.0	29.0	22.0	27.6	22.2	35.8	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	23.5	23.5	20.7	29.0	29.0	22.0	27.6	22.2	35.8	23.1	23.1
LOS by Move:	C	C	C	C	C	C	C	C	C	D	C	C
HCM2kAvgQ:	5	4	3	1	7	7	2	7	4	5	4	4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[16.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0 0	1	0 1	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	128	391	0	0	320	230	0	0	0	20	0	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	391	0	0	320	230	0	0	0	20	0	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	391	0	0	320	230	0	0	0	20	0	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	156	477	0	0	390	280	0	0	0	24	0	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	156	477	0	0	390	280	0	0	0	24	0	121
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	671	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1320	xxxx	477
Potent Cap.:	929	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	175	xxxx	592
Move Cap.:	929	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	xxxx	592
Volume/Cap:	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.20
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	0.8
Control Del:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	33.6	xxxx	12.6
LOS by Move:	A	*	*	*	*	*	*	*	*	D	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.1		
ApproachLOS:	*			*			*			C		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C[16.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 1	0 1		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	154	381	0	0	256	350	0	0	0	44	0	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	381	0	0	256	350	0	0	0	44	0	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	381	0	0	256	350	0	0	0	44	0	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	165	407	0	0	274	374	0	0	0	47	0	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	165	407	0	0	274	374	0	0	0	47	0	191
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	648	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1198	xxxx	407
Potent Cap.:	947	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	207	xxxx	648
Move Cap.:	947	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	177	xxxx	648
Volume/Cap:	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	xxxx	0.30
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.0	xxxx	1.2
Control Del:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	32.6	xxxx	12.9
LOS by Move:	A	*	*	*	*	*	*	*	*	D	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.8		
ApproachLOS:	*			*			*			C		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 36.1 Worst Case Level Of Service: F[97.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	0 1	0	0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	0 308	25		105 238	0		232	0	152	0 0	0	
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		1.00	1.00 1.00	1.00	
Initial Bse:	0 308	25		105 238	0		232	0	152	0 0	0	
Added Vol:	0 0	0		0 0	0		0	0	0	0 0	0	
PasserByVol:	0 0	0		0 0	0		0	0	0	0 0	0	
Initial Fut:	0 308	25		105 238	0		232	0	152	0 0	0	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		1.00	1.00 1.00	1.00	
PHF Adj:	0.78 0.78	0.78		0.78 0.78	0.78		0.78 0.78		0.78	0.78 0.78	0.78	
PHF Volume:	0 393	32		134 304	0		296	0	194	0 0	0	
Reduct Vol:	0 0	0		0 0	0		0	0	0	0 0	0	
FinalVolume:	0 393	32		134 304	0		296	0	194	0 0	0	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		4.1 xxxx	xxxxx		6.4 xxxx		6.2	xxxxx xxxx	xxxxx	
FollowUpTim:	xxxxx xxxx	xxxxx		2.2 xxxx	xxxxx		3.5 xxxx		3.3	xxxxx xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		425 xxxx	xxxxx		980 xxxx		304	xxxx xxxx	xxxxx	
Potent Cap.:	xxxx xxxx	xxxxx		1145 xxxx	xxxxx		279 xxxx		741	xxxx xxxx	xxxxx	
Move Cap.:	xxxx xxxx	xxxxx		1145 xxxx	xxxxx		252 xxxx		741	xxxx xxxx	xxxxx	
Volume/Cap:	xxxx xxxx	xxxx		0.12 xxxx	xxxx		1.17 xxxx		0.26	xxxx xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		0.4 xxxx	xxxxx		13.6 xxxx		1.0	xxxx xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		8.6 xxxx	xxxxx		153.4 xxxx		11.6	xxxxx xxxx	xxxxx	
LOS by Move:	* *	*		A *	*		F *		B	* *	*	
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		0.4 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		8.6 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		A *	*		* *	*		* *	*	
ApproachDel:	xxxxxx			xxxxxx			97.2			xxxxxx		
ApproachLOS:	*			*			F			*		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 19.3 Worst Case Level Of Service: E[45.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		0 1 0 0 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	292	29	128	171	0	278	0	139	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	292	29	128	171	0	278	0	139	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	292	29	128	171	0	278	0	139	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	312	31	137	183	0	297	0	149	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	312	31	137	183	0	297	0	149	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	343	xxxx	xxxxx	784	xxxx	183	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1227	xxxx	xxxxx	364	xxxx	865	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1227	xxxx	xxxxx	331	xxxx	865	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	0.90	xxxx	0.17	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	8.7	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	63.3	xxxx	10.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			45.5			xxxxxx		
ApproachLOS:	*			*			E			*		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #35 8th Street (NS) at Lincoln Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.4
Optimal Cycle:	0	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	15	170	13	161	230	73	31	86	24	7	122	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	170	13	161	230	73	31	86	24	7	122	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	170	13	161	230	73	31	86	24	7	122	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	19	170	13	202	230	73	39	86	24	9	122	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	170	13	202	230	73	39	86	24	9	122	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	170	13	202	230	73	39	86	24	9	122	140
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.85	0.06	0.47	0.53	1.00	0.26	0.58	0.16	0.07	0.93	1.00
Final Sat.:	48	437	33	262	298	651	124	275	77	33	461	549
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.77	0.77	0.11	0.31	0.31	0.31	0.26	0.26	0.26
Crit Moves:		****			****			****			****	
Delay/Veh:	13.4	13.4	13.4	26.3	26.3	8.8	12.8	12.8	12.8	11.8	11.8	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	13.4	26.3	26.3	8.8	12.8	12.8	12.8	11.8	11.8	10.7
LOS by Move:	B	B	B	D	D	A	B	B	B	B	B	B
ApproachDel:		13.4			23.7			12.8			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.4			23.7			12.8			11.2	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.5	0.5	0.5	2.7	2.7	0.1	0.4	0.4	0.4	0.3	0.3	0.3

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #35 8th Street (NS) at Lincoln Street (EW)

****

Cycle (sec):	100		Critical Vol./Cap.(X):		0.576
Loss Time (sec):	0 (Y+R=4.0 sec)		Average Delay (sec/veh):		14.4
Optimal Cycle:	0		Level Of Service:		B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	7	93	1	170	78	67	55	150	39	4	176	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	93	1	170	78	67	55	150	39	4	176	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	93	1	170	78	67	55	150	39	4	176	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	8	108	1	197	90	78	64	174	45	5	204	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	108	1	197	90	78	64	174	45	5	204	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	108	1	197	90	78	64	174	45	5	204	199
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.92	0.01	0.69	0.31	1.00	0.23	0.61	0.16	0.02	0.98	1.00
Final Sat.:	32	423	5	342	157	581	119	324	84	12	519	593
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.58	0.58	0.13	0.54	0.54	0.54	0.39	0.39	0.34
Crit Moves:		****		****			****				****	
Delay/Veh:	12.3	12.3	12.3	18.0	18.0	9.5	16.4	16.4	16.4	13.1	13.1	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	12.3	12.3	18.0	18.0	9.5	16.4	16.4	16.4	13.1	13.1	11.2
LOS by Move:	B	B	B	C	C	A	C	C	C	B	B	B
ApproachDel:		12.3			16.2			16.4			12.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.3			16.2			16.4			12.2	
LOS by Appr:		B			C			C			B	
AllWayAvgQ:	0.3	0.3	0.3	1.2	1.2	0.1	1.0	1.0	1.0	0.6	0.6	0.4

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.8
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	1	4	6	229	1	19	19	125	1	1	81	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	4	6	229	1	19	19	125	1	1	81	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	4	6	229	1	19	19	125	1	1	81	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	1	6	9	329	1	27	27	180	1	1	116	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	6	9	329	1	27	27	180	1	1	116	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	6	9	329	1	27	27	180	1	1	116	213
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.36	0.55	0.92	0.01	0.07	0.13	0.86	0.01	0.01	0.99	1.00
Final Sat.:	53	211	316	597	3	49	82	540	4	7	590	676
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.55	0.55	0.55	0.33	0.33	0.33	0.20	0.20	0.31
Crit Moves:	****			****				****				****
Delay/Veh:	8.6	8.6	8.6	14.2	14.2	14.2	11.0	11.0	11.0	9.8	9.8	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	14.2	14.2	14.2	11.0	11.0	11.0	9.8	9.8	9.9
LOS by Move:	A	A	A	B	B	B	B	B	B	A	A	A
ApproachDel:		8.6			14.2			11.0			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			14.2			11.0			9.9	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.0	0.0	0.0	1.1	1.1	1.1	0.4	0.4	0.4	0.2	0.2	0.4

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #36 8th Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.270
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 1	0 0	1
Volume Module:												
Base Vol:	4	7	9	58	7	24	21	113	3	10	133	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	7	9	58	7	24	21	113	3	10	133	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	7	9	58	7	24	21	113	3	10	133	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	5	9	12	77	9	32	28	149	4	13	175	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	9	12	77	9	32	28	149	4	13	175	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	9	12	77	9	32	28	149	4	13	175	82
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.35	0.45	0.65	0.08	0.27	0.15	0.83	0.02	0.07	0.93	1.00
Final Sat.:	137	239	308	448	54	185	115	619	16	49	650	815
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.17	0.17	0.17	0.24	0.24	0.24	0.27	0.27	0.10
Crit Moves:	****					****			****		****	
Delay/Veh:	8.0	8.0	8.0	8.8	8.8	8.8	9.1	9.1	9.1	9.5	9.5	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	8.0	8.8	8.8	8.8	9.1	9.1	9.1	9.5	9.5	7.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.0			8.8			9.1			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			8.8			9.1			8.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.1

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	22	81	47	27	69	53	47	265	40	31	195	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	81	47	27	69	53	47	265	40	31	195	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	81	47	27	69	53	47	265	40	31	195	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	32	118	69	39	101	77	69	387	58	45	285	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	118	69	39	101	77	69	387	58	45	285	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	118	69	39	101	77	69	387	58	45	285	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.63	0.37	0.18	0.46	0.36	0.13	0.76	0.11	0.13	0.82	0.05
Final Sat.:	421	292	170	87	222	171	79	445	67	70	443	27
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.40	0.45	0.45	0.45	0.87	0.87	0.87	0.64	0.64	0.64
Crit Moves:		****			****			****			****	
Delay/Veh:	11.2	14.0	14.0	14.6	14.6	14.6	34.7	34.7	34.7	18.8	18.8	18.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	14.0	14.0	14.6	14.6	14.6	34.7	34.7	34.7	18.8	18.8	18.8
LOS by Move:	B	B	B	B	B	B	D	D	D	C	C	C
ApproachDel:		13.6			14.6			34.7			18.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.6			14.6			34.7			18.8	
LOS by Appr:		B			B			D			C	
AllWayAvgQ:	0.1	0.5	0.5	0.6	0.6	0.6	4.2	4.2	4.2	1.4	1.4	1.4

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	13	96	53	40	63	46	70	227	26	50	231	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	96	53	40	63	46	70	227	26	50	231	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	96	53	40	63	46	70	227	26	50	231	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	14	107	59	45	70	51	78	253	29	56	258	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	107	59	45	70	51	78	253	29	56	258	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	107	59	45	70	51	78	253	29	56	258	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.64	0.36	0.27	0.42	0.31	0.22	0.70	0.08	0.17	0.78	0.05
Final Sat.:	469	335	185	144	227	166	137	446	51	106	490	30
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.31	0.31	0.31	0.57	0.57	0.57	0.53	0.53	0.53
Crit Moves:		****			****			****			****	
Delay/Veh:	10.0	11.6	11.6	11.3	11.3	11.3	14.8	14.8	14.8	13.9	13.9	13.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	11.6	11.6	11.3	11.3	11.3	14.8	14.8	14.8	13.9	13.9	13.9
LOS by Move:	A	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		11.4			11.3			14.8			13.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.4			11.3			14.8			13.9	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.4	0.4	0.3	0.3	0.3	1.1	1.1	1.1	0.9	0.9	0.9

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	4	112	66	22	82	54	47	152	4	45	102	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	112	66	22	82	54	47	152	4	45	102	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	112	66	22	82	54	47	152	4	45	102	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	6	157	92	31	115	76	66	213	6	63	143	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	157	92	31	115	76	66	213	6	63	143	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	157	92	31	115	76	66	213	6	63	143	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.91	0.91	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.02	0.62	0.36	0.21	0.79	1.00	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	40	1107	653	367	1368	1615	1805	1844	49	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.08	0.08	0.05	0.04	0.12	0.12	0.03	0.08	0.02
Crit Moves:		****						****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.21	0.31	0.31	0.12	0.21	0.21
Volume/Cap:	0.38	0.38	0.38	0.22	0.22	0.12	0.17	0.38	0.38	0.30	0.35	0.09
Delay/Veh:	13.9	13.9	13.9	12.9	12.9	12.3	19.6	16.7	16.7	25.1	20.7	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	13.9	13.9	12.9	12.9	12.3	19.6	16.7	16.7	25.1	20.7	19.1
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	B
HCM2kAvgQ:	4	4	4	2	2	1	1	3	3	1	3	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.356
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.0
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	23	81	36	23	46	71	65	280	25	29	267	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	81	36	23	46	71	65	280	25	29	267	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	81	36	23	46	71	65	280	25	29	267	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	25	89	40	25	51	78	71	308	27	32	293	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	89	40	25	51	78	71	308	27	32	293	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	89	40	25	51	78	71	308	27	32	293	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.88	0.88	0.85	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	0.16	0.58	0.26	0.33	0.67	1.00	1.00	0.92	0.08	1.00	1.00	1.00
Final Sat.:	286	1006	447	560	1120	1615	1805	1723	154	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.05	0.05	0.05	0.04	0.18	0.18	0.02	0.15	0.03
Crit Moves:		****						****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.25	0.46	0.46	0.12	0.33	0.33
Volume/Cap:	0.39	0.39	0.39	0.20	0.20	0.21	0.16	0.39	0.39	0.15	0.47	0.09
Delay/Veh:	20.3	20.3	20.3	19.1	19.1	19.2	17.9	11.1	11.1	24.2	16.7	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	20.3	20.3	19.1	19.1	19.2	17.9	11.1	11.1	24.2	16.7	14.1
LOS by Move:	C	C	C	B	B	B	B	B	B	C	B	B
HCM2kAvgQ:	3	3	3	1	1	1	1	4	4	1	5	1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0	0	1 0	0 1	0	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	87	153	47	26	106	26	49	147	51	93	87	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	153	47	26	106	26	49	147	51	93	87	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	153	47	26	106	26	49	147	51	93	87	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	122	214	66	36	148	36	68	205	71	130	122	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	214	66	36	148	36	68	205	71	130	122	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	214	66	36	148	36	68	205	71	130	122	39
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.80	0.20	0.25	0.75	1.00	1.00	1.00	1.00
Final Sat.:	443	475	517	441	388	95	123	369	546	427	454	494
Capacity Analysis Module:												
Vol/Sat:	0.27	0.45	0.13	0.08	0.38	0.38	0.56	0.56	0.13	0.30	0.27	0.08
Crit Moves:		****			****			****		****		
Delay/Veh:	13.2	15.4	10.2	11.0	13.7	13.7	17.6	17.6	9.8	13.9	12.7	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	15.4	10.2	11.0	13.7	13.7	17.6	17.6	9.8	13.9	12.7	10.1
LOS by Move:	B	C	B	B	B	B	C	C	A	B	B	B
ApproachDel:		13.9			13.2			16.0			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.9			13.2			16.0			12.9	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.3	0.7	0.1	0.1	0.5	0.5	1.1	1.1	0.1	0.4	0.3	0.1

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Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0	0	1 0	0 1	0	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	89	28	35	35	30	67	53	170	90	40	174	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	28	35	35	30	67	53	170	90	40	174	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	28	35	35	30	67	53	170	90	40	174	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	98	31	38	38	33	74	58	187	99	44	191	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	31	38	38	33	74	58	187	99	44	191	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	31	38	38	33	74	58	187	99	44	191	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.31	0.69	0.24	0.76	1.00	1.00	1.00	1.00
Final Sat.:	471	503	557	488	175	390	139	446	670	507	549	609
Capacity Analysis Module:												
Vol/Sat:	0.21	0.06	0.07	0.08	0.19	0.19	0.42	0.42	0.15	0.09	0.35	0.07
Crit Moves:	****					****		****			****	
Delay/Veh:	11.6	9.8	9.1	10.1	9.9	9.9	12.6	12.6	8.7	10.1	12.1	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	9.8	9.1	10.1	9.9	9.9	12.6	12.6	8.7	10.1	12.1	8.7
LOS by Move:	B	A	A	B	A	A	B	B	A	B	B	A
ApproachDel:		10.7			9.9			11.5			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			9.9			11.5			11.3	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.2	0.1	0.1	0.1	0.2	0.2	0.6	0.6	0.2	0.1	0.5	0.1

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: C[22.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	46	121	0	0	93	184	189	0	67	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	121	0	0	93	184	189	0	67	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	121	0	0	93	184	189	0	67	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	69	183	0	0	140	278	285	0	101	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	69	183	0	0	140	278	285	0	101	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	418	xxxx	xxxxx	xxxx	xxxx	xxxxx	601	xxxx	279	xxxx	xxxx	xxxxx
Potent Cap.:	1151	xxxx	xxxxx	xxxx	xxxx	xxxxx	466	xxxx	764	xxxx	xxxx	xxxxx
Move Cap.:	1151	xxxx	xxxxx	xxxx	xxxx	xxxxx	445	xxxx	764	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.64	xxxx	0.13	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.4	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.5	xxxx	10.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	D	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			22.3			xxxxxx		
ApproachLOS:	*			*			C			*		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[10.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	59	84	0	0	73	101	56	0	97	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	84	0	0	73	101	56	0	97	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	84	0	0	73	101	56	0	97	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	67	95	0	0	83	115	63	0	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	67	95	0	0	83	115	63	0	110	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	197	xxxx	xxxxx	xxxx	xxxx	xxxxx	369	xxxx	140	xxxx	xxxx	xxxxx
Potent Cap.:	1387	xxxx	xxxxx	xxxx	xxxx	xxxxx	635	xxxx	913	xxxx	xxxx	xxxxx
Move Cap.:	1387	xxxx	xxxxx	xxxx	xxxx	xxxxx	612	xxxx	913	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	0.12	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.6	xxxx	9.5	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.2			xxxxxx		
ApproachLOS:	*			*			B			*		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

****

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: A[9.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	63	1	70	43	0	0	0	0	7	0	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	63	1	70	43	0	0	0	0	7	0	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	63	1	70	43	0	0	0	0	7	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	77	1	85	53	0	0	0	0	9	0	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	77	1	85	53	0	0	0	0	9	0	82
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	78	xxxx	xxxxx	xxxx	xxxx	xxxxx	275	301	78
Potent Cap.:	xxxx	xxxx	xxxxx	1533	xxxx	xxxxx	xxxx	xxxx	xxxxx	719	615	989
Move Cap.:	xxxx	xxxx	xxxxx	1533	xxxx	xxxxx	xxxx	xxxx	xxxxx	687	579	989
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	949	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.2		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

****

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: A[8.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	47	1	90	70	0	0	0	0	1	0	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	47	1	90	70	0	0	0	0	1	0	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	47	1	90	70	0	0	0	0	1	0	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	52	1	99	77	0	0	0	0	1	0	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	52	1	99	77	0	0	0	0	1	0	69
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	53	xxxx	xxxxx	xxxx	xxxx	xxxxx	289	328	52
Potent Cap.:	xxxx	xxxx	xxxxx	1566	xxxx	xxxxx	xxxx	xxxx	xxxxx	705	594	1021
Move Cap.:	xxxx	xxxx	xxxxx	1566	xxxx	xxxxx	xxxx	xxxx	xxxxx	669	554	1021
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1013	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.8		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

****

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: A[9.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	2	60	1	20	39	8	9	1	1	1	1	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	60	1	20	39	8	9	1	1	1	1	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	60	1	20	39	8	9	1	1	1	1	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	2	64	1	21	42	9	10	1	1	1	1	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	64	1	21	42	9	10	1	1	1	1	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	50	xxxx	xxxxx	65	xxxx	xxxxx	160	154	42	159	162	65
Potent Cap.:	1569	xxxx	xxxxx	1550	xxxx	xxxxx	811	741	1035	811	734	1005
Move Cap.:	1569	xxxx	xxxxx	1550	xxxx	xxxxx	792	730	1035	800	723	1005
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.00	0.00	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	803	xxxxx	xxxx	954	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	8.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			9.6			8.8		
ApproachLOS:	*			*			A			A		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

****

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: A[10.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	47	1	60	33	10	1	1	1	27	1	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	47	1	60	33	10	1	1	1	27	1	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	47	1	60	33	10	1	1	1	27	1	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	1	59	1	75	41	12	1	1	1	34	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	59	1	75	41	12	1	1	1	34	1	29
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	54	xxxx	xxxxx	60	xxxx	xxxxx	268	253	41	260	265	59
Potent Cap.:	1565	xxxx	xxxxx	1557	xxxx	xxxxx	689	653	1035	697	644	1012
Move Cap.:	1565	xxxx	xxxxx	1557	xxxx	xxxxx	642	620	1035	668	611	1012
Volume/Cap:	0.00	xxxx	xxxx	0.05	xxxx	xxxx	0.00	0.00	0.00	0.05	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	726	xxxxx	xxxx	787	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	10.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			10.0			10.0		
ApproachLOS:	*			*			A			A		

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Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #43 San Gorgonio Avenue/Old Idyllwild Road (NS) at SR-243 Highway (

****

Average Delay (sec/veh): 9.4 Worst Case Level Of Service: A[9.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		1 0	0 0	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0 0	0		40	0	0	0	0	0	0	0	70
Growth Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 0	0		40	0	0	0	0	0	0	0	70
Added Vol:	0 0	0		0	0	0	0	0	0	0	0	0
PasserByVol:	0 0	0		0	0	0	0	0	0	0	0	0
Initial Fut:	0 0	0		40	0	0	0	0	0	0	0	70
User Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80 0.80	0.80		0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0 0	0		50	0	0	0	0	0	0	0	88
Reduct Vol:	0 0	0		0	0	0	0	0	0	0	0	0
FinalVolume:	0 0	0		50	0	0	0	0	0	0	0	88
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx xxxx	xxxxx		2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		0	xxxx	xxxxx	144	100	0	xxxx	xxxx	0
Potent Cap.:	xxxx xxxx	xxxxx		900	xxxx	xxxxx	830	794	900	xxxx	xxxx	900
Move Cap.:	xxxx xxxx	xxxxx		900	xxxx	xxxxx	717	749	900	xxxx	xxxx	900
Volume/Cap:	xxxx xxxx	xxxx		0.06	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	0.10
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3
Control Del:	xxxxx xxxx	xxxxx		9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4
LOS by Move:	* *	*		A	*	*	*	*	*	*	*	A
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0 xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.0 xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A *	*		*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.4		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #43 San Gorgonio Avenue/Old Idyllwild Road (NS) at SR-243 Highway (

****

Average Delay (sec/veh): 9.5 Worst Case Level Of Service: A[9.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		1 0	0 0	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	0	0	80	0	0	0	0	0	0	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	80	0	0	0	0	0	0	0	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	0	0	0	0	0	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	0	0	0	107	0	0	0	0	0	0	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	107	0	0	0	0	0	0	0	67
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	247	213	0	xxxx	xxxx	0
Potent Cap.:	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	711	688	900	xxxx	xxxx	900
Move Cap.:	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	599	606	900	xxxx	xxxx	900
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.3
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.3		
ApproachLOS:	*			*			*			A		

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Note: Queue reported is the number of cars per lane.

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Interim Year (2029) With Project

San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	1	1	0	
Volume Module:												
Base Vol:	76		911		495		111		790		25	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	76		911		495		111		790		25	
Added Vol:	0		0		29		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	76		911		524		111		790		25	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	80		961		553		117		833		26	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	80		961		553		117		833		26	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	80		961		553		117		833		26	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.90		0.90		0.95		0.95		0.95	
Lanes:	1.00		1.27		0.73		1.00		1.94		0.06	
Final Sat.:	1805		2166		1246		1805		3482		110	
Capacity Analysis Module:												
Vol/Sat:	0.04		0.44		0.44		0.06		0.24		0.24	
Crit Moves:			****				****					
Green/Cycle:	0.17		0.50		0.50		0.09		0.43		0.43	
Volume/Cap:	0.27		0.88		0.88		0.70		0.56		0.56	
Delay/Veh:	27.7		22.4		22.4		44.9		16.5		16.5	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	27.7		22.4		22.4		44.9		16.5		16.5	
LOS by Move:	C		C		C		D		B		B	
HCM2kAvgQ:	2		20		20		4		8		8	

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	1	0	1	
Volume Module:												
Base Vol:	33		104		13		187		149		116	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	33		104		13		187		149		116	
Added Vol:	0		9		0		75		24		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	33		113		13		262		173		116	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	35		119		14		276		182		122	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	35		119		14		276		182		122	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	35		119		14		276		182		122	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.55		1.00		0.85		0.68		1.00		0.85	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	1051		1900		1615		1284		1900		1615	
Capacity Analysis Module:												
Vol/Sat:	0.03		0.06		0.01		0.22		0.10		0.08	
Crit Moves:							****					
Green/Cycle:	0.24		0.24		0.24		0.24		0.24		0.24	
Volume/Cap:	0.14		0.26		0.03		0.88		0.39		0.31	
Delay/Veh:	22.4		23.2		21.7		51.4		24.3		23.7	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	22.4		23.2		21.7		51.4		24.3		23.7	
LOS by Move:	C		C		C		D		C		C	
HCM2kAvgQ:	1		2		0		10		4		3	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.925
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 34.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	63	738	282	186	1129	29	24	121	66	335	138	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	738	282	186	1129	29	24	121	66	335	138	139
Added Vol:	0	0	92	0	0	0	0	29	0	61	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	738	374	186	1129	29	24	150	66	396	156	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	65	762	386	192	1166	30	25	155	68	409	161	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	762	386	192	1166	30	25	155	68	409	161	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	762	386	192	1166	30	25	155	68	409	161	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.95	0.63	1.00	0.85	0.64	1.00	0.85
Lanes:	1.00	1.33	0.67	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2276	1153	1805	3506	90	1201	1900	1615	1218	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.11	0.33	0.33	0.02	0.08	0.04	0.34	0.08	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.10	0.36	0.36	0.12	0.37	0.37	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.35	0.93	0.93	0.93	0.89	0.89	0.06	0.22	0.12	0.93	0.23	0.24
Delay/Veh:	32.3	34.7	34.7	74.9	30.1	30.1	15.6	16.7	16.0	48.3	16.8	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	34.7	34.7	74.9	30.1	30.1	15.6	16.7	16.0	48.3	16.8	16.9
LOS by Move:	C	C	C	E	C	C	B	B	B	D	B	B
HCM2kAvgQ:	2	18	18	8	18	18	0	3	1	14	3	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[24.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	398 1550		0	0 0 970		2	1 0 0		150	0 0 0		0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	398 1550		0	0 0 970		2	1 0 0		150	0 0 0		0
Added Vol:	0 29		0	0 0 75		0	0 0 0		0	0 0 0		0
PasserByVol:	0 0		0	0 0 0		0	0 0 0		0	0 0 0		0
Initial Fut:	398 1579		0	0 0 1045		2	1 0 0		150	0 0 0		0
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	0.91 0.91		0.91	0.91 0.91		0.91	0.91 0.91		0.91	0.91 0.91		0.91
PHF Volume:	438 1739		0	0 0 1151		2	1 0 0		165	0 0 0		0
Reduct Vol:	0 0		0	0 0 0		0	0 0 0		0	0 0 0		0
FinalVolume:	438 1739		0	0 0 1151		2	1 0 0		165	0 0 0		0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx xxxxx			6.8 xxxx		6.9	xxxxx xxxx		xxxxx
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx xxxxx			3.5 xxxx		3.3	xxxxx xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	1153 xxxx	xxxxx		xxxx xxxx	xxxxx		2898 xxxx		577	xxxx xxxx		xxxxx
Potent Cap.:	613 xxxx	xxxxx		xxxx xxxx	xxxxx		13 xxxx		465	xxxx xxxx		xxxxx
Move Cap.:	613 xxxx	xxxxx		xxxx xxxx	xxxxx		5 xxxx		465	xxxx xxxx		xxxxx
Volume/Cap:	0.71 xxxx	xxxx		xxxx xxxx	xxxx		0.20 xxxx		0.36	xxxx xxxx		xxxx
Level Of Service Module:												
2Way95thQ:	5.9 xxxx	xxxxx		xxxx xxxx	xxxxx		0.4 xxxx		1.6	xxxx xxxx		xxxxx
Control Del:	24.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		795.4 xxxx		16.9	xxxxx xxxx		xxxxx
LOS by Move:	C *	*		* *	*		F *		C	* *		*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	* *	*		* *	*		* *	*		* *	*	
ApproachDel:	xxxxxx			xxxxxx			22.1			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Average Delay (sec/veh): 8.4 Worst Case Level Of Service: F[76.2]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	248	1180		0		0	1742		2				1		0		148		0		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00				1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	248	1180		0		0	1742		2				1		0		148		0		0		0	
Added Vol:	0	92		0		0	61		0				0		0		0		0		0		0	
PasserByVol:	0	0		0		0	0		0				0		0		0		0		0		0	
Initial Fut:	248	1272		0		0	1803		2				1		0		148		0		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00				1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.91	0.91		0.91		0.91	0.91		0.91				0.91		0.91		0.91		0.91		0.91		0.91	
PHF Volume:	274	1404		0		0	1990		2				1		0		163		0		0		0	
Reduct Vol:	0	0		0		0	0		0				0		0		0		0		0		0	
FinalVolume:	274	1404		0		0	1990		2				1		0		163		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.8	xxxx		6.9	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	1992	xxxx	xxxxx	xxxx	xxxx	xxxxx							3241	xxxx		996	xxxx	xxxx	xxxxx					
Potent Cap.:	293	xxxx	xxxxx	xxxx	xxxx	xxxxx							7	xxxx		247	xxxx	xxxx	xxxxx					
Move Cap.:	293	xxxx	xxxxx	xxxx	xxxx	xxxxx							1	xxxx		247	xxxx	xxxx	xxxxx					
Volume/Cap:	0.94	xxxx	xxxx	xxxx	xxxx	xxxx							0.86	xxxx		0.66	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	9.0	xxxx	xxxxx	xxxx	xxxx	xxxxx							0.6	xxxx		4.2	xxxx	xxxx	xxxxx					
Control Del:	76.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3801	xxxx		44.3	xxxxx	xxxx	xxxxx					
LOS by Move:	F	*		*	*	*							F	*		E	*	*	*					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*		*	*	*							*	*		*	*	*						
ApproachDel:	xxxxxx			xxxxxx									69.5			xxxxxx								
ApproachLOS:	*			*									F			*								

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0 2	0 0		0 0 1	1 0		1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	398	1550	0	0	970	2	1	0	150	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	398	1550	0	0	970	2	1	0	150	0	0	0
Added Vol:	0	29	0	0	75	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	1579	0	0	1045	2	1	0	150	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	438	1739	0	0	1151	2	1	0	165	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	1739	0	0	1151	2	1	0	165	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	438	1739	0	0	1151	2	1	0	165	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.95	0.86	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.99	0.01	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3603	7	1642	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.48	0.00	0.00	0.32	0.32	0.00	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.29	0.68	0.00	0.00	0.38	0.38	0.12	0.00	0.12	0.00	0.00	0.00
Volume/Cap:	0.83	0.71	0.00	0.00	0.83	0.83	0.01	0.00	0.83	0.00	0.00	0.00
Delay/Veh:	30.6	7.0	0.0	0.0	21.1	21.1	23.1	0.0	50.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	7.0	0.0	0.0	21.1	21.1	23.1	0.0	50.2	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	C	A	D	A	A	A
HCM2kAvgQ:	11	12	0	0	13	13	0	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0 2	0 0		0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	248	1180	0	0	1742	2	1	0	148	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	1180	0	0	1742	2	1	0	148	0	0	0
Added Vol:	0	92	0	0	61	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	1272	0	0	1803	2	1	0	148	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	274	1404	0	0	1990	2	1	0	163	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	1404	0	0	1990	2	1	0	163	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	1404	0	0	1990	2	1	0	163	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.95	0.90	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.99	0.01	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3606	4	1702	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.39	0.00	0.00	0.55	0.55	0.00	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.16	0.76	0.00	0.00	0.60	0.60	0.11	0.00	0.11	0.00	0.00	0.00
Volume/Cap:	0.92	0.51	0.00	0.00	0.92	0.92	0.01	0.00	0.92	0.00	0.00	0.00
Delay/Veh:	71.3	4.5	0.0	0.0	24.1	24.1	37.7	0.0	87.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	4.5	0.0	0.0	24.1	24.1	37.7	0.0	87.3	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C	C	D	A	F	A	A	A
HCM2kAvgQ:	12	9	0	0	32	32	0	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 29.6
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	168	0	42	0	0	0	0	528	102	28	212	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	42	0	0	0	0	528	102	28	212	0
Added Vol:	0	0	5	0	0	0	0	38	0	11	99	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	47	0	0	0	0	566	102	39	311	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	179	0	50	0	0	0	0	601	108	41	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	0	50	0	0	0	0	601	108	41	330	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	0	50	0	0	0	0	601	108	41	330	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.00	0.22	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	434	0	122	0	0	0	0	629	710	539	583	0
Capacity Analysis Module:												
Vol/Sat:	0.41	xxxx	0.41	xxxx	xxxx	xxxx	xxxx	0.96	0.15	0.08	0.57	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	13.4	0.0	13.4	0.0	0.0	0.0	0.0	48.4	8.6	9.8	16.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	0.0	13.4	0.0	0.0	0.0	0.0	48.4	8.6	9.8	16.1	0.0
LOS by Move:	B	*	B	*	*	*	*	E	A	A	C	*
ApproachDel:	13.4			xxxxxx			42.3			15.4		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	13.4			xxxxxx			42.3			15.4		
LOS by Appr:	B			*			E			C		
AllWayAvgQ:	0.6	0.6	0.6	0.0	0.0	0.0	0.0	7.0	0.2	0.1	1.2	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	91	0	28	0	0	0	0	422	133	27	449	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	0	28	0	0	0	0	422	133	27	449	0
Added Vol:	0	0	15	0	0	0	0	121	0	9	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	0	43	0	0	0	0	543	133	36	528	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	94	0	45	0	0	0	0	564	138	37	548	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	0	45	0	0	0	0	564	138	37	548	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	0	45	0	0	0	0	564	138	37	548	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.01	0.32	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	365	0	172	0	0	0	0	643	722	569	630	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.26	xxxx	xxxx	xxxx	xxxx	0.88	0.19	0.07	0.87	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	11.6	11.6	11.6	0.0	0.0	0.0	0.0	34.5	8.7	9.3	34.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.6	11.6	0.0	0.0	0.0	0.0	34.5	8.7	9.3	34.2	0.0
LOS by Move:	B	B	B	*	*	*	*	D	A	A	D	*
ApproachDel:		11.6			xxxxxx			29.5			32.7	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		11.6			xxxxxx			29.5			32.7	
LOS by Appr:		B			*			D			D	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.0	4.7	0.2	0.1	4.5	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	168	0	42	0	0	0	0	528	102	28	212	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	42	0	0	0	0	528	102	28	212	0
Added Vol:	0	0	5	0	0	0	0	38	0	11	99	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	47	0	0	0	0	566	102	39	311	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	179	0	50	0	0	0	0	601	108	41	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	0	50	0	0	0	0	601	108	41	330	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	0	50	0	0	0	0	601	108	41	330	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	1.00	0.74	1.00	1.00	1.00	1.00	1.00	0.85	0.32	1.00	1.00
Lanes:	0.78	0.00	0.22	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1097	0	307	0	0	0	0	1900	1615	612	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.32	0.07	0.07	0.17	0.00
Crit Moves:	****							****				
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.57	0.57	0.57	0.57	0.00
Volume/Cap:	0.55	0.00	0.55	0.00	0.00	0.00	0.00	0.55	0.12	0.12	0.30	0.00
Delay/Veh:	19.5	0.0	19.5	0.0	0.0	0.0	0.0	8.6	5.9	6.0	6.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	0.0	19.5	0.0	0.0	0.0	0.0	8.6	5.9	6.0	6.8	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	7	1	0	3	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	7	0	7			0	0	0			0	7	7			7	7	0		
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0
Volume Module:																				
Base Vol:	91	0	28			0	0	0			0	422	133			27	449	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	91	0	28			0	0	0			0	422	133			27	449	0		
Added Vol:	0	0	15			0	0	0			0	121	0			9	79	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	91	0	43			0	0	0			0	543	133			36	528	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.96	0.96	0.96			0.96	0.96	0.96			0.96	0.96	0.96			0.96	0.96	0.96		
PHF Volume:	94	0	45			0	0	0			0	564	138			37	548	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	94	0	45			0	0	0			0	564	138			37	548	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	94	0	45			0	0	0			0	564	138			37	548	0		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.75	1.00	0.75			1.00	1.00	1.00			1.00	1.00	0.85			0.39	1.00	1.00		
Lanes:	0.68	0.00	0.32			0.00	0.00	0.00			0.00	1.00	1.00			1.00	1.00	0.00		
Final Sat.:	973	0	460			0	0	0			0	1900	1615			733	1900	0		
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.00	0.10			0.00	0.00	0.00			0.00	0.30	0.09			0.05	0.29	0.00		
Crit Moves:	****											****								
Green/Cycle:	0.21	0.00	0.21			0.00	0.00	0.00			0.00	0.65	0.65			0.65	0.65	0.00		
Volume/Cap:	0.45	0.00	0.45			0.00	0.00	0.00			0.00	0.45	0.13			0.08	0.44	0.00		
Delay/Veh:	21.6	0.0	21.6			0.0	0.0	0.0			0.0	5.4	4.0			3.9	5.3	0.0		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	21.6	0.0	21.6			0.0	0.0	0.0			0.0	5.4	4.0			3.9	5.3	0.0		
LOS by Move:	C	A	C			A	A	A			A	A	A			A	A	A		
HCM2kAvgQ:	3	0	3			0	0	0			0	5	1			0	5	0		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	0	1		1	0	0	1	0		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	1		1		1		144		18		127		297		226		7		4		123		183	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	1		1		1		144		18		127		297		226		7		4		123		183	
Added Vol:	0		0		0		0		0		0		0		43		0		0		110		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	1		1		1		144		18		127		297		269		7		4		233		183	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87		0.87	
PHF Volume:	1		1		1		165		21		146		341		308		8		5		267		210	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	1		1		1		165		21		146		341		308		8		5		267		210	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	1		1		1		165		21		146		341		308		8		5		267		210	
Saturation Flow Module:																								
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		0.12		0.88		1.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	351		369		398		447		64		454		482		515		559		446		486		532	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.37		0.32		0.32		0.71		0.60		0.01		0.01		0.55		0.39	
Crit Moves:	****						****						****								****			
Delay/Veh:	11.9		11.4		10.7		14.7		12.3		12.3		25.4		19.0		9.0		10.5		18.1		13.2	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	11.9		11.4		10.7		14.7		12.3		12.3		25.4		19.0		9.0		10.5		18.1		13.2	
LOS by Move:	B		B		B		B		B		B		D		C		A		B		C		B	
ApproachDel:			11.4						13.5						22.2						15.9			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			11.4						13.5						22.2						15.9			
LOS by Appr:			B						B						C						C			
AllWayAvgQ:	0.0		0.0		0.0		0.5		0.4		0.4		2.1		1.3		0.0		0.0		1.1		0.6	

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.977
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 37.1
Optimal Cycle: 0 Level Of Service: E

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	0	1		1	0	0	1	0		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	15	40	16				177	16	160				179	287	6				8	306	211			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	15	40	16				177	16	160				179	287	6				8	306	211			
Added Vol:	0	0	0				0	0	0				0	136	0				0	89	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	15	40	16				177	16	160				179	423	6				8	395	211			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	16	42	17				186	17	168				188	444	6				8	414	221			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	16	42	17				186	17	168				188	444	6				8	414	221			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	16	42	17				186	17	168				188	444	6				8	414	221			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00				1.00	0.09	0.91				1.00	1.00	1.00				1.00	1.00	1.00			
Final Sat.:	337	353	379				415	43	433				419	454	479				415	450	487			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.12	0.04				0.45	0.39	0.39				0.45	0.98	0.01				0.02	0.92	0.45			
Crit Moves:		****					****							****						****				
Delay/Veh:	13.3	13.6	12.1				17.7	14.5	14.5				17.5	64.4	10.0				11.3	52.3	15.7			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	13.3	13.6	12.1				17.7	14.5	14.5				17.5	64.4	10.0				11.3	52.3	15.7			
LOS by Move:	B	B	B				C	B	B				C	F	B				B	F	C			
ApproachDel:		13.2						16.1						50.0						39.2				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		13.2						16.1						50.0						39.2				
LOS by Appr:		B						C						F						E				
AllWayAvgQ:	0.0	0.1	0.0				0.7	0.6	0.6				0.7	6.8	0.0				0.0	5.2	0.8			

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	144	18	127	297	226	7	4	123	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	144	18	127	297	226	7	4	123	183
Added Vol:	0	0	0	0	0	0	0	43	0	0	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	144	18	127	297	269	7	4	233	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	1	1	1	165	21	146	341	308	8	5	267	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	165	21	146	341	308	8	5	267	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	165	21	146	341	308	8	5	267	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	1.00	0.85	0.77	0.87	0.87	0.59	1.00	0.85	0.56	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	0.12	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1169	1900	1615	1459	205	1446	1117	1900	1615	1062	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.10	0.10	0.30	0.16	0.00	0.00	0.14	0.13
Crit Moves:				****			****					
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.00	0.00	0.00	0.48	0.43	0.43	0.48	0.26	0.01	0.01	0.22	0.21
Delay/Veh:	17.6	17.6	17.6	20.9	20.3	20.3	6.4	5.0	4.1	4.1	4.8	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	17.6	17.6	20.9	20.3	20.3	6.4	5.0	4.1	4.1	4.8	4.8
LOS by Move:	B	B	B	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	3	3	4	3	0	0	2	2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	15	40	16	177	16	160	179	287	6	8	306	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	40	16	177	16	160	179	287	6	8	306	211
Added Vol:	0	0	0	0	0	0	0	136	0	0	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	40	16	177	16	160	179	423	6	8	395	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	42	17	186	17	168	188	444	6	8	414	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	42	17	186	17	168	188	444	6	8	414	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	42	17	186	17	168	188	444	6	8	414	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	1.00	0.85	0.73	0.86	0.86	0.46	1.00	0.85	0.43	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	0.09	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1159	1900	1615	1395	149	1492	866	1900	1615	817	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.13	0.11	0.11	0.22	0.23	0.00	0.01	0.22	0.14
Crit Moves:				****				****				
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.04	0.07	0.03	0.42	0.36	0.36	0.39	0.42	0.01	0.02	0.40	0.25
Delay/Veh:	14.3	14.5	14.3	16.9	16.3	16.3	8.2	8.1	6.0	6.1	7.9	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.5	14.3	16.9	16.3	16.3	8.2	8.1	6.0	6.1	7.9	7.1
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	3	3	3	2	5	0	0	5	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Highland Springs Avenue (NS) at 14th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	250	31	79	320	0	0	0	0	40	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	250	31	79	320	0	0	0	0	40	0	80
Added Vol:	0	0	0	6	0	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	250	31	85	320	0	0	0	0	40	0	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	263	33	89	337	0	0	0	0	42	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	263	33	89	337	0	0	0	0	42	0	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	263	33	89	337	0	0	0	0	42	0	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.88	0.88	1.00	1.00	1.00	1.00	0.83	1.00	0.84
Lanes:	0.00	0.89	0.11	0.21	0.79	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	1665	206	350	1318	0	0	0	0	479	0	1114
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.26	0.26	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:					****					****		
Green/Cycle:	0.00	0.64	0.64	0.64	0.64	0.00	0.00	0.00	0.00	0.22	0.00	0.45
Volume/Cap:	0.00	0.25	0.25	0.40	0.40	0.00	0.00	0.00	0.00	0.39	0.00	0.20
Delay/Veh:	0.0	4.6	4.6	5.4	5.4	0.0	0.0	0.0	0.0	20.5	0.0	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.6	4.6	5.4	5.4	0.0	0.0	0.0	0.0	20.5	0.0	10.2
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	B
HCM2kAvgQ:	0	2	2	4	4	0	0	0	0	3	0	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #6 Highland Springs Avenue (NS) at 14th Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	351	42	98	248	0	0	0	0	42	0	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	351	42	98	248	0	0	0	0	42	0	139
Added Vol:	0	0	0	17	0	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	351	42	115	248	0	0	0	0	42	0	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	369	44	121	261	0	0	0	0	44	0	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	369	44	121	261	0	0	0	0	44	0	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	369	44	121	261	0	0	0	0	44	0	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.78	0.78	1.00	1.00	1.00	1.00	0.84	1.00	0.84
Lanes:	0.00	0.89	0.11	0.32	0.68	0.00	0.00	0.00	0.00	0.22	0.00	0.78
Final Sat.:	0	1673	200	467	1007	0	0	0	0	347	0	1249
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.26	0.26	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:					****					****		
Green/Cycle:	0.00	0.58	0.58	0.58	0.58	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.38	0.38	0.45	0.45	0.00	0.00	0.00	0.00	0.45	0.00	0.45
Delay/Veh:	0.0	7.0	7.0	7.5	7.5	0.0	0.0	0.0	0.0	18.3	0.0	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.0	7.0	7.5	7.5	0.0	0.0	0.0	0.0	18.3	0.0	18.3
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	4	4	4	4	0	0	0	0	4	0	4

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	135	269	0	0	343	15	21	0	237	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	269	0	0	343	15	21	0	237	0	0	0
Added Vol:	25	0	0	0	0	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	269	0	0	343	15	21	0	247	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	183	307	0	0	392	17	24	0	282	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	307	0	0	392	17	24	0	282	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	307	0	0	392	17	24	0	282	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.86	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.96	0.04	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1809	79	1636	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.00	0.00	0.22	0.22	0.01	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.16	0.52	0.00	0.00	0.35	0.35	0.28	0.00	0.45	0.00	0.00	0.00
Volume/Cap:	0.62	0.31	0.00	0.00	0.62	0.62	0.05	0.00	0.39	0.00	0.00	0.00
Delay/Veh:	27.1	8.6	0.0	0.0	17.8	17.8	15.7	0.0	11.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	8.6	0.0	0.0	17.8	17.8	15.7	0.0	11.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	4	3	0	0	7	7	0	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Ovl				Include			
Min. Green:	7	7	0		0	7	7		7	0	7		0	0	0	
Lanes:	1	0 1	0	0	0	0 0	1	0	1	0	0 1		0	0 0	0	0
Volume Module:																
Base Vol:	253	373	0		0	269	17		7	0	191		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	253	373	0		0	269	17		7	0	191		0	0	0	
Added Vol:	20	0	0		0	0	0		0	0	31		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	273	373	0		0	269	17		7	0	222		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	281	384	0		0	277	17		7	0	228		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	281	384	0		0	277	17		7	0	228		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	281	384	0		0	277	17		7	0	228		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	0.99	0.99		0.90	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	0.94	0.06		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	1773	112		1706	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.20	0.00		0.00	0.16	0.16		0.00	0.00	0.14		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.27	0.55	0.00		0.00	0.28	0.28		0.25	0.00	0.52		0.00	0.00	0.00	
Volume/Cap:	0.57	0.37	0.00		0.00	0.57	0.57		0.02	0.00	0.27		0.00	0.00	0.00	
Delay/Veh:	20.2	7.8	0.0		0.0	20.1	20.1		17.0	0.0	8.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	20.2	7.8	0.0		0.0	20.1	20.1		17.0	0.0	8.1		0.0	0.0	0.0	
LOS by Move:	C	A	A		A	C	C		B	A	A		A	A	A	
HCM2kAvgQ:	5	4	0		0	5	5		0	0	2		0	0	0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Include				Include				Include		
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0	1	0	1	1	0	1	1	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	87	248	177		190	493	111		30	144	158		179	141	162	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	87	248	177		190	493	111		30	144	158		179	141	162	
Added Vol:	0	0	0		10	0	0		0	6	0		0	13	25	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	87	248	177		200	493	111		30	150	158		179	154	187	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87	
PHF Volume:	100	285	204		230	567	128		35	173	182		206	177	215	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	285	204		230	567	128		35	173	182		206	177	215	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	100	285	204		230	567	128		35	173	182		206	177	215	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		0.95	0.92	0.92		0.95	0.88	0.88		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.63	0.37		1.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	1805	1900	1615		1805	2864	645		1805	1666	1666		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.15	0.13		0.13	0.20	0.20		0.02	0.10	0.11		0.11	0.05	0.13	
Crit Moves:	****					****			****						****	
Green/Cycle:	0.12	0.22	0.38		0.19	0.30	0.30		0.12	0.16	0.16		0.16	0.20	0.20	
Volume/Cap:	0.48	0.67	0.33		0.67	0.66	0.66		0.16	0.65	0.69		0.72	0.24	0.66	
Delay/Veh:	26.5	25.3	13.4		27.5	20.0	20.0		24.2	26.5	27.7		32.4	20.3	27.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.5	25.3	13.4		27.5	20.0	20.0		24.2	26.5	27.7		32.4	20.3	27.2	
LOS by Move:	C	C	B		C	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	2	6	3		5	7	7		1	4	5		5	2	5	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:			Ovl						Include						Include						Include			
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:	113		583		214		180		353		17		31		166		93		174		160		226	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	113		583		214		180		353		17		31		166		93		174		160		226	
Added Vol:	0		0		0		31		0		0		0		17		0		0		12		20	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	113		583		214		211		353		17		31		183		93		174		172		246	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89	
PHF Volume:	127		656		241		237		397		19		35		206		105		196		193		277	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	127		656		241		237		397		19		35		206		105		196		193		277	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	127		656		241		237		397		19		35		206		105		196		193		277	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.85		0.95		0.94		0.94		0.95		0.90		0.90		0.95		0.95		0.85	
Lanes:	1.00		1.00		1.00		1.00		1.91		0.09		1.00		1.33		0.67		1.00		2.00		1.00	
Final Sat.:	1805		1900		1615		1805		3420		165		1805		2272		1154		1805		3610		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.07		0.35		0.15		0.13		0.12		0.12		0.02		0.09		0.09		0.11		0.05		0.17	
Crit Moves:			****				****						****										****	
Green/Cycle:	0.22		0.39		0.54		0.15		0.31		0.31		0.08		0.13		0.13		0.15		0.19		0.19	
Volume/Cap:	0.32		0.89		0.28		0.89		0.37		0.37		0.23		0.72		0.72		0.72		0.28		0.89	
Delay/Veh:	28.1		37.0		10.8		63.7		22.8		22.8		37.3		41.7		41.7		43.7		29.5		58.6	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	28.1		37.0		10.8		63.7		22.8		22.8		37.3		41.7		41.7		43.7		29.5		58.6	
LOS by Move:	C		D		B		E		C		C		D		D		D		D		C		E	
HCM2kAvgQ:	3		20		3		9		5		5		1		6		6		7		2		10	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	113	466	162	176	482	121	144	232	164	154	176	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	466	162	176	482	121	144	232	164	154	176	60
Added Vol:	0	0	37	0	0	0	0	8	0	98	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	466	199	176	482	121	144	240	164	252	190	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	125	517	221	195	534	134	160	266	182	279	211	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	517	221	195	534	134	160	266	182	279	211	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	517	221	195	534	134	160	266	182	279	211	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.11	0.15	0.08	0.09	0.07	0.11	0.15	0.06	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.19	0.19	0.15	0.22	0.22	0.20	0.17	0.17	0.23	0.20	0.20
Volume/Cap:	0.59	0.77	0.74	0.72	0.67	0.38	0.45	0.44	0.67	0.67	0.29	0.21
Delay/Veh:	29.7	28.8	32.3	33.0	23.7	20.6	22.0	23.0	30.0	25.4	20.7	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	28.8	32.3	33.0	23.7	20.6	22.0	23.0	30.0	25.4	20.7	20.4
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	7	6	5	6	2	3	3	5	6	2	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	2	0	1		1	0	2	0	1	
Volume Module:												
Base Vol:	167		521		182		111		505		113	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	167		521		182		111		505		113	
Added Vol:	0		0		119		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	167		521		301		111		505		113	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.92		0.92		0.92		0.92		0.92		0.92	
PHF Volume:	182		567		328		121		550		123	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	182		567		328		121		550		123	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	182		567		328		121		550		123	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.85		0.95		0.95		0.85	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1805		3610		1615		1805		3610		1615	
Capacity Analysis Module:												
Vol/Sat:	0.10		0.16		0.20		0.07		0.15		0.08	
Crit Moves:					****		****					
Green/Cycle:	0.14		0.24		0.24		0.11		0.20		0.20	
Volume/Cap:	0.71		0.67		0.86		0.62		0.76		0.38	
Delay/Veh:	35.3		24.5		41.3		33.8		29.0		23.2	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	35.3		24.5		41.3		33.8		29.0		23.2	
LOS by Move:	D		C		D		C		C		C	
HCM2kAvgQ:	5		7		10		4		7		3	

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	2	0	1		1	0	2	0	1	
Volume Module:												
Base Vol:	232		317		191		294		369		117	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	232		317		191		294		369		117	
Added Vol:	0		21		0		77		16		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	232		338		191		371		385		117	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.92		0.92		0.92		0.92		0.92		0.92	
PHF Volume:	252		368		208		404		419		127	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	252		368		208		404		419		127	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	252		368		208		404		419		127	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.85		0.95		0.95		0.85	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1805		3610		1615		1805		3610		1615	
Capacity Analysis Module:												
Vol/Sat:	0.14		0.10		0.13		0.22		0.12		0.08	
Crit Moves:					****		****					
Green/Cycle:	0.22		0.15		0.15		0.26		0.19		0.19	
Volume/Cap:	0.62		0.68		0.86		0.86		0.62		0.42	
Delay/Veh:	25.8		29.7		52.1		37.6		26.2		24.3	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	25.8		29.7		52.1		37.6		26.2		24.3	
LOS by Move:	C		C		D		D		C		C	
HCM2kAvgQ:	6		5		7		11		5		3	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	0		0	7	7		0	0	0		7	7	7	
Lanes:	1 0	2	0	0	0	0	2	0 1	0	0	0	0	0	1	0	0 1
Volume Module:																
Base Vol:	236	683	0		0	569	311		0	0	0		191	2	177	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	236	683	0		0	569	311		0	0	0		191	2	177	
Added Vol:	0	37	0		0	98	0		0	0	0		88	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	236	720	0		0	667	311		0	0	0		279	2	177	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	253	773	0		0	716	334		0	0	0		300	2	190	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	253	773	0		0	716	334		0	0	0		300	2	190	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	253	773	0		0	716	334		0	0	0		300	2	190	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	1.00		1.00	0.95	0.85		1.00	1.00	1.00		0.91	0.91	0.85	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.99	0.01	1.00	
Final Sat.:	1805	3610	0		0	3610	1615		0	0	0		1715	12	1615	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.21	0.00		0.00	0.20	0.21		0.00	0.00	0.00		0.17	0.17	0.12	
Crit Moves:	****						****						****			
Green/Cycle:	0.22	0.53	0.00		0.00	0.32	0.32		0.00	0.00	0.00		0.27	0.27	0.27	
Volume/Cap:	0.65	0.40	0.00		0.00	0.63	0.65		0.00	0.00	0.00		0.65	0.65	0.44	
Delay/Veh:	25.4	8.5	0.0		0.0	18.6	20.6		0.0	0.0	0.0		22.8	22.8	18.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	25.4	8.5	0.0		0.0	18.6	20.6		0.0	0.0	0.0		22.8	22.8	18.9	
LOS by Move:	C	A	A		A	B	C		A	A	A		C	C	B	
HCM2kAvgQ:	6	5	0		0	7	7		0	0	0		6	6	3	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.872
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	317	977	0	0	704	330	0	0	0	356	3	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	977	0	0	704	330	0	0	0	356	3	273
Added Vol:	0	119	0	0	77	0	0	0	0	77	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	317	1096	0	0	781	330	0	0	0	433	3	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	343	1186	0	0	845	357	0	0	0	469	3	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	1186	0	0	845	357	0	0	0	469	3	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	343	1186	0	0	845	357	0	0	0	469	3	295
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.91	0.91	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1713	12	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.00	0.00	0.23	0.22	0.00	0.00	0.00	0.27	0.27	0.18
Crit Moves:	****				****						****	
Green/Cycle:	0.22	0.49	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.31	0.31	0.31
Volume/Cap:	0.87	0.68	0.00	0.00	0.87	0.82	0.00	0.00	0.00	0.87	0.87	0.58
Delay/Veh:	41.4	12.8	0.0	0.0	29.7	32.7	0.0	0.0	0.0	33.9	33.9	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	12.8	0.0	0.0	29.7	32.7	0.0	0.0	0.0	33.9	33.9	19.0
LOS by Move:	D	B	A	A	C	C	A	A	A	C	C	B
HCM2kAvgQ:	10	10	0	0	12	9	0	0	0	12	12	5

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	596	337	179	574	0	314	4	346	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	596	337	179	574	0	314	4	346	0	0	0
Added Vol:	0	37	37	0	186	0	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	633	374	179	760	0	314	12	346	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	652	385	184	783	0	323	12	356	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	652	385	184	783	0	323	12	356	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	652	385	184	783	0	323	12	356	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1702	65	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.24	0.10	0.22	0.00	0.19	0.19	0.22	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.34	0.34	0.15	0.49	0.00	0.31	0.31	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.53	0.70	0.70	0.45	0.00	0.60	0.60	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	16.4	21.2	32.6	10.3	0.0	19.3	19.3	22.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.4	21.2	32.6	10.3	0.0	19.3	19.3	22.5	0.0	0.0	0.0
LOS by Move:	A	B	C	C	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	6	8	5	5	0	6	6	7	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0 1		1 0 2	0 0		0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	925	438	178	866	0	385	14	474	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	925	438	178	866	0	385	14	474	0	0	0
Added Vol:	0	119	113	0	154	0	0	33	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1044	551	178	1020	0	385	47	474	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1089	575	186	1064	0	401	49	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1089	575	186	1064	0	401	49	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1089	575	186	1064	0	401	49	494	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.94	0.94	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.89	0.11	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1585	193	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.36	0.10	0.29	0.00	0.25	0.25	0.31	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.39	0.39	0.11	0.50	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.78	0.92	0.92	0.59	0.00	0.76	0.76	0.92	0.00	0.00	0.00
Delay/Veh:	0.0	21.9	40.0	73.2	13.1	0.0	26.8	26.8	44.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.9	40.0	73.2	13.1	0.0	26.8	26.8	44.2	0.0	0.0	0.0
LOS by Move:	A	C	D	E	B	A	C	C	D	A	A	A
HCM2kAvgQ:	0	13	17	8	9	0	11	11	15	0	0	0

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Permitted			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0	1
Volume Module:																
Base Vol:	46	314	37		131	226	62		131	62	65		39	72	256	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	46	314	37		131	226	62		131	62	65		39	72	256	
Added Vol:	0	6	0		37	13	136		54	0	0		0	0	15	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	46	320	37		168	239	198		185	62	65		39	72	271	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.00		0.97	0.97	0.97		0.97	0.97	0.00	
PHF Volume:	47	330	38		173	246	0		191	64	67		40	74	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	47	330	38		173	246	0		191	64	67		40	74	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	47	330	38		173	246	0		191	64	67		40	74	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.93	0.93		0.95	0.95	1.00		0.95	0.88	0.88		0.85	1.00	1.00	
Lanes:	1.00	1.79	0.21		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1805	3184	368		1805	3610	1900		1805	1666	1666		1615	1900	1900	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.10	0.10		0.10	0.07	0.00		0.11	0.04	0.04		0.02	0.04	0.00	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.20	0.21	0.21		0.19	0.20	0.00		0.21	0.33	0.33		0.12	0.12	0.00	
Volume/Cap:	0.13	0.50	0.50		0.49	0.34	0.00		0.49	0.12	0.12		0.21	0.33	0.00	
Delay/Veh:	19.8	21.4	21.4		22.7	20.8	0.0		21.8	14.0	14.1		24.6	25.3	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	19.8	21.4	21.4		22.7	20.8	0.0		21.8	14.0	14.1		24.6	25.3	0.0	
LOS by Move:	B	C	C		C	C	A		C	B	B		C	C	A	
HCM2kAvgQ:	1	4	4		4	2	0		4	1	1		1	2	0	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	74	282	60	216	300	92	72	204	73	66	144	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	282	60	216	300	92	72	204	73	66	144	236
Added Vol:	0	17	0	31	12	111	169	0	0	0	0	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	299	60	247	312	203	241	204	73	66	144	282
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.00
PHF Volume:	77	313	63	259	327	0	252	214	76	69	151	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	313	63	259	327	0	252	214	76	69	151	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	77	313	63	259	327	0	252	214	76	69	151	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	1.00	0.95	0.91	0.91	0.85	1.00	1.00
Lanes:	1.00	1.67	0.33	1.00	2.00	1.00	1.00	1.47	0.53	1.00	1.00	1.00
Final Sat.:	1805	2931	588	1805	3610	1900	1805	2552	913	1615	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.14	0.09	0.00	0.14	0.08	0.08	0.04	0.08	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.17	0.17	0.22	0.20	0.00	0.22	0.34	0.34	0.12	0.12	0.00
Volume/Cap:	0.22	0.64	0.64	0.64	0.46	0.00	0.64	0.24	0.24	0.35	0.64	0.00
Delay/Veh:	20.6	25.7	25.7	24.5	21.8	0.0	24.8	14.3	14.3	25.1	30.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.6	25.7	25.7	24.5	21.8	0.0	24.8	14.3	14.3	25.1	30.8	0.0
LOS by Move:	C	C	C	C	C	A	C	B	B	C	C	A
HCM2kAvgQ:	1	5	5	6	3	0	5	2	1	2	4	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Highland Home Road (NS) at 14th Street (EW)

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: A[9.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	48	4	0	0	10	72	36	0	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	4	0	0	10	72	36	0	60	0	0	0
Added Vol:	13	25	0	0	10	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	29	0	0	20	72	36	0	66	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	64	31	0	0	21	76	38	0	69	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	64	31	0	0	21	76	38	0	69	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	97	xxxx	xxxxx	xxxx	xxxx	xxxxx	218	218	59	xxxx	xxxx	xxxxx
Potent Cap.:	1509	xxxx	xxxxx	xxxx	xxxx	xxxxx	775	684	1012	xxxx	xxxx	xxxxx
Move Cap.:	1509	xxxx	xxxxx	xxxx	xxxx	xxxxx	749	654	1012	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	900	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Highland Home Road (NS) at 14th Street (EW)

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: B[10.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	113	3	0	0	2	67	57	0	68	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	113	3	0	0	2	67	57	0	68	0	0	0				
Added Vol:	12	20	0	0	31	0	0	0	17	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	125	23	0	0	33	67	57	0	85	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	132	24	0	0	35	71	60	0	89	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	132	24	0	0	35	71	60	0	89	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	105	xxxx	xxxxx	xxxx	xxxx	xxxxx	357	357	70	xxxx	xxxx	xxxxx				
Potent Cap.:	1499	xxxx	xxxxx	xxxx	xxxx	xxxxx	645	572	998	xxxx	xxxx	xxxxx				
Move Cap.:	1499	xxxx	xxxxx	xxxx	xxxx	xxxxx	598	518	998	xxxx	xxxx	xxxxx				
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.09	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	787	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			10.6			xxxxxx						
ApproachLOS:	*			*			B			*						

Note: Queue reported is the number of cars per lane.

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Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: E[43.8]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	0	1	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	8		1		45	34		20		37	46		432		7	53		426		24
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	8		1		45	34		20		37	46		432		7	53		426		24
Added Vol:	22		13		0	10		6		0	0		16		9	0		41		25
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	30		14		45	44		26		37	46		448		16	53		467		49
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.88		0.88		0.88	0.88		0.88		0.88	0.88		0.88		0.88	0.88		0.88		0.88
PHF Volume:	34		16		51	50		30		42	52		509		18	60		530		56
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	34		16		51	50		30		42	52		509		18	60		530		56
Critical Gap Module:																				
Critical Gp:	7.5		6.5		6.9	7.5		6.5		6.9	4.1		xxxx		xxxxx	4.1		xxxx		xxxxx
FollowUpTim:	3.5		4.0		3.3	3.5		4.0		3.3	2.2		xxxx		xxxxx	2.2		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	1013		1319		254	1017		1281		265	586		xxxx		xxxxx	527		xxxx		xxxxx
Potent Cap.:	196		159		751	195		167		739	999		xxxx		xxxxx	1051		xxxx		xxxxx
Move Cap.:	144		142		751	153		149		739	999		xxxx		xxxxx	1051		xxxx		xxxxx
Volume/Cap:	0.24		0.11		0.07	0.33		0.20		0.06	0.05		xxxx		xxxx	0.06		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	0.9		0.4		0.2	xxxx		xxxx		xxxxx	0.2		xxxx		xxxxx	0.2		xxxx		xxxxx
Control Del:	37.5		33.6		10.1	xxxxx		xxxx		xxxxx	8.8		xxxx		xxxxx	8.6		xxxx		xxxxx
LOS by Move:	E		D		B	*		*		*	A		*		*	A		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		209		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		xxxx		xxxxx	xxxxx		3.2		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx		xxxx		xxxxx	xxxxx		43.8		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		*	*		E		*	*		*		*	*		*		*
ApproachDel:			23.0					43.8					xxxxx					xxxxx		
ApproachLOS:			C					E					*					*		

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

Average Delay (sec/veh): 18.4 Worst Case Level Of Service: F[162.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 1		0 0 1!	0 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	8	26	76	59	20	11	58	455	3	17	451	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	26	76	59	20	11	58	455	3	17	451	46
Added Vol:	20	12	0	31	17	0	0	51	28	0	33	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	38	76	90	37	11	58	506	31	17	484	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	31	42	84	100	41	12	64	562	34	19	538	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	42	84	100	41	12	64	562	34	19	538	73
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1018	1340	281	1007	1301	269	611	xxxx	xxxxx	597	xxxx	xxxxx
Potent Cap.:	194	154	722	198	162	735	978	xxxx	xxxxx	990	xxxx	xxxxx
Move Cap.:	141	141	722	126	149	735	978	xxxx	xxxxx	990	xxxx	xxxxx
Volume/Cap:	0.22	0.30	0.12	0.79	0.28	0.02	0.07	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.8	1.2	0.4	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	37.6	41.1	10.6	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	E	E	B	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	141	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	8.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	163	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:		24.1			162.8			xxxxxx			xxxxxx	
ApproachLOS:		C			F			*			*	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.257
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	T	R	L	T	R	L	T	R				L	T	R			
Control:	Permitted			Permitted			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7				7	7	7			
Lanes:	1	0	1	0	1	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	8	1	45	34	20	37	46	432	7				53	426	24			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	8	1	45	34	20	37	46	432	7				53	426	24			
Added Vol:	22	13	0	10	6	0	0	16	9				0	41	25			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	30	14	45	44	26	37	46	448	16				53	467	49			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88			
PHF Volume:	34	16	51	50	30	42	52	509	18				60	530	56			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	34	16	51	50	30	42	52	509	18				60	530	56			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	34	16	51	50	30	42	52	509	18				60	530	56			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	0.78	1.00	0.85	0.85	0.85	0.85	0.44	0.95	0.85				0.45	0.95	0.85			
Lanes:	1.00	1.00	1.00	0.41	0.24	0.35	1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1486	1900	1615	660	390	555	840	3610	1615				863	3610	1615			
Capacity Analysis Module:																		
Vol/Sat:	0.02	0.01	0.03	0.08	0.08	0.08	0.06	0.14	0.01				0.07	0.15	0.03			
Crit Moves:					****									****				
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.57	0.57	0.57				0.57	0.57	0.57			
Volume/Cap:	0.08	0.03	0.11	0.26	0.26	0.26	0.11	0.25	0.02				0.12	0.26	0.06			
Delay/Veh:	15.4	15.1	15.5	16.4	16.4	16.4	6.0	6.5	5.6				6.0	6.5	5.7			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	15.4	15.1	15.5	16.4	16.4	16.4	6.0	6.5	5.6				6.0	6.5	5.7			
LOS by Move:	B	B	B	B	B	B	A	A	A				A	A	A			
HCM2kAvgQ:	0	0	1	2	2	2	1	3	0				1	3	0			

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.298
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		0	0	1!	0	0		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	8		26		76		59		20		11		58		455		3		17		451		46	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	8		26		76		59		20		11		58		455		3		17		451		46	
Added Vol:	20		12		0		31		17		0		0		51		28		0		33		20	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	28		38		76		90		37		11		58		506		31		17		484		66	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90		0.90	
PHF Volume:	31		42		84		100		41		12		64		562		34		19		538		73	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	31		42		84		100		41		12		64		562		34		19		538		73	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	31		42		84		100		41		12		64		562		34		19		538		73	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.79		1.00		0.85		0.79		0.79		0.79		0.43		0.95		0.85		0.42		0.95		0.85	
Lanes:	1.00		1.00		1.00		0.65		0.27		0.08		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1493		1900		1615		974		401		119		815		3610		1615		789		3610		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.02		0.05		0.10		0.10		0.10		0.08		0.16		0.02		0.02		0.15		0.05	
Crit Moves:									****						****									
Green/Cycle:	0.34		0.34		0.34		0.34		0.34		0.34		0.52		0.52		0.52		0.52		0.52		0.52	
Volume/Cap:	0.06		0.06		0.15		0.30		0.30		0.30		0.15		0.30		0.04		0.05		0.29		0.09	
Delay/Veh:	13.2		13.2		13.7		14.7		14.7		14.7		7.6		8.2		7.0		7.1		8.1		7.2	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	13.2		13.2		13.7		14.7		14.7		14.7		7.6		8.2		7.0		7.1		8.1		7.2	
LOS by Move:	B		B		B		B		B		B		A		A		A		A		A		A	
HCM2kAvgQ:	0		1		1		2		2		2		1		3		0		0		3		1	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[19.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0	1 0	0 1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	1	1	1	29	1	41	38	381	2	8	349	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	29	1	41	38	381	2	8	349	12
Added Vol:	0	0	0	15	0	0	0	58	0	0	149	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	44	1	41	38	439	2	8	498	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	1	1	1	51	1	48	44	509	2	9	577	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	1	51	1	48	44	509	2	9	577	54
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	906	1248	256	939	1195	289	632	xxxx	xxxxx	511	xxxx	xxxxx
Potent Cap.:	234	175	750	222	188	714	961	xxxx	xxxxx	1065	xxxx	xxxxx
Move Cap.:	209	165	750	211	178	714	961	xxxx	xxxxx	1065	xxxx	xxxxx
Volume/Cap:	0.01	0.01	0.00	0.24	0.01	0.07	0.05	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4	8.9	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	246	xxxxx	210	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	19.8	xxxxx	27.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	D	*	*	*	*	*	*	*	*
ApproachDel:		19.8			19.4			xxxxxx			xxxxxx	
ApproachLOS:		C			C			*			*	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: F[111.6]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	1	0	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	1	1	1			17	1	43			95	563	3			7	627	45		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	1	1	1			17	1	43			95	563	3			7	627	45		
Added Vol:	0	0	0			45	0	0			0	182	0			0	120	32		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	1	1	1			62	1	43			95	745	3			7	747	77		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.89	0.89	0.89			0.89	0.89	0.89			0.89	0.89	0.89			0.89	0.89	0.89		
PHF Volume:	1	1	1			70	1	48			107	837	3			8	839	87		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	1	1	1			70	1	48			107	837	3			8	839	87		
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9			7.5	6.5	6.9			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3			3.5	4.0	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1488	1994	420			1488	1909	420			926	xxxx	xxxxx			840	xxxx	xxxxx		
Potent Cap.:	88	61	587			88	69	588			746	xxxx	xxxxx			803	xxxx	xxxxx		
Move Cap.:	70	52	587			76	59	588			746	xxxx	xxxxx			803	xxxx	xxxxx		
Volume/Cap:	0.02	0.02	0.00			0.91	0.02	0.08			0.14	xxxx	xxxx			0.01	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	0.3			0.5	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	11.7			10.6	xxxx	xxxxx			9.5	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*	B			B	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		85	xxxxx		76	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		0.1	xxxxx		4.8	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx		49.0	xxxxx		179.8	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		E	*		F	*	*			*	*	*			*	*	*		
ApproachDel:			49.0					111.6					xxxxxx					xxxxxx		
ApproachLOS:			E					F					*					*		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.234
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	1	1	1	29	1	41	38	381	2	8	349	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	29	1	41	38	381	2	8	349	12
Added Vol:	0	0	0	15	0	0	0	58	0	0	149	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	44	1	41	38	439	2	8	498	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	1	1	1	51	1	48	44	509	2	9	577	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	51	1	48	44	509	2	9	577	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	51	1	48	44	509	2	9	577	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.95	0.85	0.42	0.95	0.95	0.45	0.95	0.85
Lanes:	0.34	0.33	0.33	0.98	0.02	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	595	595	595	1770	40	1615	792	3590	16	861	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.06	0.14	0.14	0.01	0.16	0.03
Crit Moves:		****			****						****	
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.02	0.02	0.02	0.26	0.26	0.27	0.09	0.24	0.24	0.02	0.27	0.06
Delay/Veh:	26.0	26.0	26.0	27.2	27.2	27.3	5.7	6.2	6.2	5.3	6.3	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	26.0	26.0	27.2	27.2	27.3	5.7	6.2	6.2	5.3	6.3	5.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	1	1	0	3	3	0	3	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Split Phase			Split Phase			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	7	7	7	7	7	7	7	7	7		7	7	7	
Lanes:	0	0	1!	0	0	0	1	0·	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module:														
Base Vol:	1	1	1	17	1	43	95	563	3		7	627	45	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	1	1	17	1	43	95	563	3		7	627	45	
Added Vol:	0	0	0	45	0	0	0	182	0		0	120	32	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	1	1	1	62	1	43	95	745	3		7	747	77	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	1	1	1	70	1	48	107	837	3		8	839	87	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	1	1	1	70	1	48	107	837	3		8	839	87	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	1	1	1	70	1	48	107	837	3		8	839	87	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.94	0.94	0.95	0.95	0.85	0.30	0.95	0.95		0.30	0.95	0.85	
Lanes:	0.34	0.33	0.33	0.98	0.02	1.00	1.00	1.99	0.01		1.00	2.00	1.00	
Final Sat.:	595	595	595	1782	29	1615	566	3592	14		564	3610	1615	
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.03	0.19	0.23	0.23		0.01	0.23	0.05	
Crit Moves:		****			****			****						
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.10	0.62	0.62	0.62		0.62	0.62	0.62	
Volume/Cap:	0.02	0.02	0.02	0.37	0.37	0.29	0.30	0.37	0.37		0.02	0.37	0.09	
Delay/Veh:	28.4	28.4	28.4	30.4	30.4	29.9	6.6	6.6	6.6		5.0	6.6	5.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	28.4	28.4	28.4	30.4	30.4	29.9	6.6	6.6	6.6		5.0	6.6	5.3	
LOS by Move:	C	C	C	C	C	C	A	A	A		A	A	A	
HCM2kAvgQ:	0	0	0	2	2	1	1	5	5		0	5	1	

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.160
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0 0	0 0	0	0 1	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	50	0	0	0	0	0	0	0	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	0	0	0	0	0	0	80	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	0	0	0	0	0	0	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
PHF Volume:	89	0	0	0	0	0	0	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	0	0	0	0	0	0	0	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	0	0	0	0	0	0	0	142	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	800	0	0	0	0	0	0	756	886	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.16	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:		7.9			xxxxxx			7.4			xxxxxx	
Delay Adj:		1.00			xxxxx			1.00			xxxxx	
ApprAdjDel:		7.9			xxxxxx			7.4			xxxxxx	
LOS by Appr:		A			*			A			*	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 0	0	0 0	0 0	0	0 1	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	180	0	0	0	0	0	0	0	160	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	0	0	0	0	0	0	0	160	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	0	0	0	0	0	0	0	160	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	272	0	0	0	0	0	0	0	242	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	0	0	0	0	0	0	0	242	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	0	0	0	0	0	0	0	242	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	753	0	0	0	0	0	0	678	782	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.36	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.31	xxxx	xxxx	xxxx
Crit Moves:	****								****			
Delay/Veh:	10.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0
LOS by Move:	B	*	*	*	*	*	*	*	A	*	*	*
ApproachDel:		10.1			xxxxxx			9.0			xxxxxx	
Delay Adj:		1.00			xxxxx			1.00			xxxxx	
ApprAdjDel:		10.1			xxxxxx			9.0			xxxxxx	
LOS by Appr:		B			*			A			*	
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.131
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 54.4
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	125	22	52	8	43	19	18	349	174	53	256	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	22	52	8	43	19	18	349	174	53	256	1
Added Vol:	91	25	0	0	10	0	0	0	36	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	47	52	8	53	19	18	349	210	53	256	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	244	53	59	9	60	21	20	395	238	60	290	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	53	59	9	60	21	20	395	238	60	290	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	53	59	9	60	21	20	395	238	60	290	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.47	0.53	1.00	0.62	0.38	1.00	0.99	0.01
Final Sat.:	428	453	497	377	594	219	486	349	210	465	501	2
Capacity Analysis Module:												
Vol/Sat:	0.57	0.12	0.12	0.02	0.10	0.10	0.04	1.13	1.13	0.13	0.58	0.58
Crit Moves:	****				****			****			****	
Delay/Veh:	21.1	11.5	10.7	12.0	12.1	11.8	10.2	103	103.0	11.3	18.6	18.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	11.5	10.7	12.0	12.1	11.8	10.2	103	103.0	11.3	18.6	18.6
LOS by Move:	C	B	B	B	B	B	B	F	F	B	C	C
ApproachDel:		17.9			12.0			100.1			17.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.9			12.0			100.1			17.4	
LOS by Appr:		C			B			F			C	
AllWayAvgQ:	1.2	0.1	0.1	0.0	0.1	0.1	0.0	14.6	14.6	0.1	1.2	1.2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.325
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 85.7
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	193	47	110	1	20	1	1	320	180	100	287	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	47	110	1	20	1	1	320	180	100	287	13
Added Vol:	74	20	0	0	31	0	0	0	112	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	67	110	1	51	1	1	320	292	100	287	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	302	76	125	1	58	1	1	362	331	113	325	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	76	125	1	58	1	1	362	331	113	325	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	302	76	125	1	58	1	1	362	331	113	325	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.96	0.04	1.00	0.52	0.48	1.00	0.96	0.04
Final Sat.:	423	446	490	347	718	14	453	274	250	451	466	21
Capacity Analysis Module:												
Vol/Sat:	0.71	0.17	0.25	0.00	0.08	0.08	0.00	1.32	1.32	0.25	0.70	0.70
Crit Moves:	****				****				****		****	
Delay/Veh:	29.2	12.2	12.3	12.5	12.7	12.7	10.4	180	179.9	13.1	24.8	24.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	12.2	12.3	12.5	12.7	12.7	10.4	180	179.9	13.1	24.8	24.8
LOS by Move:	D	B	B	B	B	B	B	F	F	B	C	C
ApproachDel:		22.4			12.7			179.6			21.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.4			12.7			179.6			21.8	
LOS by Appr:		C			B			F			C	
AllWayAvgQ:	2.1	0.2	0.3	0.0	0.1	0.1	0.0	24.7	24.7	0.3	2.0	2.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	T	R	L	T	R	L	T	R				L	T	R			
Control:	Permitted			Permitted			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7				7	7	7			
Lanes:	1	0	1	0	1	1	0	1	1	0			1	0	0	1	0	
Volume Module:																		
Base Vol:	125	22	52	8	43	19	18	349	174				53	256	1			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	125	22	52	8	43	19	18	349	174				53	256	1			
Added Vol:	91	25	0	0	10	0	0	0	36				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	216	47	52	8	53	19	18	349	210				53	256	1			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88			
PHF Volume:	244	53	59	9	60	21	20	395	238				60	290	1			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	244	53	59	9	60	21	20	395	238				60	290	1			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	244	53	59	9	60	21	20	395	238				60	290	1			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	0.70	1.00	0.85	0.72	0.91	0.91	0.56	0.94	0.94				0.30	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.47	0.53	1.00	0.62	0.38				1.00	0.99	0.01			
Final Sat.:	1336	1900	1615	1374	2551	915	1064	1120	674				566	1891	7			
Capacity Analysis Module:																		
Vol/Sat:	0.18	0.03	0.04	0.01	0.02	0.02	0.02	0.35	0.35				0.11	0.15	0.15			
Crit Moves:	****							****										
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.57	0.57	0.57				0.57	0.57	0.57			
Volume/Cap:	0.62	0.09	0.12	0.02	0.08	0.08	0.03	0.62	0.62				0.19	0.27	0.27			
Delay/Veh:	21.2	15.4	15.5	15.0	15.3	15.3	5.7	9.7	9.7				6.5	6.7	6.7			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	21.2	15.4	15.5	15.0	15.3	15.3	5.7	9.7	9.7				6.5	6.7	6.7			
LOS by Move:	C	B	B	B	B	B	A	A	A				A	A	A			
HCM2kAvgQ:	5	1	1	0	1	1	0	9	9				1	3	3			

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	193	47	110	1	20	1	1	320	180	100	287	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	47	110	1	20	1	1	320	180	100	287	13
Added Vol:	74	20	0	0	31	0	0	0	112	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	67	110	1	51	1	1	320	292	100	287	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	302	76	125	1	58	1	1	362	331	113	325	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	76	125	1	58	1	1	362	331	113	325	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	302	76	125	1	58	1	1	362	331	113	325	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	1.00	0.85	0.70	0.95	0.95	0.52	0.93	0.93	0.24	0.99	0.99
Lanes:	1.00	1.00	1.00	1.00	1.96	0.04	1.00	0.52	0.48	1.00	0.96	0.04
Final Sat.:	1368	1900	1615	1338	3530	69	980	922	841	464	1807	82
Capacity Analysis Module:												
Vol/Sat:	0.22	0.04	0.08	0.00	0.02	0.02	0.00	0.39	0.39	0.24	0.18	0.18
Crit Moves:	****							****				
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.71	0.13	0.25	0.00	0.05	0.05	0.00	0.71	0.71	0.44	0.32	0.32
Delay/Veh:	23.7	14.9	15.6	14.2	14.5	14.5	6.0	12.2	12.2	9.1	7.4	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	14.9	15.6	14.2	14.5	14.5	6.0	12.2	12.2	9.1	7.4	7.4
LOS by Move:	C	B	B	B	B	B	A	B	B	A	A	A
HCM2kAvgQ:	7	1	2	0	0	0	0	11	11	2	4	4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	159	144	106	66	230	44	53	227	129	70	207	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	144	106	66	230	44	53	227	129	70	207	32
Added Vol:	117	154	4	0	61	0	0	25	48	1	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	298	110	66	291	44	53	252	177	71	274	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	301	325	120	72	317	48	58	275	193	77	298	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	325	120	72	317	48	58	275	193	77	298	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	325	120	72	317	48	58	275	193	77	298	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.91	0.91	0.48	0.93	0.93	0.95	0.89	0.89	0.95	0.93	0.93
Lanes:	1.00	1.46	0.54	1.00	1.74	0.26	1.00	1.17	0.83	1.00	1.79	0.21
Final Sat.:	1013	2531	934	908	3073	465	1805	1989	1397	1805	3181	371
Capacity Analysis Module:												
Vol/Sat:	0.30	0.13	0.13	0.08	0.10	0.10	0.03	0.14	0.14	0.04	0.09	0.09
Crit Moves:	****							****		****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.17	0.22	0.22	0.12	0.17	0.17
Volume/Cap:	0.64	0.27	0.27	0.17	0.22	0.22	0.19	0.64	0.64	0.37	0.56	0.56
Delay/Veh:	15.0	9.9	9.9	9.5	9.6	9.6	21.8	23.2	23.2	25.5	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	9.9	9.9	9.5	9.6	9.6	21.8	23.2	23.2	25.5	24.2	24.2
LOS by Move:	B	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	5	3	3	1	2	2	1	5	5	2	4	4

Note: Queue reported is the number of cars per lane.

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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

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Cycle (sec): 65 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: OPTIMIZED Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	225	299	104	85	271	42	72	321	174	155	424	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	299	104	85	271	42	72	321	174	155	424	59
Added Vol:	107	127	2	0	191	0	0	76	152	4	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	332	426	106	85	462	42	72	397	326	159	469	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	338	434	108	87	470	43	73	404	332	162	478	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	434	108	87	470	43	73	404	332	162	478	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	338	434	108	87	470	43	73	404	332	162	478	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.92	0.92	0.41	0.94	0.94	0.95	0.89	0.89	0.95	0.93	0.93
Lanes:	1.00	1.60	0.40	1.00	1.83	0.17	1.00	1.10	0.90	1.00	1.78	0.22
Final Sat.:	809	2804	698	775	3269	297	1805	1847	1517	1805	3152	397
Capacity Analysis Module:												
Vol/Sat:	0.42	0.15	0.15	0.11	0.14	0.14	0.04	0.22	0.22	0.09	0.15	0.15
Crit Moves:	****							****		****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.15	0.24	0.24	0.11	0.21	0.21
Volume/Cap:	0.90	0.33	0.33	0.24	0.31	0.31	0.28	0.90	0.90	0.83	0.74	0.74
Delay/Veh:	39.6	11.2	11.2	10.8	11.0	11.0	25.3	36.7	36.7	53.7	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	11.2	11.2	10.8	11.0	11.0	25.3	36.7	36.7	53.7	28.2	28.2
LOS by Move:	D	B	B	B	B	B	C	D	D	D	C	C
HCM2kAvgQ:	10	4	4	1	3	3	2	12	12	6	7	7

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 0	0 0 0	1	0 0	0 1
Volume Module:												
Base Vol:	106	298	0	0	294	164	0	0	0	6	0	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	298	0	0	294	164	0	0	0	6	0	102
Added Vol:	140	275	0	0	111	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	573	0	0	405	164	0	0	0	17	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	276	642	0	0	454	184	0	0	0	19	0	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	642	0	0	454	184	0	0	0	19	0	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	642	0	0	454	184	0	0	0	19	0	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.82	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.42	0.58	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2459	996	0	0	0	1549	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.01	0.00	0.07
Crit Moves:	****				****							****
Green/Cycle:	0.30	0.66	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.51	0.27	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.09	0.00	0.51
Delay/Veh:	18.2	4.3	0.0	0.0	15.3	15.3	0.0	0.0	0.0	22.7	0.0	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	4.3	0.0	0.0	15.3	15.3	0.0	0.0	0.0	22.7	0.0	25.9
LOS by Move:	B	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	5	3	0	0	5	5	0	0	0	0	0	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	78	487	0	0	376	240	0	0	0	14	0	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	487	0	0	376	240	0	0	0	14	0	203
Added Vol:	131	236	0	0	347	0	0	0	0	42	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	723	0	0	723	240	0	0	0	56	0	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	218	754	0	0	754	250	0	0	0	58	0	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	754	0	0	754	250	0	0	0	58	0	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	754	0	0	754	250	0	0	0	58	0	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.79	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.50	0.50	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2610	866	0	0	0	1495	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.04	0.00	0.13
Crit Moves:	****				****							****
Green/Cycle:	0.18	0.61	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.68	0.34	0.00	0.00	0.68	0.68	0.00	0.00	0.00	0.20	0.00	0.68
Delay/Veh:	28.6	6.0	0.0	0.0	15.1	15.1	0.0	0.0	0.0	20.6	0.0	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	6.0	0.0	0.0	15.1	15.1	0.0	0.0	0.0	20.6	0.0	28.2
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	5	4	0	0	9	9	0	0	0	1	0	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	238	9	129	146	0	172	0	84	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	238	9	129	146	0	172	0	84	0	0	0
Added Vol:	0	415	41	0	122	0	0	0	59	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	653	50	129	268	0	172	0	143	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	788	60	156	323	0	207	0	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	788	60	156	323	0	207	0	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	788	60	156	323	0	207	0	172	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.86	0.14	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3316	254	1805	3610	0	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.09	0.09	0.00	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.43	0.43	0.16	0.59	0.00	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	0.55	0.55	0.55	0.15	0.00	0.55	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	13.1	13.1	25.6	5.6	0.0	22.9	0.0	22.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.1	13.1	25.6	5.6	0.0	22.9	0.0	22.3	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	7	7	4	1	0	4	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	1	0 2	0 0	1	0 0	0 1	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	328	25	122	282	0	232	0	98	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	328	25	122	282	0	232	0	98	0	0	0
Added Vol:	0	367	24	0	389	0	0	0	184	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	695	49	122	671	0	232	0	282	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	771	54	135	744	0	257	0	313	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	771	54	135	744	0	257	0	313	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	771	54	135	744	0	257	0	313	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	0.95	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	3610	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.03	0.07	0.21	0.00	0.18	0.00	0.19	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.49	0.49	0.09	0.58	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.00	0.83	0.07	0.83	0.35	0.00	0.75	0.00	0.83	0.00	0.00	0.00
Delay/Veh:	0.0	20.4	8.8	57.1	7.3	0.0	32.2	0.0	37.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.4	8.8	57.1	7.3	0.0	32.2	0.0	37.5	0.0	0.0	0.0
LOS by Move:	A	C	A	E	A	A	C	A	D	A	A	A
HCM2kAvgQ:	0	16	1	5	4	0	7	0	9	0	0	0

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Average Delay (sec/veh): 12.4 Worst Case Level Of Service: F[60.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	91	26	164	45	0	0	0	0	65	0	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	91	26	164	45	0	0	0	0	65	0	149
Added Vol:	0	455	0	0	181	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	546	26	164	226	0	0	0	0	65	0	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	629	30	189	260	0	0	0	0	75	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	629	30	189	260	0	0	0	0	75	0	172
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	659	xxxx	xxxxx	xxxx	xxxx	xxxxx	1282	1282	644
Potent Cap.:	xxxx	xxxx	xxxxx	939	xxxx	xxxxx	xxxx	xxxx	xxxxx	184	167	476
Move Cap.:	xxxx	xxxx	xxxxx	939	xxxx	xxxxx	xxxx	xxxx	xxxxx	152	129	476
Volume/Cap:	xxxx	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.49	0.00	0.36
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	289	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	7.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	60.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			60.9		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Average Delay (sec/veh): 47.5 Worst Case Level Of Service: F[326.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0	1 0 0	0	0 0 0	0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	132	95	185	206	0	0	0	0	54	0	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	132	95	185	206	0	0	0	0	54	0	208
Added Vol:	0	391	0	0	573	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	523	95	185	779	0	0	0	0	54	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	594	108	210	884	0	0	0	0	61	0	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	594	108	210	884	0	0	0	0	61	0	236
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	701	xxxx	xxxxx	xxxx	xxxx	xxxxx	1952	1952	648
Potent Cap.:	xxxx	xxxx	xxxxx	905	xxxx	xxxxx	xxxx	xxxx	xxxxx	71	65	474
Move Cap.:	xxxx	xxxx	xxxxx	905	xxxx	xxxxx	xxxx	xxxx	xxxxx	57	48	474
Volume/Cap:	xxxx	xxxx	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	1.08	0.00	0.50
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	189	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	327	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			326.8		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	91	26	164	45	0	0	0	0	65	0	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	91	26	164	45	0	0	0	0	65	0	149
Added Vol:	0	455	0	0	181	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	546	26	164	226	0	0	0	0	65	0	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	629	30	189	260	0	0	0	0	75	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	629	30	189	260	0	0	0	0	75	0	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	629	30	189	260	0	0	0	0	75	0	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.95	1.00	1.00	1.00	1.00	1.00	0.81	1.00	0.81
Lanes:	0.00	0.95	0.05	1.00	1.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	1803	86	1805	1900	0	0	0	0	469	0	1075
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.10	0.14	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.46	0.46	0.14	0.59	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.77	0.77	0.77	0.23	0.00	0.00	0.00	0.00	0.77	0.00	0.77
Delay/Veh:	0.0	17.8	17.8	38.3	5.9	0.0	0.0	0.0	0.0	33.3	0.0	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.8	17.8	38.3	5.9	0.0	0.0	0.0	0.0	33.3	0.0	33.3
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	12	12	5	2	0	0	0	0	6	0	6

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	132	95	185	206	0	0	0	0	54	0	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	132	95	185	206	0	0	0	0	54	0	208
Added Vol:	0	391	0	0	573	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	523	95	185	779	0	0	0	0	54	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	594	108	210	884	0	0	0	0	61	0	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	594	108	210	884	0	0	0	0	61	0	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	594	108	210	884	0	0	0	0	61	0	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.95	1.00	1.00	1.00	1.00	1.00	0.83	1.00	0.83
Lanes:	0.00	0.85	0.15	1.00	1.00	0.00	0.00	0.00	0.00	0.21	0.00	0.79
Final Sat.:	0	1574	286	1805	1900	0	0	0	0	327	0	1258
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.12	0.47	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.46	0.46	0.14	0.60	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.82	0.82	0.82	0.77	0.00	0.00	0.00	0.00	0.82	0.00	0.82
Delay/Veh:	0.0	22.9	22.9	48.0	13.8	0.0	0.0	0.0	0.0	39.7	0.0	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.9	22.9	48.0	13.8	0.0	0.0	0.0	0.0	39.7	0.0	39.7
LOS by Move:	A	C	C	D	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	16	16	7	16	0	0	0	0	9	0	9

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 1	0	1 0	0 0	0 0	0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	25	5	85	14	0	0	0	0	16	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	25	5	85	14	0	0	0	0	16	0	35
Added Vol:	0	201	41	134	56	0	0	0	0	14	0	270
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	226	46	219	70	0	0	0	0	30	0	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	332	68	322	103	0	0	0	0	44	0	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	332	68	322	103	0	0	0	0	44	0	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	332	68	322	103	0	0	0	0	44	0	448
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.76	0.24	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	524	579	410	131	0	0	0	0	488	0	584
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.63	0.12	0.79	0.79	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.77
Crit Moves:		****			****							****
Delay/Veh:	0.0	19.5	9.4	28.4	28.4	0.0	0.0	0.0	0.0	10.6	0.0	24.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.5	9.4	28.4	28.4	0.0	0.0	0.0	0.0	10.6	0.0	24.5
LOS by Move:	*	C	A	D	D	*	*	*	*	B	*	C
ApproachDel:		17.8			28.4			xxxxxx			23.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		17.8			28.4			xxxxxx			23.2	
LOS by Appr:		C			D			*			C	
AllWayAvgQ:	0.0	1.5	0.1	2.8	2.8	2.8	0.0	0.0	0.0	0.1	0.0	2.6

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.677
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 188.4
Optimal Cycle: 0 Level Of Service: F

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 0	1	0	1	0	1	0	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	38	1		110	30	0		0	0	0		1	0	142	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	38	1		110	30	0		0	0	0		1	0	142	
Added Vol:	0	118	28		382	207	0		0	0	0		44	0	285	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	156	29		492	237	0		0	0	0		45	0	427	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.80	0.80	0.80		0.80	0.80	0.80		0.80	0.80	0.80		0.80	0.80	0.80	
PHF Volume:	0	196	36		618	298	0		0	0	0		57	0	536	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	196	36		618	298	0		0	0	0		57	0	536	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	196	36		618	298	0		0	0	0		57	0	536	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00		0.67	0.33	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	483	532		368	178	0		0	0	0		495	0	592	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.41	0.07		1.68	1.68	xxxx		xxxx	xxxx	xxxx		0.11	xxxx	0.91	
Crit Moves:		****				****									****	
Delay/Veh:	0.0	14.6	9.7		329.9	330	0.0		0.0	0.0	0.0		10.9	0.0	41.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	14.6	9.7		329.9	330	0.0		0.0	0.0	0.0		10.9	0.0	41.2	
LOS by Move:	*	B	A		F	F	*		*	*	*		B	*	E	
ApproachDel:		13.8				329.9				xxxxxx				38.3		
Delay Adj:		1.00				1.00				xxxxx				1.00		
ApprAdjDel:		13.8				329.9				xxxxxx				38.3		
LOS by Appr:		B				F				*				E		
AllWayAvgQ:	0.0	0.6	0.1		48.6	48.6	48.6		0.0	0.0	0.0		0.1	0.0	5.3	

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	25	5	85	14	0	0	0	0	16	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	25	5	85	14	0	0	0	0	16	0	35
Added Vol:	0	201	41	134	56	0	0	0	0	14	0	270
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	226	46	219	70	0	0	0	0	30	0	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	0	332	68	322	103	0	0	0	0	44	0	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	332	68	322	103	0	0	0	0	44	0	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	332	68	322	103	0	0	0	0	44	0	448
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.84	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1594	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.04	0.18	0.05	0.00	0.00	0.00	0.00	0.03	0.00	0.28
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.22	0.22	0.23	0.45	0.00	0.00	0.00	0.00	0.35	0.00	0.35
Volume/Cap:	0.00	0.79	0.19	0.79	0.12	0.00	0.00	0.00	0.00	0.08	0.00	0.79
Delay/Veh:	0.0	31.6	19.2	31.7	9.7	0.0	0.0	0.0	0.0	13.0	0.0	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.6	19.2	31.7	9.7	0.0	0.0	0.0	0.0	13.0	0.0	24.7
LOS by Move:	A	C	B	C	A	A	A	A	A	B	A	C
HCM2kAvgQ:	0	8	1	8	1	0	0	0	0	1	0	10

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 39.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	38	1	110	30	0	0	0	0	1	0	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	38	1	110	30	0	0	0	0	1	0	142
Added Vol:	0	118	28	382	207	0	0	0	0	44	0	285
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	156	29	492	237	0	0	0	0	45	0	427
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	196	36	618	298	0	0	0	0	57	0	536
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	196	36	618	298	0	0	0	0	57	0	536
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	196	36	618	298	0	0	0	0	57	0	536
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.82	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1554	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.02	0.34	0.16	0.00	0.00	0.00	0.00	0.04	0.00	0.33
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.11	0.11	0.38	0.49	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.91	0.20	0.91	0.32	0.00	0.00	0.00	0.00	0.10	0.00	0.91
Delay/Veh:	0.0	73.7	34.7	40.7	13.2	0.0	0.0	0.0	0.0	17.8	0.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	73.7	34.7	40.7	13.2	0.0	0.0	0.0	0.0	17.8	0.0	43.0
LOS by Move:	A	E	C	D	B	A	A	A	A	B	A	D
HCM2kAvgQ:	0	8	1	19	5	0	0	0	0	1	0	17

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Sunset Avenue (NS) at C Street (EW)

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: A[9.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	0	0 0	0 0	0	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	30	0	0	30	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	0	0	30	0	0	0	0	0	0	0
Added Vol:	0	0	0	70	0	0	0	0	0	0	0	242
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	0	70	30	0	0	0	0	0	0	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	32	0	74	32	0	0	0	0	0	0	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	32	0	74	32	0	0	0	0	0	0	255
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	32	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	32
Potent Cap.:	xxxx	xxxx	xxxxx	1594	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1048
Move Cap.:	xxxx	xxxx	xxxxx	1594	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1048
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.24
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.0
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.5		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #24 Sunset Avenue (NS) at C Street (EW)

****

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: A[9.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 1	0 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	38	0	0	30	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	38	0	0	30	0	0	0	0	0	0	0
Added Vol:	0	0	0	252	0	0	0	0	0	0	0	146
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	38	0	252	30	0	0	0	0	0	0	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	40	0	265	32	0	0	0	0	0	0	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	40	0	265	32	0	0	0	0	0	0	154
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	40	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	40
Potent Cap.:	xxxx	xxxx	xxxxx	1583	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1037
Move Cap.:	xxxx	xxxx	xxxxx	1583	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1037
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.15
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.1
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.1		
ApproachLOS:	*			*			*			A		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 A Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.251
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	70	0	0	60	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	70	0	0	60	0
Added Vol:	83	0	9	0	0	0	0	109	66	7	201	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	0	9	0	0	0	0	179	66	7	261	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	87	0	9	0	0	0	0	188	69	7	275	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	0	9	0	0	0	0	188	69	7	275	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	0	9	0	0	0	0	188	69	7	275	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	1.00	0.75	1.00	1.00	1.00	1.00	0.96	0.96	0.99	0.99	1.00
Lanes:	0.90	0.00	0.10	0.00	0.00	0.00	0.00	0.73	0.27	0.03	0.97	0.00
Final Sat.:	1284	0	139	0	0	0	0	1338	493	49	1837	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.14	0.14	0.15	0.15	0.00
Crit Moves:	****										****	
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.60	0.60	0.60	0.60	0.00
Volume/Cap:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.24	0.24	0.25	0.25	0.00
Delay/Veh:	17.4	0.0	17.4	0.0	0.0	0.0	0.0	5.8	5.8	5.9	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.4	0.0	17.4	0.0	0.0	0.0	0.0	5.8	5.8	5.9	5.9	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	2	2	3	3	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 A Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	0	7		0	0	0		0	7	7		7	7	0	
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	131	0		0	120	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	131	0		0	120	0	
Added Vol:	137	0	16		0	0	0		0	257	153		18	192	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	137	0	16		0	0	0		0	388	153		18	312	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	144	0	17		0	0	0		0	408	161		19	328	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	144	0	17		0	0	0		0	408	161		19	328	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	144	0	17		0	0	0		0	408	161		19	328	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.73	1.00	0.73		1.00	1.00	1.00		1.00	0.96	0.96		0.97	0.97	1.00	
Lanes:	0.90	0.00	0.10		0.00	0.00	0.00		0.00	0.72	0.28		0.05	0.95	0.00	
Final Sat.:	1235	0	144		0	0	0		0	1311	517		100	1737	0	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.00	0.12		0.00	0.00	0.00		0.00	0.31	0.31		0.19	0.19	0.00	
Crit Moves:	****									****						
Green/Cycle:	0.24	0.00	0.24		0.00	0.00	0.00		0.00	0.63	0.63		0.63	0.63	0.00	
Volume/Cap:	0.49	0.00	0.49		0.00	0.00	0.00		0.00	0.49	0.49		0.30	0.30	0.00	
Delay/Veh:	21.0	0.0	21.0		0.0	0.0	0.0		0.0	6.3	6.3		5.2	5.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	21.0	0.0	21.0		0.0	0.0	0.0		0.0	6.3	6.3		5.2	5.2	0.0	
LOS by Move:	C	A	C		A	A	A		A	A	A		A	A	A	
HCM2kAvgQ:	3	0	3		0	0	0		0	6	6		3	3	0	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	99	35	214	21	41	17	6	305	76	123	234	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	35	214	21	41	17	6	305	76	123	234	9
Added Vol:	65	12	63	8	5	0	0	8	26	26	23	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	47	277	29	46	17	6	313	102	149	257	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	189	54	318	33	53	20	7	360	117	171	295	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	54	318	33	53	20	7	360	117	171	295	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	54	318	33	53	20	7	360	117	171	295	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	1.00	0.85	0.90	0.90	0.90	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	0.32	0.50	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1313	1900	1615	536	850	314	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.03	0.20	0.06	0.06	0.06	0.00	0.10	0.07	0.09	0.08	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.20	0.20	0.20	0.19	0.20	0.20
Volume/Cap:	0.36	0.07	0.49	0.15	0.15	0.15	0.02	0.49	0.36	0.49	0.41	0.06
Delay/Veh:	12.9	11.1	13.9	11.5	11.5	11.5	19.4	21.7	21.2	22.6	21.4	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	11.1	13.9	11.5	11.5	11.5	19.4	21.7	21.2	22.6	21.4	19.6
LOS by Move:	B	B	B	B	B	B	B	C	C	C	C	B
HCM2kAvgQ:	3	1	5	1	1	1	0	4	2	3	3	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Permitted			Permitted			Protected						Protected					
Rights:	Include			Include			Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7				7	7	7			
Lanes:	1	0 1	0 1	0	0 1!	0 0	1	0 2	0 1				1	0 2	0 1			
Volume Module:																		
Base Vol:	98	59	273	31	46	14	32	396	92	223	469	39						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	98	59	273	31	46	14	32	396	92	223	469	39						
Added Vol:	48	11	57	4	16	0	0	26	76	81	15	3						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	146	70	330	35	62	14	32	422	168	304	484	42						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95						
PHF Volume:	154	74	348	37	65	15	34	445	177	320	510	44						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	154	74	348	37	65	15	34	445	177	320	510	44						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
FinalVolume:	154	74	348	37	65	15	34	445	177	320	510	44						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.70	1.00	0.85	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85						
Lanes:	1.00	1.00	1.00	0.31	0.56	0.13	1.00	2.00	1.00	1.00	2.00	1.00						
Final Sat.:	1328	1900	1615	534	945	213	1805	3610	1615	1805	3610	1615						
Capacity Analysis Module:																		
Vol/Sat:	0.12	0.04	0.22	0.07	0.07	0.07	0.02	0.12	0.11	0.18	0.14	0.03						
Crit Moves:			****					****		****								
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.21	0.19	0.19	0.28	0.26	0.26						
Volume/Cap:	0.35	0.12	0.64	0.21	0.21	0.21	0.09	0.64	0.57	0.64	0.55	0.11						
Delay/Veh:	15.5	13.9	19.7	14.5	14.5	14.5	19.1	24.5	24.7	22.1	20.1	17.2						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	15.5	13.9	19.7	14.5	14.5	14.5	19.1	24.5	24.7	22.1	20.1	17.2						
LOS by Move:	B	B	B	B	B	B	B	C	C	C	C	B						
HCM2kAvgQ:	2	1	7	2	2	2	1	5	4	6	5	1						

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[12.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	22	260	0	0	102	185	0	0	0	8	0	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	260	0	0	102	185	0	0	0	8	0	130
Added Vol:	88	139	0	0	58	0	0	0	0	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	399	0	0	160	185	0	0	0	31	0	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	133	483	0	0	194	224	0	0	0	38	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	133	483	0	0	194	224	0	0	0	38	0	157
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	418	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	846	xxxx	242
Potent Cap.:	1152	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	305	xxxx	765
Move Cap.:	1152	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	278	xxxx	765
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	0.21
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	0.8
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.0	xxxx	10.9
LOS by Move:	A	*	*	*	*	*	*	*	*	C	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C[16.2]

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Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	48	311		0 0	103		289	0		0		0	17		0	159
Growth Adj:	1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	48	311		0 0	103		289	0		0		0	17		0	159
Added Vol:	65	116		0 0	173		0	0		0		0	74		0	0
PasserByVol:	0	0		0 0	0		0	0		0		0	0		0	0
Initial Fut:	113	427		0 0	276		289	0		0		0	91		0	159
User Adj:	1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.93	0.93		0.93 0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93
PHF Volume:	122	461		0 0	298		312	0		0		0	98		0	172
Reduct Vol:	0	0		0 0	0		0	0		0		0	0		0	0
FinalVolume:	122	461		0 0	298		312	0		0		0	98		0	172
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8	xxxx		6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	610	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx					854	xxxx		231
Potent Cap.:	978	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx					302	xxxx		778
Move Cap.:	978	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx					273	xxxx		778
Volume/Cap:	0.12	xxxx	xxxx	xxxx xxxx	xxxx	xxxx	xxxx	xxxx					0.36	xxxx		0.22
Level Of Service Module:																
2Way95thQ:	0.4	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx					1.6	xxxx		0.8
Control Del:	9.2	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx					25.4	xxxx		10.9
LOS by Move:	A	*		* *	*		*	*			*		D	*		B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*		*	*		*	*		*	*					
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.2						
ApproachLOS:	*			*			*			C						

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.383
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		7	0	7	
Lanes:	1	0 2	0	0	0	0 1	1	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	22	260	0	0	102	185	0		0	0	0		8	0	130	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	260	0	0	102	185	0		0	0	0		8	0	130	
Added Vol:	88	139	0	0	58	0	0		0	0	0		23	0	0	
PasserByVol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
Initial Fut:	110	399	0	0	160	185	0		0	0	0		31	0	130	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	133	483	0	0	194	224	0		0	0	0		38	0	157	
Reduct Vol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
Reduced Vol:	133	483	0	0	194	224	0		0	0	0		38	0	157	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	133	483	0	0	194	224	0		0	0	0		38	0	157	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	1.00	1.00	0.87	0.87	1.00		1.00	1.00	1.00		0.83	1.00	0.85	
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	1805	3610	0	0	1661	1661	0		0	0	0		1581	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.13	0.00	0.00	0.12	0.13	0.00		0.00	0.00	0.00		0.02	0.00	0.10	
Crit Moves:	****					****									****	
Green/Cycle:	0.19	0.55	0.00	0.00	0.35	0.35	0.00		0.00	0.00	0.00		0.25	0.00	0.25	
Volume/Cap:	0.38	0.25	0.00	0.00	0.33	0.38	0.00		0.00	0.00	0.00		0.09	0.00	0.38	
Delay/Veh:	21.8	7.2	0.0	0.0	14.4	14.8	0.0		0.0	0.0	0.0		17.2	0.0	19.1	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	21.8	7.2	0.0	0.0	14.4	14.8	0.0		0.0	0.0	0.0		17.2	0.0	19.1	
LOS by Move:	C	A	A	A	B	B	A		A	A	A		B	A	B	
HCM2kAvgQ:	3	3	0	0	3	4	0		0	0	0		1	0	3	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0 2	0	0	0	0 1	1 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	48	311	0	0	103	289	0	0	0	17	0	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	311	0	0	103	289	0	0	0	17	0	159
Added Vol:	65	116	0	0	173	0	0	0	0	74	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	427	0	0	276	289	0	0	0	91	0	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	122	461	0	0	298	312	0	0	0	98	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	461	0	0	298	312	0	0	0	98	0	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	461	0	0	298	312	0	0	0	98	0	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.88	0.88	1.00	1.00	1.00	0.77	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	1666	1666	0	0	0	1463	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.00	0.00	0.18	0.19	0.00	0.00	0.00	0.07	0.00	0.11
Crit Moves:	****					****						****
Green/Cycle:	0.15	0.56	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.45	0.23	0.00	0.00	0.43	0.45	0.00	0.00	0.00	0.29	0.00	0.45
Delay/Veh:	24.5	6.6	0.0	0.0	12.7	12.9	0.0	0.0	0.0	19.3	0.0	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	6.6	0.0	0.0	12.7	12.9	0.0	0.0	0.0	19.3	0.0	20.5
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	C
HCM2kAvgQ:	3	2	0	0	4	5	0	0	0	2	0	3

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: D[25.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	0	1 0 2	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	81	10	90	67	0	209	0	13	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	81	10	90	67	0	209	0	13	0	0	0
Added Vol:	0	227	53	0	81	0	0	0	34	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	308	63	90	148	0	209	0	47	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	387	79	113	186	0	263	0	59	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	387	79	113	186	0	263	0	59	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	466	xxxx	xxxxx	606	xxxx	93	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1106	xxxx	xxxxx	434	xxxx	952	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1106	xxxx	xxxxx	400	xxxx	952	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	0.66	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	4.5	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	29.7	xxxx	9.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	D	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			25.9			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 9.6 Worst Case Level Of Service: D[27.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0	0	1 0 2	0 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	117	13	67	63	0	243	0	27	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	117	13	67	63	0	243	0	27	0	0	0
Added Vol:	0	182	54	0	247	0	0	0	103	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	299	67	67	310	0	243	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	337	76	76	349	0	274	0	147	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	337	76	76	349	0	274	0	147	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	413	xxxx	xxxxx	669	xxxx	175	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1157	xxxx	xxxxx	395	xxxx	845	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1157	xxxx	xxxxx	376	xxxx	845	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.73	xxxx	0.17	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	5.6	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	36.5	xxxx	10.2	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	E	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.3			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	81	10	90	67	0	209	0	13	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	81	10	90	67	0	209	0	13	0	0	0
Added Vol:	0	227	53	0	81	0	0	0	34	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	308	63	90	148	0	209	0	47	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	387	79	113	186	0	263	0	59	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	387	79	113	186	0	263	0	59	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	387	79	113	186	0	263	0	59	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	0.95	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.66	0.34	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2922	598	1805	3610	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.06	0.05	0.00	0.18	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.28	0.28	0.13	0.42	0.00	0.38	0.00	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	0.47	0.47	0.47	0.12	0.00	0.47	0.00	0.10	0.00	0.00	0.00
Delay/Veh:	0.0	18.1	18.1	25.5	10.8	0.0	14.5	0.0	11.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	18.1	25.5	10.8	0.0	14.5	0.0	11.9	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	4	4	3	1	0	4	0	1	0	0	0

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	117	13	67	63	0	243	0	27	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	117	13	67	63	0	243	0	27	0	0	0
Added Vol:	0	182	54	0	247	0	0	0	103	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	299	67	67	310	0	243	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	337	76	76	349	0	274	0	147	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	337	76	76	349	0	274	0	147	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	337	76	76	349	0	274	0	147	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.95	0.95	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.63	0.37	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2870	643	1805	3610	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.04	0.10	0.00	0.19	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.27	0.27	0.10	0.37	0.00	0.43	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.43	0.43	0.26	0.00	0.43	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	0.0	18.4	18.4	27.3	13.4	0.0	12.4	0.0	10.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.4	18.4	27.3	13.4	0.0	12.4	0.0	10.8	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	4	4	2	3	0	4	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	31	11	22	23	46	24	128	28	10	146	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	31	11	22	23	46	24	128	28	10	146	44
Added Vol:	0	280	0	0	114	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	311	11	22	137	46	24	128	28	10	146	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	41	451	16	32	199	67	35	186	41	15	212	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	451	16	32	199	67	35	186	41	15	212	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	451	16	32	199	67	35	186	41	15	212	64
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.78	0.06	0.21	1.34	0.45	0.13	0.71	0.16	0.05	0.73	0.22
Final Sat.:	82	917	33	101	646	224	69	366	80	26	385	116
Capacity Analysis Module:												
Vol/Sat:	0.50	0.49	0.49	0.31	0.31	0.30	0.51	0.51	0.51	0.55	0.55	0.55
Crit Moves:	****			****			****				****	
Delay/Veh:	15.7	15.5	15.3	12.9	12.5	12.1	15.5	15.5	15.5	16.3	16.3	16.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	15.5	15.3	12.9	12.5	12.1	15.5	15.5	15.5	16.3	16.3	16.3
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
ApproachDel:		15.5			12.5			15.5			16.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.5			12.5			15.5			16.3	
LOS by Appr:		C			B			C			C	
AllWayAvgQ:	0.9	0.8	0.8	0.4	0.4	0.4	0.8	0.8	0.8	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	49	22	22	32	45	42	196	31	16	206	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	49	22	22	32	45	42	196	31	16	206	39
Added Vol:	0	236	0	0	351	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	285	22	22	383	45	42	196	31	16	206	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	11	335	26	26	450	53	49	230	36	19	242	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	335	26	26	450	53	49	230	36	19	242	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	335	26	26	450	53	49	230	36	19	242	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	1.80	0.14	0.10	1.70	0.20	0.16	0.73	0.11	0.06	0.79	0.15
Final Sat.:	26	821	64	46	817	97	76	353	56	30	382	72
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.40	0.56	0.55	0.54	0.65	0.65	0.65	0.63	0.63	0.63
Crit Moves:	****			****				****			****	
Delay/Veh:	15.1	14.9	14.8	18.4	18.0	17.6	21.1	21.1	21.1	20.3	20.3	20.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	14.9	14.8	18.4	18.0	17.6	21.1	21.1	21.1	20.3	20.3	20.3
LOS by Move:	C	B	B	C	C	C	C	C	C	C	C	C
ApproachDel:		14.9			18.0			21.1			20.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.9			18.0			21.1			20.3	
LOS by Appr:		B			C			C			C	
AllWayAvgQ:	0.6	0.6	0.6	1.1	1.0	1.0	1.5	1.5	1.5	1.4	1.4	1.4

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	31	11	22	23	46	24	128	28	10	146	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	31	11	22	23	46	24	128	28	10	146	44
Added Vol:	0	280	0	0	114	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	311	11	22	137	46	24	128	28	10	146	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	41	451	16	32	199	67	35	186	41	15	212	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	451	16	32	199	67	35	186	41	15	212	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	451	16	32	199	67	35	186	41	15	212	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.91	0.91	0.91	0.97	0.97	0.97	0.97	0.97	0.97
Lanes:	0.16	1.78	0.06	0.21	1.34	0.45	0.13	0.71	0.16	0.05	0.73	0.22
Final Sat.:	286	3179	112	372	2319	779	246	1313	287	92	1343	405
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.09	0.09	0.09	0.14	0.14	0.14	0.16	0.16	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.22	0.22	0.13	0.13	0.13	0.21	0.21	0.21	0.24	0.24	0.24
Volume/Cap:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Delay/Veh:	23.6	23.6	23.6	28.4	28.4	28.4	25.6	25.6	25.6	24.2	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	23.6	23.6	28.4	28.4	28.4	25.6	25.6	25.6	24.2	24.2	24.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	6	6	6	4	4	4	6	6	6	6	6	6

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	49	22	22	32	45	42	196	31	16	206	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	49	22	22	32	45	42	196	31	16	206	39
Added Vol:	0	236	0	0	351	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	285	22	22	383	45	42	196	31	16	206	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	11	335	26	26	450	53	49	230	36	19	242	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	335	26	26	450	53	49	230	36	19	242	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	335	26	26	450	53	49	230	36	19	242	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.93	0.93	0.93	0.90	0.90	0.90	0.95	0.95	0.95
Lanes:	0.06	1.80	0.14	0.10	1.70	0.20	0.16	0.73	0.11	0.06	0.79	0.15
Final Sat.:	102	3220	249	173	3020	355	268	1252	198	111	1427	270
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.15	0.15	0.15	0.18	0.18	0.18	0.17	0.17	0.17
Crit Moves:		****			****			****				
Green/Cycle:	0.19	0.19	0.19	0.27	0.27	0.27	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.50	0.50	0.50
Delay/Veh:	22.9	22.9	22.9	19.3	19.3	19.3	17.3	17.3	17.3	16.6	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	22.9	22.9	19.3	19.3	19.3	17.3	17.3	17.3	16.6	16.6	16.6
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	5	5	5	5	5	5	5	5	5

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.371
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 105.0
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1	0	0 1	0	0	0 0	1!	0 0
Volume Module:												
Base Vol:	2	6	1	57	1	13	9	61	0	1	45	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	1	57	1	13	9	61	0	1	45	45
Added Vol:	172	262	41	0	110	4	17	35	66	21	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	268	42	57	111	17	26	96	66	22	76	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
PHF Volume:	274	421	66	90	175	27	41	151	104	35	119	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	421	66	90	175	27	41	151	104	35	119	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	421	66	90	175	27	41	151	104	35	119	71
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.55	0.09	0.34	0.66	1.00	0.14	0.51	0.35	0.15	0.54	0.31
Final Sat.:	200	307	48	157	306	521	69	254	175	73	252	149
Capacity Analysis Module:												
Vol/Sat:	1.37	1.37	1.37	0.57	0.57	0.05	0.59	0.59	0.59	0.47	0.47	0.47
Crit Moves:		****			****			****			****	
Delay/Veh:	197.8	198	197.8	19.1	19.1	9.7	19.0	19.0	19.0	16.1	16.1	16.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	197.8	198	197.8	19.1	19.1	9.7	19.0	19.0	19.0	16.1	16.1	16.1
LOS by Move:	F	F	F	C	C	A	C	C	C	C	C	C
ApproachDel:	197.8			18.2			19.0			16.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	197.8			18.2			19.0			16.1		
LOS by Appr:	F			C			C			C		
AllWayAvgQ:	29.0	29.0	29.0	1.1	1.1	0.0	1.2	1.2	1.2	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.314
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 136.0
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1	0	0 1	0	0	0 0	1!	0
Volume Module:												
Base Vol:	1	1	1	54	3	13	18	106	7	1	107	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	54	3	13	18	106	7	1	107	42
Added Vol:	146	226	47	0	333	17	10	45	218	61	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	227	48	54	336	30	28	151	225	62	153	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	187	288	61	69	427	38	36	192	286	79	194	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	288	61	69	427	38	36	192	286	79	194	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	288	61	69	427	38	36	192	286	79	194	53
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.54	0.11	0.14	0.86	1.00	0.07	0.37	0.56	0.24	0.60	0.16
Final Sat.:	142	220	46	55	344	437	30	160	239	96	236	65
Capacity Analysis Module:												
Vol/Sat:	1.31	1.31	1.31	1.24	1.24	0.09	1.20	1.20	1.20	0.82	0.82	0.82
Crit Moves:	****				****			****			****	
Delay/Veh:	183.5	184	183.5	155.0	155	11.7	136.6	137	136.6	42.6	42.6	42.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	183.5	184	183.5	155.0	155	11.7	136.6	137	136.6	42.6	42.6	42.6
LOS by Move:	F	F	F	F	F	B	F	F	F	E	E	E
ApproachDel:	183.5			144.8			136.6			42.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	183.5			144.8			136.6			42.6		
LOS by Appr:	F			F			F			E		
AllWayAvgQ:	19.5	19.5	19.5	15.9	15.9	0.1	14.9	14.9	14.9	3.4	3.4	3.4

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	0	0	1!	0 0	1	0	0	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	2	6	1		57	1	13		9	61	0		1	45	45	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	6	1		57	1	13		9	61	0		1	45	45	
Added Vol:	172	262	41		0	110	4		17	35	66		21	31	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	174	268	42		57	111	17		26	96	66		22	76	45	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.64	0.64	0.64		0.64	0.64	0.64		0.64	0.64	0.64		0.64	0.64	0.64	
PHF Volume:	274	421	66		90	175	27		41	151	104		35	119	71	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	274	421	66		90	175	27		41	151	104		35	119	71	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	274	421	66		90	175	27		41	151	104		35	119	71	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.79	0.79	0.79		0.49	0.98	0.98		0.88	0.88	0.88		0.84	0.84	0.84	
Lanes:	0.36	0.55	0.09		1.00	0.87	0.13		0.14	0.51	0.35		0.15	0.54	0.31	
Final Sat.:	539	829	130		927	1615	247		230	851	585		244	845	500	
Capacity Analysis Module:																
Vol/Sat:	0.51	0.51	0.51		0.10	0.11	0.11		0.18	0.18	0.18		0.14	0.14	0.14	
Crit Moves:		****								****						
Green/Cycle:	0.61	0.61	0.61		0.61	0.61	0.61		0.21	0.21	0.21		0.21	0.21	0.21	
Volume/Cap:	0.83	0.83	0.83		0.16	0.18	0.18		0.83	0.83	0.83		0.66	0.66	0.66	
Delay/Veh:	16.9	16.9	16.9		5.9	5.9	5.9		40.9	40.9	40.9		29.9	29.9	29.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	16.9	16.9	16.9		5.9	5.9	5.9		40.9	40.9	40.9		29.9	29.9	29.9	
LOS by Move:	B	B	B		A	A	A		D	D	D		C	C	C	
HCM2kAvgQ:	16	16	16		1	2	2		9	9	9		6	6	6	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	1	1	54	3	13	18	106	7	1	107	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	54	3	13	18	106	7	1	107	42
Added Vol:	146	226	47	0	333	17	10	45	218	61	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	227	48	54	336	30	28	151	225	62	153	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	187	288	61	69	427	38	36	192	286	79	194	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	288	61	69	427	38	36	192	286	79	194	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	288	61	69	427	38	36	192	286	79	194	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.57	0.57	0.57	0.99	0.99	0.89	0.89	0.89	0.63	0.63	0.63
Lanes:	0.35	0.54	0.11	1.00	0.92	0.08	0.07	0.37	0.56	0.24	0.60	0.16
Final Sat.:	377	582	123	1085	1723	154	117	630	939	289	712	196
Capacity Analysis Module:												
Vol/Sat:	0.50	0.50	0.50	0.06	0.25	0.25	0.30	0.30	0.30	0.27	0.27	0.27
Crit Moves:		****						****				
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.93	0.93	0.93	0.12	0.47	0.47	0.93	0.93	0.93	0.83	0.83	0.83
Delay/Veh:	40.6	40.6	40.6	10.0	12.7	12.7	50.5	50.5	50.5	40.8	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	40.6	40.6	10.0	12.7	12.7	50.5	50.5	50.5	40.8	40.8	40.8
LOS by Move:	D	D	D	B	B	B	D	D	D	D	D	D
HCM2kAvgQ:	18	18	18	1	8	8	18	18	18	11	11	11

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #31 8th Street (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	35	43	42	24	77	49	37	273	50	53	187	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	43	42	24	77	49	37	273	50	53	187	9
Added Vol:	0	0	42	0	0	0	0	0	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	43	84	24	77	49	37	273	50	74	187	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	44	54	106	30	98	62	47	346	63	94	237	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	54	106	30	98	62	47	346	63	94	237	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	54	106	30	98	62	47	346	63	94	237	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.26	0.52	0.16	0.51	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	118	145	284	86	274	175	522	565	632	504	544	605
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.36	0.36	0.36	0.09	0.61	0.10	0.19	0.44	0.02
Crit Moves:		****			****			****			****	
Delay/Veh:	12.2	12.2	12.2	12.2	12.2	12.2	10.0	17.6	8.8	11.0	13.5	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	12.2	12.2	12.2	12.2	12.2	10.0	17.6	8.8	11.0	13.5	8.4
LOS by Move:	B	B	B	B	B	B	B	C	A	B	B	A
ApproachDel:		12.2			12.2			15.6			12.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.2			12.2			15.6			12.6	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.5	0.5	0.5	0.4	0.4	0.4	0.1	1.4	0.1	0.2	0.7	0.0

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #31 8th Street (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1!	0	0	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	26	110	74	4	74	59	70	252	37	69	235	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	110	74	4	74	59	70	252	37	69	235	11
Added Vol:	0	0	32	0	0	0	0	0	0	48	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	110	106	4	74	59	70	252	37	117	235	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	28	118	114	4	79	63	75	270	40	125	252	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	118	114	4	79	63	75	270	40	125	252	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	118	114	4	79	63	75	270	40	125	252	12
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.45	0.44	0.03	0.54	0.43	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	62	261	251	16	288	229	512	554	618	514	555	618
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.28	0.28	0.28	0.15	0.49	0.06	0.24	0.45	0.02
Crit Moves:		****		****				****			****	
Delay/Veh:	13.2	13.2	13.2	11.2	11.2	11.2	10.6	14.4	8.6	11.5	13.7	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	13.2	13.2	11.2	11.2	11.2	10.6	14.4	8.6	11.5	13.7	8.4
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:		13.2			11.2			13.0			12.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.2			11.2			13.0			12.8	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.7	0.7	0.7	0.3	0.3	0.3	0.2	0.8	0.1	0.3	0.7	0.0

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Permitted			Permitted			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7				7	7	7			
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	0	1			1	0 1	0	1		
Volume Module:																		
Base Vol:	35	43	42	24	77	49	37	273	50				53	187	9			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	35	43	42	24	77	49	37	273	50				53	187	9			
Added Vol:	0	0	42	0	0	0	0	0	0				21	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	35	43	84	24	77	49	37	273	50				74	187	9			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79				0.79	0.79	0.79			
PHF Volume:	44	54	106	30	98	62	47	346	63				94	237	11			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	44	54	106	30	98	62	47	346	63				94	237	11			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	44	54	106	30	98	62	47	346	63				94	237	11			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	0.85	0.85	0.85	0.90	0.90	0.90	0.60	1.00	0.85				0.50	1.00	0.85			
Lanes:	0.22	0.26	0.52	0.16	0.51	0.33	1.00	1.00	1.00				1.00	1.00	1.00			
Final Sat.:	347	427	834	272	874	556	1131	1900	1615				942	1900	1615			
Capacity Analysis Module:																		
Vol/Sat:	0.13	0.13	0.13	0.11	0.11	0.11	0.04	0.18	0.04				0.10	0.12	0.01			
Crit Moves:		****						****										
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.51	0.51	0.51				0.51	0.51	0.51			
Volume/Cap:	0.36	0.36	0.36	0.31	0.31	0.31	0.08	0.36	0.08				0.20	0.24	0.01			
Delay/Veh:	14.6	14.6	14.6	14.2	14.2	14.2	7.6	9.1	7.6				8.2	8.4	7.3			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	14.6	14.6	14.6	14.2	14.2	14.2	7.6	9.1	7.6				8.2	8.4	7.3			
LOS by Move:	B	B	B	B	B	B	A	A	A				A	A	A			
HCM2kAvgQ:	3	3	3	3	3	3	0	4	1				1	3	0			

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #31 8th Street (NS) at Wilson Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.337
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	26	110	74	4	74	59	70	252	37	69	235	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	110	74	4	74	59	70	252	37	69	235	11
Added Vol:	0	0	32	0	0	0	0	0	0	48	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	110	106	4	74	59	70	252	37	117	235	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	28	118	114	4	79	63	75	270	40	125	252	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	118	114	4	79	63	75	270	40	125	252	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	118	114	4	79	63	75	270	40	125	252	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.94	0.94	0.94	0.56	1.00	0.85	0.54	1.00	0.85
Lanes:	0.11	0.45	0.44	0.03	0.54	0.43	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	185	784	756	52	960	765	1058	1900	1615	1020	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.08	0.08	0.08	0.07	0.14	0.02	0.12	0.13	0.01
Crit Moves:		****						****				
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.34	0.34	0.34	0.19	0.19	0.19	0.17	0.34	0.06	0.29	0.31	0.02
Delay/Veh:	11.1	11.1	11.1	10.2	10.2	10.2	11.0	12.0	10.3	11.8	11.8	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	11.1	10.2	10.2	10.2	11.0	12.0	10.3	11.8	11.8	10.1
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	2	2	2	1	4	0	2	3	0

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	92	194	164	33	272	55	28	203	118	90	122	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	194	164	33	272	55	28	203	118	90	122	18
Added Vol:	63	42	31	0	21	0	0	0	35	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	236	195	33	293	55	28	203	153	111	122	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	186	283	234	40	351	66	34	243	183	133	146	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	283	234	40	351	66	34	243	183	133	146	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	283	234	40	351	66	34	243	183	133	146	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.84	0.16	1.00	1.00	1.00	1.00	1.74	0.26
Final Sat.:	1805	1900	1615	1805	1561	293	1805	1900	1615	1805	3086	455
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.14	0.02	0.22	0.22	0.02	0.13	0.11	0.07	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.25	0.25	0.19	0.30	0.30	0.14	0.17	0.17	0.12	0.14	0.14
Volume/Cap:	0.74	0.60	0.58	0.11	0.74	0.74	0.13	0.74	0.66	0.63	0.33	0.33
Delay/Veh:	35.8	22.0	22.0	20.0	23.9	23.9	22.6	32.1	28.7	31.3	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	22.0	22.0	20.0	23.9	23.9	22.6	32.1	28.7	31.3	23.4	23.4
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	6	5	1	9	9	1	6	5	4	2	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	0	1	0	
Volume Module:												
Base Vol:	196		176		146		45		190		84	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	196		176		146		45		190		84	
Added Vol:	38		32		22		0		48		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	234		208		168		45		238		84	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.96		0.96		0.96		0.96		0.96		0.96	
PHF Volume:	243		216		174		47		247		87	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	243		216		174		47		247		87	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	243		216		174		47		247		87	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.85		0.95		0.96		0.96	
Lanes:	1.00		1.00		1.00		1.00		0.74		0.26	
Final Sat.:	1805		1900		1615		1805		1350		476	
Capacity Analysis Module:												
Vol/Sat:	0.13		0.11		0.11		0.03		0.18		0.18	
Crit Moves:	****								****			
Green/Cycle:	0.17		0.20		0.20		0.19		0.23		0.23	
Volume/Cap:	0.80		0.56		0.53		0.13		0.80		0.80	
Delay/Veh:	39.8		25.0		24.7		21.9		34.0		34.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	39.8		25.0		24.7		21.9		34.0		34.0	
LOS by Move:	D		C		C		C		C		C	
HCM2kAvgQ:	7		5		4		1		9		9	

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	1	1	0	
Volume Module:												
Base Vol:	109		309		199		172		301		35	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	109		309		199		172		301		35	
Added Vol:	0		0		61		30		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	109		309		260		202		301		35	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.96		0.96		0.96		0.96		0.96		0.96	
PHF Volume:	113		321		270		210		312		36	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	113		321		270		210		312		36	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	113		321		270		210		312		36	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		1.00		0.85		0.95		0.93		0.93	
Lanes:	1.00		1.00		1.00		1.00		1.79		0.21	
Final Sat.:	1805		1900		1615		1805		3182		370	
Capacity Analysis Module:												
Vol/Sat:	0.06		0.17		0.17		0.12		0.10		0.10	
Crit Moves:			****				****					
Green/Cycle:	0.18		0.21		0.21		0.15		0.18		0.18	
Volume/Cap:	0.35		0.80		0.79		0.80		0.55		0.55	
Delay/Veh:	24.1		35.1		36.1		42.6		25.4		25.4	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	24.1		35.1		36.1		42.6		25.4		25.4	
LOS by Move:	C		D		D		D		C		C	
HCM2kAvgQ:	2		9		7		6		4		4	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: F[63.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 1	0 1		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	128	391	0	0	320	230	0	0	0	20	0	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	391	0	0	320	230	0	0	0	20	0	99
Added Vol:	50	137	0	0	77	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	528	0	0	397	230	0	0	0	55	0	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	217	644	0	0	484	280	0	0	0	67	0	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	217	644	0	0	484	280	0	0	0	67	0	121
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	765	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1702	xxxx	644
Potent Cap.:	857	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	102	xxxx	477
Move Cap.:	857	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	79	xxxx	477
Volume/Cap:	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.85	xxxx	0.25
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.3	xxxx	1.0
Control Del:	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	151.6	xxxx	15.1
LOS by Move:	B	*	*	*	*	*	*	*	*	F	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			63.8		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Average Delay (sec/veh): 19.6 Worst Case Level Of Service: F[104.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	1	0 1	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	154	381		0 0	256		350	0	0		0	0	44		0	179
Growth Adj:	1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	154	381		0 0	256		350	0	0		0	0	44		0	179
Added Vol:	33	93		0 0	138		0	0	0		0	0	77		0	0
PasserByVol:	0	0		0 0	0		0	0	0		0	0	0		0	0
Initial Fut:	187	474		0 0	394		350	0	0		0	0	121		0	179
User Adj:	1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.94	0.94		0.94 0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94
PHF Volume:	200	507		0 0	421		374	0	0		0	0	129		0	191
Reduct Vol:	0	0		0 0	0		0	0	0		0	0	0		0	0
FinalVolume:	200	507		0 0	421		374	0	0		0	0	129		0	191
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3					
Capacity Module:																
Cnflict Vol:	796	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	1516	xxxx	507					
Potent Cap.:	835	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	133	xxxx	570					
Move Cap.:	835	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	105	xxxx	570					
Volume/Cap:	0.24	xxxx	xxxx	xxxx xxxx	xxxx	xxxx	xxxx	xxxx	1.23	xxxx	0.34					
Level Of Service Module:																
2Way95thQ:	0.9	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	8.6	xxxx	1.5					
Control Del:	10.7	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	237.9	xxxx	14.5					
LOS by Move:	B	*		* *	*		*	*	F	*	B					
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	B	*		*	*		*	*		*	*					
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			104.6						
ApproachLOS:	*			*			*			F						

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	128	391	0	0	320	230	0	0	0	20	0	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	391	0	0	320	230	0	0	0	20	0	99
Added Vol:	50	137	0	0	77	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	528	0	0	397	230	0	0	0	55	0	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	217	644	0	0	484	280	0	0	0	67	0	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	644	0	0	484	280	0	0	0	67	0	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	644	0	0	484	280	0	0	0	67	0	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.77	1.00	0.85
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	1900	0	0	1900	1615	0	0	0	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.34	0.00	0.00	0.25	0.17	0.00	0.00	0.00	0.05	0.00	0.07
Crit Moves:	****				****							****
Green/Cycle:	0.21	0.67	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.13	0.00	0.13
Volume/Cap:	0.56	0.51	0.00	0.00	0.56	0.38	0.00	0.00	0.00	0.35	0.00	0.56
Delay/Veh:	23.0	5.4	0.0	0.0	12.9	11.2	0.0	0.0	0.0	24.7	0.0	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	5.4	0.0	0.0	12.9	11.2	0.0	0.0	0.0	24.7	0.0	27.8
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	4	6	0	0	7	4	0	0	0	2	0	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	154	381	0	0	256	350	0	0	0	44	0	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	381	0	0	256	350	0	0	0	44	0	179
Added Vol:	33	93	0	0	138	0	0	0	0	77	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	474	0	0	394	350	0	0	0	121	0	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	200	507	0	0	421	374	0	0	0	129	0	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	507	0	0	421	374	0	0	0	129	0	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	507	0	0	421	374	0	0	0	129	0	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.77	1.00	0.85
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	1900	0	0	1900	1615	0	0	0	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.00	0.00	0.22	0.23	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:	****					****						****
Green/Cycle:	0.19	0.59	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.58	0.45	0.00	0.00	0.55	0.58	0.00	0.00	0.00	0.43	0.00	0.58
Delay/Veh:	24.4	7.0	0.0	0.0	14.7	15.2	0.0	0.0	0.0	21.8	0.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	7.0	0.0	0.0	14.7	15.2	0.0	0.0	0.0	21.8	0.0	24.0
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	4	5	0	0	7	6	0	0	0	3	0	4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Average Delay (sec/veh): 100.7 Worst Case Level Of Service: F[358.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		0 1 0 0 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	308	25	105	238	0	232	0	152	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	308	25	105	238	0	232	0	152	0	0	0
Added Vol:	0	187	74	0	111	0	0	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	495	99	105	349	0	232	0	173	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	631	126	134	445	0	296	0	221	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	631	126	134	445	0	296	0	221	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	758	xxxx	xxxxx	1408	xxxx	445	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	863	xxxx	xxxxx	155	xxxx	617	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	863	xxxx	xxxxx	135	xxxx	617	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	2.20	xxxx	0.36	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	24.7	xxxx	1.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	615.5	xxxx	14.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	F	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			358.6			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 62.5 Worst Case Level Of Service: F[193.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	0 1	0	0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	0	292	29	128	171	0	278	0	139	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	292	29	128	171	0	278	0	139	0	0	0
Added Vol:	0	125	48	0	215	0	0	0	56	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	417	77	128	386	0	278	0	195	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	446	82	137	413	0	297	0	209	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	446	82	137	413	0	297	0	209	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	528	xxxx	xxxxx	1174	xxxx	413	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1049	xxxx	xxxxx	214	xxxx	644	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1049	xxxx	xxxxx	191	xxxx	644	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	1.56	xxxx	0.32	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	19.1	xxxx	1.4	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	319.7	xxxx	13.3	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	F	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			193.4			xxxxxx		
ApproachLOS:	*			*			F			*		

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	1	0 1	0 0	1	0 0	0 1	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	308	25	105	238	0	232	0	152	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	308	25	105	238	0	232	0	152	0	0	0
Added Vol:	0	187	74	0	111	0	0	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	495	99	105	349	0	232	0	173	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	631	126	134	445	0	296	0	221	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	631	126	134	445	0	296	0	221	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	631	126	134	445	0	296	0	221	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	1900	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.08	0.07	0.23	0.00	0.20	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.44	0.44	0.10	0.53	0.00	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.76	0.18	0.76	0.44	0.00	0.76	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	18.4	10.5	43.9	8.8	0.0	28.8	0.0	19.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.4	10.5	43.9	8.8	0.0	28.8	0.0	19.8	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	A	B	A	A	A
HCM2kAvgQ:	0	12	2	4	5	0	7	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	1 0	1	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	292	29	128	171	0	278	0	139	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	292	29	128	171	0	278	0	139	0	0	0
Added Vol:	0	125	48	0	215	0	0	0	56	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	417	77	128	386	0	278	0	195	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	446	82	137	413	0	297	0	209	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	446	82	137	413	0	297	0	209	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	446	82	137	413	0	297	0	209	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	1900	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.05	0.08	0.22	0.00	0.20	0.00	0.13	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.37	0.37	0.12	0.48	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.14	0.64	0.45	0.00	0.64	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	17.9	12.8	31.8	10.6	0.0	20.7	0.0	16.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	12.8	31.8	10.6	0.0	20.7	0.0	16.6	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	C	A	B	A	A	A
HCM2kAvgQ:	0	8	1	4	5	0	6	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.140
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	65.6
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	15	170	13	161	230	73	31	86	24	7	122	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	170	13	161	230	73	31	86	24	7	122	140
Added Vol:	0	261	41	0	132	0	0	0	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	431	54	161	362	73	31	86	24	28	122	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	19	431	54	202	362	73	39	86	24	35	122	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	431	54	202	362	73	39	86	24	35	122	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	431	54	202	362	73	39	86	24	35	122	140
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.85	0.11	0.36	0.64	1.00	0.26	0.58	0.16	0.22	0.78	1.00
Final Sat.:	19	427	54	177	318	561	107	237	66	97	337	480
Capacity Analysis Module:												
Vol/Sat:	1.01	1.01	1.01	1.14	1.14	0.13	0.36	0.36	0.36	0.36	0.36	0.29
Crit Moves:		****		****				****			****	
Delay/Veh:	69.1	69.1	69.1	109.7	110	10.0	16.4	16.4	16.4	15.5	15.5	13.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	69.1	69.1	109.7	110	10.0	16.4	16.4	16.4	15.5	15.5	13.1
LOS by Move:	F	F	F	F	F	B	C	C	C	C	C	B
ApproachDel:		69.1			98.2			16.4			14.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		69.1			98.2			16.4			14.3	
LOS by Appr:		F			F			C			B	
AllWayAvgQ:	8.2	8.2	8.2	13.7	13.7	0.1	0.5	0.5	0.5	0.5	0.5	0.4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.376
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 88.9
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	7	93	1	170	78	67	55	150	39	4	176	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	93	1	170	78	67	55	150	39	4	176	172
Added Vol:	0	173	34	0	271	0	0	0	0	48	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	266	35	170	349	67	55	150	39	52	176	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	8	308	41	197	404	78	64	174	45	60	204	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	308	41	197	404	78	64	174	45	60	204	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	308	41	197	404	78	64	174	45	60	204	199
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.87	0.11	0.33	0.67	1.00	0.23	0.61	0.16	0.23	0.77	1.00
Final Sat.:	10	362	48	143	294	486	89	243	63	94	318	454
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.85	1.38	1.38	0.16	0.71	0.71	0.71	0.64	0.64	0.44
Crit Moves:		****			****			****			****	
Delay/Veh:	42.8	42.8	42.8	206.3	206	11.5	29.8	29.8	29.8	24.8	24.8	16.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	42.8	42.8	206.3	206	11.5	29.8	29.8	29.8	24.8	24.8	16.2
LOS by Move:	E	E	E	F	F	B	D	D	D	C	C	C
ApproachDel:		42.8			184.0			29.8			21.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		42.8			184.0			29.8			21.1	
LOS by Appr:		E			F			D			C	
AllWayAvgQ:	3.6	3.6	3.6	23.7	23.7	0.2	2.0	2.0	2.0	1.5	1.5	0.7

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	15	170	13	161	230	73	31	86	24	7	122	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	170	13	161	230	73	31	86	24	7	122	140
Added Vol:	0	261	41	0	132	0	0	0	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	431	54	161	362	73	31	86	24	28	122	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
PHF Volume:	19	431	54	202	362	73	39	86	24	35	122	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	431	54	202	362	73	39	86	24	35	122	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	431	54	202	362	73	39	86	24	35	122	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.57	0.98	0.98	0.86	0.86	0.86	0.77	0.92	0.92
Lanes:	0.04	0.85	0.11	1.00	0.83	0.17	0.26	0.58	0.16	1.00	0.47	0.53
Final Sat.:	68	1571	197	1093	1542	311	425	942	263	1463	814	934
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.18	0.23	0.23	0.09	0.09	0.09	0.02	0.15	0.15
Crit Moves:		****									****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.49	0.49	0.49	0.33	0.42	0.42	0.30	0.30	0.30	0.08	0.49	0.49
Delay/Veh:	8.4	8.4	8.4	7.4	7.8	7.8	16.2	16.2	16.2	14.9	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	7.4	7.8	7.8	16.2	16.2	16.2	14.9	17.7	17.7
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	6	6	6	2	5	5	2	2	2	1	4	4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	7	93	1	170	78	67	55	150	39	4	176	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	93	1	170	78	67	55	150	39	4	176	172
Added Vol:	0	173	34	0	271	0	0	0	0	48	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	266	35	170	349	67	55	150	39	52	176	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	8	308	41	197	404	78	64	174	45	60	204	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	308	41	197	404	78	64	174	45	60	204	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	308	41	197	404	78	64	174	45	60	204	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.64	0.98	0.98	0.82	0.82	0.82	0.69	0.93	0.93
Lanes:	0.02	0.87	0.11	1.00	0.84	0.16	0.23	0.61	0.16	1.00	0.51	0.49
Final Sat.:	42	1602	211	1224	1556	299	351	956	249	1302	890	870
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.16	0.26	0.26	0.18	0.18	0.18	0.05	0.23	0.23
Crit Moves:					****						****	
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.42	0.42	0.42	0.35	0.56	0.56	0.45	0.45	0.45	0.11	0.56	0.56
Delay/Veh:	11.1	11.1	11.1	10.8	12.7	12.7	13.4	13.4	13.4	11.2	14.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	11.1	10.8	12.7	12.7	13.4	13.4	13.4	11.2	14.8	14.8
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	5	5	5	3	7	7	4	4	4	1	6	6

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.221
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 80.0
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	1	4	6	229	1	19	19	125	1	1	81	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	4	6	229	1	19	19	125	1	1	81	148
Added Vol:	49	280	9	0	140	14	22	3	28	4	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	284	15	229	141	33	41	128	29	5	84	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	72	408	22	329	203	47	59	184	42	7	121	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	408	22	329	203	47	59	184	42	7	121	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	408	22	329	203	47	59	184	42	7	121	213
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.82	0.04	0.57	0.35	0.08	0.21	0.64	0.15	0.06	0.94	1.00
Final Sat.:	68	389	21	269	166	39	88	276	63	23	387	447
Capacity Analysis Module:												
Vol/Sat:	1.05	1.05	1.05	1.22	1.22	1.22	0.67	0.67	0.67	0.31	0.31	0.48
Crit Moves:		****			****			****				****
Delay/Veh:	82.1	82.1	82.1	141.8	142	141.8	26.1	26.1	26.1	15.2	15.2	17.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.1	82.1	82.1	141.8	142	141.8	26.1	26.1	26.1	15.2	15.2	17.5
LOS by Move:	F	F	F	F	F	F	D	D	D	C	C	C
ApproachDel:		82.1			141.8			26.1			16.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		82.1			141.8			26.1			16.6	
LOS by Appr:		F			F			D			C	
AllWayAvgQ:	9.5	9.5	9.5	17.3	17.3	17.3	1.7	1.7	1.7	0.4	0.4	0.8

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 35.4
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	4	7	9	58	7	24	21	113	3	10	133	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	7	9	58	7	24	21	113	3	10	133	62
Added Vol:	30	176	6	0	282	37	31	8	47	10	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	183	15	58	289	61	52	121	50	20	141	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	45	241	20	77	381	80	69	160	66	26	186	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	241	20	77	381	80	69	160	66	26	186	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	241	20	77	381	80	69	160	66	26	186	82
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.79	0.06	0.14	0.71	0.15	0.23	0.55	0.22	0.12	0.88	1.00
Final Sat.:	71	380	31	77	384	81	109	254	105	54	380	476
Capacity Analysis Module:												
Vol/Sat:	0.64	0.64	0.64	0.99	0.99	0.99	0.63	0.63	0.63	0.49	0.49	0.17
Crit Moves:		****			****		****			****		
Delay/Veh:	21.0	21.0	21.0	61.9	61.9	61.9	21.3	21.3	21.3	17.6	17.6	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	21.0	21.0	61.9	61.9	61.9	21.3	21.3	21.3	17.6	17.6	11.4
LOS by Move:	C	C	C	F	F	F	C	C	C	C	C	B
ApproachDel:		21.0			61.9			21.3			15.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.0			61.9			21.3			15.9	
LOS by Appr:		C			F			C			C	
AllWayAvgQ:	1.4	1.4	1.4	7.9	7.9	7.9	1.4	1.4	1.4	0.8	0.8	0.2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	4	6	229	1	19	19	125	1	1	81	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	4	6	229	1	19	19	125	1	1	81	148
Added Vol:	49	280	9	0	140	14	22	3	28	4	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	284	15	229	141	33	41	128	29	5	84	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	72	408	22	329	203	47	59	184	42	7	121	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	408	22	329	203	47	59	184	42	7	121	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	408	22	329	203	47	59	184	42	7	121	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.57	0.57	0.57	0.66	0.66	0.66	0.82	0.90	0.90
Lanes:	0.14	0.82	0.04	0.57	0.35	0.08	0.21	0.64	0.15	1.00	0.36	0.64
Final Sat.:	236	1343	71	614	378	88	258	805	182	1552	622	1096
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.54	0.54	0.54	0.23	0.23	0.23	0.00	0.19	0.19
Crit Moves:					****			****				
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.50	0.50	0.50	0.88	0.88	0.88	0.88	0.88	0.88	0.02	0.75	0.75
Delay/Veh:	7.0	7.0	7.0	23.2	23.2	23.2	44.8	44.8	44.8	16.6	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.0	7.0	7.0	23.2	23.2	23.2	44.8	44.8	44.8	16.6	27.4	27.4
LOS by Move:	A	A	A	C	C	C	D	D	D	B	C	C
HCM2kAvgQ:	6	6	6	13	13	13	9	9	9	0	8	8

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project - With Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	4	7	9	58	7	24	21	113	3	10	133	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	7	9	58	7	24	21	113	3	10	133	62
Added Vol:	30	176	6	0	282	37	31	8	47	10	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	183	15	58	289	61	52	121	50	20	141	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	45	241	20	77	381	80	69	160	66	26	186	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	241	20	77	381	80	69	160	66	26	186	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	241	20	77	381	80	69	160	66	26	186	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.89	0.89	0.89	0.84	0.84	0.84	0.75	0.95	0.95
Lanes:	0.15	0.79	0.06	0.14	0.71	0.15	0.23	0.55	0.22	1.00	0.69	0.31
Final Sat.:	246	1326	109	242	1204	254	373	868	359	1417	1259	554
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.32	0.32	0.32	0.18	0.18	0.18	0.02	0.15	0.15
Crit Moves:					****			****				
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.33	0.33	0.33	0.58	0.58	0.58	0.58	0.58	0.58	0.06	0.46	0.46
Delay/Veh:	7.7	7.7	7.7	9.9	9.9	9.9	18.7	18.7	18.7	14.3	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	7.7	7.7	9.9	9.9	9.9	18.7	18.7	18.7	14.3	16.9	16.9
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	7	7	7	5	5	5	0	4	4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.988
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 34.8
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	22	81	47	27	69	53	47	265	40	31	195	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	81	47	27	69	53	47	265	40	31	195	12
Added Vol:	0	0	0	0	0	14	28	14	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	81	47	27	69	67	75	279	40	31	202	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	32	118	68	39	100	97	109	405	58	45	293	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	118	68	39	100	97	109	405	58	45	293	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	118	68	39	100	97	109	405	58	45	293	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.63	0.37	0.17	0.42	0.41	0.19	0.71	0.10	0.13	0.82	0.05
Final Sat.:	415	288	167	80	203	197	110	410	59	67	435	26
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.41	0.49	0.49	0.49	0.99	0.99	0.99	0.67	0.67	0.67
Crit Moves:			****		****		****			****		
Delay/Veh:	11.6	14.9	14.9	16.3	16.3	16.3	58.6	58.6	58.6	21.4	21.4	21.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	14.9	14.9	16.3	16.3	16.3	58.6	58.6	58.6	21.4	21.4	21.4
LOS by Move:	B	B	B	C	C	C	F	F	F	C	C	C
ApproachDel:		14.4			16.3			58.6			21.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.4			16.3			58.6			21.4	
LOS by Appr:		B			C			F			C	
AllWayAvgQ:	0.1	0.6	0.6	0.8	0.8	0.8	7.9	7.9	7.9	1.7	1.7	1.7

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	0	0 1!	0	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	13	96	53		40	63	46		70	227	26		50	231	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	96	53		40	63	46		70	227	26		50	231	14	
Added Vol:	0	0	0		0	0	32		22	11	0		0	16	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	13	96	53		40	63	78		92	238	26		50	247	14	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	14	107	59		45	70	87		103	265	29		56	275	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	107	59		45	70	87		103	265	29		56	275	16	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	107	59		45	70	87		103	265	29		56	275	16	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.64	0.36		0.22	0.35	0.43		0.26	0.67	0.07		0.16	0.79	0.05	
Final Sat.:	445	316	175		116	182	226		158	409	45		96	475	27	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.34	0.34		0.39	0.39	0.39		0.65	0.65	0.65		0.58	0.58	0.58	
Crit Moves:		****			****					****				****		
Delay/Veh:	10.3	12.2	12.2		12.4	12.4	12.4		17.7	17.7	17.7		15.6	15.6	15.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.3	12.2	12.2		12.4	12.4	12.4		17.7	17.7	17.7		15.6	15.6	15.6	
LOS by Move:	B	B	B		B	B	B		C	C	C		C	C	C	
ApproachDel:		12.0				12.4				17.7				15.6		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		12.0				12.4				17.7				15.6		
LOS by Appr:		B				B				C				C		
AllWayAvgQ:	0.0	0.4	0.4		0.5	0.5	0.5		1.5	1.5	1.5		1.1	1.1	1.1	

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.373
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	4	112	66	22	82	54	47	152	4	45	102	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	112	66	22	82	54	47	152	4	45	102	21
Added Vol:	0	4	1	0	2	7	12	3	0	1	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	116	67	22	84	61	59	155	4	46	106	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	6	162	94	31	117	85	83	217	6	64	148	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	162	94	31	117	85	83	217	6	64	148	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	162	94	31	117	85	83	217	6	64	148	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.91	0.91	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.02	0.62	0.36	0.21	0.79	1.00	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	39	1118	645	360	1373	1615	1805	1845	48	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.09	0.09	0.05	0.05	0.12	0.12	0.04	0.08	0.02
Crit Moves:		****						****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.21	0.31	0.31	0.12	0.21	0.21
Volume/Cap:	0.38	0.38	0.38	0.23	0.23	0.14	0.22	0.38	0.38	0.31	0.37	0.09
Delay/Veh:	14.0	14.0	14.0	12.9	12.9	12.4	19.8	16.8	16.8	25.1	20.8	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	14.0	14.0	12.9	12.9	12.4	19.8	16.8	16.8	25.1	20.8	19.1
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	B
HCM2kAvgQ:	4	4	4	2	2	1	1	4	4	1	3	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.364
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	23	81	36	23	46	71	65	280	25	29	267	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	81	36	23	46	71	65	280	25	29	267	44
Added Vol:	0	5	2	0	6	11	7	1	0	2	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	86	38	23	52	82	72	281	25	31	268	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	25	95	42	25	57	90	79	309	27	34	295	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	95	42	25	57	90	79	309	27	34	295	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	95	42	25	57	90	79	309	27	34	295	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.89	0.89	0.85	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	0.16	0.58	0.26	0.31	0.69	1.00	1.00	0.92	0.08	1.00	1.00	1.00
Final Sat.:	272	1017	449	519	1172	1615	1805	1724	153	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.05	0.05	0.06	0.04	0.18	0.18	0.02	0.16	0.03
Crit Moves:		****						****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.24	0.45	0.45	0.12	0.32	0.32
Volume/Cap:	0.40	0.40	0.40	0.21	0.21	0.24	0.18	0.40	0.40	0.16	0.48	0.09
Delay/Veh:	20.1	20.1	20.1	18.8	18.8	19.0	18.2	11.4	11.4	24.2	16.9	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	20.1	20.1	18.8	18.8	19.0	18.2	11.4	11.4	24.2	16.9	14.2
LOS by Move:	C	C	C	B	B	B	B	B	B	C	B	B
HCM2kAvgQ:	3	3	3	1	1	2	1	4	4	1	5	1

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	87	153	47	26	106	26	49	147	51	93	87	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	153	47	26	106	26	49	147	51	93	87	28
Added Vol:	0	3	1	0	1	2	1	40	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	156	48	26	107	28	50	187	51	93	106	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	122	218	67	36	149	39	70	261	71	130	148	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	218	67	36	149	39	70	261	71	130	148	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	218	67	36	149	39	70	261	71	130	148	39
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	0.21	0.79	1.00	1.00	1.00	1.00
Final Sat.:	423	452	490	421	365	96	103	383	535	413	439	475
Capacity Analysis Module:												
Vol/Sat:	0.29	0.48	0.14	0.09	0.41	0.41	0.68	0.68	0.13	0.31	0.34	0.08
Crit Moves:		****			****			****			****	
Delay/Veh:	13.9	16.7	10.7	11.4	14.6	14.6	23.0	23.0	10.0	14.5	14.2	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	16.7	10.7	11.4	14.6	14.6	23.0	23.0	10.0	14.5	14.2	10.4
LOS by Move:	B	C	B	B	B	B	C	C	B	B	B	B
ApproachDel:		14.9			14.1			20.7			13.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.9			14.1			20.7			13.8	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.4	0.8	0.1	0.1	0.6	0.6	1.8	1.8	0.1	0.4	0.4	0.1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	89	28	35	35	30	67	53	170	90	40	174	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	28	35	35	30	67	53	170	90	40	174	39
Added Vol:	0	3	1	0	4	4	4	30	0	2	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	31	36	35	34	71	57	200	90	42	218	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	98	34	40	38	37	78	63	220	99	46	240	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	34	40	38	37	78	63	220	99	46	240	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	34	40	38	37	78	63	220	99	46	240	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.32	0.68	0.22	0.78	1.00	1.00	1.00	1.00
Final Sat.:	450	477	526	467	174	363	127	444	649	494	537	591
Capacity Analysis Module:												
Vol/Sat:	0.22	0.07	0.08	0.08	0.22	0.22	0.49	0.49	0.15	0.09	0.45	0.07
Crit Moves:	****				****			****			****	
Delay/Veh:	12.1	10.2	9.4	10.5	10.4	10.4	14.3	14.3	8.9	10.4	14.0	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	10.2	9.4	10.5	10.4	10.4	14.3	14.3	8.9	10.4	14.0	8.9
LOS by Move:	B	B	A	B	B	B	B	B	A	B	B	A
ApproachDel:		11.1			10.5			12.9			12.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			10.5			12.9			12.8	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.2	0.1	0.1	0.1	0.2	0.2	0.9	0.9	0.2	0.1	0.7	0.1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

Average Delay (sec/veh): 9.6 Worst Case Level Of Service: C[24.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	46	121	0	0	93	184	189	0	67	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	121	0	0	93	184	189	0	67	0	0	0
Added Vol:	6	0	0	0	0	1	5	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	121	0	0	93	185	194	0	75	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	79	183	0	0	140	279	293	0	113	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	79	183	0	0	140	279	293	0	113	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	420	xxxx	xxxxx	xxxx	xxxx	xxxxx	620	xxxx	280	xxxx	xxxx	xxxxx
Potent Cap.:	1150	xxxx	xxxxx	xxxx	xxxx	xxxxx	455	xxxx	763	xxxx	xxxx	xxxxx
Move Cap.:	1150	xxxx	xxxxx	xxxx	xxxx	xxxxx	431	xxxx	763	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.68	xxxx	0.15	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.9	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	29.3	xxxx	10.5	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	D	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			24.1			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: B[10.4]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 0		0 0 0	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	59	84	0	0	73	101	56	0	97	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	84	0	0	73	101	56	0	97	0	0	0
Added Vol:	13	0	0	0	0	5	3	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	84	0	0	73	106	59	0	108	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	82	95	0	0	83	120	67	0	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	82	95	0	0	83	120	67	0	122	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	203	xxxx	xxxxx	xxxx	xxxx	xxxxx	401	xxxx	143	xxxx	xxxx	xxxxx
Potent Cap.:	1381	xxxx	xxxxx	xxxx	xxxx	xxxxx	609	xxxx	910	xxxx	xxxx	xxxxx
Move Cap.:	1381	xxxx	xxxxx	xxxx	xxxx	xxxxx	581	xxxx	910	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.13	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.0	xxxx	9.6	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.4			xxxxxx		
ApproachLOS:	*			*			B			*		

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: A[9.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	63	1	70	43	0	0	0	0	7	0	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	63	1	70	43	0	0	0	0	7	0	67
Added Vol:	0	0	31	8	0	0	0	0	0	17	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	63	32	78	43	0	0	0	0	24	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	77	39	95	53	0	0	0	0	29	0	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	77	39	95	53	0	0	0	0	29	0	89
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	116	xxxx	xxxxx	xxxx	xxxx	xxxxx	313	339	96
Potent Cap.:	xxxx	xxxx	xxxxx	1485	xxxx	xxxxx	xxxx	xxxx	xxxxx	684	585	965
Move Cap.:	xxxx	xxxx	xxxxx	1485	xxxx	xxxxx	xxxx	xxxx	xxxxx	648	546	965
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	861	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.8		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

****

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: A[9.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	47	1	90	70	0	0	0	0	1	0	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	47	1	90	70	0	0	0	0	1	0	63
Added Vol:	0	0	19	11	0	0	0	0	0	29	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	47	20	101	70	0	0	0	0	30	0	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	52	22	111	77	0	0	0	0	33	0	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	52	22	111	77	0	0	0	0	33	0	84
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	74	xxxx	xxxxx	xxxx	xxxx	xxxxx	324	363	63
Potent Cap.:	xxxx	xxxx	xxxxx	1539	xxxx	xxxxx	xxxx	xxxx	xxxxx	674	568	1007
Move Cap.:	xxxx	xxxx	xxxxx	1539	xxxx	xxxxx	xxxx	xxxx	xxxxx	634	524	1007
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	864	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.8		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 1	0	0 1	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	2	60	1	20	39	8	9	1	1	1	1	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	60	1	20	39	8	9	1	1	1	1	10
Added Vol:	0	31	34	0	17	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	91	35	20	56	8	9	1	1	17	1	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	2	97	37	21	60	9	10	1	1	18	1	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	97	37	21	60	9	10	1	1	18	1	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	69	xxxx	xxxxx	135	xxxx	xxxxx	229	242	60	229	232	116
Potent Cap.:	1545	xxxx	xxxxx	1462	xxxx	xxxxx	730	663	1011	731	672	941
Move Cap.:	1545	xxxx	xxxxx	1462	xxxx	xxxxx	712	652	1011	720	661	941
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.00	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	726	xxxxx	xxxx	783	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	9.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			10.0			9.8		
ApproachLOS:	*			*			B			A		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: B[11.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 1	0 0	1	0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	1	47	1	60	33	10	1	1	1	27	1	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	47	1	60	33	10	1	1	1	27	1	23
Added Vol:	0	19	22	0	29	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	66	23	60	62	10	1	1	1	62	1	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	1	82	29	75	77	12	1	1	1	77	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	82	29	75	77	12	1	1	1	77	1	29
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	90	xxxx	xxxxx	111	xxxx	xxxxx	341	341	77	334	339	97
Potent Cap.:	1518	xxxx	xxxxx	1491	xxxx	xxxxx	616	584	989	623	586	965
Move Cap.:	1518	xxxx	xxxxx	1491	xxxx	xxxxx	573	553	989	596	555	965
Volume/Cap:	0.00	xxxx	xxxx	0.05	xxxx	xxxx	0.00	0.00	0.00	0.13	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	657	xxxxx	xxxx	664	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	11.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.5			11.5		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #44 SR-243 Highway (NS) at C Street (EW)

****

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[9.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	70	0	0	40	10	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	70	0	0	40	10	0	0	0	0	0	0
Added Vol:	5	0	0	0	0	33	66	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	70	0	0	40	43	66	0	12	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	6	88	0	0	50	54	83	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	88	0	0	50	54	83	0	15	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	104	xxxx	xxxxx	xxxx	xxxx	xxxxx	177	177	77	xxxx	xxxx	xxxxx
Potent Cap.:	1500	xxxx	xxxxx	xxxx	xxxx	xxxxx	817	720	989	xxxx	xxxx	xxxxx
Move Cap.:	1500	xxxx	xxxxx	xxxx	xxxx	xxxxx	814	717	989	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	837	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx		
ApproachLOS:	*			*			A			*		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Interim Year (2029) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #44 SR-243 Highway (NS) at C Street (EW)

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[10.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	45	0	0	80	20	15	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	45	0	0	80	20	15	0	0	0	0	0
Added Vol:	15	0	0	0	0	65	41	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	45	0	0	80	85	56	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	20	60	0	0	107	113	75	0	13	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	60	0	0	107	113	75	0	13	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	220	xxxx	xxxxx	xxxx	xxxx	xxxxx	263	263	163	xxxx	xxxx	xxxxx
Potent Cap.:	1361	xxxx	xxxxx	xxxx	xxxx	xxxxx	730	645	887	xxxx	xxxx	xxxxx
Move Cap.:	1361	xxxx	xxxxx	xxxx	xxxx	xxxxx	722	636	887	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.02	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	743	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.5			xxxxxx		
ApproachLOS:	*			*			B			*		

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Note: Queue reported is the number of cars per lane.

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General Plan Buildout Year (2035) Without Project

San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	80	983	538	117	851	25	33	105	13	206	155	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	983	538	117	851	25	33	105	13	206	155	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	983	538	117	851	25	33	105	13	206	155	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	983	538	117	851	25	33	105	13	206	155	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	983	538	117	851	25	33	105	13	206	155	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	983	538	117	851	25	33	105	13	206	155	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.95	0.59	1.00	0.85	0.69	1.00	0.85
Lanes:	1.00	1.29	0.71	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2209	1209	1805	3493	103	1115	1900	1615	1303	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.44	0.06	0.24	0.24	0.03	0.06	0.01	0.16	0.08	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.19	0.54	0.54	0.10	0.45	0.45	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.24	0.83	0.83	0.65	0.54	0.54	0.15	0.29	0.04	0.83	0.43	0.40
Delay/Veh:	24.7	16.7	16.7	38.3	14.3	14.3	23.9	24.7	23.2	47.2	25.8	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	16.7	16.7	38.3	14.3	14.3	23.9	24.7	23.2	47.2	25.8	25.7
LOS by Move:	C	B	B	D	B	B	C	C	C	D	C	C
HCM2kAvgQ:	2	17	17	4	8	8	1	2	0	7	3	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	67	815	308	194	1188	30	25	127	70	362	144	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	815	308	194	1188	30	25	127	70	362	144	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	815	308	194	1188	30	25	127	70	362	144	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	815	308	194	1188	30	25	127	70	362	144	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	815	308	194	1188	30	25	127	70	362	144	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	815	308	194	1188	30	25	127	70	362	144	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.95	0.66	1.00	0.85	0.67	1.00	0.85
Lanes:	1.00	1.45	0.55	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2512	950	1805	3507	89	1250	1900	1615	1275	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.11	0.34	0.34	0.02	0.07	0.04	0.28	0.08	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.10	0.37	0.37	0.12	0.40	0.40	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.37	0.87	0.87	0.87	0.85	0.85	0.06	0.20	0.13	0.85	0.23	0.28
Delay/Veh:	30.7	27.0	27.0	58.8	24.6	24.6	16.0	16.9	16.4	37.3	17.1	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	27.0	27.0	58.8	24.6	24.6	16.0	16.9	16.4	37.3	17.1	17.5
LOS by Move:	C	C	C	E	C	C	B	B	B	D	B	B
HCM2kAvgQ:	2	15	15	7	16	16	0	2	1	10	2	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #2 Beaumont Avenue (SR-79) (NS) at Potrero Boulevard (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	12	1511	161	90	1006	7	19	8	23	71	2	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1511	161	90	1006	7	19	8	23	71	2	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1511	161	90	1006	7	19	8	23	71	2	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1511	161	90	1006	7	19	8	23	71	2	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1511	161	90	1006	7	19	8	23	71	2	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	1511	161	90	1006	7	19	8	23	71	2	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.82	0.82	0.82	0.76	0.76	0.76
Lanes:	1.00	1.81	0.19	1.00	1.99	0.01	0.38	0.16	0.46	0.54	0.01	0.45
Final Sat.:	1805	3217	343	1805	3581	25	590	248	714	778	22	647
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.05	0.28	0.28	0.03	0.03	0.03	0.09	0.09	0.09
Crit Moves:		****		****							****	
Green/Cycle:	0.17	0.64	0.64	0.09	0.55	0.55	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.04	0.74	0.74	0.57	0.51	0.51	0.26	0.26	0.26	0.74	0.74	0.74
Delay/Veh:	27.6	11.1	11.1	39.9	11.3	11.3	32.4	32.4	32.4	48.4	48.4	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	11.1	11.1	39.9	11.3	11.3	32.4	32.4	32.4	48.4	48.4	48.4
LOS by Move:	C	B	B	D	B	B	C	C	C	D	D	D
HCM2kAvgQ:	0	16	16	3	8	8	1	1	1	5	5	5

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Beaumont Avenue (SR-79) (NS) at Potrero Boulevard (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	1	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	28	1097		128			67	1572		15			10		4		26		202		7		74	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	28	1097		128			67	1572		15			10		4		26		202		7		74	
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	28	1097		128			67	1572		15			10		4		26		202		7		74	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	28	1097		128			67	1572		15			10		4		26		202		7		74	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	28	1097		128			67	1572		15			10		4		26		202		7		74	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	28	1097		128			67	1572		15			10		4		26		202		7		74	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.95	0.93		0.93			0.95	0.95		0.95			0.84		0.84		0.84		0.73		0.73		0.73	
Lanes:	1.00	1.79		0.21			1.00	1.98		0.02			0.25		0.10		0.65		0.72		0.02		0.26	
Final Sat.:	1805	3181		371			1805	3572		34			400		160		1040		985		34		361	
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.34		0.34			0.04	0.44		0.44			0.03		0.03		0.03		0.20		0.20		0.20	
Crit Moves:	****							****													****			
Green/Cycle:	0.09	0.48		0.48			0.12	0.52		0.52			0.24		0.24		0.24		0.24		0.24		0.24	
Volume/Cap:	0.18	0.71		0.71			0.30	0.85		0.85			0.10		0.10		0.10		0.85		0.85		0.85	
Delay/Veh:	34.4	17.6		17.6			32.7	20.2		20.2			23.7		23.7		23.7		46.6		46.6		46.6	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	34.4	17.6		17.6			32.7	20.2		20.2			23.7		23.7		23.7		46.6		46.6		46.6	
LOS by Move:	C	B		B			C	C		C			C		C		C		D		D		D	
HCM2kAvgQ:	1	14		14			2	20		20			1		1		1		10		10		10	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[19.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 0			0 0 1 1 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	428	1680	0	0	1050	2	1	0	180	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	428	1680	0	0	1050	2	1	0	180	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	428	1680	0	0	1050	2	1	0	180	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	428	1680	0	0	1050	2	1	0	180	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	428	1680	0	0	1050	2	1	0	180	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1052	xxxx	xxxxx	xxxx	xxxx	xxxxx	2747	xxxx	526	xxxx	xxxx	xxxxx
Potent Cap.:	669	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	xxxx	502	xxxx	xxxx	xxxxx
Move Cap.:	669	xxxx	xxxxx	xxxx	xxxx	xxxxx	8	xxxx	502	xxxx	xxxx	xxxxx
Volume/Cap:	0.64	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.36	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	4.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	1.6	xxxx	xxxx	xxxxx
Control Del:	19.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	509.5	xxxx	16.1	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.9			xxxxxx		
ApproachLOS:	*			*			C			*		

****

Note: Queue reported is the number of cars per lane.

****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: F[52.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 0			0 0 1 1 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	278	1290	0	0	1844	2	1	0	146	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	1290	0	0	1844	2	1	0	146	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	278	1290	0	0	1844	2	1	0	146	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	1290	0	0	1844	2	1	0	146	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	278	1290	0	0	1844	2	1	0	146	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1846	xxxx	xxxxx	xxxx	xxxx	xxxxx	3046	xxxx	923	xxxx	xxxx	xxxxx
Potent Cap.:	333	xxxx	xxxxx	xxxx	xxxx	xxxxx	10	xxxx	276	xxxx	xxxx	xxxxx
Move Cap.:	333	xxxx	xxxxx	xxxx	xxxx	xxxxx	3	xxxx	276	xxxx	xxxx	xxxxx
Volume/Cap:	0.83	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.53	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	7.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	2.9	xxxx	xxxx	xxxxx
Control Del:	52.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1474	xxxx	31.9	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	F	*	D	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			41.7			xxxxxx		
ApproachLOS:	*			*			E			*		

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.0
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	168	0	42	0	0	0	0	578	101	29	242	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	42	0	0	0	0	578	101	29	242	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	42	0	0	0	0	578	101	29	242	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	0	42	0	0	0	0	578	101	29	242	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	42	0	0	0	0	578	101	29	242	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	0	42	0	0	0	0	578	101	29	242	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.00	0.20	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	457	0	114	0	0	0	0	656	745	547	595	0
Capacity Analysis Module:												
Vol/Sat:	0.37	xxxx	0.37	xxxx	xxxx	xxxx	xxxx	0.88	0.14	0.05	0.41	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	12.3	0.0	12.3	0.0	0.0	0.0	0.0	34.7	8.2	9.4	12.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	0.0	12.3	0.0	0.0	0.0	0.0	34.7	8.2	9.4	12.4	0.0
LOS by Move:	B	*	B	*	*	*	*	D	A	A	B	*
ApproachDel:	12.3			xxxxxx			30.7			12.1		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	12.3			xxxxxx			30.7			12.1		
LOS by Appr:	B			*			D			B		
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.0	0.0	0.0	4.8	0.2	0.1	0.6	0.0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.6
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	91	0	28	0	0	0	0	462	132	28	499	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	0	28	0	0	0	0	462	132	28	499	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	0	28	0	0	0	0	462	132	28	499	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	0	28	0	0	0	0	462	132	28	499	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	0	28	0	0	0	0	462	132	28	499	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	0	28	0	0	0	0	462	132	28	499	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.00	0.24	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	409	0	126	0	0	0	0	662	751	591	655	0
Capacity Analysis Module:												
Vol/Sat:	0.22	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	0.70	0.18	0.05	0.76	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	10.8	0.0	10.8	0.0	0.0	0.0	0.0	19.2	8.4	8.9	23.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	0.0	10.8	0.0	0.0	0.0	0.0	19.2	8.4	8.9	23.0	0.0
LOS by Move:	B	*	B	*	*	*	*	C	A	A	C	*
ApproachDel:	10.8			xxxxxx			16.8			22.3		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	10.8			xxxxxx			16.8			22.3		
LOS by Appr:	B			*			C			C		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	2.1	0.2	0.0	2.7	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.2
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	142	25	146	327	228	10	5	124	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	142	25	146	327	228	10	5	124	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	142	25	146	327	228	10	5	124	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	1	142	25	146	327	228	10	5	124	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	142	25	146	327	228	10	5	124	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	142	25	146	327	228	10	5	124	173
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.15	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	394	417	454	481	82	481	522	560	620	468	505	562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.30	0.30	0.63	0.41	0.02	0.01	0.25	0.31
Crit Moves:	****					****	****					****
Delay/Veh:	11.0	10.5	9.8	12.7	11.3	11.3	19.7	13.1	8.4	10.1	11.6	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	10.5	9.8	12.7	11.3	11.3	19.7	13.1	8.4	10.1	11.6	11.4
LOS by Move:	B	B	A	B	B	B	C	B	A	B	B	B
ApproachDel:		10.4			11.9			16.9			11.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.4			11.9			16.9			11.5	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.4	0.4	1.5	0.6	0.0	0.0	0.3	0.4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.1
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	22	55	23	165	25	160	186	312	12	13	338	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	55	23	165	25	160	186	312	12	13	338	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	55	23	165	25	160	186	312	12	13	338	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	55	23	165	25	160	186	312	12	13	338	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	55	23	165	25	160	186	312	12	13	338	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	55	23	165	25	160	186	312	12	13	338	209
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.14	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	351	371	398	428	67	427	433	465	495	428	469	509
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.06	0.39	0.38	0.38	0.43	0.67	0.02	0.03	0.72	0.41
Crit Moves:		****		****				****			****	
Delay/Veh:	12.6	12.9	11.3	15.5	13.5	13.5	16.5	23.7	9.8	11.0	26.6	14.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.9	11.3	15.5	13.5	13.5	16.5	23.7	9.8	11.0	26.6	14.0
LOS by Move:	B	B	B	C	B	B	C	C	A	B	D	B
ApproachDel:		12.5			14.4			20.8			21.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.5			14.4			20.8			21.5	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.1	0.1	0.0	0.6	0.5	0.5	0.7	1.7	0.0	0.0	2.1	0.6

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #6 Highland Springs Avenue (NS) at 14th Street (EW)

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Cycle (sec): 60 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: OPTIMIZED Level Of Service: A

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	257	40	110	345	0	0	0	0	55	0	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	257	40	110	345	0	0	0	0	55	0	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	257	40	110	345	0	0	0	0	55	0	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	257	40	110	345	0	0	0	0	55	0	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	257	40	110	345	0	0	0	0	55	0	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	257	40	110	345	0	0	0	0	55	0	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.85	0.85	1.00	1.00	1.00	1.00	0.82	1.00	0.84
Lanes:	0.00	0.87	0.13	0.24	0.76	0.00	0.00	0.00	0.00	0.33	0.00	0.67
Final Sat.:	0	1615	251	392	1230	0	0	0	0	517	0	1063
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.28	0.28	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:					****					****		
Green/Cycle:	0.00	0.63	0.63	0.63	0.63	0.00	0.00	0.00	0.00	0.24	0.00	0.48
Volume/Cap:	0.00	0.25	0.25	0.45	0.45	0.00	0.00	0.00	0.00	0.44	0.00	0.22
Delay/Veh:	0.0	5.1	5.1	6.1	6.1	0.0	0.0	0.0	0.0	20.2	0.0	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.1	5.1	6.1	6.1	0.0	0.0	0.0	0.0	20.2	0.0	9.2
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	3	3	5	5	0	0	0	0	3	0	2

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Note: Queue reported is the number of cars per lane.

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Highland Springs Avenue (NS) at 14th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	376	57	143	263	0	0	0	0	57	0	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	376	57	143	263	0	0	0	0	57	0	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	376	57	143	263	0	0	0	0	57	0	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	376	57	143	263	0	0	0	0	57	0	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	376	57	143	263	0	0	0	0	57	0	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	376	57	143	263	0	0	0	0	57	0	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.76	0.76	1.00	1.00	1.00	1.00	0.84	1.00	0.84
Lanes:	0.00	0.87	0.13	0.35	0.65	0.00	0.00	0.00	0.00	0.22	0.00	0.78
Final Sat.:	0	1620	246	508	934	0	0	0	0	348	0	1245
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.28	0.28	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Moves:					****					****		
Green/Cycle:	0.00	0.55	0.55	0.55	0.55	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.00	0.42	0.42	0.51	0.51	0.00	0.00	0.00	0.00	0.51	0.00	0.51
Delay/Veh:	0.0	8.3	8.3	9.1	9.1	0.0	0.0	0.0	0.0	17.6	0.0	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.3	8.3	9.1	9.1	0.0	0.0	0.0	0.0	17.6	0.0	17.6
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	5	5	5	5	0	0	0	0	5	0	5

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1	0 1	0 0	0	0 0 1	0	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	142	276	0	0	359	18	24	0	231	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	276	0	0	359	18	24	0	231	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	276	0	0	359	18	24	0	231	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	276	0	0	359	18	24	0	231	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	276	0	0	359	18	24	0	231	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	276	0	0	359	18	24	0	231	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.86	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.95	0.05	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1798	90	1632	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.00	0.00	0.20	0.20	0.01	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.15	0.53	0.00	0.00	0.38	0.38	0.27	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.53	0.27	0.00	0.00	0.53	0.53	0.05	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	25.5	8.0	0.0	0.0	15.2	15.2	16.2	0.0	12.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	8.0	0.0	0.0	15.2	15.2	16.2	0.0	12.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	3	3	0	0	6	6	0	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	250	412	0	0	293	20	8	0	197	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	412	0	0	293	20	8	0	197	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	412	0	0	293	20	8	0	197	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	412	0	0	293	20	8	0	197	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	412	0	0	293	20	8	0	197	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	412	0	0	293	20	8	0	197	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.89	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1763	120	1689	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.00	0.00	0.17	0.17	0.00	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.26	0.57	0.00	0.00	0.31	0.31	0.23	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.53	0.38	0.00	0.00	0.53	0.53	0.02	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	20.3	7.3	0.0	0.0	18.0	18.0	18.0	0.0	9.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	7.3	0.0	0.0	18.0	18.0	18.0	0.0	9.1	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	A	A	A	A
HCM2kAvgQ:	5	4	0	0	5	5	0	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	96	278	200	209	519	120	33	161	170	192	154	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	278	200	209	519	120	33	161	170	192	154	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	278	200	209	519	120	33	161	170	192	154	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	278	200	209	519	120	33	161	170	192	154	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	278	200	209	519	120	33	161	170	192	154	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	278	200	209	519	120	33	161	170	192	154	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.92	0.92	0.95	0.88	0.88	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.62	0.38	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	2850	659	1805	1666	1666	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.12	0.12	0.18	0.18	0.02	0.10	0.10	0.11	0.04	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.23	0.40	0.18	0.29	0.29	0.16	0.15	0.15	0.17	0.16	0.16
Volume/Cap:	0.46	0.64	0.31	0.64	0.62	0.62	0.11	0.62	0.66	0.62	0.26	0.68
Delay/Veh:	26.3	24.3	12.7	27.0	19.6	19.6	21.6	26.1	27.1	27.1	22.2	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	24.3	12.7	27.0	19.6	19.6	21.6	26.1	27.1	27.1	22.2	30.8
LOS by Move:	C	C	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	6	3	5	6	6	1	4	4	4	2	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Protected			Protected				Protected			
Rights:	Ovl			Include			Include				Include			
Min. Green:	7	7	7	7	7	7	7	7	7		7	7	7	
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0		1	0 2	0 1	
Volume Module:														
Base Vol:	131	602	217	200	378	21	38	202	109		182	198	250	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	131	602	217	200	378	21	38	202	109		182	198	250	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	131	602	217	200	378	21	38	202	109		182	198	250	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	131	602	217	200	378	21	38	202	109		182	198	250	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	131	602	217	200	378	21	38	202	109		182	198	250	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	131	602	217	200	378	21	38	202	109		182	198	250	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85	0.95	0.94	0.94	0.95	0.90	0.90		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.30	0.70		1.00	2.00	1.00	
Final Sat.:	1805	1900	1615	1805	3393	188	1805	2223	1199		1805	3610	1615	
Capacity Analysis Module:														
Vol/Sat:	0.07	0.32	0.13	0.11	0.11	0.11	0.02	0.09	0.09		0.10	0.05	0.15	
Crit Moves:		****		****			****						****	
Green/Cycle:	0.23	0.38	0.52	0.13	0.28	0.28	0.09	0.13	0.13		0.14	0.18	0.18	
Volume/Cap:	0.31	0.84	0.26	0.84	0.40	0.40	0.23	0.68	0.68		0.70	0.30	0.84	
Delay/Veh:	24.3	30.0	10.1	54.3	22.3	22.3	32.2	35.1	35.1		38.7	26.7	48.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.3	30.0	10.1	54.3	22.3	22.3	32.2	35.1	35.1		38.7	26.7	48.3	
LOS by Move:	C	C	B	D	C	C	C	D	D		D	C	D	
HCM2kAvgQ:	3	16	3	7	4	4	1	5	5		6	2	8	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	120	490	161	198	490	145	170	261	168	152	205	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	490	161	198	490	145	170	261	168	152	205	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	490	161	198	490	145	170	261	168	152	205	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	490	161	198	490	145	170	261	168	152	205	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	490	161	198	490	145	170	261	168	152	205	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	490	161	198	490	145	170	261	168	152	205	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.10	0.11	0.14	0.09	0.09	0.07	0.10	0.08	0.06	0.04
Crit Moves:		****		****					****	****		
Green/Cycle:	0.19	0.23	0.23	0.19	0.22	0.22	0.16	0.18	0.18	0.14	0.16	0.16
Volume/Cap:	0.35	0.59	0.43	0.59	0.61	0.40	0.59	0.41	0.59	0.59	0.36	0.27
Delay/Veh:	21.6	21.7	20.6	25.2	22.3	20.6	26.7	22.4	26.0	27.7	22.9	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.7	20.6	25.2	22.3	20.6	26.7	22.4	26.0	27.7	22.9	22.7
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	5	3	4	5	3	4	3	4	4	2	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7	7			7		7	7			7		7	7			7		7	7			7	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	173	526			188		124	526			127		258	358			202		302	409			126	
Growth Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Initial Bse:	173	526			188		124	526			127		258	358			202		302	409			126	
Added Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
PasserByVol:	0	0			0		0	0			0		0	0			0		0	0			0	
Initial Fut:	173	526			188		124	526			127		258	358			202		302	409			126	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Volume:	173	526			188		124	526			127		258	358			202		302	409			126	
Reduct Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
Reduced Vol:	173	526			188		124	526			127		258	358			202		302	409			126	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
FinalVolume:	173	526			188		124	526			127		258	358			202		302	409			126	
Saturation Flow Module:																								
Sat/Lane:	1900	1900			1900		1900	1900			1900		1900	1900			1900		1900	1900			1900	
Adjustment:	0.95	0.95			0.85		0.95	0.95			0.85		0.95	0.95			0.85		0.95	0.95			0.85	
Lanes:	1.00	2.00			1.00		1.00	2.00			1.00		1.00	2.00			1.00		1.00	2.00			1.00	
Final Sat.:	1805	3610			1615		1805	3610			1615		1805	3610			1615		1805	3610			1615	
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.15			0.12		0.07	0.15			0.08		0.14	0.10			0.13		0.17	0.11			0.08	
Crit Moves:	****							****									****		****					
Green/Cycle:	0.13	0.18			0.18		0.15	0.20			0.20		0.22	0.17			0.17		0.23	0.18			0.18	
Volume/Cap:	0.73	0.79			0.63		0.47	0.73			0.39		0.65	0.58			0.73		0.73	0.63			0.43	
Delay/Veh:	35.8	29.8			27.0		24.7	26.2			21.6		24.9	24.2			32.9		27.8	24.7			22.9	
User DelAdj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
AdjDel/Veh:	35.8	29.8			27.0		24.7	26.2			21.6		24.9	24.2			32.9		27.8	24.7			22.9	
LOS by Move:	D	C			C		C	C			C		C	C			C		C	C			C	
HCM2kAvgQ:	5	7			4		3	7			2		6	4			5		7	5			3	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	241	691	0	0	578	306	0	0	0	202	2	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	691	0	0	578	306	0	0	0	202	2	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	691	0	0	578	306	0	0	0	202	2	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	691	0	0	578	306	0	0	0	202	2	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	691	0	0	578	306	0	0	0	202	2	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	691	0	0	578	306	0	0	0	202	2	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1733	17	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.00	0.00	0.16	0.19	0.00	0.00	0.00	0.12	0.12	0.11
Crit Moves:	****					****					****	
Green/Cycle:	0.24	0.59	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	0.55	0.33	0.00	0.00	0.46	0.55	0.00	0.00	0.00	0.55	0.55	0.52
Delay/Veh:	21.3	6.4	0.0	0.0	15.6	17.1	0.0	0.0	0.0	22.8	22.8	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	6.4	0.0	0.0	15.6	17.1	0.0	0.0	0.0	22.8	22.8	22.4
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	5	4	0	0	5	5	0	0	0	4	4	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	330	999	0	0	731	347	0	0	0	369	3	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	999	0	0	731	347	0	0	0	369	3	281
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	999	0	0	731	347	0	0	0	369	3	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	999	0	0	731	347	0	0	0	369	3	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	999	0	0	731	347	0	0	0	369	3	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	999	0	0	731	347	0	0	0	369	3	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1724	14	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.00	0.00	0.20	0.21	0.00	0.00	0.00	0.21	0.21	0.17
Crit Moves:	****					****					****	
Green/Cycle:	0.24	0.52	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.76	0.53	0.00	0.00	0.72	0.76	0.00	0.00	0.00	0.76	0.76	0.62
Delay/Veh:	29.2	9.8	0.0	0.0	22.0	27.3	0.0	0.0	0.0	26.9	26.9	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	9.8	0.0	0.0	22.0	27.3	0.0	0.0	0.0	26.9	26.9	21.5
LOS by Move:	C	A	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	7	0	0	8	8	0	0	0	8	8	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	620	369	187	593	0	320	4	367	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	620	369	187	593	0	320	4	367	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	620	369	187	593	0	320	4	367	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	620	369	187	593	0	320	4	367	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	620	369	187	593	0	320	4	367	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	620	369	187	593	0	320	4	367	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1747	22	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.23	0.10	0.16	0.00	0.18	0.18	0.23	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.33	0.33	0.15	0.48	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.53	0.70	0.70	0.35	0.00	0.56	0.56	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	16.9	21.8	32.2	10.0	0.0	18.0	18.0	21.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.9	21.8	32.2	10.0	0.0	18.0	18.0	21.9	0.0	0.0	0.0
LOS by Move:	A	B	C	C	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	5	7	5	4	0	6	6	7	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.8
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	939	455	181	880	0	381	14	480	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	939	455	181	880	0	381	14	480	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	939	455	181	880	0	381	14	480	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	939	455	181	880	0	381	14	480	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	939	455	181	880	0	381	14	480	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	939	455	181	880	0	381	14	480	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.94	0.94	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1714	63	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.28	0.10	0.24	0.00	0.22	0.22	0.30	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.33	0.33	0.12	0.45	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.78	0.85	0.85	0.54	0.00	0.64	0.64	0.85	0.00	0.00	0.00
Delay/Veh:	0.0	21.6	30.8	52.0	12.4	0.0	18.5	18.5	29.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	30.8	52.0	12.4	0.0	18.5	18.5	29.6	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	11	11	6	7	0	7	7	11	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Permitted			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0 1	1	0	1	0 2	0	1	1	0 1	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	57	358	51		144	243	60		131	76	78		49	83	272	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	57	358	51		144	243	60		131	76	78		49	83	272	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	57	358	51		144	243	60		131	76	78		49	83	272	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	57	358	51		144	243	0		131	76	78		49	83	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	57	358	51		144	243	0		131	76	78		49	83	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	57	358	51		144	243	0		131	76	78		49	83	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.93	0.93		0.95	0.95	1.00		0.95	0.88	0.88		0.85	1.00	1.00	
Lanes:	1.00	1.75	0.25		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1805	3100	442		1805	3610	1900		1805	1668	1668		1615	1900	1900	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.12	0.12		0.08	0.07	0.00		0.07	0.05	0.05		0.03	0.04	0.00	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.22	0.27	0.27		0.18	0.22	0.00		0.17	0.28	0.28		0.12	0.12	0.00	
Volume/Cap:	0.14	0.43	0.43		0.43	0.30	0.00		0.43	0.16	0.16		0.26	0.37	0.00	
Delay/Veh:	18.8	18.6	18.6		22.6	19.5	0.0		23.4	16.2	16.2		24.9	25.5	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	18.8	18.6	18.6		22.6	19.5	0.0		23.4	16.2	16.2		24.9	25.5	0.0	
LOS by Move:	B	B	B		C	B	A		C	B	B		C	C	A	
HCM2kAvgQ:	1	4	4		3	2	0		3	1	1		1	2	0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	93	311	84	227	329	86	68	249	93	98	181	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	311	84	227	329	86	68	249	93	98	181	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	311	84	227	329	86	68	249	93	98	181	260
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	93	311	84	227	329	0	68	249	93	98	181	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	311	84	227	329	0	68	249	93	98	181	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	93	311	84	227	329	0	68	249	93	98	181	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	1.00	0.95	0.91	0.91	0.53	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	2.00	1.00	1.00	1.46	0.54	1.00	1.00	1.00
Final Sat.:	1805	2751	743	1805	3610	1900	1805	2521	941	1003	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.13	0.09	0.00	0.04	0.10	0.10	0.10	0.10	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.21	0.21	0.23	0.22	0.00	0.12	0.29	0.29	0.18	0.18	0.00
Volume/Cap:	0.23	0.54	0.54	0.54	0.41	0.00	0.32	0.34	0.34	0.56	0.54	0.00
Delay/Veh:	19.5	22.0	22.0	21.7	20.4	0.0	25.2	16.9	16.9	26.4	24.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	22.0	22.0	21.7	20.4	0.0	25.2	16.9	16.9	26.4	24.3	0.0
LOS by Move:	B	C	C	C	C	A	C	B	B	C	C	A
HCM2kAvgQ:	2	4	4	4	3	0	2	3	3	3	4	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #13 Highland Home Road (NS) at 14th Street (EW)

****

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: A[9.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	64	2	0	0	4	106	48	0	76	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	2	0	0	4	106	48	0	76	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	2	0	0	4	106	48	0	76	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	2	0	0	4	106	48	0	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	64	2	0	0	4	106	48	0	76	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	110	xxxx	xxxxx	xxxx	xxxx	xxxxx	187	187	57	xxxx	xxxx	xxxxx
Potent Cap.:	1493	xxxx	xxxxx	xxxx	xxxx	xxxxx	807	711	1015	xxxx	xxxx	xxxxx
Move Cap.:	1493	xxxx	xxxxx	xxxx	xxxx	xxxxx	779	680	1015	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	909	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.6			xxxxxx		
ApproachLOS:	*			*			A			*		

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Highland Home Road (NS) at 14th Street (EW)

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: B[11.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	158	2	0	0	2	102	78	0	88	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	2	0	0	2	102	78	0	88	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	2	0	0	2	102	78	0	88	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	2	0	0	2	102	78	0	88	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	158	2	0	0	2	102	78	0	88	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	104	xxxx	xxxxx	xxxx	xxxx	xxxxx	371	371	53	xxxx	xxxx	xxxxx
Potent Cap.:	1500	xxxx	xxxxx	xxxx	xxxx	xxxxx	634	562	1020	xxxx	xxxx	xxxxx
Move Cap.:	1500	xxxx	xxxxx	xxxx	xxxx	xxxxx	577	497	1020	xxxx	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.09	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	750	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.2			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: D[33.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 1		0 0 1!	0 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	6	1	49	56	25	45	54	495	6	59	468	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	49	56	25	45	54	495	6	59	468	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1	49	56	25	45	54	495	6	59	468	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1	49	56	25	45	54	495	6	59	468	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	1	49	56	25	45	54	495	6	59	468	36
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	968	1225	248	942	1195	234	504	xxxx	xxxxx	501	xxxx	xxxxx
Potent Cap.:	211	180	759	221	188	774	1071	xxxx	xxxxx	1074	xxxx	xxxxx
Move Cap.:	163	162	759	189	169	774	1071	xxxx	xxxxx	1074	xxxx	xxxxx
Volume/Cap:	0.04	0.01	0.06	0.30	0.15	0.06	0.05	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	0.0	0.2	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	27.9	27.4	10.1	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	D	D	B	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	251	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	33.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:		12.3			33.0			xxxxxx			xxxxxx	
ApproachLOS:		B			D			*			*	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: F[76.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	0	1		0	0	1!	0	0		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	9		36		87		84		22		16		78		510		3		15		525		66	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	9		36		87		84		22		16		78		510		3		15		525		66	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	9		36		87		84		22		16		78		510		3		15		525		66	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	9		36		87		84		22		16		78		510		3		15		525		66	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	9		36		87		84		22		16		78		510		3		15		525		66	
Critical Gap Module:																								
Critical Gp:	7.5		6.5		6.9		7.5		6.5		6.9		4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5		4.0		3.3		3.5		4.0		3.3		2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	970		1287		255		984		1224		263		591	xxxx	xxxxx				513	xxxx	xxxxx			
Potent Cap.:	211		166		750		206		181		742		995	xxxx	xxxxx				1063	xxxx	xxxxx			
Move Cap.:	172		150		750		138		164		742		995	xxxx	xxxxx				1063	xxxx	xxxxx			
Volume/Cap:	0.05		0.24		0.12		0.61		0.13		0.02		0.08	xxxx	xxxx				0.01	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	0.2		0.9		0.4		xxxx		xxxx		xxxxx		0.3	xxxx	xxxxx				0.0	xxxx	xxxxx			
Control Del:	27.0		36.3		10.4		xxxxx		xxxx		xxxxx		8.9	xxxx	xxxxx				8.4	xxxx	xxxxx			
LOS by Move:	D		E		B		*		*		*		A		*		*		A		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		xxxx		xxxxx		xxxx		160		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
SharedQueue:	xxxxx		xxxx		xxxxx		xxxxx		4.8		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shrd ConDel:	xxxxx		xxxx		xxxxx		xxxxx		76.9		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*		*		*		*		F		*		*		*		*		*		*		*	
ApproachDel:			18.6						76.9						xxxxxx						xxxxxx			
ApproachLOS:			C						F						*						*			

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[15.3]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	1	0	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	1	1	1			37	1	42			36	433	2			8	388	14		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	1	1	1			37	1	42			36	433	2			8	388	14		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	1	1	1			37	1	42			36	433	2			8	388	14		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	1	1	1			37	1	42			36	433	2			8	388	14		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	1	1	1			37	1	42			36	433	2			8	388	14		
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9			7.5	6.5	6.9			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3			3.5	4.0	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	717	924	218			693	911	194			402	xxxx	xxxxx			435	xxxx	xxxxx		
Potent Cap.:	321	271	793			334	276	821			1168	xxxx	xxxxx			1135	xxxx	xxxxx		
Move Cap.:	295	261	793			323	266	821			1168	xxxx	xxxxx			1135	xxxx	xxxxx		
Volume/Cap:	0.00	0.00	0.00			0.11	0.00	0.05			0.03	xxxx	xxxx			0.01	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	0.2			0.1	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	9.6			8.2	xxxx	xxxxx			8.2	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*	A			A	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		354	xxxxx		321	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		0.0	xxxxx		0.4	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx		15.3	xxxxx		17.7	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		C	*		C	*	*			*	*	*			*	*	*		
ApproachDel:		15.3					13.5					xxxxxx					xxxxxx			
ApproachLOS:		C					B					*					*			

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: D[31.2]

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0	1! 0	0	0	1	1	0	1	1	0		1	0	2	0	1	
Volume Module:																		
Base Vol:	1	1	1	18	1	42	105	642	2		8	708	55					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	1	1	1	18	1	42	105	642	2		8	708	55					
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0					
Initial Fut:	1	1	1	18	1	42	105	642	2		8	708	55					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	1	1	1	18	1	42	105	642	2		8	708	55					
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0					
FinalVolume:	1	1	1	18	1	42	105	642	2		8	708	55					
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx					
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx					
Capacity Module:																		
Cnflict Vol:	1224	1632	322	1256	1578	354	763	xxxx	xxxxx		644	xxxx	xxxxx					
Potent Cap.:	137	102	680	130	110	648	859	xxxx	xxxxx		951	xxxx	xxxxx					
Move Cap.:	115	89	680	116	96	648	859	xxxx	xxxxx		951	xxxx	xxxxx					
Volume/Cap:	0.01	0.01	0.00	0.15	0.01	0.06	0.12	xxxx	xxxx		0.01	xxxx	xxxx					
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.4	xxxx	xxxxx		0.0	xxxx	xxxxx					
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.9	9.8	xxxx	xxxxx		8.8	xxxx	xxxxx					
LOS by Move:	*	*	*	*	*	B	A	*	*		A	*	*					
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT					
Shared Cap.:	xxxx	140	xxxxx	115	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	0.1	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	31.2	xxxxx	42.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shared LOS:	*	D	*	E	*	*	*	*	*		*	*	*					
ApproachDel:	31.2			20.8			xxxxxx				xxxxxx							
ApproachLOS:	D			C			*				*							

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.230
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	5	2	77	12	71	55	101	4	4	87	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	5	2	77	12	71	55	101	4	4	87	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	5	2	77	12	71	55	101	4	4	87	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	5	2	77	12	71	55	101	4	4	87	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	5	2	77	12	71	55	101	4	4	87	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	5	2	77	12	71	55	101	4	4	87	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.82	0.82	0.82	0.87	0.87	0.87	0.95	0.95	0.95
Lanes:	0.22	0.56	0.22	0.48	0.08	0.44	0.34	0.63	0.03	0.03	0.62	0.35
Final Sat.:	397	992	397	748	117	690	570	1048	41	51	1110	638
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.10	0.10	0.10	0.10	0.10	0.10	0.08	0.08	0.08
Crit Moves:					****			****				
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.01	0.01	0.01	0.23	0.23	0.23	0.23	0.23	0.23	0.19	0.19	0.19
Delay/Veh:	9.2	9.2	9.2	10.4	10.4	10.4	11.4	11.4	11.4	11.1	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	9.2	10.4	10.4	10.4	11.4	11.4	11.4	11.1	11.1	11.1
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	0	0	2	2	2	2	2	2	2	2	2

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7	7	7				7	7	7				7	7	7				7	7	7			
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	3	13	3				147	13	147				154	159	3				4	189	183			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	3	13	3				147	13	147				154	159	3				4	189	183			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	3	13	3				147	13	147				154	159	3				4	189	183			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	3	13	3				147	13	147				154	159	3				4	189	183			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	3	13	3				147	13	147				154	159	3				4	189	183			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	3	13	3				147	13	147				154	159	3				4	189	183			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.94	0.94	0.94				0.78	0.78	0.78				0.68	0.68	0.68				0.93	0.93	0.93			
Lanes:	0.16	0.68	0.16				0.48	0.04	0.48				0.49	0.50	0.01				0.01	0.50	0.49			
Final Sat.:	283	1226	283				714	63	714				632	652	12				19	889	861			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.01	0.01				0.21	0.21	0.21				0.24	0.24	0.24				0.21	0.21	0.21			
Crit Moves:								****						****										
Green/Cycle:	0.40	0.40	0.40				0.40	0.40	0.40				0.47	0.47	0.47				0.47	0.47	0.47			
Volume/Cap:	0.03	0.03	0.03				0.52	0.52	0.52				0.52	0.52	0.52				0.45	0.45	0.45			
Delay/Veh:	11.0	11.0	11.0				14.6	14.6	14.6				11.9	11.9	11.9				11.1	11.1	11.1			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	11.0	11.0	11.0				14.6	14.6	14.6				11.9	11.9	11.9				11.1	11.1	11.1			
LOS by Move:	B	B	B				B	B	B				B	B	B				B	B	B			
HCM2kAvgQ:	0	0	0				5	5	5				5	5	5				5	5	5			

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Lincoln Street (NS) at Westward Avenue (EW)

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[9.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 1!	0 0		0 1	0 0 0		0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	2	0	75	78	78	0	0	75	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	75	78	78	0	0	75	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	75	78	78	0	0	75	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	2	0	75	78	78	0	0	75	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	75	78	78	0	0	75	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	310	310	76	77	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	687	608	991	1535	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	659	576	991	1535	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.08	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	978	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.0	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.0			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #17 Lincoln Street (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: B[10.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0	1! 0	0	0	1 0	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	0	0	9	0	206	161	131	0	0	174	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	9	0	206	161	131	0	0	174	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	9	0	206	161	131	0	0	174	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	9	0	206	161	131	0	0	174	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	9	0	206	161	131	0	0	174	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	632	632	179	183	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	448	400	870	1404	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	405	350	870	1404	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.24	0.11	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	830	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	127	28	65	11	49	20	22	404	176	65	293	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	28	65	11	49	20	22	404	176	65	293	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	28	65	11	49	20	22	404	176	65	293	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	28	65	11	49	20	22	404	176	65	293	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	28	65	11	49	20	22	404	176	65	293	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	28	65	11	49	20	22	404	176	65	293	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.42	0.58	1.00	0.70	0.30	1.00	1.00	0.00
Final Sat.:	429	455	501	401	612	258	533	427	186	510	554	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.06	0.13	0.03	0.08	0.08	0.04	0.95	0.95	0.13	0.53	xxxx
Crit Moves:	****				****				****		****	
Delay/Veh:	13.9	10.7	10.5	11.4	11.2	10.9	9.5	47.1	47.1	10.5	15.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	10.7	10.5	11.4	11.2	10.9	9.5	47.1	47.1	10.5	15.6	0.0
LOS by Move:	B	B	B	B	B	B	A	E	E	B	C	*
ApproachDel:	12.5			11.1			45.7			14.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.5			11.1			45.7			14.7		
LOS by Appr:	B			B			E			B		
AllWayAvgQ:	0.4	0.1	0.1	0.0	0.1	0.1	0.0	6.6	6.6	0.1	1.0	1.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.013
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 36.4
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	196	53	134	0	30	0	0	386	179	121	354	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	53	134	0	30	0	0	386	179	121	354	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	53	134	0	30	0	0	386	179	121	354	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	53	134	0	30	0	0	386	179	121	354	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	53	134	0	30	0	0	386	179	121	354	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	53	134	0	30	0	0	386	179	121	354	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	1.00	0.68	0.32	1.00	0.95	0.05
Final Sat.:	426	451	495	360	759	0	487	381	177	489	507	24
Capacity Analysis Module:												
Vol/Sat:	0.46	0.12	0.27	0.00	0.04	xxxx	0.00	1.01	1.01	0.25	0.70	0.70
Crit Moves:	****				****				****			****
Delay/Veh:	17.7	11.5	12.3	0.0	11.9	0.0	0.0	66.0	66.0	12.3	23.2	23.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	11.5	12.3	0.0	11.9	0.0	0.0	66.0	66.0	12.3	23.2	23.2
LOS by Move:	C	B	B	*	B	*	*	F	F	B	C	C
ApproachDel:		15.0			11.9			66.0			20.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.0			11.9			66.0			20.5	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.8	0.1	0.3	0.0	0.0	0.0	0.0	8.8	8.8	0.3	2.0	2.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.409
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	184	164	113	60	230	43	62	246	153	76	223	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	164	113	60	230	43	62	246	153	76	223	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	164	113	60	230	43	62	246	153	76	223	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	164	113	60	230	43	62	246	153	76	223	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	164	113	60	230	43	62	246	153	76	223	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	164	113	60	230	43	62	246	153	76	223	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.89	0.89	0.57	0.93	0.93	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	1.00	1.18	0.82	1.00	1.68	0.32	1.00	1.23	0.77	1.00	1.74	0.26
Final Sat.:	1098	2007	1383	1093	2968	555	1805	2099	1305	1805	3070	468
Capacity Analysis Module:												
Vol/Sat:	0.17	0.08	0.08	0.05	0.08	0.08	0.03	0.12	0.12	0.04	0.07	0.07
Crit Moves:	****							****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.20	0.28	0.28	0.12	0.20	0.20
Volume/Cap:	0.42	0.20	0.20	0.14	0.19	0.19	0.17	0.42	0.42	0.36	0.37	0.37
Delay/Veh:	13.5	11.8	11.8	11.5	11.7	11.7	20.2	17.9	17.9	25.5	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	11.8	11.8	11.5	11.7	11.7	20.2	17.9	17.9	25.5	21.1	21.1
LOS by Move:	B	B	B	B	B	B	C	B	B	C	C	C
HCM2kAvgQ:	3	2	2	1	2	2	1	4	4	2	3	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

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Cycle (sec): 60 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: OPTIMIZED Level Of Service: B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	268	318	121	87	298	43	74	362	212	180	469	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	318	121	87	298	43	74	362	212	180	469	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	318	121	87	298	43	74	362	212	180	469	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	318	121	87	298	43	74	362	212	180	469	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	318	121	87	298	43	74	362	212	180	469	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	318	121	87	298	43	74	362	212	180	469	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.91	0.91	0.47	0.93	0.93	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	1.00	1.45	0.55	1.00	1.75	0.25	1.00	1.26	0.74	1.00	1.78	0.22
Final Sat.:	1032	2508	954	885	3095	447	1805	2151	1260	1805	3161	391
Capacity Analysis Module:												
Vol/Sat:	0.26	0.13	0.13	0.10	0.10	0.10	0.04	0.17	0.17	0.10	0.15	0.15
Crit Moves:	****							****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.18	0.26	0.26	0.15	0.23	0.23
Volume/Cap:	0.66	0.32	0.32	0.25	0.24	0.24	0.23	0.66	0.66	0.66	0.65	0.65
Delay/Veh:	18.9	12.8	12.8	12.6	12.3	12.3	21.5	21.9	21.9	29.9	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	12.8	12.8	12.6	12.3	12.3	21.5	21.9	21.9	29.9	22.9	22.9
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	3	3	1	2	2	1	6	6	5	6	6

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	116	357	0	0	325	174	0	0	0	5	0	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	357	0	0	325	174	0	0	0	5	0	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	357	0	0	325	174	0	0	0	5	0	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	357	0	0	325	174	0	0	0	5	0	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	357	0	0	325	174	0	0	0	5	0	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	357	0	0	325	174	0	0	0	5	0	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.89	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.30	0.70	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2229	1193	0	0	0	1683	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.00	0.00	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.19	0.61	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.34	0.16	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.02	0.00	0.34
Delay/Veh:	21.8	5.0	0.0	0.0	11.7	11.7	0.0	0.0	0.0	19.9	0.0	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	5.0	0.0	0.0	11.7	11.7	0.0	0.0	0.0	19.9	0.0	21.9
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	C
HCM2kAvgQ:	2	2	0	0	3	3	0	0	0	0	0	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	84	556	0	0	446	264	0	0	0	14	0	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	556	0	0	446	264	0	0	0	14	0	214
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	556	0	0	446	264	0	0	0	14	0	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	556	0	0	446	264	0	0	0	14	0	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	556	0	0	446	264	0	0	0	14	0	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	556	0	0	446	264	0	0	0	14	0	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.88	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.26	0.74	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2141	1267	0	0	0	1676	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.01	0.00	0.13
Crit Moves:	****				****							****
Green/Cycle:	0.10	0.53	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.48	0.29	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.03	0.00	0.48
Delay/Veh:	27.8	8.0	0.0	0.0	12.6	12.6	0.0	0.0	0.0	16.0	0.0	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	8.0	0.0	0.0	12.6	12.6	0.0	0.0	0.0	16.0	0.0	19.1
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	B
HCM2kAvgQ:	2	3	0	0	5	5	0	0	0	0	0	4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.321
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0 1	1 0		1 0	2 0	0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	301	10	128	181	0	179	0	99	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	301	10	128	181	0	179	0	99	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	301	10	128	181	0	179	0	99	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	301	10	128	181	0	179	0	99	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	301	10	128	181	0	179	0	99	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	301	10	128	181	0	179	0	99	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.94	0.06	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3476	115	1805	3610	0	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.07	0.05	0.00	0.10	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.27	0.27	0.22	0.49	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.32	0.32	0.32	0.10	0.00	0.32	0.00	0.20	0.00	0.00	0.00
Delay/Veh:	0.0	17.7	17.7	20.1	8.2	0.0	16.2	0.0	15.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.7	17.7	20.1	8.2	0.0	16.2	0.0	15.5	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	3	3	2	1	0	3	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0 1	0	1	1 0	2	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	397	26	121	354	0	233	0	106	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	397	26	121	354	0	233	0	106	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	397	26	121	354	0	233	0	106	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	397	26	121	354	0	233	0	106	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	397	26	121	354	0	233	0	106	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	397	26	121	354	0	233	0	106	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	0.95	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	3610	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.02	0.07	0.10	0.00	0.16	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.38	0.38	0.12	0.51	0.00	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.54	0.04	0.54	0.19	0.00	0.54	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	15.2	11.6	27.5	8.1	0.0	19.3	0.0	16.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.2	11.6	27.5	8.1	0.0	19.3	0.0	16.3	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	6	0	3	2	0	4	0	2	0	0	0

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Average Delay (sec/veh): 9.5 Worst Case Level Of Service: B[13.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	2	26	29	139	16	12	14	62	2	23	66	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	26	29	139	16	12	14	62	2	23	66	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	26	29	139	16	12	14	62	2	23	66	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	26	29	139	16	12	14	62	2	23	66	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	26	29	139	16	12	14	62	2	23	66	180
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	28	xxxx	xxxxx	55	xxxx	xxxxx	468	359	22	377	351	41
Potent Cap.:	1599	xxxx	xxxxx	1563	xxxx	xxxxx	509	571	1061	585	577	1036
Move Cap.:	1599	xxxx	xxxxx	1563	xxxx	xxxxx	352	515	1061	491	521	1036
Volume/Cap:	0.00	xxxx	xxxx	0.09	xxxx	xxxx	0.04	0.12	0.00	0.05	0.13	0.17
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	481	xxxxx	xxxx	775	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	1.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.9	xxxxx	xxxxx	12.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.9			12.1		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

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Average Delay (sec/veh): 18.0 Worst Case Level Of Service: D[31.6]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	12	42	46	168	79	43	29	126	15	66	145	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	42	46	168	79	43	29	126	15	66	145	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	42	46	168	79	43	29	126	15	66	145	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	42	46	168	79	43	29	126	15	66	145	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	42	46	168	79	43	29	126	15	66	145	129
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	122	xxxx	xxxxx	88	xxxx	xxxxx	663	549	101	596	547	65
Potent Cap.:	1478	xxxx	xxxxx	1520	xxxx	xxxxx	378	446	960	418	447	1005
Move Cap.:	1478	xxxx	xxxxx	1520	xxxx	xxxxx	212	389	960	280	390	1005
Volume/Cap:	0.01	xxxx	xxxx	0.11	xxxx	xxxx	0.14	0.32	0.02	0.24	0.37	0.13
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	357	xxxxx	xxxx	462	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.5	xxxxx	xxxxx	6.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.9	xxxxx	xxxxx	31.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			23.9			31.6		
ApproachLOS:	*			*			C			D		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.119
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	0 0	1!	0 0	0 1	0	1 0
Volume Module:												
Base Vol:	11	8	11	14	11	15	13	65	12	8	44	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	8	11	14	11	15	13	65	12	8	44	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	8	11	14	11	15	13	65	12	8	44	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	8	11	14	11	15	13	65	12	8	44	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	8	11	14	11	15	13	65	12	8	44	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	8	11	14	11	15	13	65	12	8	44	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.42	1.00	0.35	0.27	0.38	0.14	0.73	0.13	0.27	1.46	0.27
Final Sat.:	392	285	832	259	203	277	110	548	101	194	1106	208
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.05	0.05	0.05	0.12	0.12	0.12	0.04	0.04	0.04
Crit Moves:		****		****			****			****		
Delay/Veh:	8.0	8.0	6.9	8.0	8.0	8.0	8.3	8.3	8.3	7.8	7.6	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	6.9	8.0	8.0	8.0	8.3	8.3	8.3	7.8	7.6	7.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.6			8.0			8.3			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			8.0			8.3			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.194
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	15	14	10	34	13	50	32	95	9	7	105	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	14	10	34	13	50	32	95	9	7	105	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	14	10	34	13	50	32	95	9	7	105	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	14	10	34	13	50	32	95	9	7	105	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	14	10	34	13	50	32	95	9	7	105	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	14	10	34	13	50	32	95	9	7	105	24
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.48	1.00	0.35	0.13	0.52	0.23	0.70	0.07	0.10	1.55	0.35
Final Sat.:	322	301	747	244	93	358	165	491	46	72	1109	262
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.14	0.14	0.14	0.19	0.19	0.19	0.10	0.09	0.09
Crit Moves:		****		****				****		****		
Delay/Veh:	8.5	8.5	7.3	8.7	8.7	8.7	9.2	9.2	9.2	8.2	8.1	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	7.3	8.7	8.7	8.7	9.2	9.2	9.2	8.2	8.1	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.2			8.7			9.2			8.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			8.7			9.2			8.1	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	102	34	230	23	40	18	6	337	74	126	260	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	34	230	23	40	18	6	337	74	126	260	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	34	230	23	40	18	6	337	74	126	260	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	34	230	23	40	18	6	337	74	126	260	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	34	230	23	40	18	6	337	74	126	260	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	34	230	23	40	18	6	337	74	126	260	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	1.00	0.85	0.91	0.91	0.91	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	0.28	0.50	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1391	1900	1615	491	854	384	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.14	0.05	0.05	0.05	0.00	0.09	0.05	0.07	0.07	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.21	0.24	0.24	0.18	0.21	0.21
Volume/Cap:	0.20	0.05	0.38	0.13	0.13	0.13	0.02	0.38	0.19	0.38	0.34	0.03
Delay/Veh:	12.9	12.0	14.2	12.5	12.5	12.5	18.6	19.2	18.2	22.3	20.3	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.0	14.2	12.5	12.5	12.5	18.6	19.2	18.2	22.3	20.3	18.7
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	B
HCM2kAvgQ:	1	0	3	1	1	1	0	3	1	2	2	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	106	63	284	30	44	14	35	436	99	227	510	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	63	284	30	44	14	35	436	99	227	510	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	63	284	30	44	14	35	436	99	227	510	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	63	284	30	44	14	35	436	99	227	510	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	63	284	30	44	14	35	436	99	227	510	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	63	284	30	44	14	35	436	99	227	510	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	1.00	0.85	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	0.34	0.50	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1378	1900	1615	579	849	270	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.18	0.05	0.05	0.05	0.02	0.12	0.06	0.13	0.14	0.03
Crit Moves:			****				****				****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.12	0.21	0.21	0.21	0.30	0.30
Volume/Cap:	0.20	0.09	0.46	0.14	0.14	0.14	0.17	0.59	0.30	0.59	0.46	0.09
Delay/Veh:	12.7	12.0	14.6	12.3	12.3	12.3	24.2	22.7	20.6	23.5	17.2	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.0	14.6	12.3	12.3	12.3	24.2	22.7	20.6	23.5	17.2	15.0
LOS by Move:	B	B	B	B	B	B	C	C	C	C	B	B
HCM2kAvgQ:	1	1	4	1	1	1	1	5	2	5	4	1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[9.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	28	273	0	0	100	189	0	0	0	10	0	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	273	0	0	100	189	0	0	0	10	0	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	273	0	0	100	189	0	0	0	10	0	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	273	0	0	100	189	0	0	0	10	0	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	273	0	0	100	189	0	0	0	10	0	137
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	289	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	379	xxxx	137
Potent Cap.:	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	601	xxxx	893
Move Cap.:	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	591	xxxx	893
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.15
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.5
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.2	xxxx	9.8
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.9		
ApproachLOS:	*			*			*			A		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[10.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 0			0 0 1 1 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	50	312	0	0	101	305	0	0	0	19	0	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	312	0	0	101	305	0	0	0	19	0	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	312	0	0	101	305	0	0	0	19	0	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	312	0	0	101	305	0	0	0	19	0	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	312	0	0	101	305	0	0	0	19	0	188
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	406	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	463	xxxx	156
Potent Cap.:	1164	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	533	xxxx	868
Move Cap.:	1164	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	516	xxxx	868
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.22
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.8
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.2	xxxx	10.3
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.5		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: B[13.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		1 0 2	0 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	84	9	91	68	0	226	0	12	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	84	9	91	68	0	226	0	12	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	84	9	91	68	0	226	0	12	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	84	9	91	68	0	226	0	12	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	84	9	91	68	0	226	0	12	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	93	xxxx	xxxxx	292	xxxx	34	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1514	xxxx	xxxxx	681	xxxx	1038	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1514	xxxx	xxxxx	649	xxxx	1038	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	0.35	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	1.6	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	13.5	xxxx	8.5	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	B	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.2			xxxxxx		
ApproachLOS:	*			*			B			*		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: B[12.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0	0	1 0	2 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	127	15	65	68	0	243	0	32	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	127	15	65	68	0	243	0	32	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	127	15	65	68	0	243	0	32	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	127	15	65	68	0	243	0	32	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	127	15	65	68	0	243	0	32	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	142	xxxx	xxxxx	262	xxxx	34	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1453	xxxx	xxxxx	711	xxxx	1038	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1453	xxxx	xxxxx	687	xxxx	1038	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.35	xxxx	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	1.6	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	13.1	xxxx	8.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	B	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.6			xxxxxx		
ApproachLOS:	*			*			B			*		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	30	27	10	19	19	48	27	151	31	10	192	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	27	10	19	19	48	27	151	31	10	192	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	27	10	19	19	48	27	151	31	10	192	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	27	10	19	19	48	27	151	31	10	192	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	27	10	19	19	48	27	151	31	10	192	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	27	10	19	19	48	27	151	31	10	192	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.89	0.81	0.30	0.44	0.56	1.00	0.13	0.72	0.15	0.04	0.77	0.19
Final Sat.:	498	492	185	256	324	681	100	558	115	32	611	146
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.07	0.06	0.07	0.27	0.27	0.27	0.31	0.31	0.31
Crit Moves:	****			****				****			****	
Delay/Veh:	9.1	8.5	8.4	8.9	8.9	7.9	9.1	9.1	9.1	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	8.5	8.4	8.9	8.9	7.9	9.1	9.1	9.1	9.4	9.4	9.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.7			8.3			9.1			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			8.3			9.1			9.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.0	0.0	0.1	0.1	0.1	0.3	0.3	0.3	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.2
Optimal Cycle:	0	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	51	28	26	34	51	45	257	37	20	268	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	51	28	26	34	51	45	257	37	20	268	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	51	28	26	34	51	45	257	37	20	268	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	51	28	26	34	51	45	257	37	20	268	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	51	28	26	34	51	45	257	37	20	268	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	51	28	26	34	51	45	257	37	20	268	44
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	1.14	0.62	0.47	0.61	0.92	0.13	0.76	0.11	0.06	0.81	0.13
Final Sat.:	126	603	350	241	321	541	96	547	79	44	584	96
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.11	0.11	0.09	0.47	0.47	0.47	0.46	0.46	0.46
Crit Moves:	****			****				****			****	
Delay/Veh:	9.6	9.4	8.9	9.8	9.7	8.7	11.8	11.8	11.8	11.6	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.4	8.9	9.8	9.7	8.7	11.8	11.8	11.8	11.6	11.6	11.6
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:		9.2			9.3			11.8			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			9.3			11.8			11.6	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.8	0.8	0.8	0.8	0.8	0.8

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.126
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	3	6	2	61	0	12	7	77	0	0	65	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	6	2	61	0	12	7	77	0	0	65	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	6	2	61	0	12	7	77	0	0	65	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	6	2	61	0	12	7	77	0	0	65	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	6	2	61	0	12	7	77	0	0	65	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	6	2	61	0	12	7	77	0	0	65	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.55	0.18	1.00	0.00	1.00	0.08	0.92	0.00	0.00	0.58	0.42
Final Sat.:	212	424	141	645	0	822	69	762	0	0	514	380
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	xxxx	0.01	0.10	0.10	xxxx	xxxx	0.13	0.13
Crit Moves:		****		****			****					****
Delay/Veh:	7.5	7.5	7.5	8.7	0.0	7.0	7.7	7.7	0.0	0.0	7.5	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	7.5	8.7	0.0	7.0	7.7	7.7	0.0	0.0	7.5	7.5
LOS by Move:	A	A	A	A	*	A	A	A	*	*	A	A
ApproachDel:		7.5			8.4			7.7			7.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			8.4			7.7			7.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.221
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	61	3	12	18	139	7	0	138	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	3	12	18	139	7	0	138	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	61	3	12	18	139	7	0	138	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	61	3	12	18	139	7	0	138	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	61	3	12	18	139	7	0	138	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	61	3	12	18	139	7	0	138	52
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.95	0.05	1.00	0.11	0.85	0.04	0.00	0.73	0.27
Final Sat.:	0	692	0	572	28	747	90	697	35	0	624	235
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.11	0.11	0.02	0.20	0.20	0.20	xxxx	0.22	0.22
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	0.0	0.0	9.0	9.0	7.3	8.3	8.3	8.3	0.0	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.0	9.0	7.3	8.3	8.3	8.3	0.0	8.2	8.2
LOS by Move:	*	*	*	A	A	A	A	A	A	*	A	A
ApproachDel:	xxxxxx			8.8			8.3			8.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.8			8.3			8.2		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.0	0.2	0.2	0.2	0.3	0.3	0.3

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.7
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign				Stop Sign			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Lanes:	0 0	1!	0	0 0	1!	0	1 0	1	0	1	1 0	1	0	1
Volume Module:														
Base Vol:	36	41	47	28	74	52	39	334	51		55	213	10	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	36	41	47	28	74	52	39	334	51		55	213	10	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	36	41	47	28	74	52	39	334	51		55	213	10	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	36	41	47	28	74	52	39	334	51		55	213	10	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	36	41	47	28	74	52	39	334	51		55	213	10	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	36	41	47	28	74	52	39	334	51		55	213	10	
Saturation Flow Module:														
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.29	0.33	0.38	0.18	0.48	0.34	1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	167	190	218	106	281	198	572	624	707		551	599	675	
Capacity Analysis Module:														
Vol/Sat:	0.22	0.22	0.22	0.26	0.26	0.26	0.07	0.54	0.07		0.10	0.36	0.01	
Crit Moves:		****			****			****				****		
Delay/Veh:	10.1	10.1	10.1	10.4	10.4	10.4	9.3	14.3	8.0		9.6	11.4	7.8	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.1	10.1	10.1	10.4	10.4	10.4	9.3	14.3	8.0		9.6	11.4	7.8	
LOS by Move:	B	B	B	B	B	B	A	B	A		A	B	A	
ApproachDel:		10.1			10.4			13.1				11.0		
Delay Adj:		1.00			1.00			1.00				1.00		
ApprAdjDel:		10.1			10.4			13.1				11.0		
LOS by Appr:		B			B			B				B		
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.1	1.0	0.1		0.1	0.5	0.0	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #31 8th Street (NS) at Wilson Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.1
Optimal Cycle:	0	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	26	108	78	5	69	65	79	308	37	74	299	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	108	78	5	69	65	79	308	37	74	299	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	108	78	5	69	65	79	308	37	74	299	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	108	78	5	69	65	79	308	37	74	299	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	108	78	5	69	65	79	308	37	74	299	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	108	78	5	69	65	79	308	37	74	299	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.51	0.37	0.03	0.50	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	68	284	205	19	265	250	529	574	642	525	569	635
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.26	0.26	0.26	0.15	0.54	0.06	0.14	0.53	0.02
Crit Moves:	****				****			****			****	
Delay/Veh:	12.2	12.2	12.2	10.9	10.9	10.9	10.4	15.2	8.4	10.4	15.0	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	12.2	12.2	10.9	10.9	10.9	10.4	15.2	8.4	10.4	15.0	8.2
LOS by Move:	B	B	B	B	B	B	B	C	A	B	B	A
ApproachDel:		12.2			10.9			13.7			13.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.2			10.9			13.7			13.9	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.3	0.3	0.2	1.0	0.1	0.2	1.0	0.0

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	97	192	159	31	254	57	30	210	121	84	126	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	192	159	31	254	57	30	210	121	84	126	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	192	159	31	254	57	30	210	121	84	126	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	192	159	31	254	57	30	210	121	84	126	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	192	159	31	254	57	30	210	121	84	126	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	192	159	31	254	57	30	210	121	84	126	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.97	0.97	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	1.00	1.00	1.00	1.75	0.25
Final Sat.:	1805	1900	1615	1805	1510	339	1805	1900	1615	1805	3099	443
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.02	0.17	0.17	0.02	0.11	0.07	0.05	0.04	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.21	0.21	0.21	0.30	0.30	0.16	0.20	0.20	0.12	0.16	0.16
Volume/Cap:	0.46	0.48	0.47	0.08	0.56	0.56	0.11	0.56	0.38	0.40	0.26	0.26
Delay/Veh:	26.3	21.8	21.8	19.2	18.8	18.8	21.8	23.5	21.6	25.8	22.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	21.8	21.8	19.2	18.8	18.8	21.8	23.5	21.6	25.8	22.4	22.4
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	4	3	1	6	6	1	4	2	2	1	1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	213	172	152	46	185	88	113	342	212	174	329	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	172	152	46	185	88	113	342	212	174	329	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	172	152	46	185	88	113	342	212	174	329	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	172	152	46	185	88	113	342	212	174	329	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	172	152	46	185	88	113	342	212	174	329	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	172	152	46	185	88	113	342	212	174	329	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.95	0.95	0.95	1.00	0.85	0.95	0.94	0.94
Lanes:	1.00	1.00	1.00	1.00	0.68	0.32	1.00	1.00	1.00	1.00	1.81	0.19
Final Sat.:	1805	1900	1615	1805	1226	583	1805	1900	1615	1805	3217	342
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.03	0.15	0.15	0.06	0.18	0.13	0.10	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.18	0.18	0.18	0.20	0.20	0.19	0.24	0.24	0.13	0.19	0.19
Volume/Cap:	0.74	0.50	0.52	0.14	0.74	0.74	0.34	0.74	0.54	0.74	0.55	0.55
Delay/Veh:	34.2	23.3	23.9	20.9	30.4	30.4	21.8	27.5	21.4	37.3	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	23.3	23.9	20.9	30.4	30.4	21.8	27.5	21.4	37.3	23.1	23.1
LOS by Move:	C	C	C	C	C	C	C	C	C	D	C	C
HCM2kAvgQ:	6	4	3	1	7	7	2	8	4	5	4	4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[13.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	126	393	0	0	327	232	0	0	0	23	0	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	393	0	0	327	232	0	0	0	23	0	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	393	0	0	327	232	0	0	0	23	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	393	0	0	327	232	0	0	0	23	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	126	393	0	0	327	232	0	0	0	23	0	117
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	559	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1088	xxxx	393
Potent Cap.:	1022	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	241	xxxx	660
Move Cap.:	1022	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	216	xxxx	660
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	0.18
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	0.6
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.6	xxxx	11.6
LOS by Move:	A	*	*	*	*	*	*	*	*	C	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.6		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[15.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	151 391	0		0 275	363		0 0	0		45	0	189
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	151 391	0		0 275	363		0 0	0		45	0	189
Added Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
PasserByVol:	0 0	0		0 0	0		0 0	0		0 0	0	
Initial Fut:	151 391	0		0 275	363		0 0	0		45	0	189
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	151 391	0		0 275	363		0 0	0		45	0	189
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
FinalVolume:	151 391	0		0 275	363		0 0	0		45	0	189
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		6.4 xxxx		6.2
FollowUpTim:	2.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		3.5 xxxx		3.3
Capacity Module:												
Cnflict Vol:	638 xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		1150 xxxx		391
Potent Cap.:	956 xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		221 xxxx		662
Move Cap.:	956 xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		192 xxxx		662
Volume/Cap:	0.16 xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	xxxx		0.23 xxxx		0.29
Level Of Service Module:												
2Way95thQ:	0.6 xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		0.9 xxxx		1.2
Control Del:	9.5 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		29.4 xxxx		12.6
LOS by Move:	A	*		*	*		*	*		D	*	B
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx		xxxxx
SharedQueue:	0.6 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx		xxxxx
Shrd ConDel:	9.5 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx		xxxxx
Shared LOS:	A	*		*	*		*	*		*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.8		
ApproachLOS:	*			*			*			C		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 11.0 Worst Case Level Of Service: D[27.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		0 0 0	1 0		0 1	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	310	27	113	243	0	240	0	157	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	310	27	113	243	0	240	0	157	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	310	27	113	243	0	240	0	157	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	310	27	113	243	0	240	0	157	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	310	27	113	243	0	240	0	157	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	337	xxxx	xxxxx	793	xxxx	243	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1234	xxxx	xxxxx	361	xxxx	801	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1234	xxxx	xxxxx	334	xxxx	801	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	0.72	xxxx	0.20	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	5.3	xxxx	0.7	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	39.1	xxxx	10.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	E	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.9			xxxxxx		
ApproachLOS:	*			*			D			*		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 14.3 Worst Case Level Of Service: D[33.3]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	291	27			130	177	0			279	0	133			0	0	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	291	27			130	177	0			279	0	133			0	0	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	291	27			130	177	0			279	0	133			0	0	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	291	27			130	177	0			279	0	133			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	291	27			130	177	0			279	0	133			0	0	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx			6.4	xxxx	6.2			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx			3.5	xxxx	3.3			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			318	xxxx	xxxxx			742	xxxx	177			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			1253	xxxx	xxxxx			386	xxxx	871			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			1253	xxxx	xxxxx			353	xxxx	871			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.10	xxxx	xxxx			0.79	xxxx	0.15			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			0.3	xxxx	xxxxx			6.6	xxxx	0.5			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			8.2	xxxx	xxxxx			44.5	xxxx	9.9			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*			A	*	*			E	*	A			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			0.3	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			8.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			A	*	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					xxxxxx					33.3					xxxxxx				
ApproachLOS:	*					*					D					*				

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	22	174	16	167	223	86	34	117	30	7	162	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	174	16	167	223	86	34	117	30	7	162	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	174	16	167	223	86	34	117	30	7	162	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	174	16	167	223	86	34	117	30	7	162	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	174	16	167	223	86	34	117	30	7	162	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	174	16	167	223	86	34	117	30	7	162	133
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.82	0.08	0.43	0.57	1.00	0.19	0.65	0.16	0.04	0.96	1.00
Final Sat.:	52	413	38	231	308	620	90	309	79	20	473	547
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.72	0.72	0.14	0.38	0.38	0.38	0.34	0.34	0.24
Crit Moves:		****			****			****			****	
Delay/Veh:	14.2	14.2	14.2	23.7	23.7	9.2	13.8	13.8	13.8	12.8	12.8	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	23.7	23.7	9.2	13.8	13.8	13.8	12.8	12.8	10.7
LOS by Move:	B	B	B	C	C	A	B	B	B	B	B	B
ApproachDel:		14.2			21.1			13.8			11.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.2			21.1			13.8			11.9	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.6	0.6	0.6	2.2	2.2	0.2	0.5	0.5	0.5	0.4	0.4	0.3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	9	90	0	177	71	74	63	203	46	4	227	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	90	0	177	71	74	63	203	46	4	227	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	90	0	177	71	74	63	203	46	4	227	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	90	0	177	71	74	63	203	46	4	227	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	90	0	177	71	74	63	203	46	4	227	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	90	0	177	71	74	63	203	46	4	227	176
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.91	0.00	0.71	0.29	1.00	0.20	0.65	0.15	0.02	0.98	1.00
Final Sat.:	42	417	0	353	142	576	110	356	81	9	539	613
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	xxxx	0.50	0.50	0.13	0.57	0.57	0.57	0.42	0.42	0.29
Crit Moves:		****			****		****				****	
Delay/Veh:	11.8	11.8	0.0	15.9	15.9	9.4	16.9	16.9	16.9	13.3	13.3	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.8	0.0	15.9	15.9	9.4	16.9	16.9	16.9	13.3	13.3	10.5
LOS by Move:	B	B	*	C	C	A	C	C	C	B	B	B
ApproachDel:		11.8			14.4			16.9			12.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.8			14.4			16.9			12.1	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.2	0.2	0.2	0.9	0.9	0.1	1.2	1.2	1.2	0.7	0.7	0.4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	3	6	229	0	18	20	145	0	0	91	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3	6	229	0	18	20	145	0	0	91	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3	6	229	0	18	20	145	0	0	91	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3	6	229	0	18	20	145	0	0	91	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3	6	229	0	18	20	145	0	0	91	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3	6	229	0	18	20	145	0	0	91	157
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	0.93	0.00	0.07	0.12	0.88	0.00	0.00	1.00	1.00
Final Sat.:	0	227	455	639	0	50	84	611	0	0	654	749
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.01	0.01	0.36	xxxx	0.36	0.24	0.24	xxxx	xxxx	0.14	0.21
Crit Moves:			****	****				****				****
Delay/Veh:	0.0	7.8	7.8	10.6	0.0	10.6	9.4	9.4	0.0	0.0	8.8	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	7.8	10.6	0.0	10.6	9.4	9.4	0.0	0.0	8.8	8.5
LOS by Move:	*	A	A	B	*	B	A	A	*	*	A	A
ApproachDel:		7.8			10.6			9.4			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			10.6			9.4			8.6	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.5	0.5	0.3	0.3	0.3	0.0	0.1	0.2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #36 8th Street (NS) at Westward Avenue (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.276	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.8	
Optimal Cycle:	0	Level Of Service:	A	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 1	0 0	1
Volume Module:												
Base Vol:	4	6	10	57	9	25	23	153	6	16	181	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	6	10	57	9	25	23	153	6	16	181	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	6	10	57	9	25	23	153	6	16	181	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	6	10	57	9	25	23	153	6	16	181	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	6	10	57	9	25	23	153	6	16	181	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	6	10	57	9	25	23	153	6	16	181	62
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.30	0.50	0.63	0.10	0.27	0.13	0.84	0.03	0.08	0.92	1.00
Final Sat.:	140	209	349	434	69	190	98	650	25	58	656	837
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.13	0.13	0.13	0.24	0.24	0.24	0.28	0.28	0.07
Crit Moves:			****		****			****			****	
Delay/Veh:	7.9	7.9	7.9	8.5	8.5	8.5	8.9	8.9	8.9	9.5	9.5	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	7.9	7.9	8.5	8.5	8.5	8.9	8.9	8.9	9.5	9.5	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.9			8.5			8.9			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			8.5			8.9			8.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.3	0.3	0.3	0.4	0.4	0.1

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	90	47	39	79	65	64	323	39	31	216	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	90	47	39	79	65	64	323	39	31	216	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	90	47	39	79	65	64	323	39	31	216	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	90	47	39	79	65	64	323	39	31	216	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	90	47	39	79	65	64	323	39	31	216	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	90	47	39	79	65	64	323	39	31	216	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.66	0.34	0.21	0.43	0.36	0.15	0.76	0.09	0.12	0.82	0.06
Final Sat.:	466	338	177	118	239	196	99	501	60	72	504	40
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.33	0.33	0.33	0.65	0.65	0.65	0.43	0.43	0.43
Crit Moves:		****		****				****			****	
Delay/Veh:	10.0	11.0	11.0	11.4	11.4	11.4	16.7	16.7	16.7	12.2	12.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	11.0	11.0	11.4	11.4	11.4	16.7	16.7	16.7	12.2	12.2	12.2
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
ApproachDel:		10.9			11.4			16.7			12.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.9			11.4			16.7			12.2	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.0	0.3	0.3	0.4	0.4	0.4	1.5	1.5	1.5	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.4
Optimal Cycle:	0	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0	0	1! 0	0	0	1! 0	0	0	1! 0 0
Volume Module:												
Base Vol:	13	113	58	55	66	59	88	267	24	50	278	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	113	58	55	66	59	88	267	24	50	278	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	113	58	55	66	59	88	267	24	50	278	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	113	58	55	66	59	88	267	24	50	278	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	113	58	55	66	59	88	267	24	50	278	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	113	58	55	66	59	88	267	24	50	278	19
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.66	0.34	0.30	0.37	0.33	0.23	0.71	0.06	0.14	0.81	0.05
Final Sat.:	456	332	171	160	192	171	144	436	39	88	490	33
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.34	0.34	0.34	0.61	0.61	0.61	0.57	0.57	0.57
Crit Moves:			****	****					****			****
Delay/Veh:	10.1	12.0	12.0	11.9	11.9	11.9	16.3	16.3	16.3	15.1	15.1	15.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	12.0	12.0	11.9	11.9	11.9	16.3	16.3	16.3	15.1	15.1	15.1
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
ApproachDel:		11.9			11.9			16.3			15.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.9			11.9			16.3			15.1	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.0	0.4	0.4	0.4	0.4	0.4	1.3	1.3	1.3	1.1	1.1	1.1

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Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.289
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	4	119	76	24	85	55	48	170	4	51	111	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	119	76	24	85	55	48	170	4	51	111	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	119	76	24	85	55	48	170	4	51	111	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	119	76	24	85	55	48	170	4	51	111	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	119	76	24	85	55	48	170	4	51	111	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	119	76	24	85	55	48	170	4	51	111	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.93	0.93	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.02	0.60	0.38	0.22	0.78	1.00	1.00	0.98	0.02	1.00	1.00	1.00
Final Sat.:	36	1073	685	388	1373	1615	1805	1851	44	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.06	0.06	0.03	0.03	0.09	0.09	0.03	0.06	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.21	0.31	0.31	0.12	0.21	0.21
Volume/Cap:	0.30	0.30	0.30	0.17	0.17	0.09	0.12	0.30	0.30	0.24	0.27	0.07
Delay/Veh:	13.5	13.5	13.5	12.7	12.7	12.2	19.2	16.0	16.0	24.7	20.1	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.5	13.5	12.7	12.7	12.2	19.2	16.0	16.0	24.7	20.1	18.9
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	B
HCM2kAvgQ:	3	3	3	1	1	1	1	3	3	1	2	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Protected						Protected					
Rights:	Include			Include			Include						Include					
Min. Green:	7	7	7	7	7	7	7	7	7				7	7	7			
Lanes:	0	0	1!	0	0	0	1	0	0	1	1	0	0	1	0	1	0	1	0	1
Volume Module:																				
Base Vol:	25	82	41	22	50	65	64	307	32				38	290	44					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00					
Initial Bse:	25	82	41	22	50	65	64	307	32				38	290	44					
Added Vol:	0	0	0	0	0	0	0	0	0				0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0					
Initial Fut:	25	82	41	22	50	65	64	307	32				38	290	44					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00					
PHF Volume:	25	82	41	22	50	65	64	307	32				38	290	44					
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0					
Reduced Vol:	25	82	41	22	50	65	64	307	32				38	290	44					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00					
FinalVolume:	25	82	41	22	50	65	64	307	32				38	290	44					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900					
Adjustment:	0.91	0.91	0.91	0.89	0.89	0.85	0.95	0.99	0.99				0.95	1.00	0.85					
Lanes:	0.17	0.55	0.28	0.31	0.69	1.00	1.00	0.91	0.09				1.00	1.00	1.00					
Final Sat.:	292	958	479	519	1180	1615	1805	1697	177				1805	1900	1615					
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.09	0.09	0.04	0.04	0.04	0.04	0.18	0.18				0.02	0.15	0.03					
Crit Moves:		****						****					****							
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.25	0.46	0.46				0.12	0.33	0.33					
Volume/Cap:	0.39	0.39	0.39	0.19	0.19	0.18	0.14	0.39	0.39				0.18	0.46	0.08					
Delay/Veh:	20.7	20.7	20.7	19.3	19.3	19.3	17.6	10.8	10.8				24.3	16.5	14.0					
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00					
AdjDel/Veh:	20.7	20.7	20.7	19.3	19.3	19.3	17.6	10.8	10.8				24.3	16.5	14.0					
LOS by Move:	C	C	C	B	B	B	B	B	B				C	B	B					
HCM2kAvgQ:	3	3	3	1	1	1	1	4	4				1	5	1					

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.424
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	0	1		1	0	0	1	0		0	1	0	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	90	148		46			30	105		32			58	174		52			93	108		34		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	90	148		46			30	105		32			58	174		52			93	108		34		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	90	148		46			30	105		32			58	174		52			93	108		34		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	90	148		46			30	105		32			58	174		52			93	108		34		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	90	148		46			30	105		32			58	174		52			93	108		34		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	90	148		46			30	105		32			58	174		52			93	108		34		
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	1.00		1.00			1.00	0.77		0.23			0.25	0.75		1.00			1.00	1.00		1.00		
Final Sat.:	485	521		576			488	413		126			137	410		619			480	514		569		
Capacity Analysis Module:																								
Vol/Sat:	0.19	0.28		0.08			0.06	0.25		0.25			0.42	0.42		0.08			0.19	0.21		0.06		
Crit Moves:		****								****				****						****				
Delay/Veh:	11.3	11.7		9.0			10.1	10.9		10.9			13.2	13.2		8.6			11.4	11.0		9.0		
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	11.3	11.7		9.0			10.1	10.9		10.9			13.2	13.2		8.6			11.4	11.0		9.0		
LOS by Move:	B	B		A			B	B		B			B	B		A			B	B		A		
ApproachDel:		11.1						10.8						12.4						10.9				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		11.1						10.8						12.4						10.9				
LOS by Appr:		B						B						B						B				
AllWayAvgQ:	0.2	0.3		0.1			0.1	0.3		0.3			0.6	0.6		0.1			0.2	0.2		0.1		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0	0 1	0	0	1	0	0	1	0	1	0 1
Volume Module:																
Base Vol:	90	26	36		43	28	80		60	222	92		40	220	44	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	90	26	36		43	28	80		60	222	92		40	220	44	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	90	26	36		43	28	80		60	222	92		40	220	44	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	90	26	36		43	28	80		60	222	92		40	220	44	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	26	36		43	28	80		60	222	92		40	220	44	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	90	26	36		43	28	80		60	222	92		40	220	44	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.26	0.74		0.21	0.79	1.00		1.00	1.00	1.00	
Final Sat.:	457	486	537		478	143	410		125	461	667		503	546	603	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.05	0.07		0.09	0.20	0.20		0.48	0.48	0.14		0.08	0.40	0.07	
Crit Moves:	****						****			****				****		
Delay/Veh:	11.7	9.9	9.2		10.4	10.0	10.0		13.8	13.8	8.6		10.1	13.1	8.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	11.7	9.9	9.2		10.4	10.0	10.0		13.8	13.8	8.6		10.1	13.1	8.8	
LOS by Move:	B	A	A		B	B	B		B	B	A		B	B	A	
ApproachDel:		10.8				10.1				12.5				12.1		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		10.8				10.1				12.5				12.1		
LOS by Appr:		B				B				B				B		
AllWayAvgQ:	0.2	0.0	0.1		0.1	0.2	0.2		0.8	0.8	0.1		0.1	0.6	0.1	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: C[16.3]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	1	0		0	0	1!	0	0		0	1	0	1	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	55	107		4			11		97		165		189		26		58		4		30		14	
Growth Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	55	107		4			11		97		165		189		26		58		4		30		14	
Added Vol:	0	0		0			0		0		0		0		0		0		0		0		0	
PasserByVol:	0	0		0			0		0		0		0		0		0		0		0		0	
Initial Fut:	55	107		4			11		97		165		189		26		58		4		30		14	
User Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	55	107		4			11		97		165		189		26		58		4		30		14	
Reduct Vol:	0	0		0			0		0		0		0		0		0		0		0		0	
FinalVolume:	55	107		4			11		97		165		189		26		58		4		30		14	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1		6.5		6.2		7.1		6.5		6.2	
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5		4.0		3.3		3.5		4.0		3.3	
Capacity Module:																								
Cnflict Vol:	262	xxxx	xxxxx				111	xxxx	xxxxx				443		423		180		463		503		109	
Potent Cap.:	1314	xxxx	xxxxx				1492	xxxx	xxxxx				529		526		869		513		474		950	
Move Cap.:	1314	xxxx	xxxxx				1492	xxxx	xxxxx				476		500		869		443		451		950	
Volume/Cap:	0.04	xxxx	xxxx				0.01	xxxx	xxxx				0.40		0.05		0.07		0.01		0.07		0.01	
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	7.9	xxxx	xxxxx				7.4	xxxx	xxxxx				xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	A	*		*			A	*		*			*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				479		xxxx		707		xxxx		531		xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				2.3		xxxx		0.4		xxxxx		0.3		xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				18.5		xxxx		10.8		xxxxx		12.4		xxxxx	
Shared LOS:	*	*		*			*	*		*			C		*		B		*		B		*	
ApproachDel:	xxxxxx						xxxxxx						16.3						12.4					
ApproachLOS:	*						*						C						B					

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: B[12.4]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	1	0		0	0	1!	0	0		0	1	0	1	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	77	57		7			8	74		97			76	35		79			7	36		7		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	77	57		7			8	74		97			76	35		79			7	36		7		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	77	57		7			8	74		97			76	35		79			7	36		7		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	77	57		7			8	74		97			76	35		79			7	36		7		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	77	57		7			8	74		97			76	35		79			7	36		7		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5		6.2			7.1	6.5		6.2		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	171	xxxx	xxxxx				64	xxxx	xxxxx				375	357		123			410	402		61		
Potent Cap.:	1418	xxxx	xxxxx				1551	xxxx	xxxxx				586	573		934			556	540		1010		
Move Cap.:	1418	xxxx	xxxxx				1551	xxxx	xxxxx				526	539		934			462	508		1010		
Volume/Cap:	0.05	xxxx	xxxx				0.01	xxxx	xxxx				0.14	0.06		0.08			0.02	0.07		0.01		
Level Of Service Module:																								
2Way95thQ:	0.2	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.7	xxxx	xxxxx				7.3	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				530	xxxx		762			xxxx		538	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.8	xxxx		0.5			xxxxx		0.3	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				13.6	xxxx		10.6			xxxxx		12.4	xxxxx		
Shared LOS:	*	*	*				*	*	*				B	*		B			*		B	*		
ApproachDel:	xxxxxx						xxxxxx						12.0						12.4					
ApproachLOS:	*						*						B						B					

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

****

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: A[9.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	1 0	0	0 0	0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	57	0	80	38	0	0	0	0	12	0	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	57	0	80	38	0	0	0	0	12	0	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	57	0	80	38	0	0	0	0	12	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	57	0	80	38	0	0	0	0	12	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	57	0	80	38	0	0	0	0	12	0	73
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	57	xxxx	xxxxx	xxxx	xxxx	xxxxx	236	255	57
Potent Cap.:	xxxx	xxxx	xxxxx	1560	xxxx	xxxxx	xxxx	xxxx	xxxxx	757	652	1015
Move Cap.:	xxxx	xxxx	xxxxx	1560	xxxx	xxxxx	xxxx	xxxx	xxxxx	726	617	1015
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	961	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.1		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

****

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: A[8.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	1	0 0	0 0	0	0 0	0 0	0	1
Volume Module:												
Base Vol:	0	45	0	120	70	0	0	0	0	0	0	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	45	0	120	70	0	0	0	0	0	0	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	45	0	120	70	0	0	0	0	0	0	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	45	0	120	70	0	0	0	0	0	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	45	0	120	70	0	0	0	0	0	0	75
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	45	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	45
Potent Cap.:	xxxx	xxxx	xxxxx	1576	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1031
Move Cap.:	xxxx	xxxx	xxxxx	1576	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1031
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.8
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.8		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

****

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: A[9.4]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	1	0	0	1		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	5	53			1		30		37		5		7		1		3		1		1		19	
Growth Adj:	1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	5	53			1		30		37		5		7		1		3		1		1		19	
Added Vol:	0	0			0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0	0			0		0		0		0		0		0		0		0		0		0	
Initial Fut:	5	53			1		30		37		5		7		1		3		1		1		19	
User Adj:	1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	5	53			1		30		37		5		7		1		3		1		1		19	
Reduct Vol:	0	0			0		0		0		0		0		0		0		0		0		0	
FinalVolume:	5	53			1		30		37		5		7		1		3		1		1		19	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5			6.2		7.1	6.5			6.2	
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0			3.3		3.5	4.0			3.3	
Capacity Module:																								
Cnflict Vol:	42	xxxx	xxxxx				54	xxxx	xxxxx				171	161			37		165	166			54	
Potent Cap.:	1580	xxxx	xxxxx				1564	xxxx	xxxxx				797	735			1041		804	731			1019	
Move Cap.:	1580	xxxx	xxxxx				1564	xxxx	xxxxx				768	718			1041		787	714			1019	
Volume/Cap:	0.00	xxxx	xxxx				0.02	xxxx	xxxx				0.01	0.00			0.00		0.00	0.00			0.02	
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.1	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.3	xxxx	xxxxx				7.3	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	822	xxxxx				xxxx	986	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				0.1	xxxx	xxxxx				xxxxx	0.0	xxxxx				xxxxx	0.1	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				7.3	xxxx	xxxxx				xxxxx	9.4	xxxxx				xxxxx	8.7	xxxxx			
Shared LOS:	*	*	*				A	*	*				*	A	*				*	A	*			
ApproachDel:	xxxxxx						xxxxxx						9.4						8.7					
ApproachLOS:	*						*						A						A					

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

****

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: B[10.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	47	1	80	20	10	1	1	1	40	1	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	47	1	80	20	10	1	1	1	40	1	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	47	1	80	20	10	1	1	1	40	1	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	47	1	80	20	10	1	1	1	40	1	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	47	1	80	20	10	1	1	1	40	1	23
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	30	xxxx	xxxxx	48	xxxx	xxxxx	242	230	20	236	240	48
Potent Cap.:	1596	xxxx	xxxxx	1572	xxxx	xxxxx	717	673	1064	723	665	1027
Move Cap.:	1596	xxxx	xxxxx	1572	xxxx	xxxxx	671	637	1064	692	629	1027
Volume/Cap:	0.00	xxxx	xxxx	0.05	xxxx	xxxx	0.00	0.00	0.00	0.06	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	750	xxxxx	xxxx	783	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	10.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				9.8			10.0	
ApproachLOS:	*			*				A			B	

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #43 San Gorgonio Avenue/Old Idyllwild Road (NS) at SR-243 Highway (

****

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: A[9.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		1 0	0 0	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	0	0	40	0	0	0	0	0	0	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	0	0	0	0	0	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	0	0	0	0	0	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	0	0	0	0	0	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	40	0	0	0	0	0	0	0	70
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	115	80	0	xxxx	xxxx	0
Potent Cap.:	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	867	814	900	xxxx	xxxx	900
Move Cap.:	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	772	778	900	xxxx	xxxx	900
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3
Control Del:	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.3
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.3		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #43 San Gorgonio Avenue/Old Idyllwild Road (NS) at SR-243 Highway (

****

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: A[9.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	1 0	0 0	0	0 0	1! 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0 0 0	80	0	0	0	0	0	0	0	0	0	50
Growth Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 0 0	80	0	0	0	0	0	0	0	0	0	50
Added Vol:	0 0 0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0 0 0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0 0 0	80	0	0	0	0	0	0	0	0	0	50
User Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 0 0	80	0	0	0	0	0	0	0	0	0	50
Reduct Vol:	0 0 0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0 0 0	80	0	0	0	0	0	0	0	0	0	50
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2		
FollowUpTim:	xxxxx xxxx xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3		
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx	0	xxxx	xxxxx	185	160	0	xxxx	xxxx	0		
Potent Cap.:	xxxx xxxx xxxxx	900	xxxx	xxxxx	780	736	900	xxxx	xxxx	900		
Move Cap.:	xxxx xxxx xxxxx	900	xxxx	xxxxx	687	670	900	xxxx	xxxx	900		
Volume/Cap:	xxxx xxxx xxxx	0.09	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	0.06		
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2		
Control Del:	xxxxx xxxx xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.2		
LOS by Move:	* * *	A	*	*	*	*	*	*	*	A		
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	0.0 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	9.0 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	A * *	*	*	*	*	*	*	*	*	*		
ApproachDel:	xxxxxx	xxxxxx			xxxxxx			9.2				
ApproachLOS:	*	*			*			A				

****

Note: Queue reported is the number of cars per lane.

****

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General Plan Buildout Year (2035) With Project

San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	80	983	538	117	851	25	33	105	13	206	155	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	983	538	117	851	25	33	105	13	206	155	124
Added Vol:	0	0	30	0	0	0	0	9	0	78	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	983	568	117	851	25	33	114	13	284	180	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	983	568	117	851	25	33	114	13	284	180	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	983	568	117	851	25	33	114	13	284	180	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	983	568	117	851	25	33	114	13	284	180	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.95	0.55	1.00	0.85	0.68	1.00	0.85
Lanes:	1.00	1.27	0.73	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2162	1249	1805	3493	103	1047	1900	1615	1288	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.45	0.06	0.24	0.24	0.03	0.06	0.01	0.22	0.09	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.16	0.51	0.51	0.09	0.44	0.44	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.28	0.89	0.89	0.74	0.55	0.55	0.13	0.24	0.03	0.89	0.38	0.31
Delay/Veh:	30.2	23.2	23.2	52.6	16.9	16.9	23.5	24.3	22.8	53.1	25.4	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	23.2	23.2	52.6	16.9	16.9	23.5	24.3	22.8	53.1	25.4	24.9
LOS by Move:	C	C	C	D	B	B	C	C	C	D	C	C
HCM2kAvgQ:	2	22	22	5	9	9	1	2	0	10	4	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Beaumont Avenue (SR-79) (NS) at 1st Street (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 38.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	67	815	308		194	1188	30		25	127	70		362	144	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	67	815	308		194	1188	30		25	127	70		362	144	150	
Added Vol:	0	0	96		0	0	0		0	30	0		63	19	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	67	815	404		194	1188	30		25	157	70		425	163	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	67	815	404		194	1188	30		25	157	70		425	163	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	67	815	404		194	1188	30		25	157	70		425	163	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	67	815	404		194	1188	30		25	157	70		425	163	150	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.95	0.95	0.95		0.62	1.00	0.85		0.63	1.00	0.85	
Lanes:	1.00	1.34	0.66		1.00	1.95	0.05		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1805	2293	1137		1805	3507	89		1180	1900	1615		1195	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.36	0.36		0.11	0.34	0.34		0.02	0.08	0.04		0.36	0.09	0.09	
Crit Moves:		****			****								****			
Green/Cycle:	0.09	0.37	0.37		0.11	0.39	0.39		0.37	0.37	0.37		0.37	0.37	0.37	
Volume/Cap:	0.39	0.95	0.95		0.95	0.87	0.87		0.06	0.22	0.12		0.95	0.23	0.25	
Delay/Veh:	37.6	41.3	41.3		87.1	29.8	29.8		17.1	18.4	17.5		56.8	18.4	18.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.6	41.3	41.3		87.1	29.8	29.8		17.1	18.4	17.5		56.8	18.4	18.6	
LOS by Move:	D	D	D		F	C	C		B	B	B		E	B	B	
HCM2kAvgQ:	2	22	22		9	19	19		0	3	1		16	3	3	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Beaumont Avenue (SR-79) (NS) at Potrero Boulevard (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.2
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	1511	161	90	1006	7	19	8	23	71	2	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1511	161	90	1006	7	19	8	23	71	2	59
Added Vol:	0	30	0	0	78	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1541	161	90	1084	7	19	8	23	71	2	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1541	161	90	1084	7	19	8	23	71	2	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1541	161	90	1084	7	19	8	23	71	2	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	1541	161	90	1084	7	19	8	23	71	2	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.81	0.81	0.81	0.76	0.76	0.76
Lanes:	1.00	1.81	0.19	1.00	1.99	0.01	0.38	0.16	0.46	0.54	0.01	0.45
Final Sat.:	1805	3223	337	1805	3583	23	588	248	712	778	22	647
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.05	0.30	0.30	0.03	0.03	0.03	0.09	0.09	0.09
Crit Moves:		****		****							****	
Green/Cycle:	0.16	0.64	0.64	0.09	0.56	0.56	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.04	0.75	0.75	0.57	0.54	0.54	0.26	0.26	0.26	0.75	0.75	0.75
Delay/Veh:	28.2	11.3	11.3	39.9	11.2	11.2	32.6	32.6	32.6	49.9	49.9	49.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	11.3	11.3	39.9	11.2	11.2	32.6	32.6	32.6	49.9	49.9	49.9
LOS by Move:	C	B	B	D	B	B	C	C	C	D	D	D
HCM2kAvgQ:	0	16	16	3	9	9	1	1	1	5	5	5

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Beaumont Avenue (SR-79) (NS) at Potrero Boulevard (EW)

Cycle (sec):	85	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.6
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	1097	128	67	1572	15	10	4	26	202	7	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1097	128	67	1572	15	10	4	26	202	7	74
Added Vol:	0	96	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1193	128	67	1635	15	10	4	26	202	7	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1193	128	67	1635	15	10	4	26	202	7	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1193	128	67	1635	15	10	4	26	202	7	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1193	128	67	1635	15	10	4	26	202	7	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.84	0.84	0.84	0.73	0.73	0.73
Lanes:	1.00	1.81	0.19	1.00	1.98	0.02	0.25	0.10	0.65	0.72	0.02	0.26
Final Sat.:	1805	3211	345	1805	3574	33	400	160	1041	985	34	361
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.04	0.46	0.46	0.02	0.02	0.02	0.20	0.20	0.20
Crit Moves:	****				****						****	
Green/Cycle:	0.08	0.51	0.51	0.11	0.54	0.54	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.19	0.73	0.73	0.33	0.85	0.85	0.10	0.10	0.10	0.85	0.85	0.85
Delay/Veh:	37.0	18.1	18.1	35.7	20.8	20.8	25.3	25.3	25.3	49.6	49.6	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	18.1	18.1	35.7	20.8	20.8	25.3	25.3	25.3	49.6	49.6	49.6
LOS by Move:	D	B	B	D	C	C	C	C	C	D	D	D
HCM2kAvgQ:	1	15	15	2	22	22	1	1	1	10	10	10

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: C[22.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	428	1680		0		0	1050		2		0		0		180		0		0		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	428	1680		0		0	1050		2		0		0		180		0		0		0		0	
Added Vol:	0	30		0		0	78		0		0		0		0		0		0		0		0	
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
Initial Fut:	428	1710		0		0	1128		2		0		0		180		0		0		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	428	1710		0		0	1128		2		0		0		180		0		0		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
FinalVolume:	428	1710		0		0	1128		2		0		0		180		0		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.8	xxxx		6.9	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	1130	xxxx	xxxxx	xxxx	xxxx	xxxxx							2840	xxxx		565	xxxx	xxxx	xxxxx					
Potent Cap.:	626	xxxx	xxxxx	xxxx	xxxx	xxxxx							14	xxxx		473	xxxx	xxxx	xxxxx					
Move Cap.:	626	xxxx	xxxxx	xxxx	xxxx	xxxxx							6	xxxx		473	xxxx	xxxx	xxxxx					
Volume/Cap:	0.68	xxxx	xxxx	xxxx	xxxx	xxxx							0.00	xxxx		0.38	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	5.3	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx		1.8	xxxx	xxxx	xxxxx					
Control Del:	22.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx		17.2	xxxxx	xxxx	xxxxx					
LOS by Move:	C	*		*		*							*	*		C		*	*					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*		*		*							*	*		*		*	*					
ApproachDel:	xxxxxx			xxxxxx									17.2			xxxxxx								
ApproachLOS:	*			*									C			*								

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: F[62.2]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	278	1290		0			0	1844		2			0		0		146		0		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	278	1290		0			0	1844		2			0		0		146		0		0		0	
Added Vol:	0	96		0			0	63		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	278	1386		0			0	1907		2			0		0		146		0		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	278	1386		0			0	1907		2			0		0		146		0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	278	1386		0			0	1907		2			0		0		146		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.8	xxxx		6.9	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	1909	xxxx	xxxxx	xxxx	xxxx	xxxxx							3157	xxxx		955	xxxx	xxxx	xxxxx					
Potent Cap.:	315	xxxx	xxxxx	xxxx	xxxx	xxxxx							9	xxxx		263	xxxx	xxxx	xxxxx					
Move Cap.:	315	xxxx	xxxxx	xxxx	xxxx	xxxxx							2	xxxx		263	xxxx	xxxx	xxxxx					
Volume/Cap:	0.88	xxxx	xxxx	xxxx	xxxx	xxxx							0.00	xxxx		0.56	xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	8.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		3.1	xxxx	xxxx	xxxxx											
Control Del:	62.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		34.6	xxxxx	xxxx	xxxxx											
LOS by Move:	F	*	*	*	*	*	*	*		D	*	*	*											
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			34.6			xxxxxx														
ApproachLOS:	*			*			D			*														

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	0		0	7	7		7	0	7		0	0	0	
Lanes:	1	0	2	0 0	0	0	1	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	428	1680	0		0	1050	2		1	0	180		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	428	1680	0		0	1050	2		1	0	180		0	0	0	
Added Vol:	0	30	0		0	78	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	428	1710	0		0	1128	2		1	0	180		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	428	1710	0		0	1128	2		1	0	180		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	428	1710	0		0	1128	2		1	0	180		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	428	1710	0		0	1128	2		1	0	180		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	1.00		1.00	0.95	0.95		0.88	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.99	0.01		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	3610	0		0	3604	6		1663	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.47	0.00		0.00	0.31	0.31		0.00	0.00	0.11		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.29	0.67	0.00		0.00	0.38	0.38		0.13	0.00	0.13		0.00	0.00	0.00	
Volume/Cap:	0.83	0.71	0.00		0.00	0.83	0.83		0.00	0.00	0.83		0.00	0.00	0.00	
Delay/Veh:	30.6	7.4	0.0		0.0	21.2	21.2		22.5	0.0	47.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	30.6	7.4	0.0		0.0	21.2	21.2		22.5	0.0	47.5		0.0	0.0	0.0	
LOS by Move:	C	A	A		A	C	C		C	A	D		A	A	A	
HCM2kAvgQ:	10	12	0		0	13	13		0	0	6		0	0	0	

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Beaumont Avenue (SR-79) (NS) at California Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		0		0		7		7		7		0		7		0		0		0	
Lanes:	1	0	2	0	0		0	0	1	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	278	1290		0			0	1844		2			1		0		146		0		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	278	1290		0			0	1844		2			1		0		146		0		0		0	
Added Vol:	0	96		0			0	63		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	278	1386		0			0	1907		2			1		0		146		0		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	278	1386		0			0	1907		2			1		0		146		0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	278	1386		0			0	1907		2			1		0		146		0		0		0	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	278	1386		0			0	1907		2			1		0		146		0		0		0	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.95	0.95		1.00			1.00	0.95		0.95			0.88		1.00		0.85		1.00		1.00		1.00	
Lanes:	1.00	2.00		0.00			0.00	1.99		0.01			1.00		0.00		1.00		0.00		0.00		0.00	
Final Sat.:	1805	3610		0			0	3606		4			1670		0		1615		0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.15	0.38		0.00			0.00	0.53		0.53			0.00		0.00		0.09		0.00		0.00		0.00	
Crit Moves:	****							****									****							
Green/Cycle:	0.17	0.76		0.00			0.00	0.59		0.59			0.10		0.00		0.10		0.00		0.00		0.00	
Volume/Cap:	0.90	0.51		0.00			0.00	0.90		0.90			0.01		0.00		0.90		0.00		0.00		0.00	
Delay/Veh:	61.9	4.2		0.0			0.0	21.1		21.1			34.4		0.0		80.9		0.0		0.0		0.0	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	61.9	4.2		0.0			0.0	21.1		21.1			34.4		0.0		80.9		0.0		0.0		0.0	
LOS by Move:	E	A		A			A	C		C			C		A		F		A		A		A	
HCM2kAvgQ:	11	8		0			0	27		27			0		0		7		0		0		0	

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.976
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 32.1
Optimal Cycle: 0 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	168	0	42	0	0	0	0	578	101	29	242	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	42	0	0	0	0	578	101	29	242	0
Added Vol:	0	0	5	0	0	0	0	40	0	13	103	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	47	0	0	0	0	618	101	42	345	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	0	47	0	0	0	0	618	101	42	345	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	47	0	0	0	0	618	101	42	345	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	0	47	0	0	0	0	618	101	42	345	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.00	0.22	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	432	0	121	0	0	0	0	633	714	545	590	0
Capacity Analysis Module:												
Vol/Sat:	0.39	xxxx	0.39	xxxx	xxxx	xxxx	xxxx	0.98	0.14	0.08	0.59	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	13.1	0.0	13.1	0.0	0.0	0.0	0.0	52.8	8.5	9.8	16.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	0.0	13.1	0.0	0.0	0.0	0.0	52.8	8.5	9.8	16.6	0.0
LOS by Move:	B	*	B	*	*	*	*	F	A	A	C	*
ApproachDel:	13.1			xxxxxx			46.5			15.8		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	13.1			xxxxxx			46.5			15.8		
LOS by Appr:	B			*			E			C		
AllWayAvgQ:	0.6	0.6	0.6	0.0	0.0	0.0	0.0	7.8	0.2	0.1	1.3	0.0

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 34.9
Optimal Cycle: 0 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	91	0	28	0	0	0	0	462	132	28	499	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	0	28	0	0	0	0	462	132	28	499	0
Added Vol:	0	0	16	0	0	0	0	125	0	11	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	0	44	0	0	0	0	587	132	39	581	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	0	44	0	0	0	0	587	132	39	581	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	0	44	0	0	0	0	587	132	39	581	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	0	44	0	0	0	0	587	132	39	581	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.00	0.33	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	362	0	175	0	0	0	0	641	722	571	630	0
Capacity Analysis Module:												
Vol/Sat:	0.25	xxxx	0.25	xxxx	xxxx	xxxx	xxxx	0.92	0.18	0.07	0.92	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	11.6	0.0	11.6	0.0	0.0	0.0	0.0	40.6	8.7	9.3	42.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	0.0	11.6	0.0	0.0	0.0	0.0	40.6	8.7	9.3	42.3	0.0
LOS by Move:	B	*	B	*	*	*	*	E	A	A	E	*
ApproachDel:		11.6		xxxxxx				34.8			40.2	
Delay Adj:		1.00		xxxxx				1.00			1.00	
ApprAdjDel:		11.6		xxxxxx				34.8			40.2	
LOS by Appr:		B			*			D			E	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.0	5.8	0.2	0.1	5.9	0.0

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	168	0	42	0	0	0	0	578	101	29	242	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	42	0	0	0	0	578	101	29	242	0
Added Vol:	0	0	5	0	0	0	0	40	0	13	103	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	47	0	0	0	0	618	101	42	345	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	0	47	0	0	0	0	618	101	42	345	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	47	0	0	0	0	618	101	42	345	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	0	47	0	0	0	0	618	101	42	345	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	1.00	0.74	1.00	1.00	1.00	1.00	1.00	0.85	0.32	1.00	1.00
Lanes:	0.78	0.00	0.22	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1097	0	307	0	0	0	0	1900	1615	606	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.33	0.06	0.07	0.18	0.00
Crit Moves:	****							****				
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.55	0.00	0.55	0.00	0.00	0.00	0.00	0.55	0.11	0.12	0.31	0.00
Delay/Veh:	20.2	0.0	20.2	0.0	0.0	0.0	0.0	8.1	5.4	5.6	6.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	0.0	20.2	0.0	0.0	0.0	0.0	8.1	5.4	5.6	6.3	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	7	1	0	3	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Michigan Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.6
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	91	0	28	0	0	0	0	462	132	28	499	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	0	28	0	0	0	0	462	132	28	499	0
Added Vol:	0	0	16	0	0	0	0	125	0	11	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	0	44	0	0	0	0	587	132	39	581	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	0	44	0	0	0	0	587	132	39	581	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	0	44	0	0	0	0	587	132	39	581	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	0	44	0	0	0	0	587	132	39	581	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	1.00	0.75	1.00	1.00	1.00	1.00	1.00	0.85	0.38	1.00	1.00
Lanes:	0.67	0.00	0.33	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	965	0	467	0	0	0	0	1900	1615	714	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.31	0.08	0.05	0.31	0.00
Crit Moves:	****							****				
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.66	0.66	0.66	0.66	0.00
Volume/Cap:	0.47	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.12	0.08	0.46	0.00
Delay/Veh:	22.2	0.0	22.2	0.0	0.0	0.0	0.0	5.2	3.7	3.7	5.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	0.0	22.2	0.0	0.0	0.0	0.0	5.2	3.7	3.7	5.1	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	3	0	0	0	0	6	1	0	6	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	142	25	146	327	228	10	5	124	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	142	25	146	327	228	10	5	124	173
Added Vol:	0	0	0	0	0	0	0	45	0	0	116	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	142	25	146	327	273	10	5	240	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	1	142	25	146	327	273	10	5	240	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	142	25	146	327	273	10	5	240	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	142	25	146	327	273	10	5	240	173
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.15	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	369	389	420	459	78	457	498	533	584	459	499	549
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.32	0.32	0.66	0.51	0.02	0.01	0.48	0.32
Crit Moves:	****					****	****				****	
Delay/Veh:	11.5	11.0	10.3	13.4	11.9	11.9	21.9	15.8	8.7	10.3	15.8	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	11.0	10.3	13.4	11.9	11.9	21.9	15.8	8.7	10.3	15.8	11.8
LOS by Move:	B	B	B	B	B	B	C	C	A	B	C	B
ApproachDel:		11.0			12.6			19.0			14.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			12.6			19.0			14.0	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.4	0.4	1.7	1.0	0.0	0.0	0.8	0.4

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.012
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 42.4
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	22	55	23	165	25	160	186	312	12	13	338	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	55	23	165	25	160	186	312	12	13	338	209
Added Vol:	0	0	0	0	0	0	0	141	0	0	93	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	55	23	165	25	160	186	453	12	13	431	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	55	23	165	25	160	186	453	12	13	431	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	55	23	165	25	160	186	453	12	13	431	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	55	23	165	25	160	186	453	12	13	431	209
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.14	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	339	356	382	409	63	405	415	448	476	411	445	482
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.06	0.40	0.40	0.40	0.45	1.01	0.03	0.03	0.97	0.43
Crit Moves:		****		****				****			****	
Delay/Veh:	13.6	14.1	12.3	17.0	15.0	15.0	17.8	73.7	10.2	11.6	63.1	15.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	14.1	12.3	17.0	15.0	15.0	17.8	73.7	10.2	11.6	63.1	15.5
LOS by Move:	B	B	B	C	B	B	C	F	B	B	F	C
ApproachDel:		13.6			15.9			56.6			46.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.6			15.9			56.6			46.8	
LOS by Appr:		B			C			F			E	
AllWayAvgQ:	0.1	0.2	0.1	0.6	0.6	0.6	0.8	7.8	0.0	0.0	6.5	0.7

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.449
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.7
Optimal Cycle: OPTIMIZED		Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	1	1	1	142	25	146	327	228	10	5	124	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	142	25	146	327	228	10	5	124	173
Added Vol:	0	0	0	0	0	0	0	45	0	0	116	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	142	25	146	327	273	10	5	240	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	1	142	25	146	327	273	10	5	240	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	142	25	146	327	273	10	5	240	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	142	25	146	327	273	10	5	240	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	1.00	0.85	0.77	0.87	0.87	0.60	1.00	0.85	0.59	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	0.15	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1146	1900	1615	1459	242	1415	1144	1900	1615	1112	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.10	0.29	0.14	0.01	0.00	0.13	0.11
Crit Moves:					****		****					
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.00	0.00	0.00	0.42	0.45	0.45	0.45	0.23	0.01	0.01	0.20	0.17
Delay/Veh:	17.8	17.8	17.8	20.6	20.7	20.7	6.0	4.7	4.0	4.0	4.6	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	17.8	17.8	20.6	20.7	20.7	6.0	4.7	4.0	4.0	4.6	4.5
LOS by Move:	B	B	B	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	3	3	4	2	0	0	2	1

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Note: Queue reported is the number of cars per lane.

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Pennsylvania Avenue (NS) at 1st Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	0 1	1 0	0 1	0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	22	55	23	165	25	160	186	312	12	13	338	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	55	23	165	25	160	186	312	12	13	338	209
Added Vol:	0	0	0	0	0	0	0	141	0	0	93	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	55	23	165	25	160	186	453	12	13	431	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	55	23	165	25	160	186	453	12	13	431	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	55	23	165	25	160	186	453	12	13	431	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	55	23	165	25	160	186	453	12	13	431	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	1.00	0.85	0.72	0.87	0.87	0.45	1.00	0.85	0.43	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	0.14	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1144	1900	1615	1374	223	1430	857	1900	1615	823	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.12	0.11	0.11	0.22	0.24	0.01	0.02	0.23	0.13
Crit Moves:				****				****				
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.07	0.10	0.05	0.41	0.39	0.39	0.38	0.41	0.01	0.03	0.39	0.22
Delay/Veh:	15.5	15.6	15.4	17.9	17.5	17.5	7.4	7.3	5.4	5.5	7.2	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	15.6	15.4	17.9	17.5	17.5	7.4	7.3	5.4	5.5	7.2	6.3
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	1	0	3	3	3	2	5	0	0	5	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Highland Springs Avenue (NS) at 14th Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	0	0	1 0	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	257	40	110	345	0	0	0	0	55	0	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	257	40	110	345	0	0	0	0	55	0	113
Added Vol:	0	0	0	6	0	0	0	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	257	40	116	345	0	0	0	0	55	0	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	257	40	116	345	0	0	0	0	55	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	257	40	116	345	0	0	0	0	55	0	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	257	40	116	345	0	0	0	0	55	0	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.85	0.85	1.00	1.00	1.00	1.00	0.83	1.00	0.84
Lanes:	0.00	0.87	0.13	0.25	0.75	0.00	0.00	0.00	0.00	0.31	0.00	0.69
Final Sat.:	0	1615	251	404	1203	0	0	0	0	479	0	1107
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.29	0.29	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:					****					****		
Green/Cycle:	0.00	0.62	0.62	0.62	0.62	0.00	0.00	0.00	0.00	0.25	0.00	0.50
Volume/Cap:	0.00	0.26	0.26	0.46	0.46	0.00	0.00	0.00	0.00	0.46	0.00	0.23
Delay/Veh:	0.0	5.4	5.4	6.5	6.5	0.0	0.0	0.0	0.0	19.9	0.0	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.4	5.4	6.5	6.5	0.0	0.0	0.0	0.0	19.9	0.0	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	0	3	3	5	5	0	0	0	0	3	0	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #6 Highland Springs Avenue (NS) at 14th Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	376	57	143	263	0	0	0	0	57	0	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	376	57	143	263	0	0	0	0	57	0	204
Added Vol:	0	0	0	18	0	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	376	57	161	263	0	0	0	0	57	0	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	376	57	161	263	0	0	0	0	57	0	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	376	57	161	263	0	0	0	0	57	0	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	376	57	161	263	0	0	0	0	57	0	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.74	0.74	1.00	1.00	1.00	1.00	0.84	1.00	0.84
Lanes:	0.00	0.87	0.13	0.38	0.62	0.00	0.00	0.00	0.00	0.21	0.00	0.79
Final Sat.:	0	1620	246	537	877	0	0	0	0	332	0	1263
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.30	0.30	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:					****					****		
Green/Cycle:	0.00	0.55	0.55	0.55	0.55	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.00	0.42	0.42	0.54	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Delay/Veh:	0.0	8.2	8.2	9.4	9.4	0.0	0.0	0.0	0.0	18.2	0.0	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	8.2	9.4	9.4	0.0	0.0	0.0	0.0	18.2	0.0	18.2
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	5	5	6	6	0	0	0	0	5	0	5

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0	1 0	0	0	0 0	1 0	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	142	276	0	0	359	18	24	0	231	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	276	0	0	359	18	24	0	231	0	0	0
Added Vol:	26	0	0	0	0	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	276	0	0	359	18	24	0	241	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	276	0	0	359	18	24	0	241	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	276	0	0	359	18	24	0	241	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	276	0	0	359	18	24	0	241	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.86	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.95	0.05	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1798	90	1630	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.00	0.00	0.20	0.20	0.01	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.17	0.53	0.00	0.00	0.36	0.36	0.27	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	0.55	0.27	0.00	0.00	0.55	0.55	0.05	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	25.1	7.9	0.0	0.0	16.3	16.3	16.3	0.0	11.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	7.9	0.0	0.0	16.3	16.3	16.3	0.0	11.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	4	3	0	0	6	6	0	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #7 Highland Springs Avenue (NS) at Oak Valley Parkway (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: OPTIMIZED Level Of Service: B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	7	0	0	7	7	7	0	7	0	0	0
Lanes:	1 0 1	0 0		0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	250	412	0	0	293	20	8	0	197	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	412	0	0	293	20	8	0	197	0	0	0
Added Vol:	21	0	0	0	0	0	0	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	412	0	0	293	20	8	0	229	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	412	0	0	293	20	8	0	229	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	412	0	0	293	20	8	0	229	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	412	0	0	293	20	8	0	229	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.90	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1763	120	1701	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.00	0.00	0.17	0.17	0.00	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.26	0.55	0.00	0.00	0.29	0.29	0.25	0.00	0.51	0.00	0.00	0.00
Volume/Cap:	0.57	0.39	0.00	0.00	0.57	0.57	0.02	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	20.9	7.9	0.0	0.0	19.6	19.6	17.1	0.0	8.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	7.9	0.0	0.0	19.6	19.6	17.1	0.0	8.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	A	A	A	A
HCM2kAvgQ:	5	5	0	0	6	6	0	0	3	0	0	0

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0 1	0	1	1	0 1	1	0	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	96	278	200		209	519	120		33	161	170		192	154	179	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	96	278	200		209	519	120		33	161	170		192	154	179	
Added Vol:	0	0	0		10	0	0		0	6	0		0	14	26	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	96	278	200		219	519	120		33	167	170		192	168	205	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	96	278	200		219	519	120		33	167	170		192	168	205	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	96	278	200		219	519	120		33	167	170		192	168	205	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	96	278	200		219	519	120		33	167	170		192	168	205	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		0.95	0.92	0.92		0.95	0.88	0.88		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.62	0.38		1.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	1805	1900	1615		1805	2850	659		1805	1668	1668		1805	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.15	0.12		0.12	0.18	0.18		0.02	0.10	0.10		0.11	0.05	0.13	
Crit Moves:	****					****			****						****	
Green/Cycle:	0.12	0.22	0.39		0.19	0.29	0.29		0.12	0.16	0.16		0.16	0.21	0.21	
Volume/Cap:	0.46	0.65	0.32		0.65	0.62	0.62		0.16	0.62	0.63		0.66	0.23	0.62	
Delay/Veh:	26.3	24.7	13.2		27.1	19.4	19.4		24.2	25.7	26.0		29.2	20.0	25.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.3	24.7	13.2		27.1	19.4	19.4		24.2	25.7	26.0		29.2	20.0	25.2	
LOS by Move:	C	C	B		C	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	2	6	3		5	6	6		1	4	4		5	2	5	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Highland Springs Avenue (NS) at 8th Street/Wilson Street (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.2
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	131	602	217	200	378	21	38	202	109	182	198	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	602	217	200	378	21	38	202	109	182	198	250
Added Vol:	0	0	0	32	0	0	0	18	0	0	13	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	602	217	232	378	21	38	220	109	182	211	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	602	217	232	378	21	38	220	109	182	211	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	602	217	232	378	21	38	220	109	182	211	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	602	217	232	378	21	38	220	109	182	211	271
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.94	0.94	0.95	0.90	0.90	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.34	0.66	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	3393	188	1805	2293	1136	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.13	0.13	0.11	0.11	0.02	0.10	0.10	0.10	0.06	0.17
Crit Moves:		****		****			****					****
Green/Cycle:	0.23	0.37	0.51	0.15	0.29	0.29	0.09	0.14	0.14	0.14	0.19	0.19
Volume/Cap:	0.32	0.86	0.26	0.86	0.38	0.38	0.24	0.70	0.70	0.70	0.30	0.86
Delay/Veh:	26.2	33.9	11.1	56.6	22.9	22.9	34.8	37.4	37.4	40.5	27.8	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	33.9	11.1	56.6	22.9	22.9	34.8	37.4	37.4	40.5	27.8	51.8
LOS by Move:	C	C	B	E	C	C	C	D	D	D	C	D
HCM2kAvgQ:	3	17	3	9	4	4	1	6	6	6	3	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	120	490	161	198	490	145	170	261	168	152	205	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	490	161	198	490	145	170	261	168	152	205	69
Added Vol:	0	0	0	0	0	0	0	8	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	490	161	198	490	145	170	269	168	152	220	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	490	161	198	490	145	170	269	168	152	220	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	490	161	198	490	145	170	269	168	152	220	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	490	161	198	490	145	170	269	168	152	220	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.10	0.11	0.14	0.09	0.09	0.07	0.10	0.08	0.06	0.04
Crit Moves:		****		****					****	****		
Green/Cycle:	0.19	0.23	0.23	0.19	0.22	0.22	0.16	0.18	0.18	0.14	0.16	0.16
Volume/Cap:	0.35	0.59	0.43	0.59	0.61	0.40	0.59	0.42	0.59	0.59	0.38	0.27
Delay/Veh:	21.6	21.7	20.6	25.2	22.3	20.6	26.7	22.5	26.0	27.7	23.0	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.7	20.6	25.2	22.3	20.6	26.7	22.5	26.0	27.7	23.0	22.7
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	5	3	4	5	3	4	3	4	4	2	1

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #9 Highland Springs Avenue (NS) at 6th Street/Ramsey Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	173	526	188	124	526	127	258	358	202	302	409	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	526	188	124	526	127	258	358	202	302	409	126
Added Vol:	0	0	0	0	0	0	0	22	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	526	188	124	526	127	258	380	202	302	426	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	526	188	124	526	127	258	380	202	302	426	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	526	188	124	526	127	258	380	202	302	426	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	526	188	124	526	127	258	380	202	302	426	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.12	0.07	0.15	0.08	0.14	0.11	0.13	0.17	0.12	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.13	0.18	0.18	0.15	0.20	0.20	0.22	0.17	0.17	0.23	0.18	0.18
Volume/Cap:	0.73	0.79	0.63	0.47	0.73	0.39	0.65	0.61	0.73	0.73	0.65	0.43
Delay/Veh:	35.8	29.8	27.0	24.7	26.2	21.6	25.1	24.8	32.9	27.8	25.1	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	29.8	27.0	24.7	26.2	21.6	25.1	24.8	32.9	27.8	25.1	22.8
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	7	4	3	7	2	6	5	5	7	5	3

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	241	691	0	0	578	306	0	0	0	202	2	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	691	0	0	578	306	0	0	0	202	2	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	691	0	0	578	306	0	0	0	202	2	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	691	0	0	578	306	0	0	0	202	2	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	691	0	0	578	306	0	0	0	202	2	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	691	0	0	578	306	0	0	0	202	2	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1733	17	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.00	0.00	0.16	0.19	0.00	0.00	0.00	0.12	0.12	0.11
Crit Moves:	****					****					****	
Green/Cycle:	0.24	0.59	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	0.55	0.33	0.00	0.00	0.46	0.55	0.00	0.00	0.00	0.55	0.55	0.52
Delay/Veh:	21.3	6.4	0.0	0.0	15.6	17.1	0.0	0.0	0.0	22.8	22.8	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	6.4	0.0	0.0	15.6	17.1	0.0	0.0	0.0	22.8	22.8	22.4
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	5	4	0	0	5	5	0	0	0	4	4	4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Highland Springs Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	330	999	0	0	731	347	0	0	0	369	3	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	999	0	0	731	347	0	0	0	369	3	281
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	999	0	0	731	347	0	0	0	369	3	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	999	0	0	731	347	0	0	0	369	3	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	999	0	0	731	347	0	0	0	369	3	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	999	0	0	731	347	0	0	0	369	3	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	1.00	1.00	1.00	0.92	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1615	0	0	0	1724	14	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.00	0.00	0.20	0.21	0.00	0.00	0.00	0.21	0.21	0.17
Crit Moves:	****					****					****	
Green/Cycle:	0.24	0.52	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.76	0.53	0.00	0.00	0.72	0.76	0.00	0.00	0.00	0.76	0.76	0.62
Delay/Veh:	29.2	9.8	0.0	0.0	22.0	27.3	0.0	0.0	0.0	26.9	26.9	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	9.8	0.0	0.0	22.0	27.3	0.0	0.0	0.0	26.9	26.9	21.5
LOS by Move:	C	A	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	7	0	0	8	8	0	0	0	8	8	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	620	369	187	593	0	320	4	367	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	620	369	187	593	0	320	4	367	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	620	369	187	593	0	320	4	367	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	620	369	187	593	0	320	4	367	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	620	369	187	593	0	320	4	367	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	620	369	187	593	0	320	4	367	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1747	22	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.23	0.10	0.16	0.00	0.18	0.18	0.23	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.33	0.33	0.15	0.48	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.53	0.70	0.70	0.35	0.00	0.56	0.56	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	16.9	21.8	32.2	10.0	0.0	18.0	18.0	21.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.9	21.8	32.2	10.0	0.0	18.0	18.0	21.9	0.0	0.0	0.0
LOS by Move:	A	B	C	C	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	5	7	5	4	0	6	6	7	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Highland Springs Avenue (NS) at !-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	939	455	181	880	0	381	14	480	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	939	455	181	880	0	381	14	480	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	939	455	181	880	0	381	14	480	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	939	455	181	880	0	381	14	480	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	939	455	181	880	0	381	14	480	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	939	455	181	880	0	381	14	480	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.94	0.94	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1714	63	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.28	0.10	0.24	0.00	0.22	0.22	0.30	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.33	0.33	0.12	0.45	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.78	0.85	0.85	0.54	0.00	0.64	0.64	0.85	0.00	0.00	0.00
Delay/Veh:	0.0	21.6	30.8	52.0	12.4	0.0	18.5	18.5	29.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	30.8	52.0	12.4	0.0	18.5	18.5	29.6	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	11	11	6	7	0	7	7	11	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Permitted					
Rights:	Include						Ignore						Include						Ignore					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	2	0	1		1	0	1	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	57	358		51			144	243		60			131		76		78		49		83		272	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	57	358		51			144	243		60			131		76		78		49		83		272	
Added Vol:	0	0		6			0	0		0			0		56		0		14		143		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	57	358		57			144	243		60			131		132		78		63		226		272	
User Adj:	1.00	1.00		1.00			1.00	1.00		0.00			1.00		1.00		1.00		1.00		1.00		0.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		0.00			1.00		1.00		1.00		1.00		1.00		0.00	
PHF Volume:	57	358		57			144	243		0			131		132		78		63		226		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	57	358		57			144	243		0			131		132		78		63		226		0	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		0.00			1.00		1.00		1.00		1.00		1.00		0.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		0.00			1.00		1.00		1.00		1.00		1.00		0.00	
FinalVolume:	57	358		57			144	243		0			131		132		78		63		226		0	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.95	0.93		0.93			0.95	0.95		1.00			0.95		0.90		0.90		0.85		1.00		1.00	
Lanes:	1.00	1.73		0.27			1.00	2.00		1.00			1.00		1.26		0.74		1.00		1.00		1.00	
Final Sat.:	1805	3049		485			1805	3610		1900			1805		2142		1266		1615		1900		1900	
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.12		0.12			0.08	0.07		0.00			0.07		0.06		0.06		0.04		0.12		0.00	
Crit Moves:		****					****						****								****			
Green/Cycle:	0.19	0.22		0.22			0.15	0.19		0.00			0.14		0.36		0.36		0.22		0.22		0.00	
Volume/Cap:	0.17	0.53		0.53			0.53	0.36		0.00			0.53		0.17		0.17		0.17		0.53		0.00	
Delay/Veh:	20.8	21.3		21.3			25.5	21.6		0.0			26.3		13.1		13.1		19.0		21.8		0.0	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	20.8	21.3		21.3			25.5	21.6		0.0			26.3		13.1		13.1		19.0		21.8		0.0	
LOS by Move:	C	C		C			C	C		A			C		B		B		B		C		A	
HCM2kAvgQ:	1	4		4			3	2		0			3		1		1		1		4		0	

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Highland Springs Avenue (NS) at Sun Lakes Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	93	311	84	227	329	86	68	249	93	98	181	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	311	84	227	329	86	68	249	93	98	181	260
Added Vol:	0	0	18	0	0	0	0	175	0	13	116	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	311	102	227	329	86	68	424	93	111	297	260
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	93	311	102	227	329	0	68	424	93	111	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	311	102	227	329	0	68	424	93	111	297	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	93	311	102	227	329	0	68	424	93	111	297	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	1.00	0.95	0.92	0.92	0.39	1.00	1.00
Lanes:	1.00	1.51	0.49	1.00	2.00	1.00	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	1805	2618	859	1805	3610	1900	1805	2881	632	737	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.13	0.09	0.00	0.04	0.15	0.15	0.15	0.16	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.18	0.18	0.19	0.19	0.00	0.12	0.36	0.36	0.24	0.24	0.00
Volume/Cap:	0.27	0.65	0.65	0.65	0.48	0.00	0.32	0.41	0.41	0.63	0.65	0.00
Delay/Veh:	21.3	25.1	25.1	26.6	22.3	0.0	25.2	14.8	14.8	27.3	23.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	25.1	25.1	26.6	22.3	0.0	25.2	14.8	14.8	27.3	23.8	0.0
LOS by Move:	C	C	C	C	C	A	C	B	B	C	C	A
HCM2kAvgQ:	2	5	5	5	3	0	2	4	4	3	6	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #13 Highland Home Road (NS) at 14th Street (EW)

****

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: A[9.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	64	2	0	0	4	106	48	0	76	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	2	0	0	4	106	48	0	76	0	0	0
Added Vol:	14	26	0	0	10	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	28	0	0	14	106	48	0	82	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	28	0	0	14	106	48	0	82	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	78	28	0	0	14	106	48	0	82	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	120	xxxx	xxxxx	xxxx	xxxx	xxxxx	251	251	67	xxxx	xxxx	xxxxx
Potent Cap.:	1480	xxxx	xxxxx	xxxx	xxxx	xxxxx	742	656	1002	xxxx	xxxx	xxxxx
Move Cap.:	1480	xxxx	xxxxx	xxxx	xxxx	xxxxx	711	619	1002	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	870	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx		
ApproachLOS:	*			*			A			*		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #13 Highland Home Road (NS) at 14th Street (EW)

****

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: B[11.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	158	2	0	0	2	102	78	0	88	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	2	0	0	2	102	78	0	88	0	0	0
Added Vol:	13	21	0	0	32	0	0	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	23	0	0	34	102	78	0	106	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	23	0	0	34	102	78	0	106	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	171	23	0	0	34	102	78	0	106	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	136	xxxx	xxxxx	xxxx	xxxx	xxxxx	450	450	85	xxxx	xxxx	xxxxx
Potent Cap.:	1461	xxxx	xxxxx	xxxx	xxxx	xxxxx	571	508	980	xxxx	xxxx	xxxxx
Move Cap.:	1461	xxxx	xxxxx	xxxx	xxxx	xxxxx	514	442	980	xxxx	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	0.00	0.11	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	708	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.9			xxxxxx		
ApproachLOS:	*			*			B			*		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: F[51.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	1	0 0 1!	0	0	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	6	1	49	56	25	45	54	495	6	59	468	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	49	56	25	45	54	495	6	59	468	36
Added Vol:	27	14	0	10	6	0	0	15	11	0	39	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	15	49	66	31	45	54	510	17	59	507	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	15	49	66	31	45	54	510	17	59	507	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	15	49	66	31	45	54	510	17	59	507	62
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1005	1305	255	996	1260	254	569	xxxx	xxxxx	527	xxxx	xxxxx
Potent Cap.:	199	162	750	202	172	752	1013	xxxx	xxxxx	1050	xxxx	xxxxx
Move Cap.:	145	144	750	160	154	752	1013	xxxx	xxxxx	1050	xxxx	xxxxx
Volume/Cap:	0.23	0.10	0.07	0.41	0.20	0.06	0.05	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.8	0.3	0.2	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	36.9	32.8	10.1	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	E	D	B	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	210	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	4.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	51.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:		22.7			51.7			xxxxxx			xxxxxx	
ApproachLOS:		C			F			*			*	

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Average Delay (sec/veh): 32.3 Worst Case Level Of Service: F[282.2]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	0	1	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	9		36		87	84		22		16	78		510		3	15		525		66
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	9		36		87	84		22		16	78		510		3	15		525		66
Added Vol:	23		13		0	32		18		0	0		48		34	0		32		21
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	32		49		87	116		40		16	78		558		37	15		557		87
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	32		49		87	116		40		16	78		558		37	15		557		87
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	32		49		87	116		40		16	78		558		37	15		557		87
Critical Gap Module:																				
Critical Gp:	7.5		6.5		6.9	7.5		6.5		6.9	4.1		xxxx		xxxxx	4.1		xxxx		xxxxx
FollowUpTim:	3.5		4.0		3.3	3.5		4.0		3.3	2.2		xxxx		xxxxx	2.2		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	1043		1388		279	1047		1338		279	644		xxxx		xxxxx	595		xxxx		xxxxx
Potent Cap.:	186		144		724	185		154		725	951		xxxx		xxxxx	991		xxxx		xxxxx
Move Cap.:	132		130		724	107		140		725	951		xxxx		xxxxx	991		xxxx		xxxxx
Volume/Cap:	0.24		0.38		0.12	1.08		0.29		0.02	0.08		xxxx		xxxx	0.02		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	0.9		1.6		0.4	xxxx		xxxx		xxxxx	0.3		xxxx		xxxxx	0.0		xxxx		xxxxx
Control Del:	40.8		48.4		10.6	xxxxx		xxxx		xxxxx	9.1		xxxx		xxxxx	8.7		xxxx		xxxxx
LOS by Move:	E		E		B	*		*		*	A		*		*	A		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		124		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		xxxx		xxxxx	xxxxx		11.6		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx		xxxx		xxxxx	xxxxx		282		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		*	*		F		*	*		*		*	*		*		*
ApproachDel:			27.4					282.2					xxxxxx					xxxxxx		
ApproachLOS:			D					F					*					*		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		0	0	1!	0	0		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	6		0		49		56		25		45		54		495		6		59		468		36	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	6		0		49		56		25		45		54		495		6		59		468		36	
Added Vol:	27		14		0		10		6		0		0		15		11		0		39		26	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	33		14		49		66		31		45		54		510		17		59		507		62	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	33		14		49		66		31		45		54		510		17		59		507		62	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	33		14		49		66		31		45		54		510		17		59		507		62	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	33		14		49		66		31		45		54		510		17		59		507		62	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.79		1.00		0.85		0.83		0.83		0.83		0.45		0.95		0.85		0.45		0.95		0.85	
Lanes:	1.00		1.00		1.00		0.46		0.22		0.32		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1492		1900		1615		734		345		500		851		3610		1615		847		3610		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.01		0.03		0.09		0.09		0.09		0.06		0.14		0.01		0.07		0.14		0.04	
Crit Moves:									****						****									
Green/Cycle:	0.34		0.34		0.34		0.34		0.34		0.34		0.53		0.53		0.53		0.53		0.53		0.53	
Volume/Cap:	0.07		0.02		0.09		0.27		0.27		0.27		0.12		0.27		0.02		0.13		0.27		0.07	
Delay/Veh:	13.5		13.3		13.7		14.8		14.8		14.8		7.2		7.8		6.7		7.3		7.8		6.9	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	13.5		13.3		13.7		14.8		14.8		14.8		7.2		7.8		6.7		7.3		7.8		6.9	
LOS by Move:	B		B		B		B		B		B		A		A		A		A		A		A	
HCM2kAvgQ:	0		0		1		2		2		2		1		3		0		1		3		1	

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #14 Highland Home Road (NS) at Wilson Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.314
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		0	0	1!	0	0		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	9		36		87		84		22		16		78		510		3		15		525		66	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	9		36		87		84		22		16		78		510		3		15		525		66	
Added Vol:	23		13		0		32		18		0		0		48		34		0		32		21	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	32		49		87		116		40		16		78		558		37		15		557		87	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	32		49		87		116		40		16		78		558		37		15		557		87	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	32		49		87		116		40		16		78		558		37		15		557		87	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	32		49		87		116		40		16		78		558		37		15		557		87	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.78		1.00		0.85		0.77		0.77		0.77		0.41		0.95		0.85		0.41		0.95		0.85	
Lanes:	1.00		1.00		1.00		0.68		0.23		0.09		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1486		1900		1615		989		341		136		783		3610		1615		781		3610		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.03		0.05		0.12		0.12		0.12		0.10		0.15		0.02		0.02		0.15		0.05	
Crit Moves:									****						****									
Green/Cycle:	0.37		0.37		0.37		0.37		0.37		0.37		0.49		0.49		0.49		0.49		0.49		0.49	
Volume/Cap:	0.06		0.07		0.14		0.31		0.31		0.31		0.20		0.31		0.05		0.04		0.31		0.11	
Delay/Veh:	12.1		12.1		12.5		13.7		13.7		13.7		8.8		9.2		7.9		7.9		9.2		8.2	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	12.1		12.1		12.5		13.7		13.7		13.7		8.8		9.2		7.9		7.9		9.2		8.2	
LOS by Move:	B		B		B		B		B		B		A		A		A		A		A		A	
HCM2kAvgQ:	0		1		1		2		2		2		1		3		0		0		3		1	

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[16.4]

****

Approach:	North Bound			South Bound			East Bound					West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R			L	- T	- R		
Control:	Stop Sign			Stop Sign			Uncontrolled					Uncontrolled				
Rights:	Include			Include			Include					Include				
Lanes:	0	0 1!	0	0	1	0	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module:																		
Base Vol:	1	1	1	37	1	42	36	433	2			8	388	14				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00				
Initial Bse:	1	1	1	37	1	42	36	433	2			8	388	14				
Added Vol:	0	0	0	17	0	0	0	21	0			0	52	40				
PasserByVol:	0	0	0	0	0	0	0	0	0			0	0	0				
Initial Fut:	1	1	1	54	1	42	36	454	2			8	440	54				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00				
PHF Volume:	1	1	1	54	1	42	36	454	2			8	440	54				
Reduct Vol:	0	0	0	0	0	0	0	0	0			0	0	0				
FinalVolume:	1	1	1	54	1	42	36	454	2			8	440	54				
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx				
Capacity Module:																		
Cnflict Vol:	764	1037	228	756	984	220	494	xxxx	xxxxx			456	xxxx	xxxxx				
Potent Cap.:	297	233	781	301	250	790	1080	xxxx	xxxxx			1115	xxxx	xxxxx				
Move Cap.:	272	224	781	290	240	790	1080	xxxx	xxxxx			1115	xxxx	xxxxx				
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.05	0.03	xxxx	xxxx			0.01	xxxx	xxxx				
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx			0.0	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.8	8.4	xxxx	xxxxx			8.3	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	A	A	*	*			A	*	*				
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT			LT	- LTR	- RT				
Shared Cap.:	xxxx	318	xxxxx	289	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.0	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	16.4	xxxxx	20.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx				
Shared LOS:	*	C	*	C	*	*	*	*	*			*	*	*				
ApproachDel:		16.4			15.8			xxxxxx					xxxxxx					
ApproachLOS:		C			C			*					*					

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

****

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: F[67.1]

****

Approach:	North Bound			South Bound			East Bound					West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R			L	- T	- R		
Control:	Stop Sign			Stop Sign			Uncontrolled					Uncontrolled				
Rights:	Include			Include			Include					Include				
Lanes:	0	0 1!	0	0	0 1	0	0	1	0	1	1 0	1	0 2	0	1	
Volume Module:																
Base Vol:	1	1	1	18	1	42	105	642	2		8	708	55			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	1	1	1	18	1	42	105	642	2		8	708	55			
Added Vol:	0	0	0	52	0	0	0	66	0		0	44	36			
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0			
Initial Fut:	1	1	1	70	1	42	105	708	2		8	752	91			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	1	1	1	70	1	42	105	708	2		8	752	91			
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0			
FinalVolume:	1	1	1	70	1	42	105	708	2		8	752	91			
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	1312	1778	355	1333	1688	376	843	xxxx	xxxxx		710	xxxx	xxxxx			
Potent Cap.:	118	83	647	114	95	627	802	xxxx	xxxxx		899	xxxx	xxxxx			
Move Cap.:	98	72	647	101	81	627	802	xxxx	xxxxx		899	xxxx	xxxxx			
Volume/Cap:	0.01	0.01	0.00	0.69	0.01	0.07	0.13	xxxx	xxxx		0.01	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.4	xxxx	xxxxx		0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.1	10.2	xxxx	xxxxx		9.0	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	B	B	*	*		A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT			
Shared Cap.:	xxxx	117	xxxxx	101	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.1	xxxxx	3.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	36.7	xxxxx	100.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	*	E	*	F	*	*	*	*	*		*	*	*			
ApproachDel:		36.7			67.1			xxxxxx				xxxxxx				
ApproachLOS:		E			F			*				*				

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.198
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	1	1	1	37	1	42	36	433	2	8	388	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	37	1	42	36	433	2	8	388	14
Added Vol:	0	0	0	17	0	0	0	21	0	0	52	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	54	1	42	36	454	2	8	440	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	1	54	1	42	36	454	2	8	440	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	54	1	42	36	454	2	8	440	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	54	1	42	36	454	2	8	440	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.95	0.85	0.49	0.95	0.95	0.48	0.95	0.85
Lanes:	0.34	0.33	0.33	0.98	0.02	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	595	595	595	1778	33	1615	939	3591	16	918	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.04	0.13	0.13	0.01	0.12	0.03
Crit Moves:		****		****				****				
Green/Cycle:	0.12	0.12	0.12	0.13	0.13	0.13	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.01	0.01	0.01	0.23	0.23	0.20	0.07	0.23	0.23	0.02	0.22	0.06
Delay/Veh:	23.5	23.5	23.5	23.8	23.8	23.6	6.3	7.0	7.0	6.1	6.9	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	23.5	23.5	23.8	23.8	23.6	6.3	7.0	7.0	6.1	6.9	6.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	1	1	0	2	2	0	2	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Highland Home Road (NS) at Ramsey Street (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	1	1	1	18	1	42	105	642	2	8	708	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	18	1	42	105	642	2	8	708	55
Added Vol:	0	0	0	52	0	0	0	66	0	0	44	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	1	70	1	42	105	708	2	8	752	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	1	70	1	42	105	708	2	8	752	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	70	1	42	105	708	2	8	752	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	1	70	1	42	105	708	2	8	752	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.95	0.85	0.33	0.95	0.95	0.35	0.95	0.85
Lanes:	0.34	0.33	0.33	0.99	0.01	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	595	595	595	1785	26	1615	623	3600	10	659	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.03	0.17	0.20	0.20	0.01	0.21	0.06
Crit Moves:		****		****							****	
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.02	0.02	0.02	0.35	0.35	0.23	0.28	0.33	0.33	0.02	0.35	0.09
Delay/Veh:	26.0	26.0	26.0	27.7	27.7	27.0	6.8	6.7	6.7	5.4	6.8	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	26.0	26.0	27.7	27.7	27.0	6.8	6.7	6.7	5.4	6.8	5.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	1	1	4	4	0	4	1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.329
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	5	2	77	12	71	55	101	4	4	87	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	5	2	77	12	71	55	101	4	4	87	50
Added Vol:	0	0	0	0	0	0	0	77	0	0	195	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	5	2	77	12	71	55	178	4	4	282	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	5	2	77	12	71	55	178	4	4	282	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	5	2	77	12	71	55	178	4	4	282	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	5	2	77	12	71	55	178	4	4	282	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.81	0.81	0.81	0.87	0.87	0.87	0.98	0.98	0.98
Lanes:	0.22	0.56	0.22	0.48	0.08	0.44	0.23	0.75	0.02	0.01	0.84	0.15
Final Sat.:	394	985	394	739	115	682	385	1246	28	22	1560	277
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.10	0.10	0.10	0.14	0.14	0.14	0.18	0.18	0.18
Crit Moves:					****						****	
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.02	0.02	0.02	0.33	0.33	0.33	0.26	0.26	0.26	0.33	0.33	0.33
Delay/Veh:	14.1	14.1	14.1	16.0	16.0	16.0	7.2	7.2	7.2	7.6	7.6	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	14.1	14.1	16.0	16.0	16.0	7.2	7.2	7.2	7.6	7.6	7.6
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	3	3	2	2	2	4	4	4

****

Note: Queue reported is the number of cars per lane.

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #16 Highland Home Road (NS) at Sun Lakes Boulevard (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7	7	7				7	7	7				7	7	7				7	7	7			
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	3	13	3				147	13	147				154	159	3				4	189	183			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	3	13	3				147	13	147				154	159	3				4	189	183			
Added Vol:	0	0	0				0	0	0				0	241	0				0	160	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	3	13	3				147	13	147				154	400	3				4	349	183			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	3	13	3				147	13	147				154	400	3				4	349	183			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	3	13	3				147	13	147				154	400	3				4	349	183			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	3	13	3				147	13	147				154	400	3				4	349	183			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.94	0.94	0.94				0.78	0.78	0.78				0.76	0.76	0.76				0.95	0.95	0.95			
Lanes:	0.16	0.68	0.16				0.48	0.04	0.48				0.27	0.72	0.01				0.01	0.65	0.34			
Final Sat.:	281	1218	281				706	62	706				399	1036	8				13	1177	617			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.01	0.01				0.21	0.21	0.21				0.39	0.39	0.39				0.30	0.30	0.30			
Crit Moves:								****						****										
Green/Cycle:	0.30	0.30	0.30				0.30	0.30	0.30				0.56	0.56	0.56				0.56	0.56	0.56			
Volume/Cap:	0.04	0.04	0.04				0.69	0.69	0.69				0.69	0.69	0.69				0.53	0.53	0.53			
Delay/Veh:	14.7	14.7	14.7				22.8	22.8	22.8				11.8	11.8	11.8				8.7	8.7	8.7			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	14.7	14.7	14.7				22.8	22.8	22.8				11.8	11.8	11.8				8.7	8.7	8.7			
LOS by Move:	B		B				C		C				B		B				A		A			
HCM2kAvgQ:	0		0				6		6				9		9				7		7			

****

Note: Queue reported is the number of cars per lane.

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #17 Lincoln Street (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[10.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	2	0	75	78	78	0	0	75	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	75	78	78	0	0	75	2
Added Vol:	0	0	0	0	0	0	0	77	0	0	195	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	75	78	155	0	0	270	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	2	0	75	78	155	0	0	270	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	75	78	155	0	0	270	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	582	582	271	272	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	479	427	773	1303	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	456	401	773	1303	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.10	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	759	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #17 Lincoln Street (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[13.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	9	0	206	161	131	0	0	174	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	9	0	206	161	131	0	0	174	9
Added Vol:	0	0	0	0	0	0	0	241	0	0	160	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	9	0	206	161	372	0	0	334	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	9	0	206	161	372	0	0	334	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	9	0	206	161	372	0	0	334	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1033	1033	339	343	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	260	235	708	1227	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	231	201	708	1227	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.29	0.13	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	652	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.2	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			13.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.091
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 47.6
Optimal Cycle: 0 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	127	28	65	11	49	20	22	404	176	65	293	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	28	65	11	49	20	22	404	176	65	293	0
Added Vol:	91	26	0	0	10	0	0	0	36	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	54	65	11	59	20	22	404	212	65	293	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	54	65	11	59	20	22	404	212	65	293	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	54	65	11	59	20	22	404	212	65	293	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	54	65	11	59	20	22	404	212	65	293	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.49	0.51	1.00	0.66	0.34	1.00	1.00	0.00
Final Sat.:	427	452	496	379	608	212	492	370	194	472	509	0
Capacity Analysis Module:												
Vol/Sat:	0.51	0.12	0.13	0.03	0.10	0.09	0.04	1.09	1.09	0.14	0.58	xxxx
Crit Moves:	****				****			****			****	
Delay/Veh:	19.0	11.5	10.8	12.0	12.0	11.7	10.1	89.2	89.2	11.3	18.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	11.5	10.8	12.0	12.0	11.7	10.1	89.2	89.2	11.3	18.3	0.0
LOS by Move:	C	B	B	B	B	B	B	F	F	B	C	*
ApproachDel:		16.2			11.9			86.5			17.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.2			11.9			86.5			17.0	
LOS by Appr:		C			B			F			C	
AllWayAvgQ:	1.0	0.1	0.1	0.0	0.1	0.1	0.0	12.6	12.6	0.2	1.2	1.2

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.295
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 79.5
Optimal Cycle: 0 Level Of Service: F

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	1	1	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	196		53		134		0		30		0		0		386		179		121		354		17	
Growth Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Initial Bse:	196		53		134		0		30		0		0		386		179		121		354		17	
Added Vol:	74		21		0		0		32		0		0		0		111		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	270		74		134		0		62		0		0		386		290		121		354		17	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Volume:	270		74		134		0		62		0		0		386		290		121		354		17	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	270		74		134		0		62		0		0		386		290		121		354		17	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
FinalVolume:	270		74		134		0		62		0		0		386		290		121		354		17	
Saturation Flow Module:																								
Adjustment:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Lanes:	1.00	1.00			1.00		1.00	2.00			0.00		1.00	0.57			0.43		1.00	0.95			0.05	
Final Sat.:	418		441		483		346		728		0		453		298		224		456		471		23	
Capacity Analysis Module:																								
Vol/Sat:	0.65	0.17			0.28		0.00	0.09			xxxx		0.00	1.30			1.30		0.27	0.75			0.75	
Crit Moves:	****							****						****						****				
Delay/Veh:	25.1		12.3		12.7		0.0		12.8		0.0		0.0		168		167.9		13.2		28.2		28.2	
Delay Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
AdjDel/Veh:	25.1		12.3		12.7		0.0		12.8		0.0		0.0		168		167.9		13.2		28.2		28.2	
LOS by Move:	D		B		B		*		B		*		*		F		F		B		D		D	
ApproachDel:			19.7						12.8						167.9						24.5			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			19.7						12.8						167.9						24.5			
LOS by Appr:			C						B						F						C			
AllWayAvgQ:	1.6		0.2		0.4		0.0		0.1		0.1		0.0		22.9		22.9		0.3		2.5		2.5	

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.9
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	127	28	65	11	49	20	22	404	176	65	293	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	28	65	11	49	20	22	404	176	65	293	0
Added Vol:	91	26	0	0	10	0	0	0	36	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	54	65	11	59	20	22	404	212	65	293	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	54	65	11	59	20	22	404	212	65	293	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	54	65	11	59	20	22	404	212	65	293	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	54	65	11	59	20	22	404	212	65	293	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	1.00	0.85	0.72	0.91	0.91	0.56	0.95	0.95	0.32	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.49	0.51	1.00	0.66	0.34	1.00	1.00	0.00
Final Sat.:	1340	1900	1615	1372	2594	879	1066	1181	620	608	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.03	0.04	0.01	0.02	0.02	0.02	0.34	0.34	0.11	0.15	0.00
Crit Moves:	****							****				
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.59	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.58	0.10	0.14	0.03	0.08	0.08	0.04	0.58	0.58	0.18	0.26	0.00
Delay/Veh:	20.9	16.1	16.4	15.7	16.0	16.0	5.2	8.6	8.6	6.0	6.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	16.1	16.4	15.7	16.0	16.0	5.2	8.6	8.6	6.0	6.2	0.0
LOS by Move:	C	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	4	1	1	0	1	1	0	8	8	1	3	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #18 Sunset Avenue (NS) at Wilson Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	7		7		7	7		7		7	7		7		7	7		7		7
Lanes:	1	0	1	0	1	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	196		53		134	0		30		0	0		386		179	121		354		17
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	196		53		134	0		30		0	0		386		179	121		354		17
Added Vol:	74		21		0	0		32		0	0		0		111	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	270		74		134	0		62		0	0		386		290	121		354		17
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	270		74		134	0		62		0	0		386		290	121		354		17
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	270		74		134	0		62		0	0		386		290	121		354		17
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	270		74		134	0		62		0	0		386		290	121		354		17
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.72		1.00		0.85	1.00		0.95		0.95	1.00		0.94		0.94	0.27		0.99		0.99
Lanes:	1.00		1.00		1.00	1.00		2.00		0.00	1.00		0.57		0.43	1.00		0.95		0.05
Final Sat.:	1364		1900		1615	1900		3610		0	1900		1015		763	505		1800		86
Capacity Analysis Module:																				
Vol/Sat:	0.20		0.04		0.08	0.00		0.02		0.00	0.00		0.38		0.38	0.24		0.20		0.20
Crit Moves:	****												****							
Green/Cycle:	0.30		0.30		0.30	0.00		0.30		0.00	0.00		0.57		0.57	0.57		0.57		0.57
Volume/Cap:	0.67		0.13		0.28	0.00		0.06		0.00	0.00		0.67		0.67	0.42		0.35		0.35
Delay/Veh:	22.7		15.5		16.5	0.0		15.1		0.0	0.0		10.7		10.7	8.3		7.1		7.1
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	22.7		15.5		16.5	0.0		15.1		0.0	0.0		10.7		10.7	8.3		7.1		7.1
LOS by Move:	C		B		B	A		B		A	A		B		B	A		A		A
HCM2kAvgQ:	6		1		2	0		0		0	0		10		10	2		4		4

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	184		164		113		60		230		43		62		246		153		76		223		34	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	184		164		113		60		230		43		62		246		153		76		223		34	
Added Vol:	72		156		4		0		62		0		0		8		31		1		20		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	256		320		117		60		292		43		62		254		184		77		243		34	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	256		320		117		60		292		43		62		254		184		77		243		34	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	256		320		117		60		292		43		62		254		184		77		243		34	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	256		320		117		60		292		43		62		254		184		77		243		34	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.55		0.91		0.91		0.48		0.93		0.93		0.95		0.89		0.89		0.95		0.93		0.93	
Lanes:	1.00		1.46		0.54		1.00		1.74		0.26		1.00		1.16		0.84		1.00		1.75		0.25	
Final Sat.:	1039		2538		928		910		3087		455		1805		1962		1421		1805		3110		435	
Capacity Analysis Module:																								
Vol/Sat:	0.25		0.13		0.13		0.07		0.09		0.09		0.03		0.13		0.13		0.04		0.08		0.08	
Crit Moves:	****														****				****					
Green/Cycle:	0.45		0.45		0.45		0.45		0.45		0.45		0.18		0.24		0.24		0.12		0.18		0.18	
Volume/Cap:	0.55		0.28		0.28		0.15		0.21		0.21		0.20		0.55		0.55		0.37		0.44		0.44	
Delay/Veh:	13.5		10.6		10.6		10.0		10.2		10.2		21.4		21.0		21.0		25.5		22.6		22.6	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	13.5		10.6		10.6		10.0		10.2		10.2		21.4		21.0		21.0		25.5		22.6		22.6	
LOS by Move:	B		B		B		A		B		B		C		C		C		C		C		C	
HCM2kAvgQ:	4		3		3		1		2		2		1		5		5		2		3		3	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Sunset Avenue (NS) at Ramsey Street (EW)

Cycle (sec):	65	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	268	318	121	87	298	43	74	362	212	180	469	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	318	121	87	298	43	74	362	212	180	469	58
Added Vol:	66	128	2	0	193	0	0	23	94	4	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	446	123	87	491	43	74	385	306	184	483	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	446	123	87	491	43	74	385	306	184	483	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	446	123	87	491	43	74	385	306	184	483	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	446	123	87	491	43	74	385	306	184	483	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.92	0.92	0.40	0.94	0.94	0.95	0.89	0.89	0.95	0.93	0.93
Lanes:	1.00	1.57	0.43	1.00	1.84	0.16	1.00	1.11	0.89	1.00	1.79	0.21
Final Sat.:	789	2739	755	751	3279	287	1805	1879	1493	1805	3171	381
Capacity Analysis Module:												
Vol/Sat:	0.42	0.16	0.16	0.12	0.15	0.15	0.04	0.20	0.20	0.10	0.15	0.15
Crit Moves:	****							****		****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.14	0.23	0.23	0.11	0.20	0.20
Volume/Cap:	0.90	0.34	0.34	0.25	0.32	0.32	0.29	0.90	0.90	0.90	0.76	0.76
Delay/Veh:	38.8	10.9	10.9	10.6	10.7	10.7	25.6	37.4	37.4	64.1	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	10.9	10.9	10.6	10.7	10.7	25.6	37.4	37.4	64.1	29.2	29.2
LOS by Move:	D	B	B	B	B	B	C	D	D	E	C	C
HCM2kAvgQ:	10	4	4	1	4	4	2	11	11	7	7	7

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	116	357	0	0	325	174	0	0	0	5	0	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	357	0	0	325	174	0	0	0	5	0	103
Added Vol:	94	233	0	0	94	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	590	0	0	419	174	0	0	0	13	0	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	590	0	0	419	174	0	0	0	13	0	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	590	0	0	419	174	0	0	0	13	0	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	590	0	0	419	174	0	0	0	13	0	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.84	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.41	0.59	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2439	1013	0	0	0	1587	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.01	0.00	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.26	0.66	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.15	0.00	0.15
Volume/Cap:	0.44	0.25	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.06	0.00	0.44
Delay/Veh:	19.0	4.3	0.0	0.0	13.7	13.7	0.0	0.0	0.0	22.2	0.0	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	4.3	0.0	0.0	13.7	13.7	0.0	0.0	0.0	22.2	0.0	24.7
LOS by Move:	B	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	4	2	0	0	5	5	0	0	0	0	0	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #20 Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	84	556	0	0	446	264	0	0	0	14	0	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	556	0	0	446	264	0	0	0	14	0	214
Added Vol:	84	197	0	0	292	0	0	0	0	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	753	0	0	738	264	0	0	0	45	0	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	753	0	0	738	264	0	0	0	45	0	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	753	0	0	738	264	0	0	0	45	0	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	753	0	0	738	264	0	0	0	45	0	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.81	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.47	0.53	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2555	914	0	0	0	1533	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.03	0.00	0.13
Crit Moves:	****				****							****
Green/Cycle:	0.14	0.59	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.64	0.35	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.14	0.00	0.64
Delay/Veh:	29.6	6.4	0.0	0.0	13.7	13.7	0.0	0.0	0.0	19.7	0.0	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	6.4	0.0	0.0	13.7	13.7	0.0	0.0	0.0	19.7	0.0	26.1
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	C
HCM2kAvgQ:	4	4	0	0	9	9	0	0	0	1	0	5

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	301	10	128	181	0	179	0	99	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	301	10	128	181	0	179	0	99	0	0	0
Added Vol:	0	327	31	0	102	0	0	0	37	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	628	41	128	283	0	179	0	136	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	628	41	128	283	0	179	0	136	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	628	41	128	283	0	179	0	136	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	628	41	128	283	0	179	0	136	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.88	0.12	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3358	219	1805	3610	0	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.07	0.08	0.00	0.10	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.42	0.42	0.16	0.58	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.45	0.45	0.45	0.14	0.00	0.45	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	0.0	12.7	12.7	24.0	5.8	0.0	20.9	0.0	20.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	12.7	24.0	5.8	0.0	20.9	0.0	20.5	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	5	5	3	1	0	3	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #21 Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	1 0	2	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	397	26	121	354	0	233	0	106	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	397	26	121	354	0	233	0	106	0	0	0
Added Vol:	0	281	17	0	322	0	0	0	120	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	678	43	121	676	0	233	0	226	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	678	43	121	676	0	233	0	226	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	678	43	121	676	0	233	0	226	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	678	43	121	676	0	233	0	226	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	0.95	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1805	3610	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.03	0.07	0.19	0.00	0.16	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.49	0.49	0.09	0.58	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.73	0.05	0.73	0.32	0.00	0.73	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	15.1	8.1	41.6	6.6	0.0	30.0	0.0	25.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.1	8.1	41.6	6.6	0.0	30.0	0.0	25.2	0.0	0.0	0.0
LOS by Move:	A	B	A	D	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	11	0	4	4	0	6	0	5	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

****

Average Delay (sec/veh): 10.9 Worst Case Level Of Service: D[30.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	2	26	29	139	16	12	14	62	2	23	66	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	26	29	139	16	12	14	62	2	23	66	180
Added Vol:	13	357	0	0	139	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	383	29	139	155	12	14	62	7	23	66	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	383	29	139	155	12	14	62	7	23	66	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	383	29	139	155	12	14	62	7	23	66	180
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	167	xxxx	xxxxx	412	xxxx	xxxxx	990	881	161	901	873	398
Potent Cap.:	1423	xxxx	xxxxx	1158	xxxx	xxxxx	228	288	889	261	291	656
Move Cap.:	1423	xxxx	xxxxx	1158	xxxx	xxxxx	118	248	889	188	250	656
Volume/Cap:	0.01	xxxx	xxxx	0.12	xxxx	xxxx	0.12	0.25	0.01	0.12	0.26	0.27
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	220	xxxxx	xxxx	407	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx	xxxxx	4.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	30.9	xxxxx	xxxxx	29.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			30.9			29.4		
ApproachLOS:	*			*			D			D		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	12	42	46	168	79	43	29	126	15	66	145	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	42	46	168	79	43	29	126	15	66	145	129
Added Vol:	11	298	0	0	443	0	0	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	340	46	168	522	43	29	126	31	66	145	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	340	46	168	522	43	29	126	31	66	145	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	340	46	168	522	43	29	126	31	66	145	129
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	565	xxxx	xxxxx	386	xxxx	xxxxx	1426	1312	544	1367	1310	363
Potent Cap.:	1017	xxxx	xxxxx	1184	xxxx	xxxxx	114	160	543	125	160	686
Move Cap.:	1017	xxxx	xxxxx	1184	xxxx	xxxxx	0	132	543	15	132	686
Volume/Cap:	0.02	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	0.95	0.06	4.36	1.10	0.19
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	60	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	38.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2227	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			2226.9		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	26	29	139	16	12	14	62	2	23	66	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	26	29	139	16	12	14	62	2	23	66	180
Added Vol:	13	357	0	0	139	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	383	29	139	155	12	14	62	7	23	66	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	383	29	139	155	12	14	62	7	23	66	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	383	29	139	155	12	14	62	7	23	66	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	383	29	139	155	12	14	62	7	23	66	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.99	0.99	0.95	0.99	0.99	0.92	0.92	0.92	0.89	0.89	0.89
Lanes:	1.00	0.93	0.07	1.00	0.93	0.07	0.17	0.75	0.08	0.09	0.24	0.67
Final Sat.:	1226	1749	132	1805	1744	135	296	1311	148	144	413	1127
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.08	0.09	0.09	0.05	0.05	0.05	0.16	0.16	0.16
Crit Moves:		****		****							****	
Green/Cycle:	0.38	0.38	0.38	0.14	0.52	0.52	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.03	0.57	0.57	0.57	0.17	0.17	0.17	0.17	0.17	0.57	0.57	0.57
Delay/Veh:	11.5	15.6	15.6	27.5	7.7	7.7	16.5	16.5	16.5	20.2	20.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	15.6	15.6	27.5	7.7	7.7	16.5	16.5	16.5	20.2	20.2	20.2
LOS by Move:	B	B	B	C	A	A	B	B	B	C	C	C
HCM2kAvgQ:	0	7	7	3	2	2	1	1	1	5	5	5

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #22 Sunset Avenue (NS) at Lincoln Street (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Protected					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	0	1	0		1	0	0	1	0	
Volume Module:												
Base Vol:	12		42		46		168		79		43	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	12		42		46		168		79		43	
Added Vol:	11		298		0		0		443		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	23		340		46		168		522		43	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	23		340		46		168		522		43	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	23		340		46		168		522		43	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	23		340		46		168		522		43	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.21		0.98		0.98		0.95		0.99		0.99	
Lanes:	1.00		0.88		0.12		1.00		0.92		0.08	
Final Sat.:	395		1643		222		1805		1736		143	
Capacity Analysis Module:												
Vol/Sat:	0.06		0.21		0.21		0.09		0.30		0.30	
Crit Moves:			****				****					
Green/Cycle:	0.33		0.33		0.33		0.15		0.47		0.47	
Volume/Cap:	0.18		0.63		0.63		0.63		0.64		0.64	
Delay/Veh:	15.1		19.4		19.4		29.1		13.5		13.5	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	15.1		19.4		19.4		29.1		13.5		13.5	
LOS by Move:	B		B		B		C		B		B	
HCM2kAvgQ:	0		7		7		4		9		9	

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	0	0	1!	0	0		0	0	1!	0	0	
Volume Module:												
Base Vol:	29		126		15		66		145		129	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	29		126		15		66		145		129	
Added Vol:	0		0		16		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	29		126		31		66		145		129	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	29		126		31		66		145		129	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	29		126		31		66		145		129	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	29		126		31		66		145		129	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.90		0.90		0.90		0.86		0.86		0.86	
Lanes:	0.15		0.68		0.17		0.19		0.43		0.38	
Final Sat.:	267		1161		286		317		697		620	
Capacity Analysis Module:												
Vol/Sat:	0.11		0.11		0.11		0.21		0.21		0.21	
Crit Moves:									****			
Green/Cycle:	0.33		0.33		0.33		0.33		0.33		0.33	
Volume/Cap:	0.33		0.33		0.33		0.63		0.63		0.63	
Delay/Veh:	15.6		15.6		15.6		19.6		19.6		19.6	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	15.6		15.6		15.6		19.6		19.6		19.6	
LOS by Move:	B		B		B		B		B		B	
HCM2kAvgQ:	3		3		3		6		6		6	

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	1	0	0	1		0	0	1!	0	0		0	0	1!	0	0		0	1	0	1	0	
Volume Module:																								
Base Vol:	11		8		11		14		11		15		13		65		12		8		44		8	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	11		8		11		14		11		15		13		65		12		8		44		8	
Added Vol:	63		146		43		108		40		0		0		59		19		15		132		228	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	74		154		54		122		51		15		13		124		31		23		176		236	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	74		154		54		122		51		15		13		124		31		23		176		236	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	74		154		54		122		51		15		13		124		31		23		176		236	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	74		154		54		122		51		15		13		124		31		23		176		236	
Saturation Flow Module:																								
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.32		0.68		1.00		0.65		0.27		0.08		0.08		0.74		0.18		0.11		0.89		1.00	
Final Sat.:	169		353		594		332		139		41		40		385		96		59		496		628	
Capacity Analysis Module:																								
Vol/Sat:	0.44		0.44		0.09		0.37		0.37		0.37		0.32		0.32		0.32		0.39		0.35		0.38	
Crit Moves:			****						****						****				****					
Delay/Veh:	13.9		13.9		9.0		13.1		13.1		13.1		12.3		12.3		12.3		12.2		12.2		11.3	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	13.9		13.9		9.0		13.1		13.1		13.1		12.3		12.3		12.3		12.2		12.2		11.3	
LOS by Move:	B		B		A		B		B		B		B		B		B		B		B		B	
ApproachDel:			13.0						13.1						12.3						11.7			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			13.0						13.1						12.3						11.7			
LOS by Appr:			B						B						B						B			
AllWayAvgQ:	0.7		0.7		0.1		0.5		0.5		0.5		0.4		0.4		0.4		0.5		0.5		0.5	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.225
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 66.3
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1!	0	0 0	1!	0 0	0 1	0	1 0
Volume Module:												
Base Vol:	15	14	10	34	13	50	32	95	9	7	105	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	14	10	34	13	50	32	95	9	7	105	24
Added Vol:	38	85	29	310	150	0	0	174	67	46	122	225
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	99	39	344	163	50	32	269	76	53	227	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	99	39	344	163	50	32	269	76	53	227	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	99	39	344	163	50	32	269	76	53	227	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	99	39	344	163	50	32	269	76	53	227	249
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.65	1.00	0.62	0.29	0.09	0.08	0.72	0.20	0.20	0.86	0.94
Final Sat.:	137	255	433	281	133	41	38	318	90	88	381	457
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.09	1.23	1.23	1.23	0.85	0.85	0.85	0.60	0.60	0.54
Crit Moves:		****		****				****		****		
Delay/Veh:	16.6	16.6	11.4	144.8	145	144.8	40.7	40.7	40.7	22.0	21.7	18.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.6	11.4	144.8	145	144.8	40.7	40.7	40.7	22.0	21.7	18.3
LOS by Move:	C	C	B	F	F	F	E	E	E	C	C	C
ApproachDel:		15.5			144.8			40.7			20.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.5			144.8			40.7			20.1	
LOS by Appr:		C			F			E			C	
AllWayAvgQ:	0.6	0.6	0.1	16.9	16.9	16.9	3.7	3.7	3.7	1.4	1.1	1.1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	0	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	11	8	11	14	11	15	13	65	12	8	44	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	8	11	14	11	15	13	65	12	8	44	8
Added Vol:	63	146	43	108	40	0	0	59	19	15	132	228
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	154	54	122	51	15	13	124	31	23	176	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	154	54	122	51	15	13	124	31	23	176	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	154	54	122	51	15	13	124	31	23	176	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	154	54	122	51	15	13	124	31	23	176	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.96	0.96	0.95	0.97	0.97	0.41	0.97	0.97	0.65	0.91	0.91
Lanes:	1.00	0.74	0.26	1.00	0.77	0.23	1.00	0.80	0.20	1.00	0.43	0.57
Final Sat.:	1615	1352	474	1805	1418	417	779	1474	369	1241	742	995
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.07	0.04	0.04	0.02	0.08	0.08	0.02	0.24	0.24
Crit Moves:		****		****							****	
Green/Cycle:	0.22	0.22	0.22	0.13	0.35	0.35	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.21	0.52	0.52	0.52	0.10	0.10	0.04	0.19	0.19	0.04	0.52	0.52
Delay/Veh:	19.5	22.0	22.0	26.6	13.3	13.3	9.2	9.9	9.9	9.2	12.4	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	22.0	22.0	26.6	13.3	13.3	9.2	9.9	9.9	9.2	12.4	12.4
LOS by Move:	B	C	C	C	B	B	A	A	A	A	B	B
HCM2kAvgQ:	1	4	4	3	1	0	0	2	2	0	6	6

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sunset Avenue (NS) at Westward Avenue (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.3
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	15	14	10	34	13	50	32	95	9	7	105	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	14	10	34	13	50	32	95	9	7	105	24
Added Vol:	38	85	29	310	150	0	0	174	67	46	122	225
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	99	39	344	163	50	32	269	76	53	227	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	99	39	344	163	50	32	269	76	53	227	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	99	39	344	163	50	32	269	76	53	227	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	99	39	344	163	50	32	269	76	53	227	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.96	0.96	0.95	0.97	0.97	0.31	0.97	0.97	0.45	0.92	0.92
Lanes:	1.00	0.72	0.28	1.00	0.77	0.23	1.00	0.78	0.22	1.00	0.48	0.52
Final Sat.:	1615	1306	514	1805	1403	430	583	1433	405	849	835	916
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.19	0.12	0.12	0.05	0.19	0.19	0.06	0.27	0.27
Crit Moves:		****		****							****	
Green/Cycle:	0.12	0.12	0.12	0.28	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.28	0.65	0.65	0.68	0.29	0.29	0.14	0.47	0.47	0.16	0.68	0.68
Delay/Veh:	25.0	32.2	32.2	22.8	12.5	12.5	11.6	13.7	13.7	11.7	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	32.2	32.2	22.8	12.5	12.5	11.6	13.7	13.7	11.7	17.4	17.4
LOS by Move:	C	C	C	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	4	4	7	2	1	0	5	5	1	8	8

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #24 Sunset Avenue (NS) at C Street (EW)

****

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: A[9.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 1	0 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	30	0	0	32	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	0	0	32	0	0	0	0	0	0	0
Added Vol:	0	0	0	73	0	0	0	0	0	0	0	252
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	0	73	32	0	0	0	0	0	0	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	0	73	32	0	0	0	0	0	0	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	30	0	73	32	0	0	0	0	0	0	252
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	30	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	30
Potent Cap.:	xxxx	xxxx	xxxxx	1596	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1050
Move Cap.:	xxxx	xxxx	xxxxx	1596	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1050
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.24
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.9
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.5		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #24 Sunset Avenue (NS) at C Street (EW)

****

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: A[9.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 1	0 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	39	0	0	29	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	39	0	0	29	0	0	0	0	0	0	0
Added Vol:	0	0	0	263	0	0	0	0	0	0	0	152
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	39	0	263	29	0	0	0	0	0	0	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	39	0	263	29	0	0	0	0	0	0	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	39	0	263	29	0	0	0	0	0	0	152
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	39	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	39
Potent Cap.:	xxxx	xxxx	xxxxx	1584	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1038
Move Cap.:	xxxx	xxxx	xxxxx	1584	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1038
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.15
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.1
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.1		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 A Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	84	0	0	80	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	84	0	0	80	0
Added Vol:	75	0	8	0	0	0	0	148	62	6	299	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	0	8	0	0	0	0	232	62	6	379	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	0	8	0	0	0	0	232	62	6	379	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	0	8	0	0	0	0	232	62	6	379	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	0	8	0	0	0	0	232	62	6	379	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	1.00	0.78	1.00	1.00	1.00	1.00	0.97	0.97	1.00	1.00	1.00
Lanes:	0.91	0.00	0.09	0.00	0.00	0.00	0.00	0.79	0.21	0.02	0.98	0.00
Final Sat.:	1266	0	135	0	0	0	0	1457	389	29	1863	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.16	0.16	0.20	0.20	0.00
Crit Moves:	****										****	
Green/Cycle:	0.20	0.00	0.39	0.00	0.00	0.00	0.00	0.67	0.67	0.67	0.67	0.00
Volume/Cap:	0.30	0.00	0.15	0.00	0.00	0.00	0.00	0.24	0.24	0.30	0.30	0.00
Delay/Veh:	21.2	0.0	11.9	0.0	0.0	0.0	0.0	4.0	4.0	4.2	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	0.0	11.9	0.0	0.0	0.0	0.0	4.0	4.0	4.2	4.2	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	1	0	0	0	0	2	2	3	3	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #25 A Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	158	0	0	150	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	158	0	0	150	0
Added Vol:	132	0	15	0	0	0	0	370	143	16	261	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	0	15	0	0	0	0	528	143	16	411	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	0	15	0	0	0	0	528	143	16	411	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	0	15	0	0	0	0	528	143	16	411	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	0	15	0	0	0	0	528	143	16	411	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	1.00	0.73	1.00	1.00	1.00	1.00	0.97	0.97	0.98	0.98	1.00
Lanes:	0.90	0.00	0.10	0.00	0.00	0.00	0.00	0.79	0.21	0.04	0.96	0.00
Final Sat.:	1238	0	141	0	0	0	0	1452	393	69	1783	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.36	0.36	0.23	0.23	0.00
Crit Moves:	****							****				
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.67	0.67	0.67	0.67	0.00
Volume/Cap:	0.54	0.00	0.54	0.00	0.00	0.00	0.00	0.54	0.54	0.34	0.34	0.00
Delay/Veh:	23.9	0.0	23.9	0.0	0.0	0.0	0.0	5.6	5.6	4.4	4.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	0.0	23.9	0.0	0.0	0.0	0.0	5.6	5.6	4.4	4.4	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	3	0	0	0	0	7	7	4	4	0

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	0	1		0	0	1!	0	0		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	102		34		230		23		40		18		6		337		74		126		260		10	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	102		34		230		23		40		18		6		337		74		126		260		10	
Added Vol:	29		12		63		9		5		0		0		4		12		26		13		8	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	131		46		293		32		45		18		6		341		86		152		273		18	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	131		46		293		32		45		18		6		341		86		152		273		18	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	131		46		293		32		45		18		6		341		86		152		273		18	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	131		46		293		32		45		18		6		341		86		152		273		18	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.71		1.00		0.85		0.89		0.89		0.89		0.95		0.95		0.85		0.95		0.95		0.85	
Lanes:	1.00		1.00		1.00		0.34		0.47		0.19		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1345		1900		1615		572		804		322		1805		3610		1615		1805		3610		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.10		0.02		0.18		0.06		0.06		0.06		0.00		0.09		0.05		0.08		0.08		0.01	
Crit Moves:					****										****				****					
Green/Cycle:	0.40		0.40		0.40		0.40		0.40		0.40		0.20		0.21		0.21		0.19		0.20		0.20	
Volume/Cap:	0.24		0.06		0.45		0.14		0.14		0.14		0.02		0.45		0.25		0.45		0.38		0.06	
Delay/Veh:	12.1		11.0		13.6		11.4		11.4		11.4		19.4		21.1		20.2		22.6		21.2		19.6	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	12.1		11.0		13.6		11.4		11.4		11.4		19.4		21.1		20.2		22.6		21.2		19.6	
LOS by Move:	B		B		B		B		B		B		B		C		C		C		C		B	
HCM2kAvgQ:	2		1		4		1		1		1		0		3		2		3		3		0	

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 22nd Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	106	63	284	30	44	14	35	436	99	227	510	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	63	284	30	44	14	35	436	99	227	510	42
Added Vol:	24	11	57	4	16	0	0	15	36	81	9	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	74	341	34	60	14	35	451	135	308	519	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	74	341	34	60	14	35	451	135	308	519	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	74	341	34	60	14	35	451	135	308	519	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	74	341	34	60	14	35	451	135	308	519	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	1.00	0.85	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	0.31	0.56	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1330	1900	1615	533	941	220	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.21	0.06	0.06	0.06	0.02	0.12	0.08	0.17	0.14	0.03
Crit Moves:			****					****		****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.21	0.20	0.20	0.27	0.26	0.26
Volume/Cap:	0.29	0.12	0.63	0.19	0.19	0.19	0.09	0.63	0.42	0.63	0.56	0.11
Delay/Veh:	15.1	14.0	19.4	14.4	14.4	14.4	19.2	24.0	22.0	22.0	20.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	14.0	19.4	14.4	14.4	14.4	19.2	24.0	22.0	22.0	20.1	17.1
LOS by Move:	B	B	B	B	B	B	B	C	C	C	C	B
HCM2kAvgQ:	2	1	6	2	2	2	1	5	3	6	5	1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[11.2]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	28	273		0			0		100		189		0		0		0		10		0		137	
Growth Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	28	273		0			0		100		189		0		0		0		10		0		137	
Added Vol:	60	103		0			0		44		0		0		0		0		26		0		0	
PasserByVol:	0	0		0			0		0		0		0		0		0		0		0		0	
Initial Fut:	88	376		0			0		144		189		0		0		0		36		0		137	
User Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	88	376		0			0		144		189		0		0		0		36		0		137	
Reduct Vol:	0	0		0			0		0		0		0		0		0		0		0		0	
FinalVolume:	88	376		0			0		144		189		0		0		0		36		0		137	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8	xxxx			6.9	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5	xxxx			3.3	
Capacity Module:																								
Cnflict Vol:	333	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										624	xxxx			188	
Potent Cap.:	1238	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										422	xxxx			828	
Move Cap.:	1238	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										399	xxxx			828	
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.09	xxxx			0.17	
Level Of Service Module:																								
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.3	xxxx			0.6	
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										14.9	xxxx			10.2	
LOS by Move:	A	*		*		*	*		*										B	*			B	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*	*		*	*											*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx												11.2					
ApproachLOS:	*			*			*												B					

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[14.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	50	312	0	0	101	305	0	0	0	19	0	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	312	0	0	101	305	0	0	0	19	0	188
Added Vol:	45	92	0	0	132	0	0	0	0	86	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	404	0	0	233	305	0	0	0	105	0	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	404	0	0	233	305	0	0	0	105	0	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	95	404	0	0	233	305	0	0	0	105	0	188
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	538	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	711	xxxx	202
Potent Cap.:	1040	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	372	xxxx	811
Move Cap.:	1040	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	346	xxxx	811
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	xxxx	0.23
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.3	xxxx	0.9
Control Del:	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.9	xxxx	10.8
LOS by Move:	A	*	*	*	*	*	*	*	*	C	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.0		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.310
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 0	0 0 0	1	0 0	0 1
Volume Module:												
Base Vol:	28	273	0	0	100	189	0	0	0	10	0	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	273	0	0	100	189	0	0	0	10	0	137
Added Vol:	60	103	0	0	44	0	0	0	0	26	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	376	0	0	144	189	0	0	0	36	0	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	376	0	0	144	189	0	0	0	36	0	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	376	0	0	144	189	0	0	0	36	0	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	376	0	0	144	189	0	0	0	36	0	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.87	0.87	1.00	1.00	1.00	0.84	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	1652	1652	0	0	0	1592	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.00	0.00	0.09	0.11	0.00	0.00	0.00	0.02	0.00	0.08
Crit Moves:	****					****						****
Green/Cycle:	0.16	0.53	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.31	0.20	0.00	0.00	0.24	0.31	0.00	0.00	0.00	0.08	0.00	0.31
Delay/Veh:	23.0	7.6	0.0	0.0	13.2	13.6	0.0	0.0	0.0	16.3	0.0	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	7.6	0.0	0.0	13.2	13.6	0.0	0.0	0.0	16.3	0.0	17.7
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	B
HCM2kAvgQ:	2	2	0	0	2	3	0	0	0	1	0	2

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 0	0 0 0	1	0 0	0 1
Volume Module:												
Base Vol:	50	312	0	0	101	305	0	0	0	19	0	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	312	0	0	101	305	0	0	0	19	0	188
Added Vol:	45	92	0	0	132	0	0	0	0	86	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	404	0	0	233	305	0	0	0	105	0	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	404	0	0	233	305	0	0	0	105	0	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	404	0	0	233	305	0	0	0	105	0	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	404	0	0	233	305	0	0	0	105	0	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.87	0.87	1.00	1.00	1.00	0.77	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3610	0	0	1652	1652	0	0	0	1469	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.00	0.00	0.14	0.18	0.00	0.00	0.00	0.07	0.00	0.12
Crit Moves:	****					****						****
Green/Cycle:	0.12	0.54	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.44	0.21	0.00	0.00	0.34	0.44	0.00	0.00	0.00	0.27	0.00	0.44
Delay/Veh:	26.0	7.3	0.0	0.0	12.0	12.7	0.0	0.0	0.0	17.9	0.0	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	7.3	0.0	0.0	12.0	12.7	0.0	0.0	0.0	17.9	0.0	19.2
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	B
HCM2kAvgQ:	2	2	0	0	3	5	0	0	0	2	0	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: C[16.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 0		1 0 2	0 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	84	9	91	68	0	226	0	12	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	84	9	91	68	0	226	0	12	0	0	0
Added Vol:	0	163	63	0	70	0	0	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	247	72	91	138	0	226	0	36	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	247	72	91	138	0	226	0	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	247	72	91	138	0	226	0	36	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	319	xxxx	xxxxx	444	xxxx	69	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1252	xxxx	xxxxx	548	xxxx	986	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1252	xxxx	xxxxx	517	xxxx	986	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.44	xxxx	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	2.2	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	17.2	xxxx	8.8	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	C	*	A	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.1			xxxxxx		
ApproachLOS:	*			*			C			*		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: C[18.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	0	1 0 2	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	127	15	65	68	0	243	0	32	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	127	15	65	68	0	243	0	32	0	0	0
Added Vol:	0	137	61	0	218	0	0	0	71	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	264	76	65	286	0	243	0	103	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	264	76	65	286	0	243	0	103	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	264	76	65	286	0	243	0	103	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	340	xxxx	xxxxx	548	xxxx	143	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1230	xxxx	xxxxx	471	xxxx	885	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1230	xxxx	xxxxx	452	xxxx	885	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.54	xxxx	0.12	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	3.1	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	21.8	xxxx	9.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	C	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.2			xxxxxx		
ApproachLOS:	*			*			C			*		

****

Note: Queue reported is the number of cars per lane.

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	84	9	91	68	0	226	0	12	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	84	9	91	68	0	226	0	12	0	0	0
Added Vol:	0	163	63	0	70	0	0	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	247	72	91	138	0	226	0	36	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	247	72	91	138	0	226	0	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	247	72	91	138	0	226	0	36	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	247	72	91	138	0	226	0	36	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.95	0.95	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.55	0.45	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2700	787	1805	3610	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.05	0.04	0.00	0.15	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.25	0.25	0.14	0.38	0.00	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.37	0.37	0.37	0.10	0.00	0.37	0.00	0.05	0.00	0.00	0.00
Delay/Veh:	0.0	19.0	19.0	24.5	11.9	0.0	12.4	0.0	10.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.0	19.0	24.5	11.9	0.0	12.4	0.0	10.5	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	3	3	2	1	0	3	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.375
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.2
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	127	15	65	68	0	243	0	32	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	127	15	65	68	0	243	0	32	0	0	0
Added Vol:	0	137	61	0	218	0	0	0	71	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	264	76	65	286	0	243	0	103	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	264	76	65	286	0	243	0	103	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	264	76	65	286	0	243	0	103	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	264	76	65	286	0	243	0	103	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.95	0.95	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.55	0.45	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2708	780	1805	3610	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.04	0.08	0.00	0.17	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.26	0.26	0.10	0.36	0.00	0.44	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	0.00	0.37	0.37	0.37	0.22	0.00	0.37	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	0.0	18.5	18.5	26.8	13.6	0.0	11.5	0.0	10.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.5	18.5	26.8	13.6	0.0	11.5	0.0	10.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	3	3	2	2	0	3	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	30	27	10	19	19	48	27	151	31	10	192	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	27	10	19	19	48	27	151	31	10	192	46
Added Vol:	0	226	0	0	94	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	253	10	19	113	48	27	151	31	10	192	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	253	10	19	113	48	27	151	31	10	192	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	253	10	19	113	48	27	151	31	10	192	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	253	10	19	113	48	27	151	31	10	192	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	1.73	0.07	0.21	1.26	0.53	0.13	0.72	0.15	0.04	0.77	0.19
Final Sat.:	116	990	40	114	699	311	80	448	92	26	492	118
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.25	0.17	0.16	0.15	0.34	0.34	0.34	0.39	0.39	0.39
Crit Moves:	****			****				****			****	
Delay/Veh:	10.7	10.6	10.5	10.1	9.8	9.4	11.0	11.0	11.0	11.5	11.5	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.6	10.5	10.1	9.8	9.4	11.0	11.0	11.0	11.5	11.5	11.5
LOS by Move:	B	B	B	B	A	A	B	B	B	B	B	B
ApproachDel:		10.6			9.7			11.0			11.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			9.7			11.0			11.5	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.2	0.4	0.4	0.4	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	51	28	26	34	51	45	257	37	20	268	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	51	28	26	34	51	45	257	37	20	268	44
Added Vol:	0	198	0	0	289	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	249	28	26	323	51	45	257	37	20	268	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	249	28	26	323	51	45	257	37	20	268	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	249	28	26	323	51	45	257	37	20	268	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	249	28	26	323	51	45	257	37	20	268	44
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	1.73	0.19	0.13	1.61	0.26	0.13	0.76	0.11	0.06	0.81	0.13
Final Sat.:	35	795	91	62	780	125	70	398	57	32	423	70
Capacity Analysis Module:												
Vol/Sat:	0.32	0.31	0.31	0.42	0.41	0.41	0.65	0.65	0.65	0.63	0.63	0.63
Crit Moves:	****			****				****			****	
Delay/Veh:	13.1	13.0	12.8	14.6	14.3	14.0	19.6	19.6	19.6	19.1	19.1	19.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.0	12.8	14.6	14.3	14.0	19.6	19.6	19.6	19.1	19.1	19.1
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
ApproachDel:		12.9			14.3			19.6			19.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.9			14.3			19.6			19.1	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.4	0.4	0.4	0.6	0.6	0.6	1.5	1.5	1.5	1.4	1.4	1.4

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	30	27	10	19	19	48	27	151	31	10	192	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	27	10	19	19	48	27	151	31	10	192	46
Added Vol:	0	226	0	0	94	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	253	10	19	113	48	27	151	31	10	192	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	253	10	19	113	48	27	151	31	10	192	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	253	10	19	113	48	27	151	31	10	192	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	253	10	19	113	48	27	151	31	10	192	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.91	0.91	0.91	0.97	0.97	0.97	0.97	0.97	0.97
Lanes:	0.20	1.73	0.07	0.21	1.26	0.53	0.13	0.72	0.15	0.04	0.77	0.19
Final Sat.:	366	3086	122	364	2165	920	239	1337	275	75	1431	343
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.05	0.05	0.05	0.11	0.11	0.11	0.13	0.13	0.13
Crit Moves:		****			****			****		****		
Green/Cycle:	0.17	0.17	0.17	0.12	0.12	0.12	0.24	0.23	0.23	0.28	0.27	0.27
Volume/Cap:	0.48	0.48	0.48	0.45	0.45	0.45	0.47	0.48	0.48	0.48	0.49	0.49
Delay/Veh:	23.1	23.1	23.1	25.5	25.5	25.5	20.4	20.7	20.7	18.7	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	23.1	23.1	25.5	25.5	25.5	20.4	20.7	20.7	18.7	19.0	19.0
LOS by Move:	C	C	C	C	C	C	C	C	C	B	B	B
HCM2kAvgQ:	3	3	3	2	2	2	4	4	4	4	4	4

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 22nd Street (NS) at Lincoln Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	51	28	26	34	51	45	257	37	20	268	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	51	28	26	34	51	45	257	37	20	268	44
Added Vol:	0	198	0	0	289	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	249	28	26	323	51	45	257	37	20	268	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	249	28	26	323	51	45	257	37	20	268	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	249	28	26	323	51	45	257	37	20	268	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	249	28	26	323	51	45	257	37	20	268	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.93	0.91	0.91	0.91	0.95	0.95	0.95
Lanes:	0.08	1.73	0.19	0.13	1.61	0.26	0.13	0.76	0.11	0.06	0.81	0.13
Final Sat.:	136	3068	345	230	2851	450	229	1310	189	109	1462	240
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.11	0.11	0.11	0.20	0.20	0.20	0.18	0.18	0.18
Crit Moves:		****			****			****				
Green/Cycle:	0.17	0.17	0.17	0.23	0.23	0.23	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.46	0.46	0.46
Delay/Veh:	23.3	23.3	23.3	20.4	20.4	20.4	13.9	13.9	13.9	13.6	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	23.3	23.3	20.4	20.4	20.4	13.9	13.9	13.9	13.6	13.6	13.6
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	4	4	4	5	5	5	5	5	5

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	3	6	2	61	0	12	7	77	0	0	65	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	6	2	61	0	12	7	77	0	0	65	48
Added Vol:	232	209	47	0	90	4	17	48	90	23	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	215	49	61	90	16	24	125	90	23	134	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	215	49	61	90	16	24	125	90	23	134	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	215	49	61	90	16	24	125	90	23	134	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	215	49	61	90	16	24	125	90	23	134	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.43	0.10	0.40	0.60	1.00	0.10	0.52	0.38	0.11	0.66	0.23
Final Sat.:	294	269	61	199	293	560	55	288	207	60	348	125
Capacity Analysis Module:												
Vol/Sat:	0.80	0.80	0.80	0.31	0.31	0.03	0.43	0.43	0.43	0.39	0.39	0.39
Crit Moves:		****			****			****			****	
Delay/Veh:	26.1	26.1	26.1	12.1	12.1	8.7	12.9	12.9	12.9	12.4	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	26.1	26.1	12.1	12.1	8.7	12.9	12.9	12.9	12.4	12.4	12.4
LOS by Move:	D	D	D	B	B	A	B	B	B	B	B	B
ApproachDel:		26.1			11.7			12.9			12.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		26.1			11.7			12.9			12.4	
LOS by Appr:		D			B			B			B	
AllWayAvgQ:	3.0	3.0	3.0	0.4	0.4	0.0	0.6	0.6	0.6	0.5	0.5	0.5

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.227
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 83.8
Optimal Cycle: 0 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	61	3	12	18	139	7	0	138	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	3	12	18	139	7	0	138	52
Added Vol:	189	188	51	0	272	17	10	88	287	68	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	188	51	61	275	29	28	227	294	68	209	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	188	51	61	275	29	28	227	294	68	209	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	188	51	61	275	29	28	227	294	68	209	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	188	51	61	275	29	28	227	294	68	209	52
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.44	0.12	0.18	0.82	1.00	0.05	0.41	0.54	0.21	0.63	0.16
Final Sat.:	188	187	51	72	326	436	23	185	240	85	260	65
Capacity Analysis Module:												
Vol/Sat:	1.01	1.01	1.01	0.84	0.84	0.07	1.23	1.23	1.23	0.80	0.80	0.80
Crit Moves:		****			****			****			****	
Delay/Veh:	75.1	75.1	75.1	44.0	44.0	11.5	145.9	146	145.9	38.3	38.3	38.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.1	75.1	75.1	44.0	44.0	11.5	145.9	146	145.9	38.3	38.3	38.3
LOS by Move:	F	F	F	E	E	B	F	F	F	E	E	E
ApproachDel:		75.1			41.4			145.9			38.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		75.1			41.4			145.9			38.3	
LOS by Appr:		F			E			F			E	
AllWayAvgQ:	7.5	7.5	7.5	3.6	3.6	0.1	16.8	16.8	16.8	3.0	3.0	3.0

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	3	6	2	61	0	12	7	77	0	0	65	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	6	2	61	0	12	7	77	0	0	65	48
Added Vol:	232	209	47	0	90	4	17	48	90	23	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	215	49	61	90	16	24	125	90	23	134	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	215	49	61	90	16	24	125	90	23	134	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	215	49	61	90	16	24	125	90	23	134	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	215	49	61	90	16	24	125	90	23	134	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.97	0.97	0.59	0.98	0.98	0.91	0.91	0.91	0.92	0.92	0.92
Lanes:	1.00	0.81	0.19	1.00	0.85	0.15	0.10	0.52	0.38	0.11	0.66	0.23
Final Sat.:	1302	1504	343	1121	1576	280	174	904	651	196	1145	410
Capacity Analysis Module:												
Vol/Sat:	0.18	0.14	0.14	0.05	0.06	0.06	0.14	0.14	0.14	0.12	0.12	0.12
Crit Moves:	****							****				
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.40	0.32	0.32	0.12	0.13	0.13	0.40	0.40	0.40	0.34	0.34	0.34
Delay/Veh:	11.4	10.7	10.7	9.6	9.6	9.6	15.3	15.3	15.3	14.8	14.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	10.7	10.7	9.6	9.6	9.6	15.3	15.3	15.3	14.8	14.8	14.8
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	1	1	1	4	4	4	3	3	3

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 22nd Street (NS) at Westward Avenue (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.3
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	0	0	61	3	12	18	139	7	0	138	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	3	12	18	139	7	0	138	52
Added Vol:	189	188	51	0	272	17	10	88	287	68	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	188	51	61	275	29	28	227	294	68	209	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	188	51	61	275	29	28	227	294	68	209	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	188	51	61	275	29	28	227	294	68	209	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	188	51	61	275	29	28	227	294	68	209	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.97	0.97	0.59	0.99	0.99	0.90	0.90	0.90	0.81	0.81	0.81
Lanes:	1.00	0.79	0.21	1.00	0.90	0.10	0.05	0.41	0.54	0.21	0.63	0.16
Final Sat.:	941	1447	392	1125	1695	179	87	709	919	319	980	244
Capacity Analysis Module:												
Vol/Sat:	0.20	0.13	0.13	0.05	0.16	0.16	0.32	0.32	0.32	0.21	0.21	0.21
Crit Moves:	****							****				
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.65	0.42	0.42	0.18	0.53	0.53	0.65	0.65	0.65	0.43	0.43	0.43
Delay/Veh:	23.1	17.0	17.0	15.4	18.0	18.0	13.2	13.2	13.2	10.3	10.3	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	17.0	17.0	15.4	18.0	18.0	13.2	13.2	13.2	10.3	10.3	10.3
LOS by Move:	C	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	1	5	5	9	9	9	4	4	4

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #31 8th Street (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	36	41	47	28	74	52	39	334	51	55	213	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	41	47	28	74	52	39	334	51	55	213	10
Added Vol:	0	0	42	0	0	0	0	0	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	41	89	28	74	52	39	334	51	76	213	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	41	89	28	74	52	39	334	51	76	213	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	41	89	28	74	52	39	334	51	76	213	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	41	89	28	74	52	39	334	51	76	213	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.25	0.53	0.18	0.48	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	126	143	311	103	272	191	555	604	681	537	582	652
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.27	0.27	0.27	0.07	0.55	0.07	0.14	0.37	0.02
Crit Moves:		****		****				****			****	
Delay/Veh:	10.7	10.7	10.7	10.7	10.7	10.7	9.5	15.0	8.2	10.1	11.8	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	10.7	10.7	10.7	9.5	15.0	8.2	10.1	11.8	8.0
LOS by Move:	B	B	B	B	B	B	A	C	A	B	B	A
ApproachDel:		10.7			10.7			13.7			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			10.7			13.7			11.3	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.1	1.1	0.1	0.2	0.5	0.0

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #31 8th Street (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	26	108	78	5	69	65	79	308	37	74	299	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	108	78	5	69	65	79	308	37	74	299	13
Added Vol:	0	0	32	0	0	0	0	0	0	48	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	108	110	5	69	65	79	308	37	122	299	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	108	110	5	69	65	79	308	37	122	299	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	108	110	5	69	65	79	308	37	122	299	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	108	110	5	69	65	79	308	37	122	299	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.44	0.45	0.03	0.50	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	59	246	250	19	256	241	513	554	617	514	556	619
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.27	0.27	0.27	0.15	0.56	0.06	0.24	0.54	0.02
Crit Moves:	****			****				****			****	
Delay/Veh:	13.2	13.2	13.2	11.3	11.3	11.3	10.7	16.1	8.6	11.5	15.6	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	13.2	13.2	11.3	11.3	11.3	10.7	16.1	8.6	11.5	15.6	8.4
LOS by Move:	B	B	B	B	B	B	B	C	A	B	C	A
ApproachDel:		13.2			11.3			14.4			14.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.2			11.3			14.4			14.2	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.6	0.6	0.6	0.3	0.3	0.3	0.2	1.1	0.1	0.3	1.0	0.0

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.321
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted					
Rights:	Include						Include					
Min. Green:	7	7	7				7	7	7			
Lanes:	0	0	1!	0	0		0	0	1!	0	0	
Volume Module:												
Base Vol:	36	41	47				28	74	52			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	36	41	47				28	74	52			
Added Vol:	0	0	42				0	0	0			
PasserByVol:	0	0	0				0	0	0			
Initial Fut:	36	41	89				28	74	52			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	36	41	89				28	74	52			
Reduct Vol:	0	0	0				0	0	0			
Reduced Vol:	36	41	89				28	74	52			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	36	41	89				28	74	52			
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900				1900	1900	1900			
Adjustment:	0.85	0.85	0.85				0.89	0.89	0.89			
Lanes:	0.22	0.25	0.53				0.18	0.48	0.34			
Final Sat.:	351	400	869				308	814	572			
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10				0.09	0.09	0.09			
Crit Moves:		****										
Green/Cycle:	0.32	0.32	0.32				0.32	0.32	0.32			
Volume/Cap:	0.32	0.32	0.32				0.29	0.29	0.29			
Delay/Veh:	15.9	15.9	15.9				15.6	15.6	15.6			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	15.9	15.9	15.9				15.6	15.6	15.6			
LOS by Move:	B	B	B				B	B	B			
HCM2kAvgQ:	3	3	3				2	2	2			

Approach:	East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted				
Rights:	Include					Include				
Min. Green:	7	7	7			7	7	7		
Lanes:	1	0	1	0	1	1	0	1	0	1
Volume Module:										
Base Vol:	39	334	51			55	213	10		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	39	334	51			55	213	10		
Added Vol:	0	0	0			21	0	0		
PasserByVol:	0	0	0			0	0	0		
Initial Fut:	39	334	51			76	213	10		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	39	334	51			76	213	10		
Reduct Vol:	0	0	0			0	0	0		
Reduced Vol:	39	334	51			76	213	10		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	39	334	51			76	213	10		
Saturation Flow Module:										
Sat/Lane:	1900	1900	1900			1900	1900	1900		
Adjustment:	0.62	1.00	0.85			0.52	1.00	0.85		
Lanes:	1.00	1.00	1.00			1.00	1.00	1.00		
Final Sat.:	1172	1900	1615			984	1900	1615		
Capacity Analysis Module:										
Vol/Sat:	0.03	0.18	0.03			0.08	0.11	0.01		
Crit Moves:		****								
Green/Cycle:	0.55	0.55	0.55			0.55	0.55	0.55		
Volume/Cap:	0.06	0.32	0.06			0.14	0.20	0.01		
Delay/Veh:	6.4	7.6	6.4			6.8	7.0	6.2		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	6.4	7.6	6.4			6.8	7.0	6.2		
LOS by Move:	A	A	A			A	A	A		
HCM2kAvgQ:	0	4	0			1	2	0		

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 8th Street (NS) at Wilson Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	26	108	78	5	69	65	79	308	37	74	299	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	108	78	5	69	65	79	308	37	74	299	13
Added Vol:	0	0	32	0	0	0	0	0	0	48	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	108	110	5	69	65	79	308	37	122	299	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	108	110	5	69	65	79	308	37	122	299	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	108	110	5	69	65	79	308	37	122	299	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	108	110	5	69	65	79	308	37	122	299	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	0.93	0.52	1.00	0.85	0.51	1.00	0.85
Lanes:	0.11	0.44	0.45	0.03	0.50	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	184	763	777	63	876	825	992	1900	1615	975	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.08	0.08	0.08	0.08	0.16	0.02	0.13	0.16	0.01
Crit Moves:		****						****				
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.35	0.35	0.35	0.19	0.19	0.19	0.17	0.35	0.05	0.27	0.34	0.02
Delay/Veh:	12.7	12.7	12.7	11.7	11.7	11.7	9.6	10.6	8.9	10.2	10.5	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.7	12.7	11.7	11.7	11.7	9.6	10.6	8.9	10.2	10.5	8.7
LOS by Move:	B	B	B	B	B	B	A	B	A	B	B	A
HCM2kAvgQ:	3	3	3	2	2	2	1	4	0	2	4	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.3
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	97	192	159	31	254	57	30	210	121	84	126	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	192	159	31	254	57	30	210	121	84	126	18
Added Vol:	58	42	31	0	21	0	0	0	33	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	234	190	31	275	57	30	210	154	105	126	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	234	190	31	275	57	30	210	154	105	126	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	234	190	31	275	57	30	210	154	105	126	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	234	190	31	275	57	30	210	154	105	126	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.97	0.97	0.95	1.00	0.85	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	1.00	1.00	1.00	1.00	1.75	0.25
Final Sat.:	1805	1900	1615	1805	1533	318	1805	1900	1615	1805	3099	443
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.02	0.18	0.18	0.02	0.11	0.10	0.06	0.04	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.22	0.22	0.21	0.29	0.29	0.15	0.18	0.18	0.12	0.15	0.15
Volume/Cap:	0.61	0.55	0.53	0.08	0.61	0.61	0.11	0.61	0.53	0.50	0.27	0.27
Delay/Veh:	28.5	22.2	21.9	19.1	20.2	20.2	22.3	25.8	24.0	26.7	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	22.2	21.9	19.1	20.2	20.2	22.3	25.8	24.0	26.7	22.9	22.9
LOS by Move:	C	C	C	B	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	5	4	1	6	6	1	5	3	3	1	1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 8th Street (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	213	172	152	46	185	88	113	342	212	174	329	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	172	152	46	185	88	113	342	212	174	329	35
Added Vol:	35	32	22	0	48	0	0	0	54	30	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	204	174	46	233	88	113	342	266	204	329	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	204	174	46	233	88	113	342	266	204	329	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	204	174	46	233	88	113	342	266	204	329	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	248	204	174	46	233	88	113	342	266	204	329	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85	0.95	0.94	0.94
Lanes:	1.00	1.00	1.00	1.00	0.73	0.27	1.00	1.00	1.00	1.00	1.81	0.19
Final Sat.:	1805	1900	1615	1805	1323	500	1805	1900	1615	1805	3217	342
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.11	0.03	0.18	0.18	0.06	0.18	0.16	0.11	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.19	0.19	0.19	0.21	0.21	0.18	0.22	0.22	0.14	0.18	0.18
Volume/Cap:	0.83	0.57	0.57	0.13	0.83	0.83	0.35	0.83	0.76	0.83	0.58	0.58
Delay/Veh:	41.2	24.2	24.6	20.4	36.2	36.2	22.3	35.3	31.1	45.3	24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	24.2	24.6	20.4	36.2	36.2	22.3	35.3	31.1	45.3	24.0	24.0
LOS by Move:	D	C	C	C	D	D	C	D	C	D	C	C
HCM2kAvgQ:	7	4	4	1	9	9	2	9	7	6	4	4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: D[25.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 1	0	1	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	126 393	0	0	327	232		0 0	0		23	0	117
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00
Initial Bse:	126 393	0	0	327	232		0 0	0		23	0	117
Added Vol:	43 131	0	0	75	0		0 0	0		35	0	0
PasserByVol:	0 0	0	0	0	0		0 0	0		0	0	0
Initial Fut:	169 524	0	0	402	232		0 0	0		58	0	117
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00
PHF Volume:	169 524	0	0	402	232		0 0	0		58	0	117
Reduct Vol:	0 0	0	0	0	0		0 0	0		0	0	0
FinalVolume:	169 524	0	0	402	232		0 0	0		58	0	117
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx xxxx	xxxxx		6.4	xxxx	6.2
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx xxxx	xxxxx		3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	634 xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx xxxx	xxxxx		1380	xxxx	524
Potent Cap.:	959 xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx xxxx	xxxxx		161	xxxx	557
Move Cap.:	959 xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx xxxx	xxxxx		137	xxxx	557
Volume/Cap:	0.18 xxxx	xxxx	xxxx	xxxx	xxxx		xxxx xxxx	xxxx		0.42	xxxx	0.21
Level Of Service Module:												
2Way95thQ:	0.6 xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx xxxx	xxxxx		1.9	xxxx	0.8
Control Del:	9.6 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx xxxx	xxxxx		49.5	xxxx	13.2
LOS by Move:	A	*	*	*	*		*	*		E	*	B
Movement:	LT - LTR	- RT	LT - LTR	- RT			LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx
SharedQueue:	0.6 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx
Shrd ConDel:	9.6 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*		*	*		*	*	*
ApproachDel:	xxxxxx		xxxxxx				xxxxxx			25.2		
ApproachLOS:	*		*				*			D		

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

****

Average Delay (sec/veh): 12.8 Worst Case Level Of Service: F[65.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	151 391	0	0	275	363		0	0	0	45	0	189
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151 391	0	0	275	363		0	0	0	45	0	189
Added Vol:	28 89	0	0	132	0		0	0	0	77	0	0
PasserByVol:	0 0	0	0	0	0		0	0	0	0	0	0
Initial Fut:	179 480	0	0	407	363		0	0	0	122	0	189
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179 480	0	0	407	363		0	0	0	122	0	189
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0
FinalVolume:	179 480	0	0	407	363		0	0	0	122	0	189
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	770 xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	1427	xxxx	480
Potent Cap.:	854 xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	151	xxxx	590
Move Cap.:	854 xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	124	xxxx	590
Volume/Cap:	0.21 xxxx	xxxx	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	0.99	xxxx	0.32
Level Of Service Module:												
2Way95thQ:	0.8 xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	6.7	xxxx	1.4
Control Del:	10.3 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	145.1	xxxx	14.0
LOS by Move:	B	*	*	*	*		*	*	*	F	*	B
Movement:	LT - LTR	- RT	LT	- LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.8 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	10.3 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*		*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx				xxxxxx			65.4		
ApproachLOS:	*		*				*			F		

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	2 0	1 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	126	393	0	0	327	232	0	0	0	23	0	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	393	0	0	327	232	0	0	0	23	0	117
Added Vol:	43	131	0	0	75	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	524	0	0	402	232	0	0	0	58	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	524	0	0	402	232	0	0	0	58	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	524	0	0	402	232	0	0	0	58	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	524	0	0	402	232	0	0	0	58	0	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.77	1.00	0.85
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3502	1900	0	0	1900	1615	0	0	0	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.00	0.00	0.21	0.14	0.00	0.00	0.00	0.04	0.00	0.07
Crit Moves:		****										****
Green/Cycle:	0.38	0.68	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.13	0.40	0.00	0.00	0.70	0.48	0.00	0.00	0.00	0.34	0.00	0.62
Delay/Veh:	12.1	4.4	0.0	0.0	22.3	17.8	0.0	0.0	0.0	25.6	0.0	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	4.4	0.0	0.0	22.3	17.8	0.0	0.0	0.0	25.6	0.0	31.5
LOS by Move:	B	A	A	A	C	B	A	A	A	C	A	C
HCM2kAvgQ:	1	4	0	0	8	4	0	0	0	1	0	3

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	7	0	7
Lanes:	2 0	1 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	151	391	0	0	275	363	0	0	0	45	0	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	391	0	0	275	363	0	0	0	45	0	189
Added Vol:	28	89	0	0	132	0	0	0	0	77	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	480	0	0	407	363	0	0	0	122	0	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	480	0	0	407	363	0	0	0	122	0	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	480	0	0	407	363	0	0	0	122	0	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	480	0	0	407	363	0	0	0	122	0	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.77	1.00	0.85
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3502	1900	0	0	1900	1615	0	0	0	1461	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.00	0.00	0.21	0.22	0.00	0.00	0.00	0.08	0.00	0.12
Crit Moves:	****					****						****
Green/Cycle:	0.10	0.56	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.49	0.45	0.00	0.00	0.47	0.49	0.00	0.00	0.00	0.35	0.00	0.49
Delay/Veh:	26.4	8.0	0.0	0.0	11.6	11.9	0.0	0.0	0.0	19.6	0.0	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	8.0	0.0	0.0	11.6	11.9	0.0	0.0	0.0	19.6	0.0	20.7
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	C
HCM2kAvgQ:	2	6	0	0	6	5	0	0	0	2	0	4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 27.0 Worst Case Level Of Service: F[92.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		0 0 0	1 0		0 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	310	27	113	243	0	240	0	157	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	310	27	113	243	0	240	0	157	0	0	0
Added Vol:	0	175	74	0	110	0	0	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	485	101	113	353	0	240	0	175	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	485	101	113	353	0	240	0	175	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	485	101	113	353	0	240	0	175	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	586	xxxx	xxxxx	1115	xxxx	353	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	999	xxxx	xxxxx	232	xxxx	695	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	999	xxxx	xxxxx	211	xxxx	695	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	1.14	xxxx	0.25	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	11.5	xxxx	1.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	151.9	xxxx	11.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	F	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			92.8			xxxxxx		
ApproachLOS:	*			*			F			*		

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

****

Average Delay (sec/veh): 41.6 Worst Case Level Of Service: F[129.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 1		0 0 0			1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	291	27	130	177	0	279	0	133	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	291	27	130	177	0	279	0	133	0	0	0
Added Vol:	0	117	48	0	209	0	0	0	47	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	408	75	130	386	0	279	0	180	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	408	75	130	386	0	279	0	180	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	408	75	130	386	0	279	0	180	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	483	xxxx	xxxxx	1092	xxxx	386	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1090	xxxx	xxxxx	240	xxxx	666	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1090	xxxx	xxxxx	216	xxxx	666	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	1.29	xxxx	0.27	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	14.9	xxxx	1.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	205.3	xxxx	12.4	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	F	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			129.6			xxxxxx		
ApproachLOS:	*			*			F			*		

****

Note: Queue reported is the number of cars per lane.

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.9
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	2 0	1	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	310	27	113	243	0	240	0	157	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	310	27	113	243	0	240	0	157	0	0	0
Added Vol:	0	175	74	0	110	0	0	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	485	101	113	353	0	240	0	175	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	485	101	113	353	0	240	0	175	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	485	101	113	353	0	240	0	175	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	485	101	113	353	0	240	0	175	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.92	1.00	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	3502	1900	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.06	0.03	0.19	0.00	0.16	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.45	0.45	0.06	0.51	0.00	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.56	0.14	0.57	0.36	0.00	0.56	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	0.0	13.0	9.7	31.3	9.1	0.0	19.8	0.0	17.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.0	9.7	31.3	9.1	0.0	19.8	0.0	17.4	0.0	0.0	0.0
LOS by Move:	A	B	A	C	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	7	1	2	4	0	5	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.7
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	0	7	0	0	0
Lanes:	0 0	1	0 1	2 0	1	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	291	27	130	177	0	279	0	133	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	291	27	130	177	0	279	0	133	0	0	0
Added Vol:	0	117	48	0	209	0	0	0	47	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	408	75	130	386	0	279	0	180	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	408	75	130	386	0	279	0	180	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	408	75	130	386	0	279	0	180	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	408	75	130	386	0	279	0	180	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.92	1.00	1.00	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	3502	1900	0	1461	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.05	0.04	0.20	0.00	0.19	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.39	0.39	0.07	0.46	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.55	0.12	0.55	0.45	0.00	0.55	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	0.0	15.2	11.9	30.0	11.6	0.0	17.3	0.0	14.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.2	11.9	30.0	11.6	0.0	17.3	0.0	14.8	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	7	1	2	5	0	5	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.083
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 58.4
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	22	174	16	167	223	86	34	117	30	7	162	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	174	16	167	223	86	34	117	30	7	162	133
Added Vol:	0	248	30	0	128	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	422	46	167	351	86	34	117	30	24	162	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	422	46	167	351	86	34	117	30	24	162	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	422	46	167	351	86	34	117	30	24	162	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	422	46	167	351	86	34	117	30	24	162	133
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.87	0.09	0.32	0.68	1.00	0.19	0.65	0.16	0.13	0.87	1.00
Final Sat.:	22	414	45	154	324	539	76	263	67	55	372	471
Capacity Analysis Module:												
Vol/Sat:	1.02	1.02	1.02	1.08	1.08	0.16	0.45	0.45	0.45	0.43	0.43	0.28
Crit Moves:	****				****			****			****	
Delay/Veh:	73.7	73.7	73.7	92.1	92.1	10.6	18.4	18.4	18.4	17.2	17.2	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.7	73.7	73.7	92.1	92.1	10.6	18.4	18.4	18.4	17.2	17.2	13.2
LOS by Move:	F	F	F	F	F	B	C	C	C	C	C	B
ApproachDel:		73.7			80.5			18.4			15.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		73.7			80.5			18.4			15.5	
LOS by Appr:		F			F			C			C	
AllWayAvgQ:	8.4	8.4	8.4	10.9	10.9	0.2	0.8	0.8	0.8	0.7	0.7	0.4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #35 8th Street (NS) at Lincoln Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	1.126	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	51.1	
Optimal Cycle:	0	Level Of Service:	F	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	9	90	0	177	71	74	63	203	46	4	227	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	90	0	177	71	74	63	203	46	4	227	176
Added Vol:	0	165	26	0	255	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	255	26	177	326	74	63	203	46	39	227	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	255	26	177	326	74	63	203	46	39	227	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	255	26	177	326	74	63	203	46	39	227	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	255	26	177	326	74	63	203	46	39	227	176
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.88	0.09	0.35	0.65	1.00	0.20	0.65	0.15	0.15	0.85	1.00
Final Sat.:	13	361	37	157	289	499	84	270	61	62	360	463
Capacity Analysis Module:												
Vol/Sat:	0.71	0.71	0.71	1.13	1.13	0.15	0.75	0.75	0.75	0.63	0.63	0.38
Crit Moves:		****		****			****			****		
Delay/Veh:	28.3	28.3	28.3	109.1	109	11.1	31.9	31.9	31.9	23.7	23.7	14.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	28.3	28.3	109.1	109	11.1	31.9	31.9	31.9	23.7	23.7	14.7
LOS by Move:	D	D	D	F	F	B	D	D	D	C	C	B
ApproachDel:		28.3			96.5			31.9			20.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		28.3			96.5			31.9			20.1	
LOS by Appr:		D			F			D			C	
AllWayAvgQ:	1.9	1.9	1.9	12.2	12.2	0.2	2.3	2.3	2.3	1.5	1.5	0.6

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Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	0	0 1!	0	0	1	0 0	1	0	0	0 1!	0	0	1	0 0	1	0
Volume Module:																
Base Vol:	22	174	16		167	223	86		34	117	30		7	162	133	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	174	16		167	223	86		34	117	30		7	162	133	
Added Vol:	0	248	30		0	128	0		0	0	0		17	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	22	422	46		167	351	86		34	117	30		24	162	133	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	22	422	46		167	351	86		34	117	30		24	162	133	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	22	422	46		167	351	86		34	117	30		24	162	133	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	22	422	46		167	351	86		34	117	30		24	162	133	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.96	0.96	0.96		0.59	0.97	0.97		0.89	0.89	0.89		0.79	0.93	0.93	
Lanes:	0.04	0.87	0.09		1.00	0.80	0.20		0.19	0.65	0.16		1.00	0.55	0.45	
Final Sat.:	82	1571	171		1125	1480	363		316	1088	279		1507	972	798	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.27	0.27		0.15	0.24	0.24		0.11	0.11	0.11		0.02	0.17	0.17	
Crit Moves:		****												****		
Green/Cycle:	0.53	0.53	0.53		0.53	0.53	0.53		0.33	0.33	0.33		0.33	0.33	0.33	
Volume/Cap:	0.50	0.50	0.50		0.28	0.44	0.44		0.32	0.32	0.32		0.05	0.50	0.50	
Delay/Veh:	9.3	9.3	9.3		7.9	8.8	8.8		15.3	15.3	15.3		13.7	16.8	16.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	9.3	9.3	9.3		7.9	8.8	8.8		15.3	15.3	15.3		13.7	16.8	16.8	
LOS by Move:	A	A	A		A	A	A		B	B	B		B	B	B	
HCM2kAvgQ:	6	6	6		2	5	5		3	3	3		0	5	5	

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 8th Street (NS) at Lincoln Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	9	90	0	177	71	74	63	203	46	4	227	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	90	0	177	71	74	63	203	46	4	227	176
Added Vol:	0	165	26	0	255	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	255	26	177	326	74	63	203	46	39	227	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	255	26	177	326	74	63	203	46	39	227	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	255	26	177	326	74	63	203	46	39	227	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	255	26	177	326	74	63	203	46	39	227	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.66	0.97	0.97	0.85	0.85	0.85	0.73	0.93	0.93
Lanes:	0.03	0.88	0.09	1.00	0.81	0.19	0.20	0.65	0.15	1.00	0.56	0.44
Final Sat.:	58	1631	166	1258	1505	342	326	1049	238	1383	1000	775
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.14	0.22	0.22	0.19	0.19	0.19	0.03	0.23	0.23
Crit Moves:					****						****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.37	0.37	0.37	0.33	0.51	0.51	0.44	0.44	0.44	0.06	0.51	0.51
Delay/Veh:	12.1	12.1	12.1	12.0	13.3	13.3	11.9	11.9	11.9	9.6	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	12.1	12.1	12.0	13.3	13.3	11.9	11.9	11.9	9.6	12.6	12.6
LOS by Move:	B	B	B	B	B	B	B	B	B	A	B	B
HCM2kAvgQ:	4	4	4	2	6	6	4	4	4	0	6	6

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 8th Street (NS) at Westward Avenue (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	0	3	6	229	0	18	20	145	0	0	91	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3	6	229	0	18	20	145	0	0	91	157
Added Vol:	90	255	23	0	131	14	22	9	41	10	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	258	29	229	131	32	42	154	41	10	96	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	258	29	229	131	32	42	154	41	10	96	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	258	29	229	131	32	42	154	41	10	96	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	258	29	229	131	32	42	154	41	10	96	157
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.68	0.08	0.59	0.33	0.08	0.18	0.65	0.17	0.09	0.91	1.00
Final Sat.:	132	379	43	324	185	45	86	314	84	42	408	496
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	0.68	0.71	0.71	0.71	0.49	0.49	0.49	0.24	0.24	0.32
Crit Moves:		****		****					****			****
Delay/Veh:	20.1	20.1	20.1	21.6	21.6	21.6	15.1	15.1	15.1	11.9	11.9	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	20.1	20.1	21.6	21.6	21.6	15.1	15.1	15.1	11.9	11.9	11.8
LOS by Move:	C	C	C	C	C	C	C	C	C	B	B	B
ApproachDel:		20.1			21.6			15.1			11.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		20.1			21.6			15.1			11.9	
LOS by Appr:		C			C			C			B	
AllWayAvgQ:	1.7	1.7	1.7	1.9	1.9	1.9	0.7	0.7	0.7	0.2	0.2	0.4

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #36 8th Street (NS) at Westward Avenue (EW)

****

Cycle (sec):	100		Critical Vol./Cap.(X):	0.696			
Loss Time (sec):	0	(Y+R=4.0 sec)	Average Delay (sec/veh):	17.4			
Optimal Cycle:	0		Level Of Service:	C			

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	4	6	10	57	9	25	23	153	6	16	181	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	6	10	57	9	25	23	153	6	16	181	62
Added Vol:	57	160	15	0	253	37	31	12	92	25	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	166	25	57	262	62	54	165	98	41	196	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	166	25	57	262	62	54	165	98	41	196	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	166	25	57	262	62	54	165	98	41	196	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	166	25	57	262	62	54	165	98	41	196	62
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.66	0.10	0.15	0.69	0.16	0.17	0.52	0.31	0.17	0.83	1.00
Final Sat.:	121	329	50	82	377	89	89	272	162	81	389	525
Capacity Analysis Module:												
Vol/Sat:	0.50	0.50	0.50	0.70	0.70	0.70	0.61	0.61	0.61	0.50	0.50	0.12
Crit Moves:		****			****			****			****	
Delay/Veh:	15.2	15.2	15.2	20.8	20.8	20.8	17.5	17.5	17.5	15.9	15.9	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	15.2	15.2	20.8	20.8	20.8	17.5	17.5	17.5	15.9	15.9	9.8
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	A
ApproachDel:		15.2			20.8			17.5			14.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.2			20.8			17.5			14.7	
LOS by Appr:		C			C			C			B	
AllWayAvgQ:	0.8	0.8	0.8	1.8	1.8	1.8	1.2	1.2	1.2	0.8	0.8	0.1

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #36 8th Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	3	6	229	0	18	20	145	0	0	91	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3	6	229	0	18	20	145	0	0	91	157
Added Vol:	90	255	23	0	131	14	22	9	41	10	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	258	29	229	131	32	42	154	41	10	96	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	258	29	229	131	32	42	154	41	10	96	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	258	29	229	131	32	42	154	41	10	96	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	258	29	229	131	32	42	154	41	10	96	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.99	0.99	0.66	0.66	0.66	0.89	0.89	0.89	0.82	0.91	0.91
Lanes:	1.00	0.90	0.10	0.59	0.33	0.08	0.18	0.65	0.17	1.00	0.38	0.62
Final Sat.:	1180	1682	189	737	421	103	298	1094	291	1556	654	1069
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.31	0.31	0.31	0.14	0.14	0.14	0.01	0.15	0.15
Crit Moves:					****						****	
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.13	0.26	0.26	0.53	0.53	0.53	0.51	0.51	0.51	0.02	0.53	0.53
Delay/Veh:	5.6	6.1	6.1	8.1	8.1	8.1	19.1	19.1	19.1	15.8	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	6.1	6.1	8.1	8.1	8.1	19.1	19.1	19.1	15.8	19.4	19.4
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	3	3	5	5	5	4	4	4	0	5	5

****

Note: Queue reported is the number of cars per lane.

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project - With Improvements
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #36 8th Street (NS) at Westward Avenue (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0	1 0	0	0	1! 0	0	0	1! 0	0	1 0	0 1 0
Volume Module:												
Base Vol:	4	6	10	57	9	25	23	153	6	16	181	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	6	10	57	9	25	23	153	6	16	181	62
Added Vol:	57	160	15	0	253	37	31	12	92	25	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	166	25	57	262	62	54	165	98	41	196	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	166	25	57	262	62	54	165	98	41	196	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	166	25	57	262	62	54	165	98	41	196	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	166	25	57	262	62	54	165	98	41	196	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.98	0.98	0.91	0.91	0.91	0.87	0.87	0.87	0.71	0.96	0.96
Lanes:	1.00	0.87	0.13	0.15	0.69	0.16	0.17	0.52	0.31	1.00	0.76	0.24
Final Sat.:	1250	1618	244	260	1193	282	283	864	513	1357	1391	440
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.22	0.22	0.22	0.19	0.19	0.19	0.03	0.14	0.14
Crit Moves:					****			****				
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.11	0.22	0.22	0.47	0.47	0.47	0.47	0.47	0.47	0.07	0.35	0.35
Delay/Veh:	9.2	9.8	9.8	11.5	11.5	11.5	13.7	13.7	13.7	11.1	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.8	9.8	11.5	11.5	11.5	13.7	13.7	13.7	11.1	12.7	12.7
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	2	2	5	5	5	5	5	5	1	4	4

****

Note: Queue reported is the number of cars per lane.

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	90	47	39	79	65	64	323	39	31	216	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	90	47	39	79	65	64	323	39	31	216	17
Added Vol:	0	1	1	0	0	14	28	14	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	91	48	39	79	79	92	337	39	31	223	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	91	48	39	79	79	92	337	39	31	223	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	91	48	39	79	79	92	337	39	31	223	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	91	48	39	79	79	92	337	39	31	223	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.65	0.35	0.20	0.40	0.40	0.20	0.72	0.08	0.11	0.83	0.06
Final Sat.:	449	324	171	106	215	215	128	467	54	68	490	37
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.37	0.37	0.37	0.72	0.72	0.72	0.45	0.45	0.45
Crit Moves:		****			****			****			****	
Delay/Veh:	10.3	11.4	11.4	12.0	12.0	12.0	20.1	20.1	20.1	12.9	12.9	12.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	11.4	11.4	12.0	12.0	12.0	20.1	20.1	20.1	12.9	12.9	12.9
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
ApproachDel:		11.3			12.0			20.1			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			12.0			20.1			12.9	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.0	0.3	0.3	0.4	0.4	0.4	2.1	2.1	2.1	0.7	0.7	0.7

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #37 San Gorgonio Avenue (NS) at Wilson Street (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	1	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	13	113		58			55	66		59			88	267		24			50	278		19		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	13	113		58			55	66		59			88	267		24			50	278		19		
Added Vol:	0	1		0			0	1		32			22	11		0			1	16		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	13	114		58			55	67		91			110	278		24			51	294		19		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	13	114		58			55	67		91			110	278		24			51	294		19		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	13	114		58			55	67		91			110	278		24			51	294		19		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	13	114		58			55	67		91			110	278		24			51	294		19		
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	0.66		0.34			0.26	0.31		0.43			0.27	0.67		0.06			0.14	0.81		0.05		
Final Sat.:	433	315		160			132	160		218			159	403		35			82	473		31		
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.36		0.36			0.42	0.42		0.42			0.69	0.69		0.69			0.62	0.62		0.62		
Crit Moves:				****				****					****							****				
Delay/Veh:	10.4	12.7		12.7			13.1	13.1		13.1			19.6	19.6		19.6			17.1	17.1		17.1		
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	10.4	12.7		12.7			13.1	13.1		13.1			19.6	19.6		19.6			17.1	17.1		17.1		
LOS by Move:	B	B		B			B	B		B			C	C		C			C	C		C		
ApproachDel:		12.5						13.1						19.6						17.1				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		12.5						13.1						19.6						17.1				
LOS by Appr:		B						B						C						C				
AllWayAvgQ:	0.0	0.4		0.4			0.5	0.5		0.5			1.8	1.8		1.8			1.3	1.3		1.3		

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Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.297
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	4	119	76	24	85	55	48	170	4	51	111	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	119	76	24	85	55	48	170	4	51	111	23
Added Vol:	1	6	1	0	3	7	12	3	0	1	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	125	77	24	88	62	60	173	4	52	115	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	125	77	24	88	62	60	173	4	52	115	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	125	77	24	88	62	60	173	4	52	115	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	125	77	24	88	62	60	173	4	52	115	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.93	0.93	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	0.02	0.61	0.37	0.21	0.79	1.00	1.00	0.98	0.02	1.00	1.00	1.00
Final Sat.:	43	1086	669	378	1387	1615	1805	1851	43	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.06	0.06	0.04	0.03	0.09	0.09	0.03	0.06	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.21	0.31	0.31	0.12	0.21	0.21
Volume/Cap:	0.31	0.31	0.31	0.17	0.17	0.10	0.16	0.31	0.31	0.25	0.29	0.07
Delay/Veh:	13.4	13.4	13.4	12.5	12.5	12.2	19.5	16.2	16.2	24.7	20.3	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	13.4	12.5	12.5	12.2	19.5	16.2	16.2	24.7	20.3	19.0
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	B
HCM2kAvgQ:	3	3	3	1	1	1	1	3	3	1	2	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 San Gorgonio Avenue (NS) at Ramsey Street (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	25	82	41	22	50	65	64	307	32	38	290	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	82	41	22	50	65	64	307	32	38	290	44
Added Vol:	0	6	2	0	8	11	7	1	1	2	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	88	43	22	58	76	71	308	33	40	291	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	88	43	22	58	76	71	308	33	40	291	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	88	43	22	58	76	71	308	33	40	291	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	88	43	22	58	76	71	308	33	40	291	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.90	0.90	0.85	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	0.16	0.56	0.28	0.28	0.72	1.00	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	278	977	478	472	1244	1615	1805	1690	181	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.05	0.05	0.05	0.04	0.18	0.18	0.02	0.15	0.03
Crit Moves:		****						****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.25	0.46	0.46	0.12	0.33	0.33
Volume/Cap:	0.40	0.40	0.40	0.21	0.21	0.21	0.16	0.40	0.40	0.19	0.47	0.08
Delay/Veh:	20.4	20.4	20.4	19.1	19.1	19.1	17.8	11.1	11.1	24.4	16.7	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	20.4	20.4	19.1	19.1	19.1	17.8	11.1	11.1	24.4	16.7	14.1
LOS by Move:	C	C	C	B	B	B	B	B	B	C	B	B
HCM2kAvgQ:	3	3	3	1	1	1	1	4	4	1	5	1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	90	148	46	30	105	32	58	174	52	93	108	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	148	46	30	105	32	58	174	52	93	108	34
Added Vol:	0	6	2	0	2	2	1	28	0	1	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	154	48	30	107	34	59	202	52	94	123	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	154	48	30	107	34	59	202	52	94	123	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	154	48	30	107	34	59	202	52	94	123	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	154	48	30	107	34	59	202	52	94	123	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.76	0.24	0.23	0.77	1.00	1.00	1.00	1.00
Final Sat.:	472	507	558	475	397	126	123	420	610	470	504	555
Capacity Analysis Module:												
Vol/Sat:	0.19	0.30	0.09	0.06	0.27	0.27	0.48	0.48	0.09	0.20	0.24	0.06
Crit Moves:		****			****			****			****	
Delay/Veh:	11.5	12.2	9.3	10.3	11.3	11.3	14.5	14.5	8.8	11.7	11.5	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	12.2	9.3	10.3	11.3	11.3	14.5	14.5	8.8	11.7	11.5	9.2
LOS by Move:	B	B	A	B	B	B	B	B	A	B	B	A
ApproachDel:		11.5			11.1			13.5			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			11.1			13.5			11.3	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.2	0.4	0.1	0.1	0.3	0.3	0.8	0.8	0.1	0.2	0.3	0.1

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #39 San Gorgonio Avenue (NS) at Lincoln Street (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.536	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.7	
Optimal Cycle:	0	Level Of Service:	B	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0	0	1 0	1 0	1
Volume Module:												
Base Vol:	90	26	36	43	28	80	60	222	92	40	220	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	26	36	43	28	80	60	222	92	40	220	44
Added Vol:	0	4	2	0	7	4	4	21	0	3	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	30	38	43	35	84	64	243	92	43	251	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	30	38	43	35	84	64	243	92	43	251	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	30	38	43	35	84	64	243	92	43	251	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	30	38	43	35	84	64	243	92	43	251	44
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.29	0.71	0.21	0.79	1.00	1.00	1.00	1.00
Final Sat.:	441	468	515	464	157	377	119	453	649	492	534	588
Capacity Analysis Module:												
Vol/Sat:	0.20	0.06	0.07	0.09	0.22	0.22	0.54	0.54	0.14	0.09	0.47	0.07
Crit Moves:	****				****			****			****	
Delay/Veh:	12.1	10.2	9.5	10.6	10.6	10.6	15.2	15.2	8.8	10.4	14.5	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	10.2	9.5	10.6	10.6	10.6	15.2	15.2	8.8	10.4	14.5	9.0
LOS by Move:	B	B	A	B	B	B	C	C	A	B	B	A
ApproachDel:		11.1			10.6			13.7			13.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			10.6			13.7			13.3	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.2	0.1	0.1	0.1	0.2	0.2	1.0	1.0	0.1	0.1	0.8	0.1

****

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 8.5 Worst Case Level Of Service: C[18.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1 0		0 0	1! 0 0		0 1 0	1 0		0 0	1! 0 0	
Volume Module:												
Base Vol:	55	107	4	11	97	165	189	26	58	4	30	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	107	4	11	97	165	189	26	58	4	30	14
Added Vol:	3	5	2	0	2	1	3	25	4	1	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	112	6	11	99	166	192	51	62	5	40	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	112	6	11	99	166	192	51	62	5	40	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	112	6	11	99	166	192	51	62	5	40	14
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	265	xxxx	xxxxx	118	xxxx	xxxxx	462	438	182	492	518	115
Potent Cap.:	1311	xxxx	xxxxx	1483	xxxx	xxxxx	513	515	866	491	465	943
Move Cap.:	1311	xxxx	xxxxx	1483	xxxx	xxxxx	452	489	866	403	441	943
Volume/Cap:	0.04	xxxx	xxxx	0.01	xxxx	xxxx	0.42	0.10	0.07	0.01	0.09	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	460	xxxx	642	xxxx	500	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.0	xxxx	0.6	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.3	xxxx	11.8	xxxxx	13.2	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	B	*	B	*
ApproachDel:	xxxxxx			xxxxxx			18.3			13.2		
ApproachLOS:	*			*			C			B		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #40 San Gorgonio Avenue (NS) at Westward Avenue (EW)

****

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: B[13.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 1	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	77	57	7	8	74	97	76	35	79	7	36	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	57	7	8	74	97	76	35	79	7	36	7
Added Vol:	7	3	2	0	5	4	3	18	6	3	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	60	9	8	79	101	79	53	85	10	64	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	60	9	8	79	101	79	53	85	10	64	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	84	60	9	8	79	101	79	53	85	10	64	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	180	xxxx	xxxxx	69	xxxx	xxxxx	414	383	130	447	429	65
Potent Cap.:	1408	xxxx	xxxxx	1545	xxxx	xxxxx	553	554	926	525	522	1005
Move Cap.:	1408	xxxx	xxxxx	1545	xxxx	xxxxx	470	518	926	418	488	1005
Volume/Cap:	0.06	xxxx	xxxx	0.01	xxxx	xxxx	0.17	0.10	0.09	0.02	0.13	0.01
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	488	xxxx	711	xxxx	500	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.1	xxxx	0.7	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.1	xxxx	11.3	xxxxx	13.6	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	B	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.1			13.6		
ApproachLOS:	*			*			B			B		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

****

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: A[9.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	57	0	80	38	0	0	0	0	12	0	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	57	0	80	38	0	0	0	0	12	0	73
Added Vol:	0	7	24	4	2	0	0	0	0	14	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	64	24	84	40	0	0	0	0	26	0	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	64	24	84	40	0	0	0	0	26	0	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	64	24	84	40	0	0	0	0	26	0	76
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	88	xxxx	xxxxx	xxxx	xxxx	xxxxx	264	284	76
Potent Cap.:	xxxx	xxxx	xxxxx	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx	729	628	991
Move Cap.:	xxxx	xxxx	xxxxx	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx	697	592	991
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	895	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.5		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 San Gorgonio Avenue (NS) at Charles Street (EW)

****

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: A[9.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	45	0	120	70	0	0	0	0	0	0	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	45	0	120	70	0	0	0	0	0	0	75
Added Vol:	0	5	14	6	8	0	0	0	0	22	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	14	126	78	0	0	0	0	22	0	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	50	14	126	78	0	0	0	0	22	0	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	50	14	126	78	0	0	0	0	22	0	82
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	64	xxxx	xxxxx	xxxx	xxxx	xxxxx	348	387	57
Potent Cap.:	xxxx	xxxx	xxxxx	1551	xxxx	xxxxx	xxxx	xxxx	xxxxx	653	551	1015
Move Cap.:	xxxx	xxxx	xxxxx	1551	xxxx	xxxxx	xxxx	xxxx	xxxxx	609	502	1015
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	890	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.6		
ApproachLOS:	*			*			*			A		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[9.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	5	53	1	30	37	5	7	1	3	1	1	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	53	1	30	37	5	7	1	3	1	1	19
Added Vol:	0	31	40	0	16	0	0	0	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	84	41	30	53	5	7	1	3	19	1	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	84	41	30	53	5	7	1	3	19	1	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	84	41	30	53	5	7	1	3	19	1	19
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	58	xxxx	xxxxx	125	xxxx	xxxxx	238	248	53	232	233	105
Potent Cap.:	1559	xxxx	xxxxx	1474	xxxx	xxxxx	721	658	1020	727	671	956
Move Cap.:	1559	xxxx	xxxxx	1474	xxxx	xxxxx	693	642	1020	711	655	956
Volume/Cap:	0.00	xxxx	xxxx	0.02	xxxx	xxxx	0.01	0.00	0.00	0.03	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	754	xxxxx	xxxx	810	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	9.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			9.8			9.7		
ApproachLOS:	*			*			A			A		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #42 San Gorgonio Avenue (NS) at Wesley Street (EW)

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: B[11.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	47	1	80	20	10	1	1	1	40	1	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	47	1	80	20	10	1	1	1	40	1	23
Added Vol:	0	19	26	0	30	0	0	0	0	41	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	66	27	80	50	10	1	1	1	81	1	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	66	27	80	50	10	1	1	1	81	1	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	66	27	80	50	10	1	1	1	81	1	23
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	60	xxxx	xxxxx	93	xxxx	xxxxx	304	305	50	298	302	80
Potent Cap.:	1556	xxxx	xxxxx	1514	xxxx	xxxxx	653	612	1024	659	615	986
Move Cap.:	1556	xxxx	xxxxx	1514	xxxx	xxxxx	610	578	1024	629	580	986
Volume/Cap:	0.00	xxxx	xxxx	0.05	xxxx	xxxx	0.00	0.00	0.00	0.13	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	690	xxxxx	xxxx	683	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx	11.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.2			11.2		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #44 SR-243 Highway (NS) at C Street (EW)

****

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	70	0	0	40	10	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	70	0	0	40	10	0	0	0	0	0	0
Added Vol:	5	0	0	0	0	34	71	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	70	0	0	40	44	71	0	13	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	70	0	0	40	44	71	0	13	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	70	0	0	40	44	71	0	13	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	84	xxxx	xxxxx	xxxx	xxxx	xxxxx	142	142	62	xxxx	xxxx	xxxxx
Potent Cap.:	1526	xxxx	xxxxx	xxxx	xxxx	xxxxx	856	753	1009	xxxx	xxxx	xxxxx
Move Cap.:	1526	xxxx	xxxxx	xxxx	xxxx	xxxxx	853	750	1009	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	874	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.6			xxxxxx		
ApproachLOS:	*			*			A			*		

****

Note: Queue reported is the number of cars per lane.

****

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San Gorgonio Specific Plan
Buildout Year (2035) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #44 SR-243 Highway (NS) at C Street (EW)

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[9.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	33	0	0	70	20	17	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	33	0	0	70	20	17	0	0	0	0	0
Added Vol:	16	0	0	0	0	72	45	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	33	0	0	70	92	62	0	11	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	33	0	0	70	92	62	0	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	33	0	0	70	92	62	0	11	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	162	xxxx	xxxxx	xxxx	xxxx	xxxxx	181	181	116	xxxx	xxxx	xxxxx
Potent Cap.:	1429	xxxx	xxxxx	xxxx	xxxx	xxxxx	813	717	942	xxxx	xxxx	xxxxx
Move Cap.:	1429	xxxx	xxxxx	xxxx	xxxx	xxxxx	806	708	942	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	824	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.8			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

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APPENDIX F

Traffic Signal Warrant Worksheets

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing

Major Street Name = **1st Street**

Total of Both Approaches (VPH) = **685**

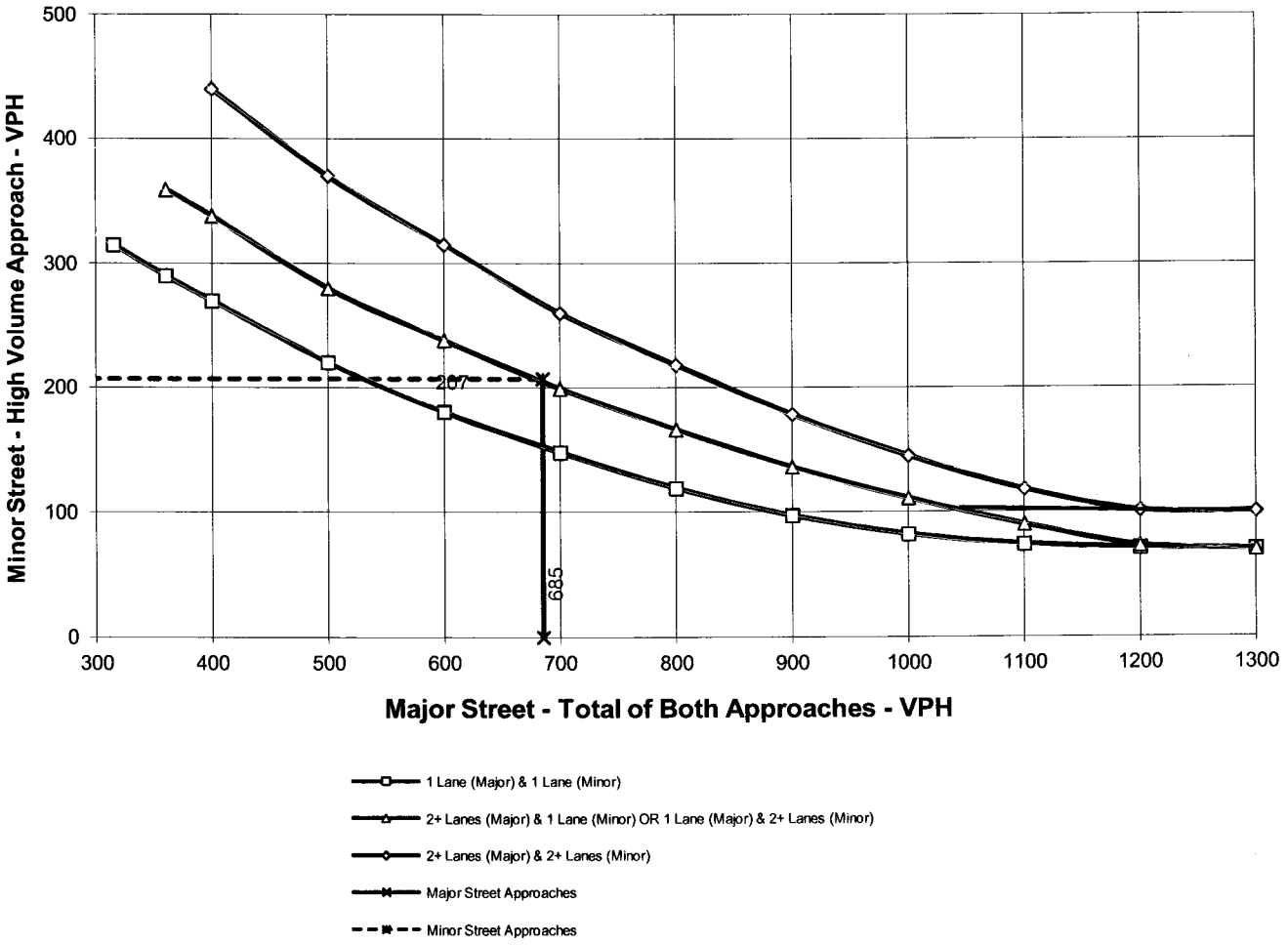
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Michigan Avenue**

High Volume Approach (VPH) = **207**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing

Major Street Name = **1st Street**

Total of Both Approaches (VPH) = **798**

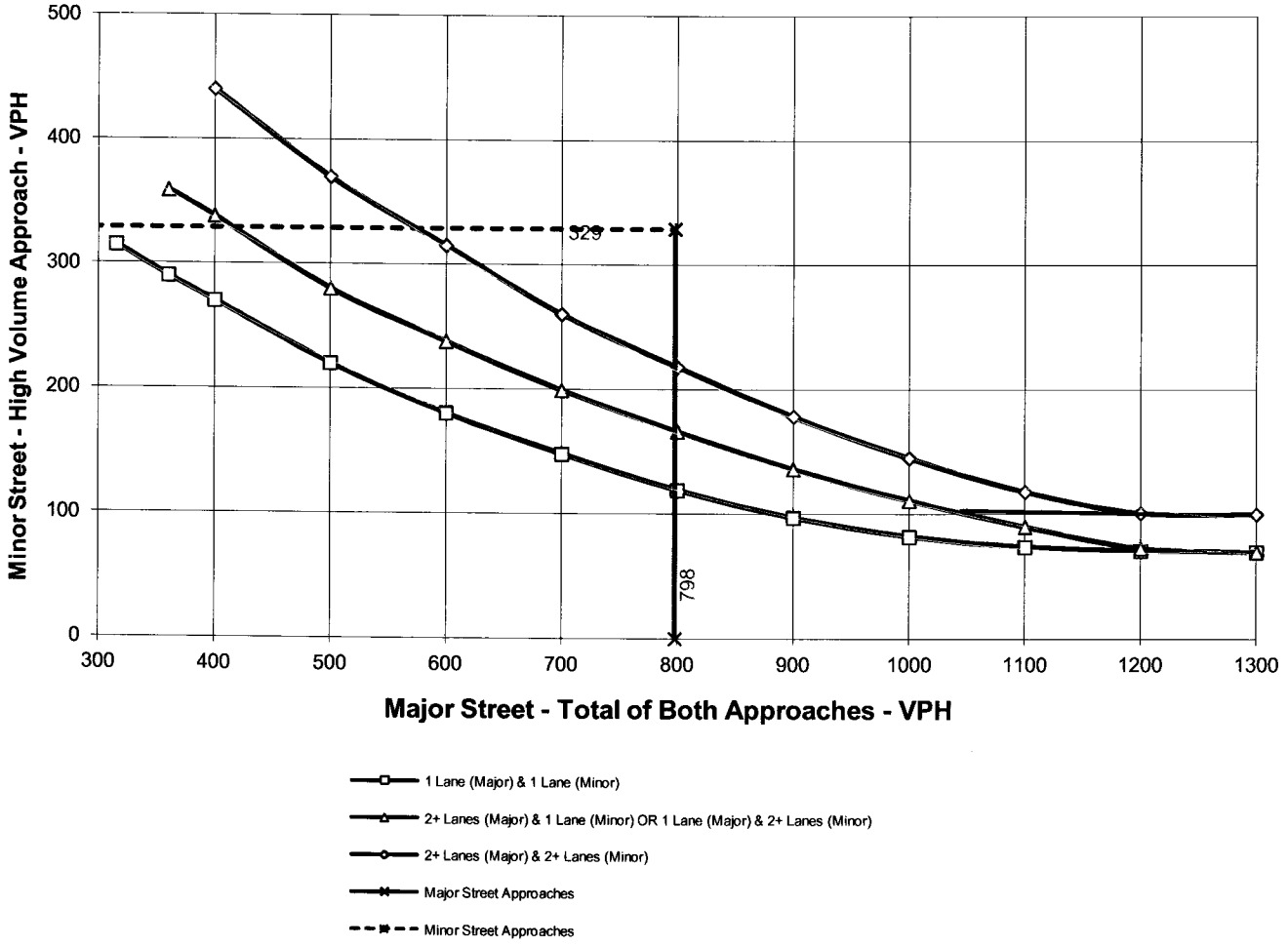
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Pennsylvania Avenue**

High Volume Approach (VPH) = **329**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing

Major Street Name = **Wilson Street**

Total of Both Approaches (VPH) = **505**

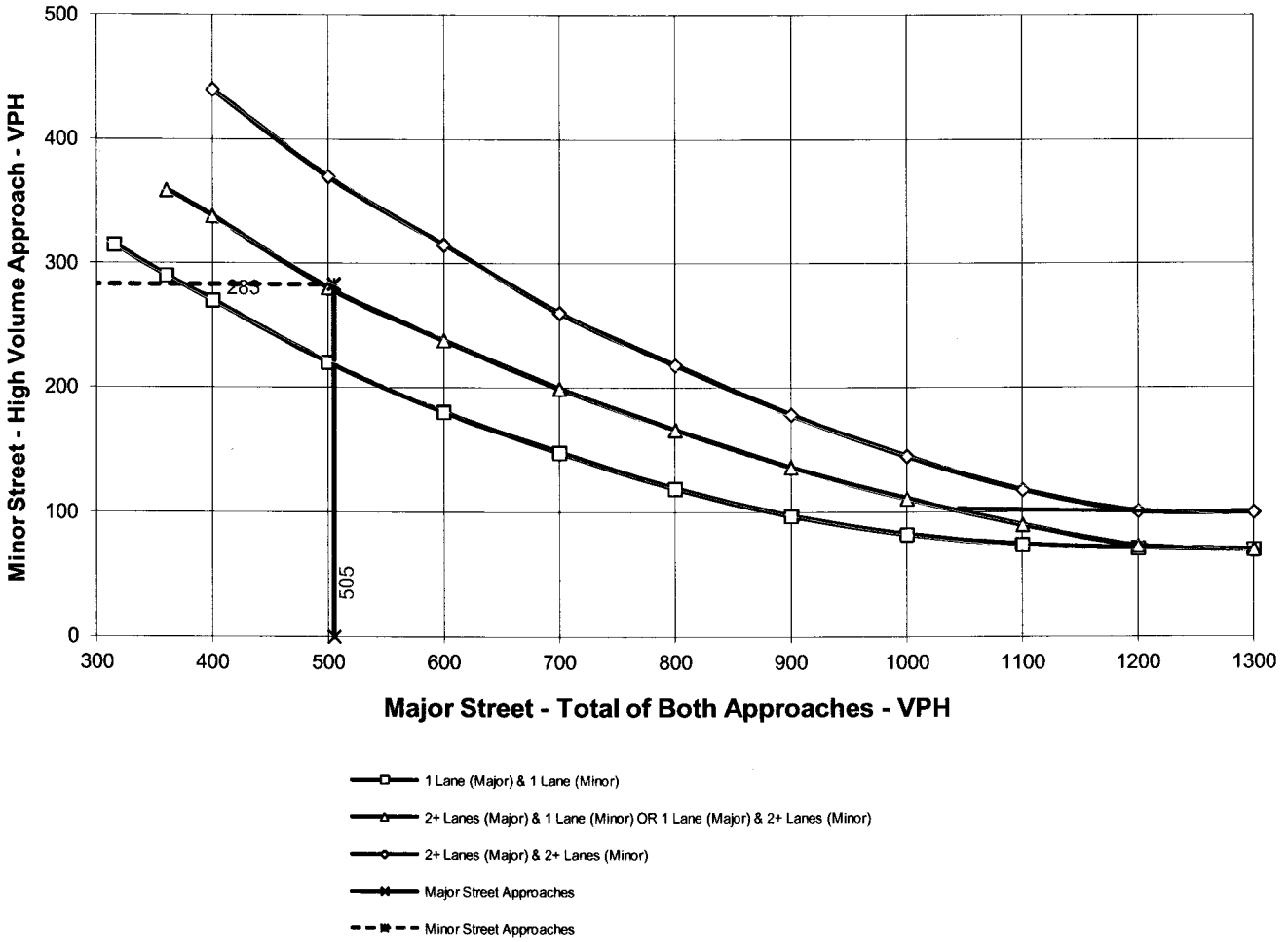
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Sunset Avenue**

High Volume Approach (VPH) = **283**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing

Major Street Name = **8th Street**

Total of Both Approaches (VPH) = **1077**

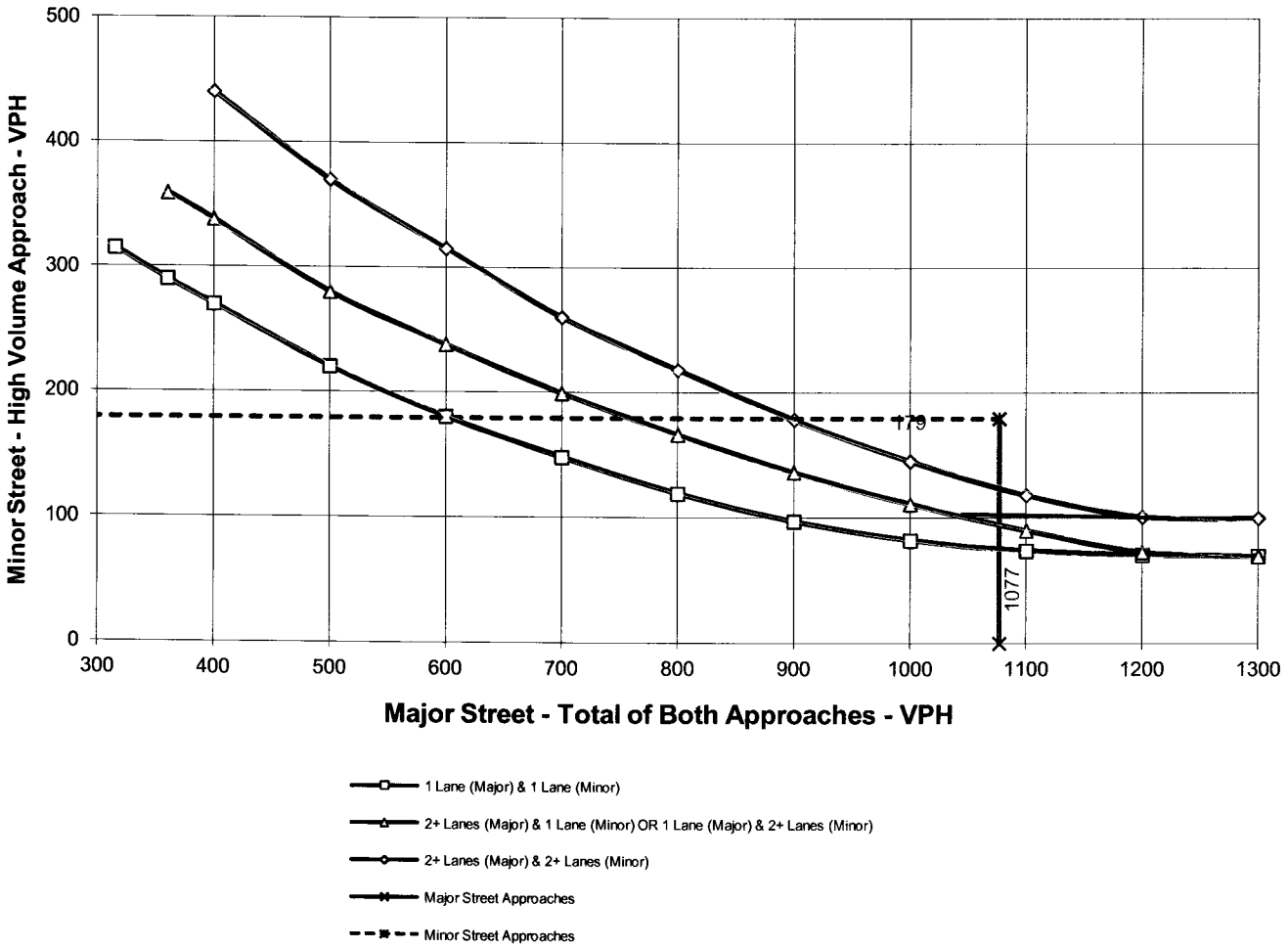
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-10 Freeway WB Ramps**

High Volume Approach (VPH) = **179**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing

Major Street Name = **8th Street**

Total of Both Approaches (VPH) = **556**

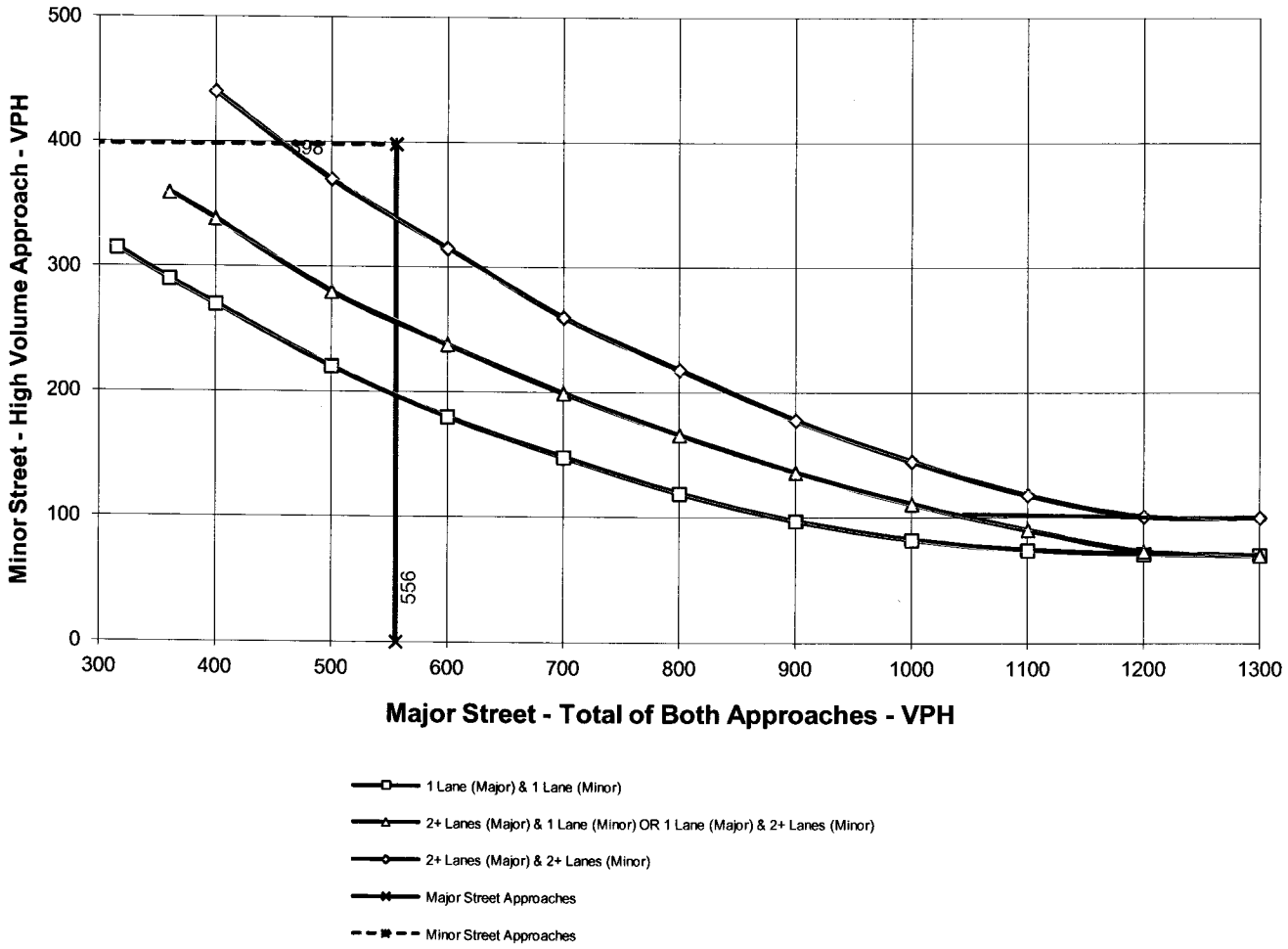
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-10 Freeway EB Ramps**

High Volume Approach (VPH) = **398**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing Plus Project

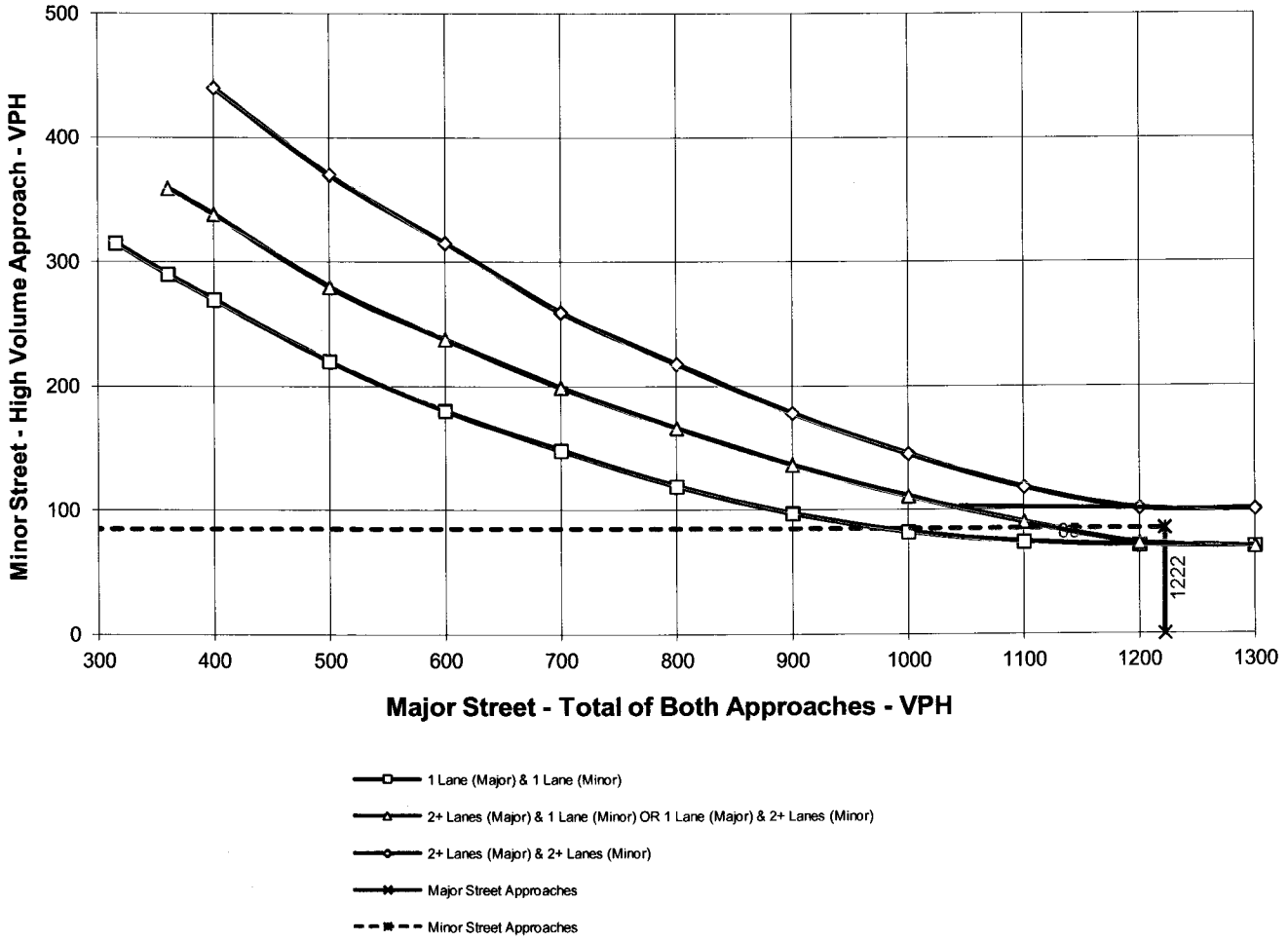
Major Street Name = **Ramsey Street** Total of Both Approaches (VPH) = **1222**

Number of Approach Lanes Major Street = **2**

Minor Street Name = **Highland Home Road** High Volume Approach (VPH) = **85**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing Plus Project

Major Street Name = **Sunset Avenue**

Total of Both Approaches (VPH) = **1031**

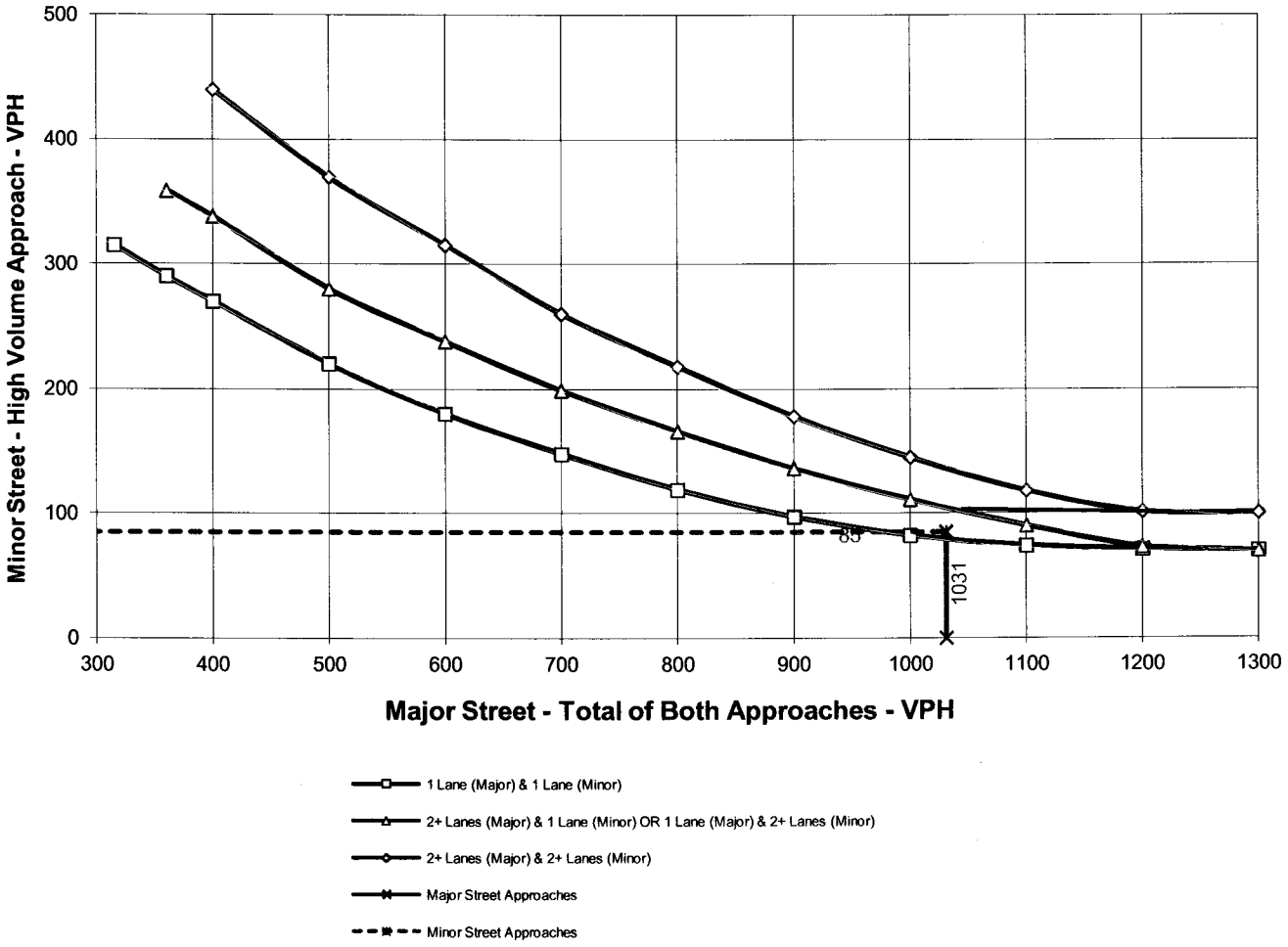
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Lincoln Street**

High Volume Approach (VPH) = **85**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing Plus Project

Major Street Name = **Sunset Avenue**

Total of Both Approaches (VPH) = **636**

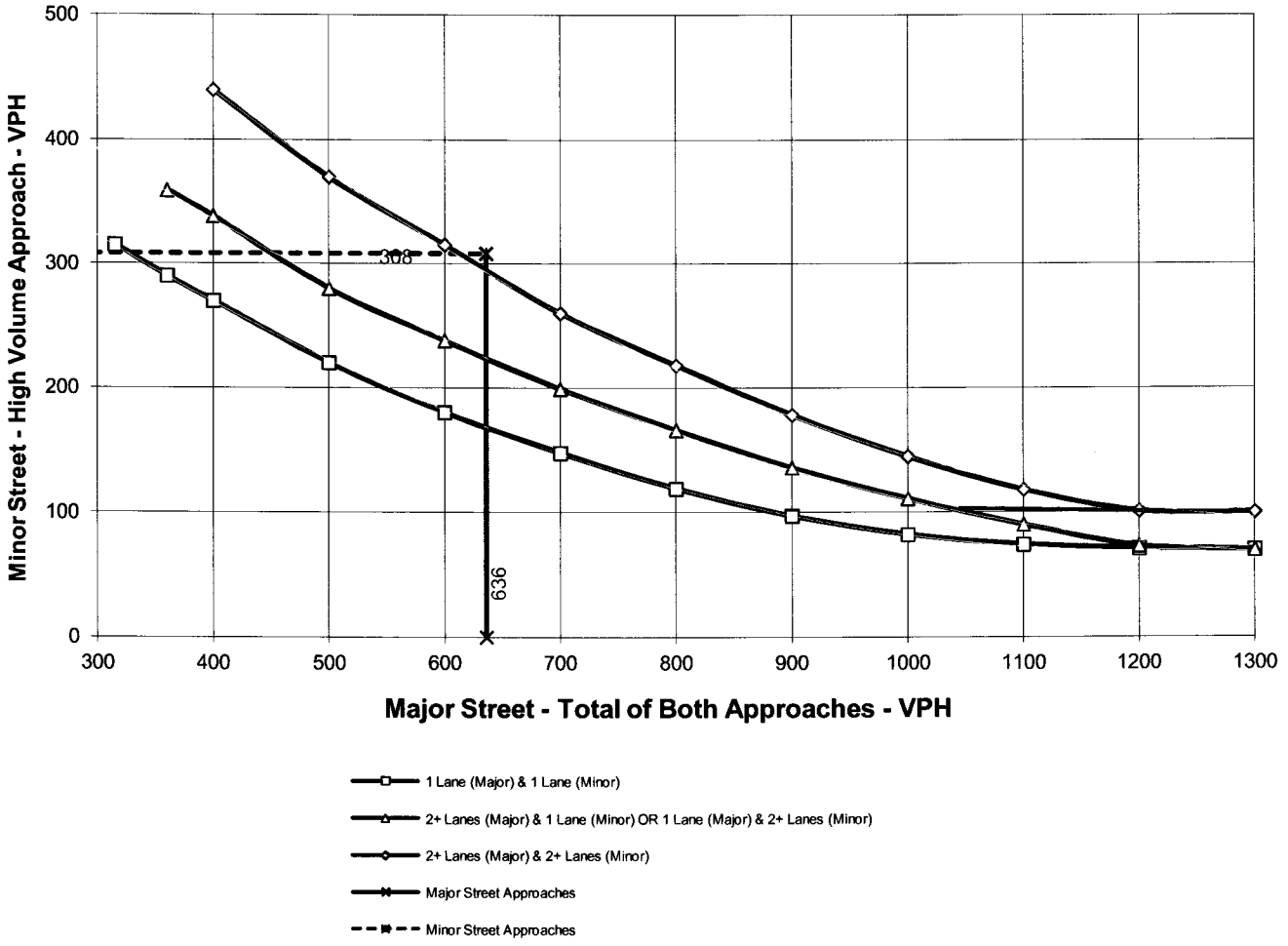
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Westward Avenue**

High Volume Approach (VPH) = **308**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing Plus Project

Major Street Name = **Westward Avenue**

Total of Both Approaches (VPH) = **662**

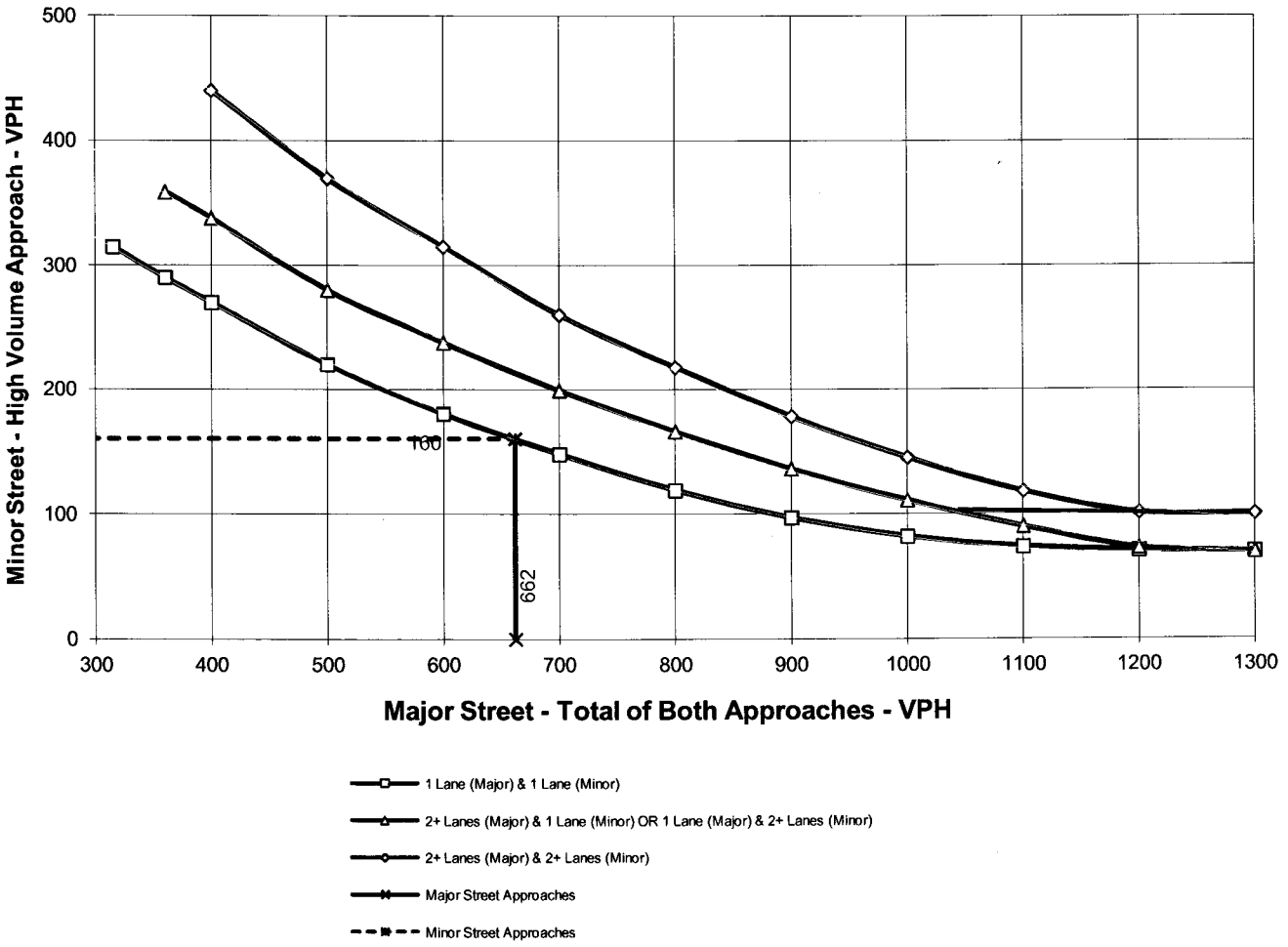
Number of Approach Lanes Major Street = **1**

Minor Street Name = **A Street**

High Volume Approach (VPH) = **160**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing Plus Project

Major Street Name = **22nd Street**

Total of Both Approaches (VPH) = **986**

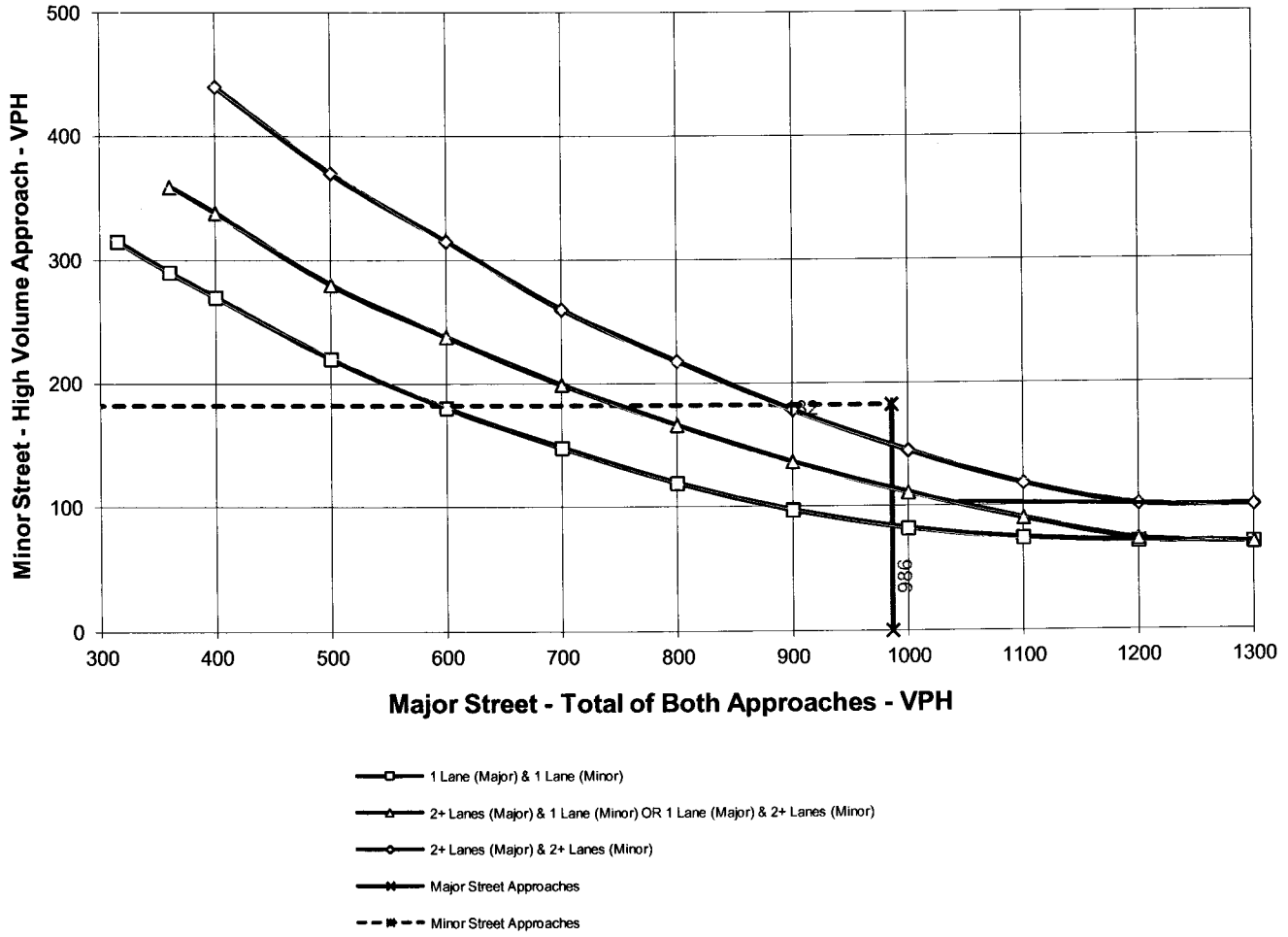
Number of Approach Lanes Major Street = **2**

Minor Street Name = **I-10 Freeway WB Ramps**

High Volume Approach (VPH) = **182**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing Plus Project

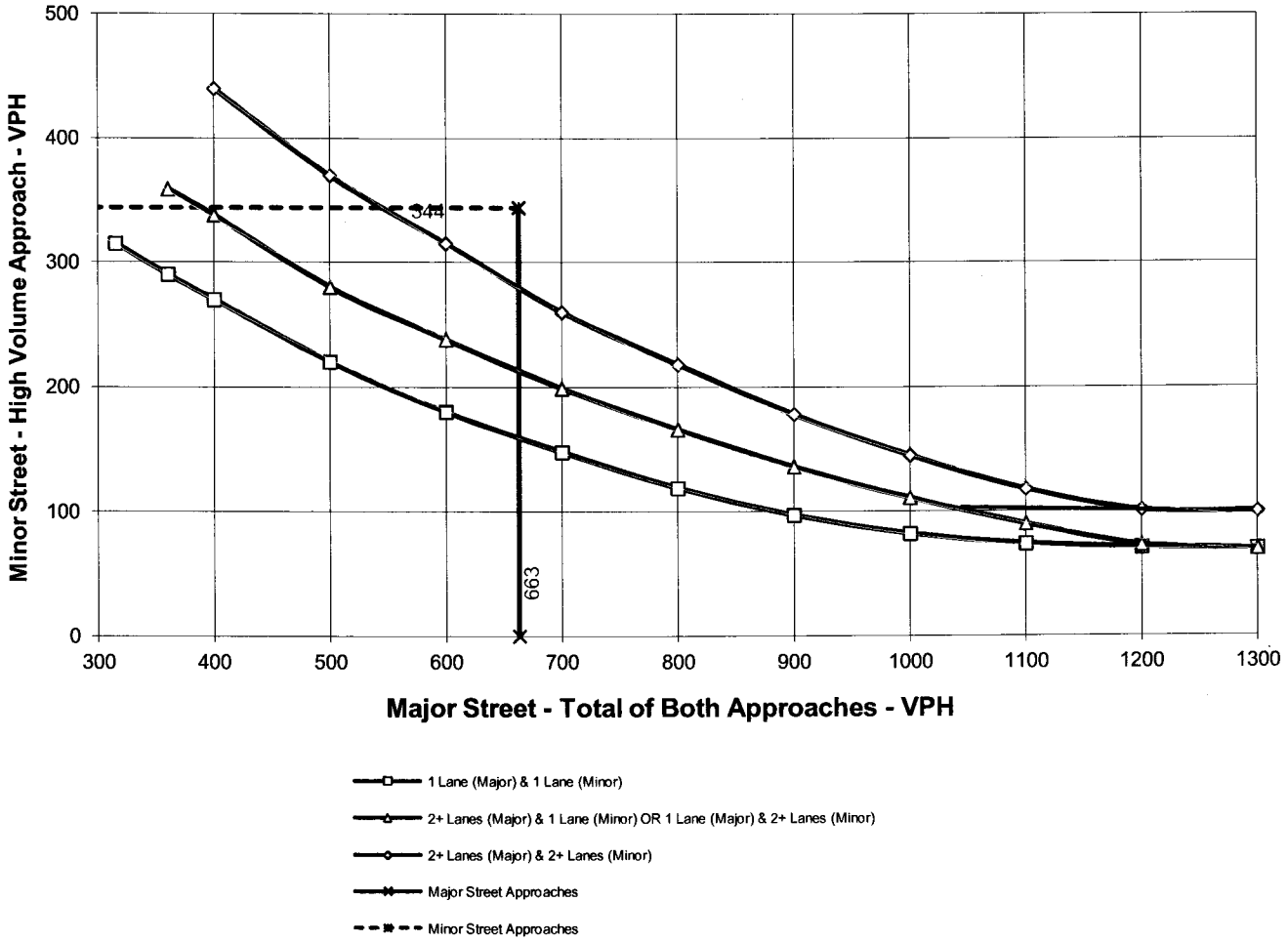
Major Street Name = **22nd Street** Total of Both Approaches (VPH) = **663**

Number of Approach Lanes Major Street = **2**

Minor Street Name = **I-10 Freeway EB Ramps** High Volume Approach (VPH) = **344**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing Plus Project

Major Street Name = **22nd Street**

Total of Both Approaches (VPH) = **718**

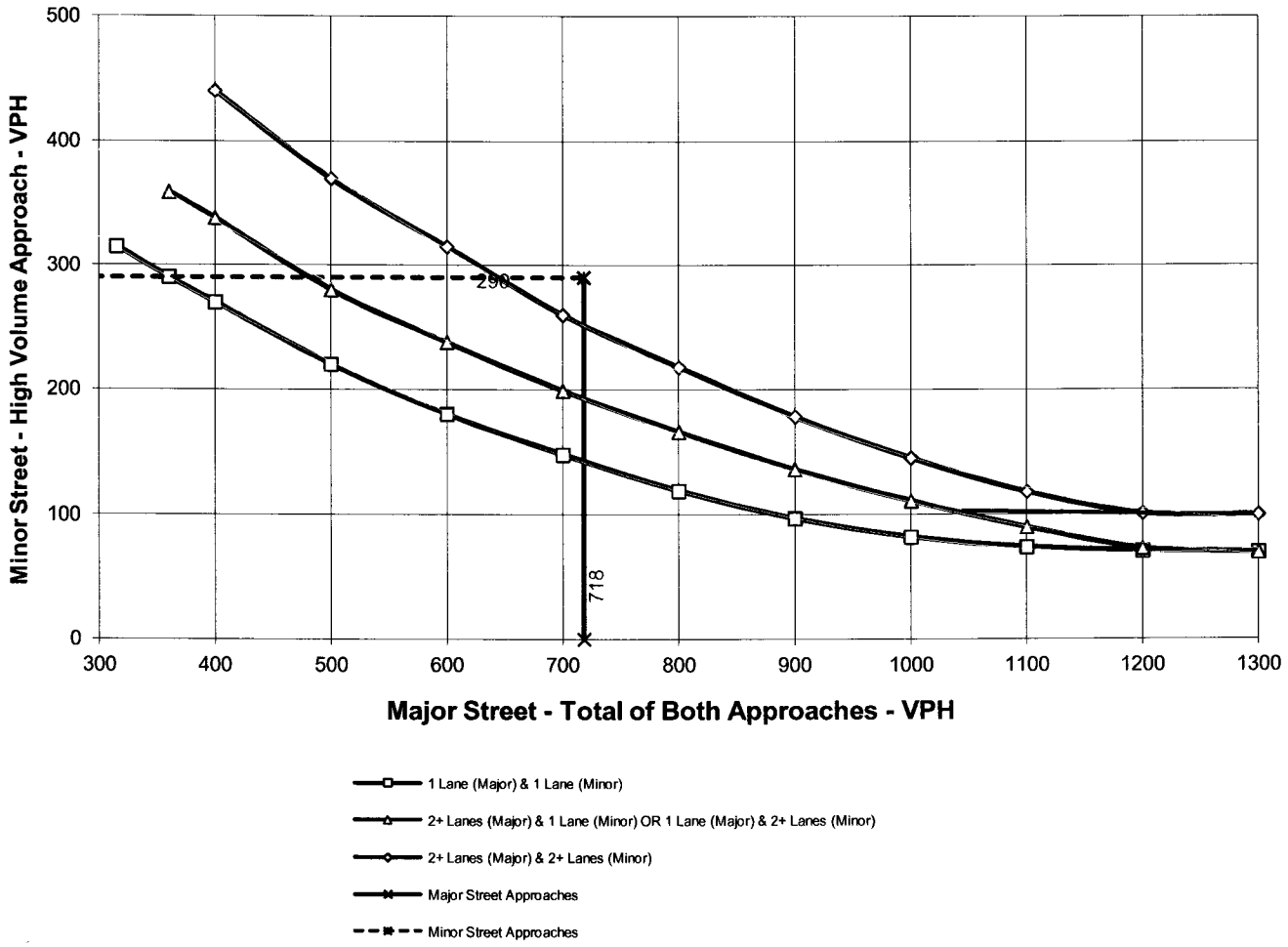
Number of Approach Lanes Major Street = **2**

Minor Street Name = **WestwardAvenue**

High Volume Approach (VPH) = **290**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing Plus Project

Major Street Name = **8th Street**

Total of Both Approaches (VPH) = **833**

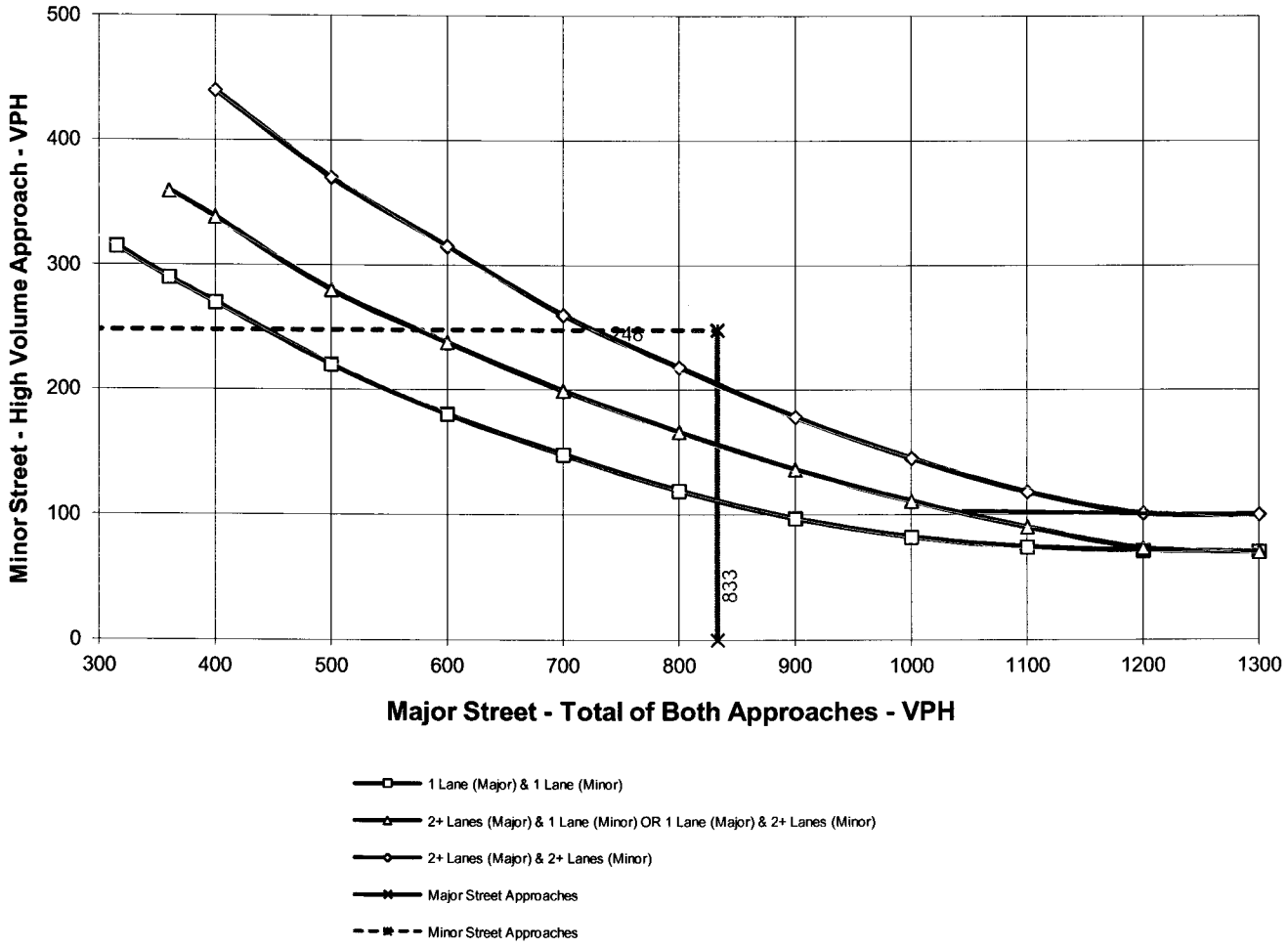
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Lincoln Street**

High Volume Approach (VPH) = **248**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing Plus Project

Major Street Name = **8th Street**

Total of Both Approaches (VPH) = **705**

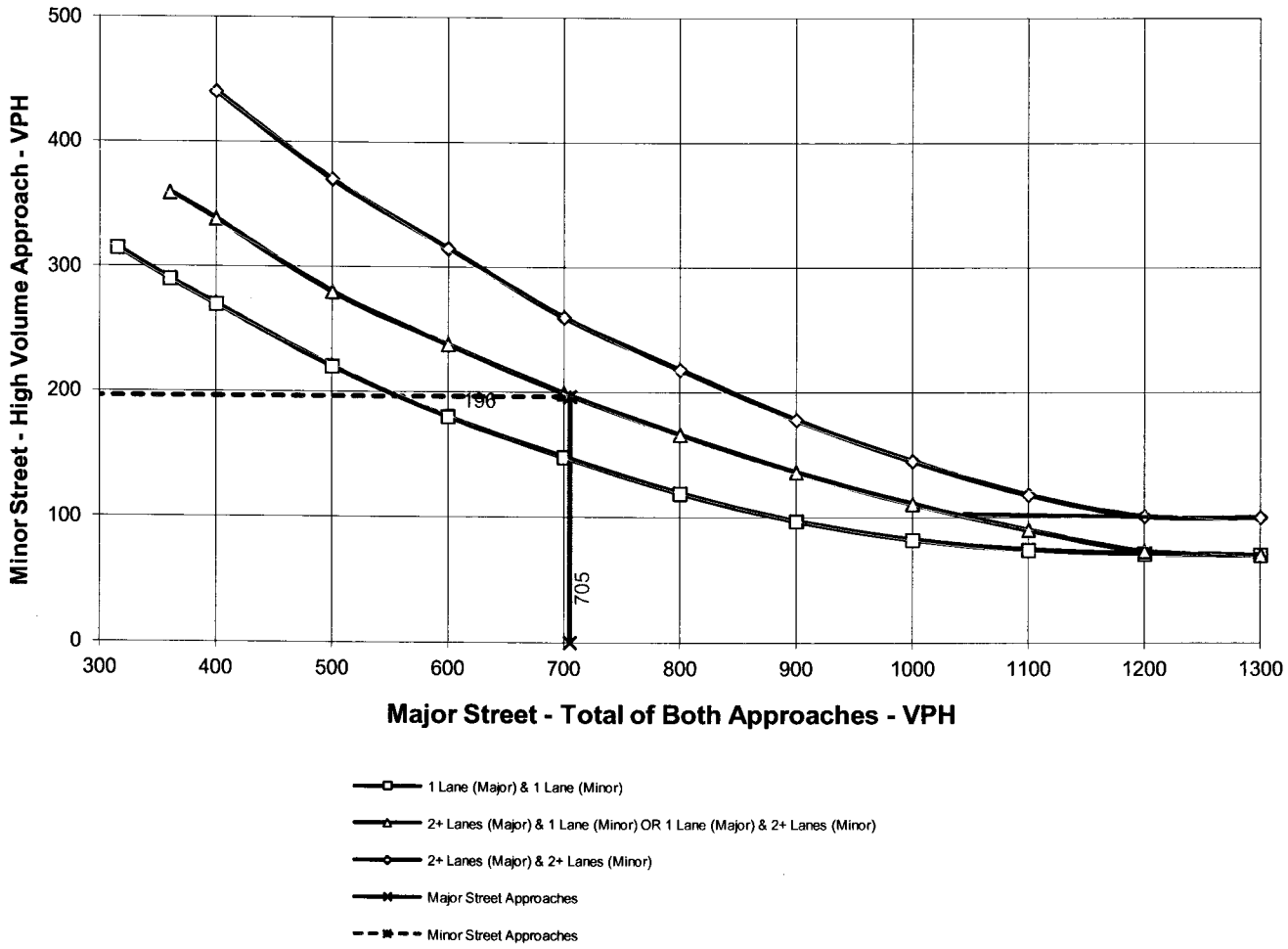
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Westward Avenue**

High Volume Approach (VPH) = **196**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Opening Year (2017) With Project

Major Street Name = **8th Street**

Total of Both Approaches (VPH) = **872**

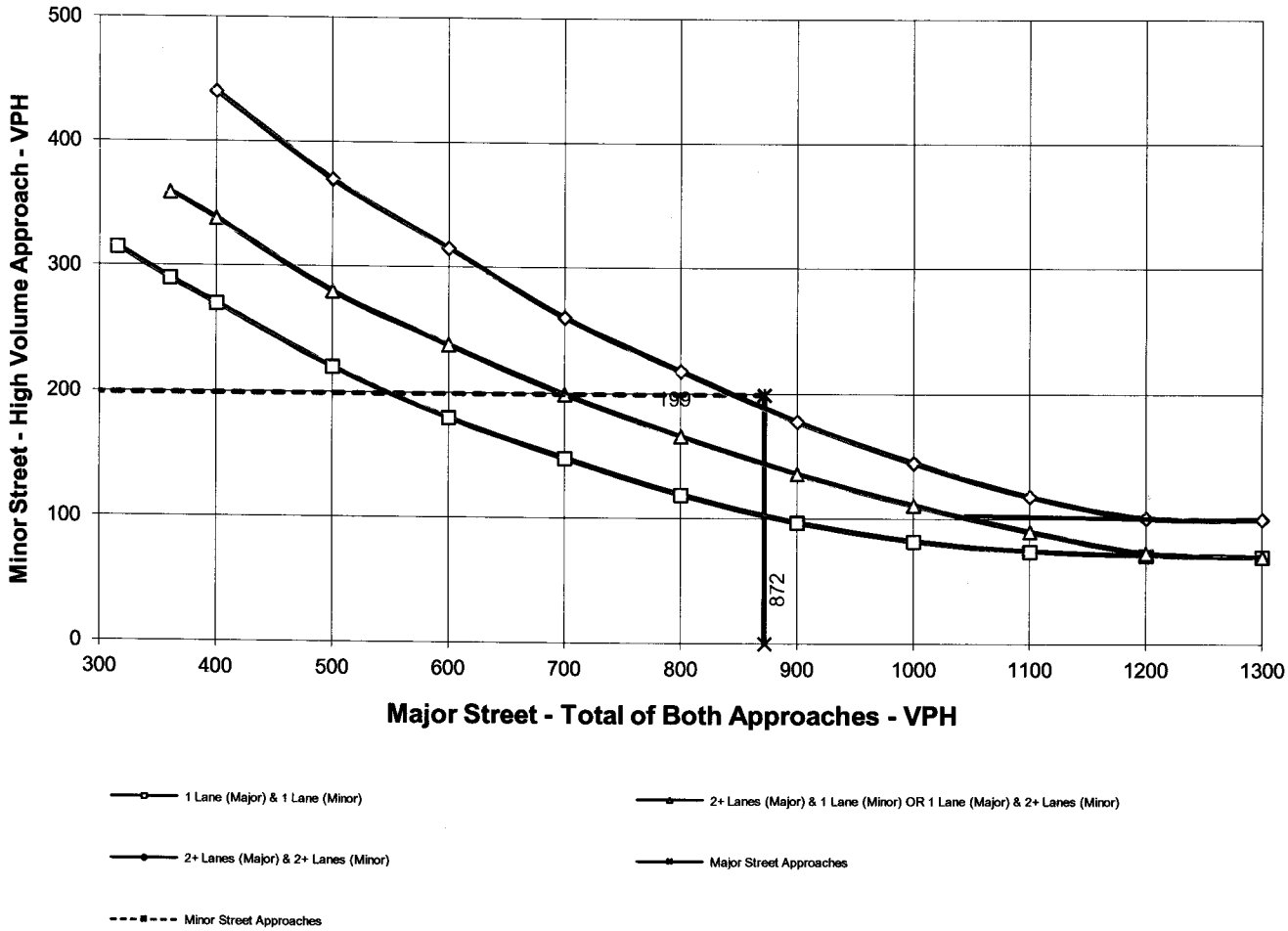
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Lincoln Street**

High Volume Approach (VPH) = **199**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Opening Year (2017) With Project

Major Street Name = **8th Street**

Total of Both Approaches (VPH) = **602**

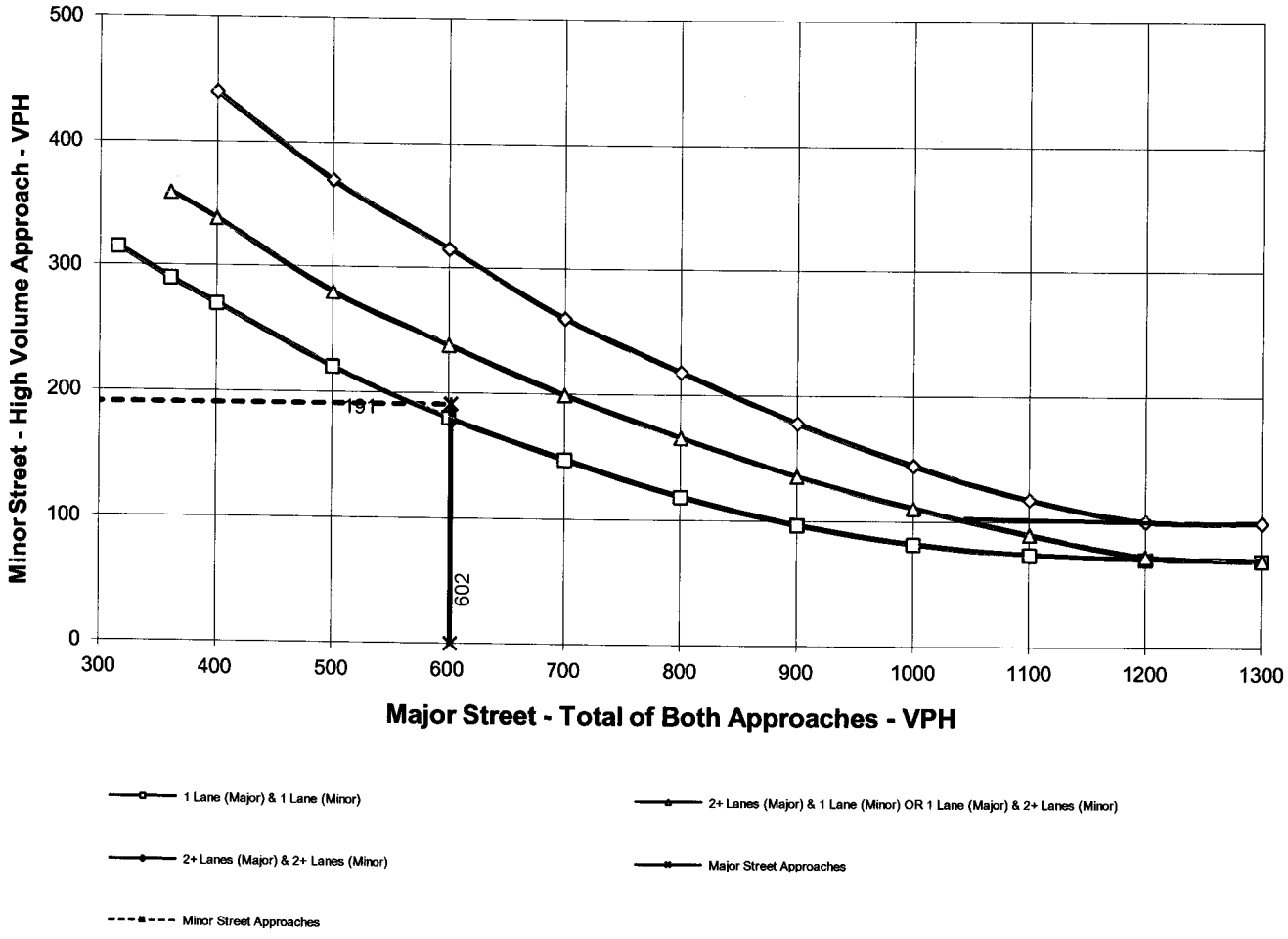
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Westward Avenue**

High Volume Approach (VPH) = **191**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Interim Year (2022) With Project

Major Street Name = **22nd Street**

Total of Both Approaches (VPH) = **885**

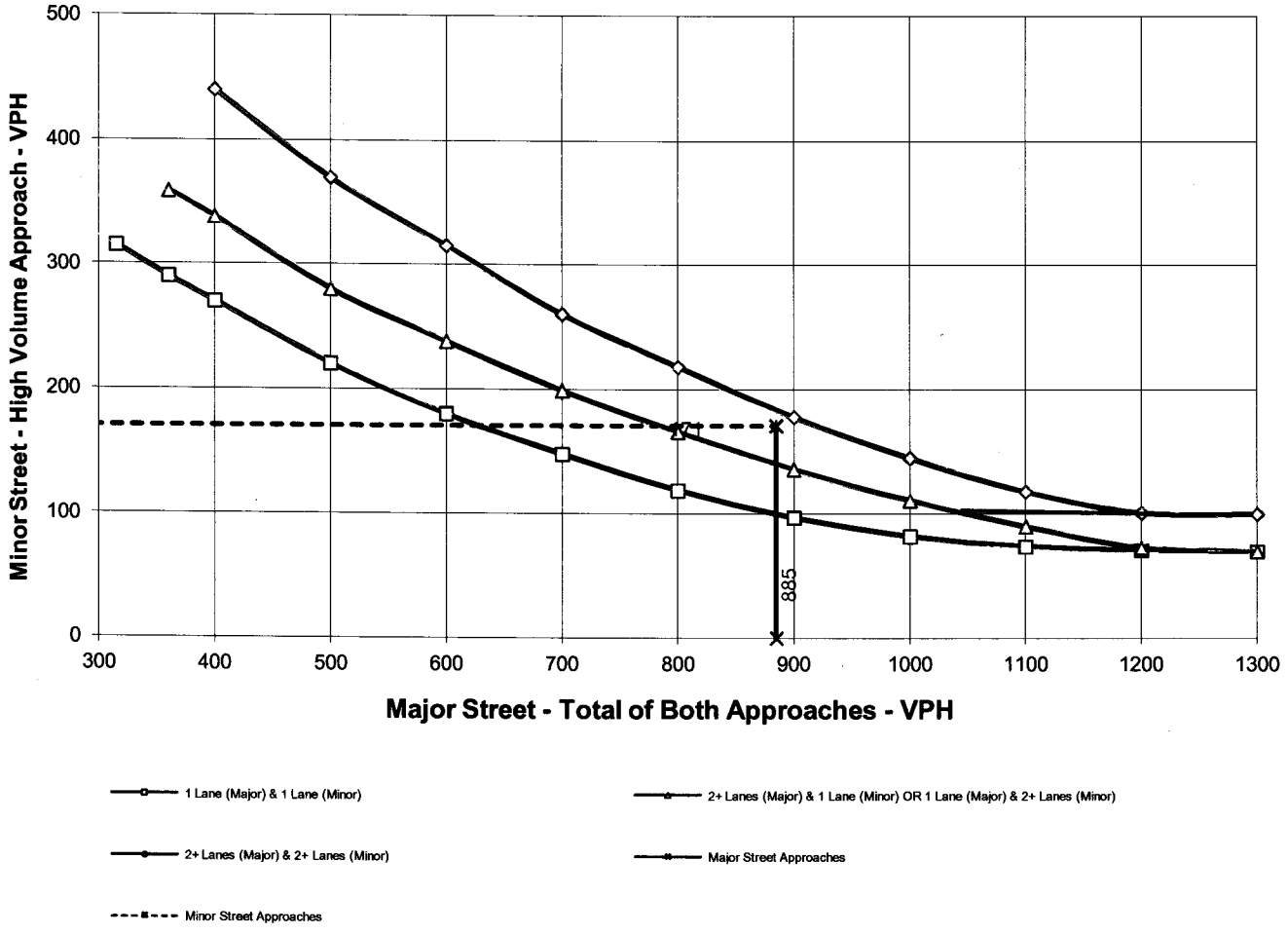
Number of Approach Lanes Major Street = **2**

Minor Street Name = **I-10 Freeway WB Ramps**

High Volume Approach (VPH) = **171**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Interim Year (2022) With Project

Major Street Name = **22nd Street**

Total of Both Approaches (VPH) = **453**

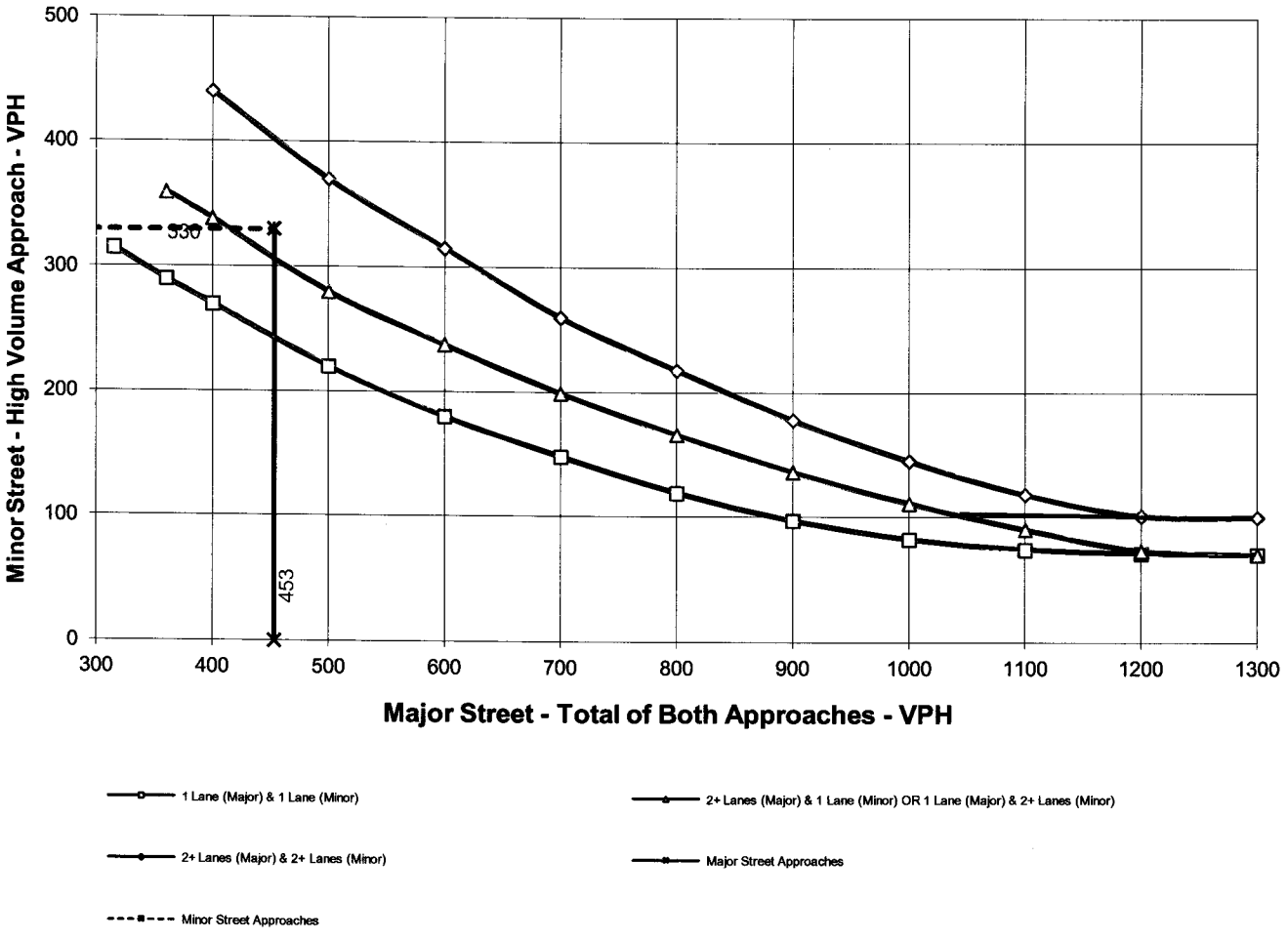
Number of Approach Lanes Major Street = **2**

Minor Street Name = **I-10 Freeway EB Ramps**

High Volume Approach (VPH) = **330**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
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PEAK HOUR VOLUME WARRANT
(Rural Areas)

Interim Year (2025) With Project

Major Street Name = **Wilson Street**

Total of Both Approaches (VPH) = **1019**

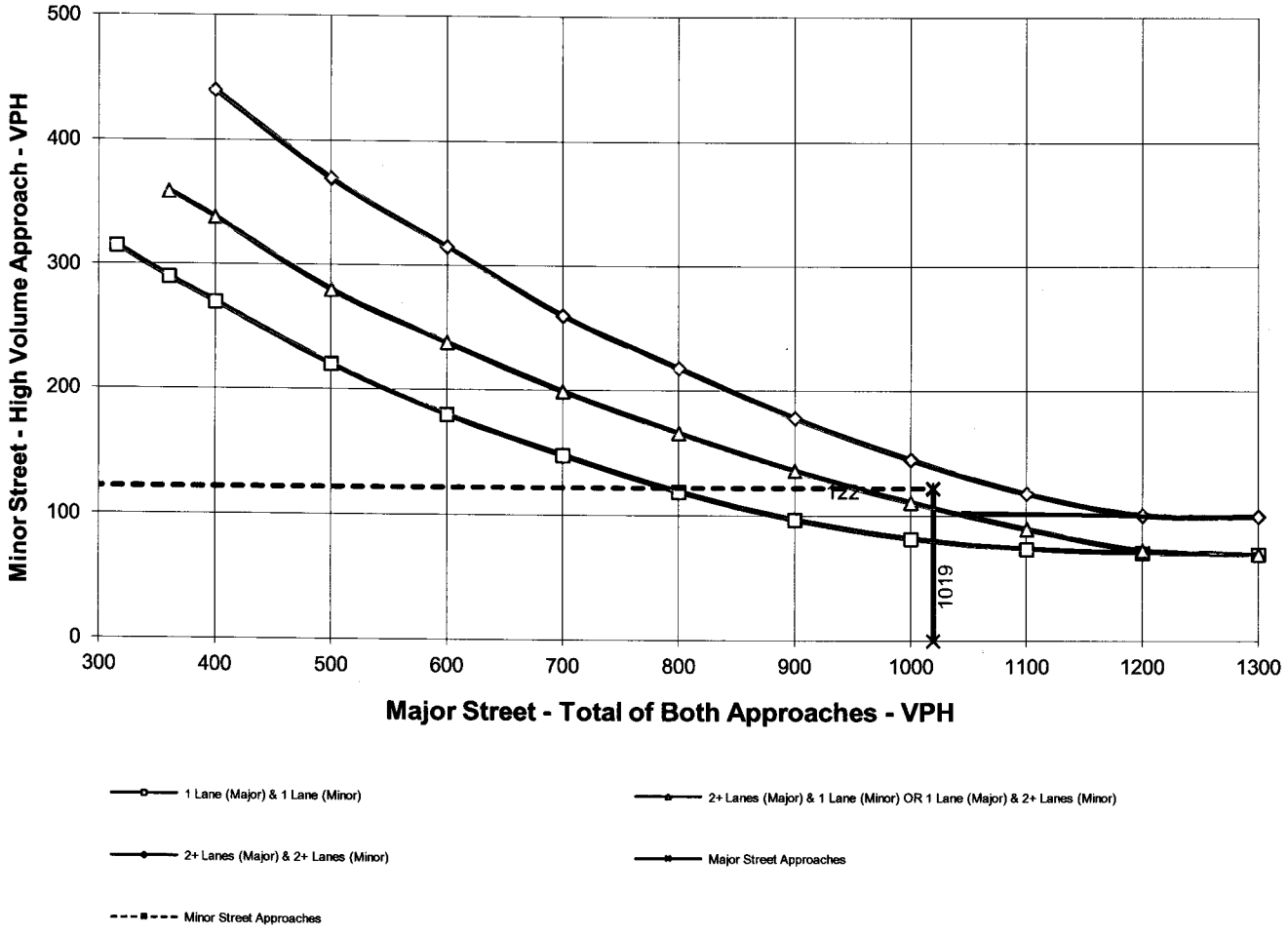
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Highland Home Road**

High Volume Approach (VPH) = **122**

Number of Approach Lanes Minor Street = **2**

WARRANTED FOR A SIGNAL



** NOTE:
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PEAK HOUR VOLUME WARRANT
(Rural Areas)

Interim Year (2025) With Project

Major Street Name = **Lincoln Street**

Total of Both Approaches (VPH) = **916**

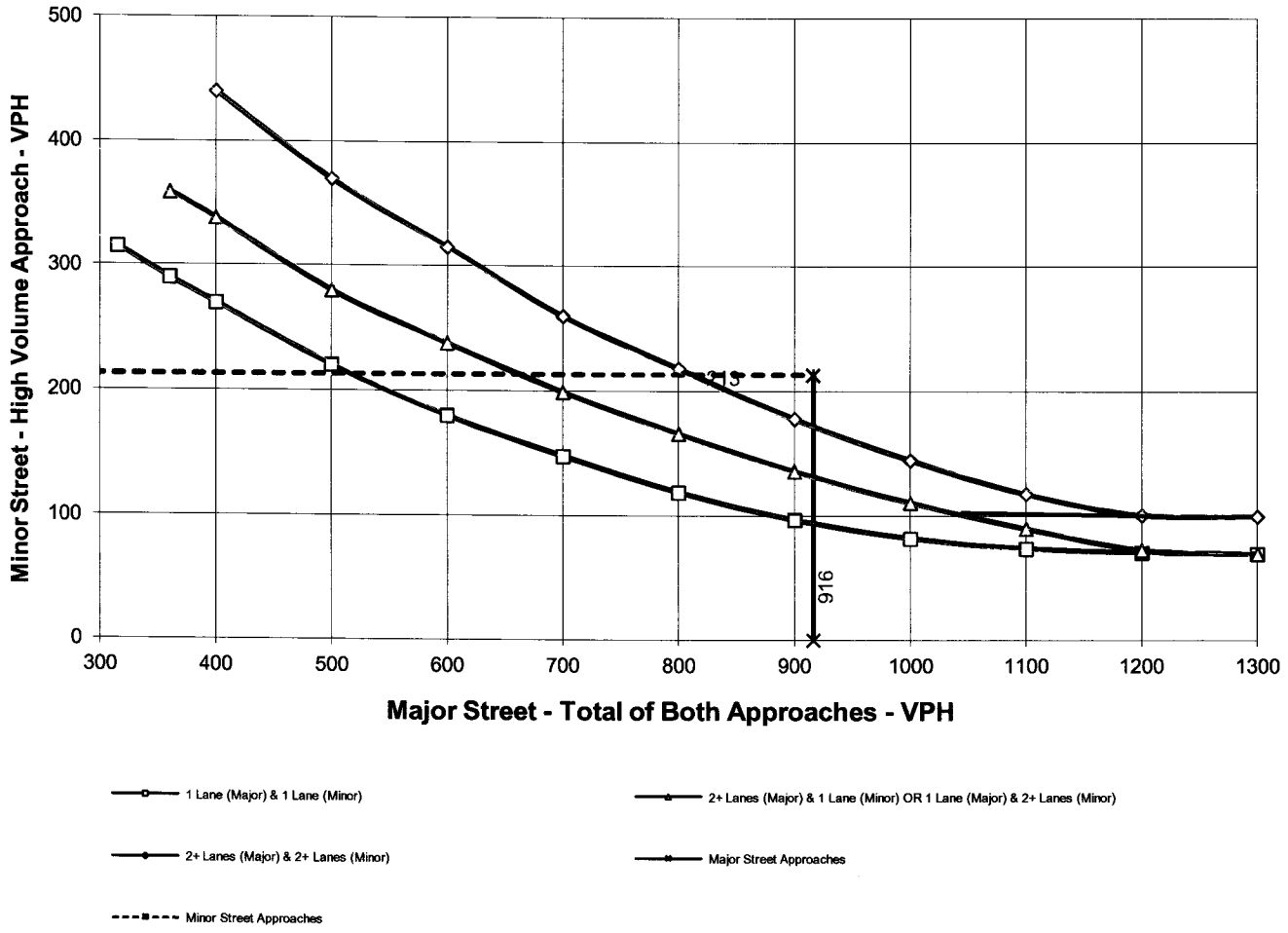
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Sunset Avenue**

High Volume Approach (VPH) = **213**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
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PEAK HOUR VOLUME WARRANT
(Rural Areas)

Interim Year (2025) With Project

Major Street Name = **22nd Street**

Total of Both Approaches (VPH) = **663**

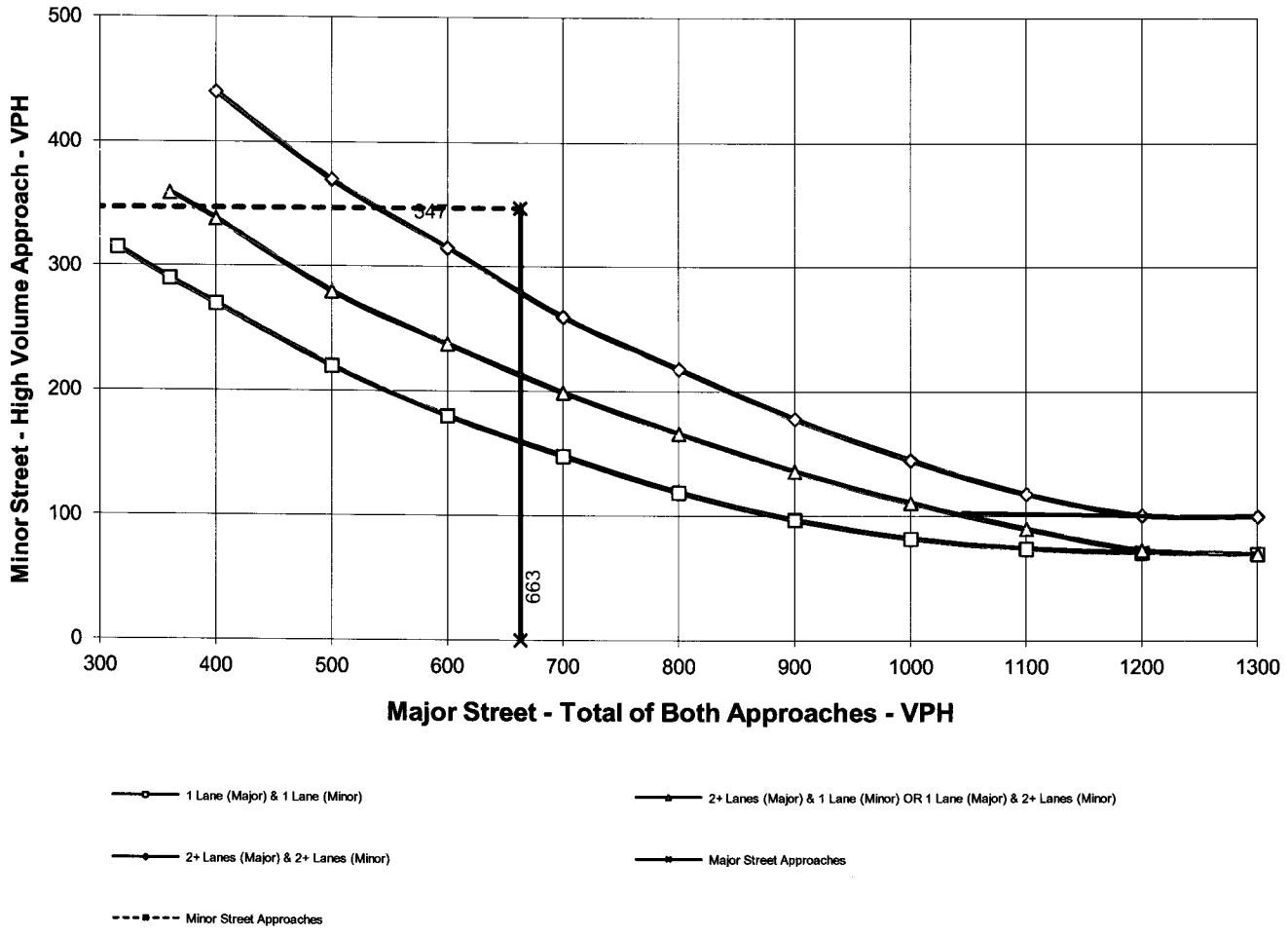
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Westward Avenue**

High Volume Approach (VPH) = **347**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
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PEAK HOUR VOLUME WARRANT
(Rural Areas)

Interim Year (2025) With Project

Major Street Name = **Wilson Street**

Total of Both Approaches (VPH) = **625**

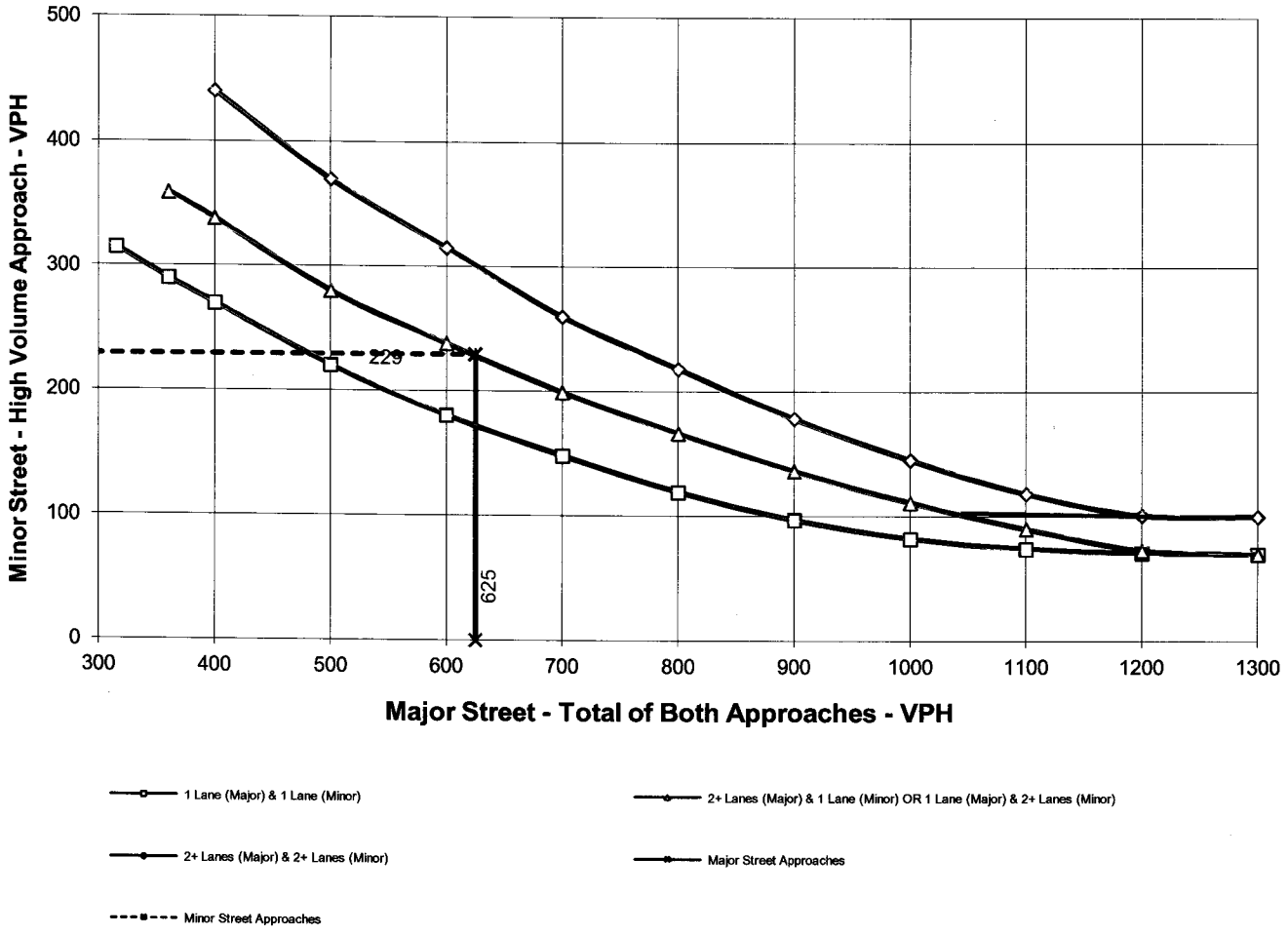
Number of Approach Lanes Major Street = **1**

Minor Street Name = **8th Street**

High Volume Approach (VPH) = **229**

Number of Approach Lanes Minor Street = **2**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

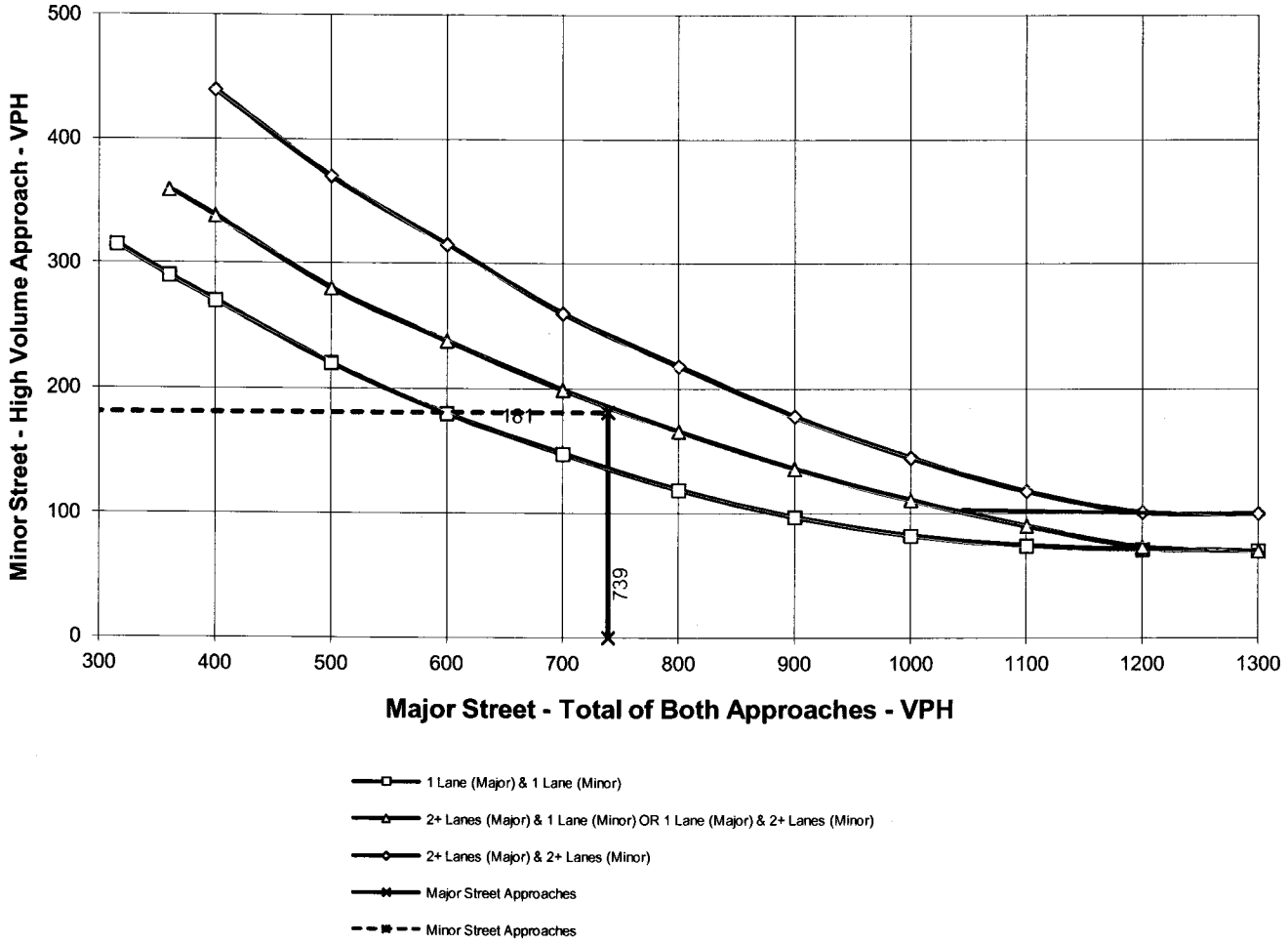
PEAK HOUR VOLUME WARRANT
(Rural Areas)

Interim Year (2029) Without Project

Major Street Name = **Highland Springs Avenue** Total of Both Approaches (VPH) = **739**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **14th Street** High Volume Approach (VPH) = **181**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Interim Year (2029) With Project

Major Street Name = **Ramsey Street**

Total of Both Approaches (VPH) = **1674**

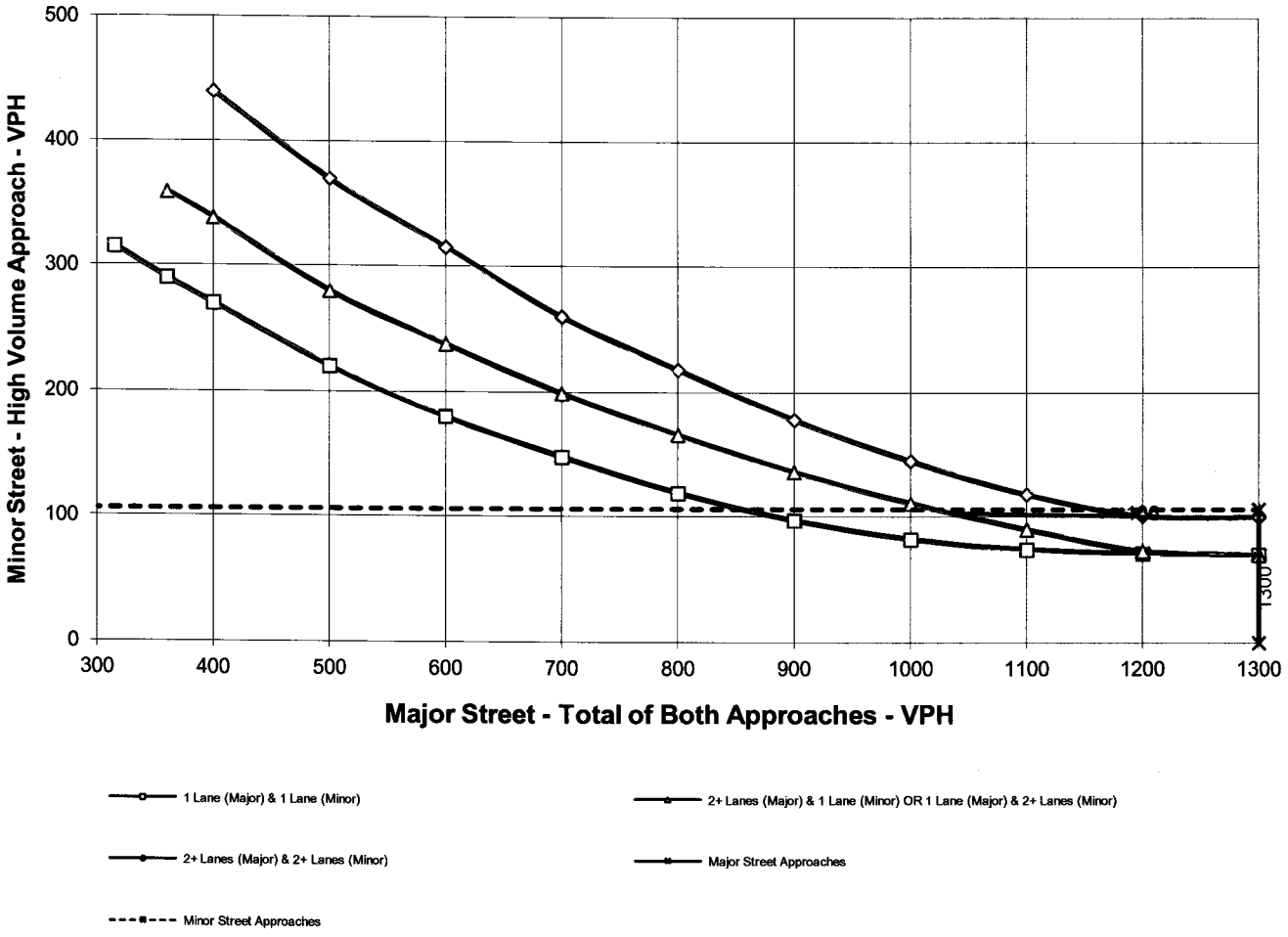
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Highland Home Road**

High Volume Approach (VPH) = **106**

Number of Approach Lanes Minor Street = **2**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Interim Year (2029) With Project

Major Street Name = **Sunset Avenue**

Total of Both Approaches (VPH) = **914**

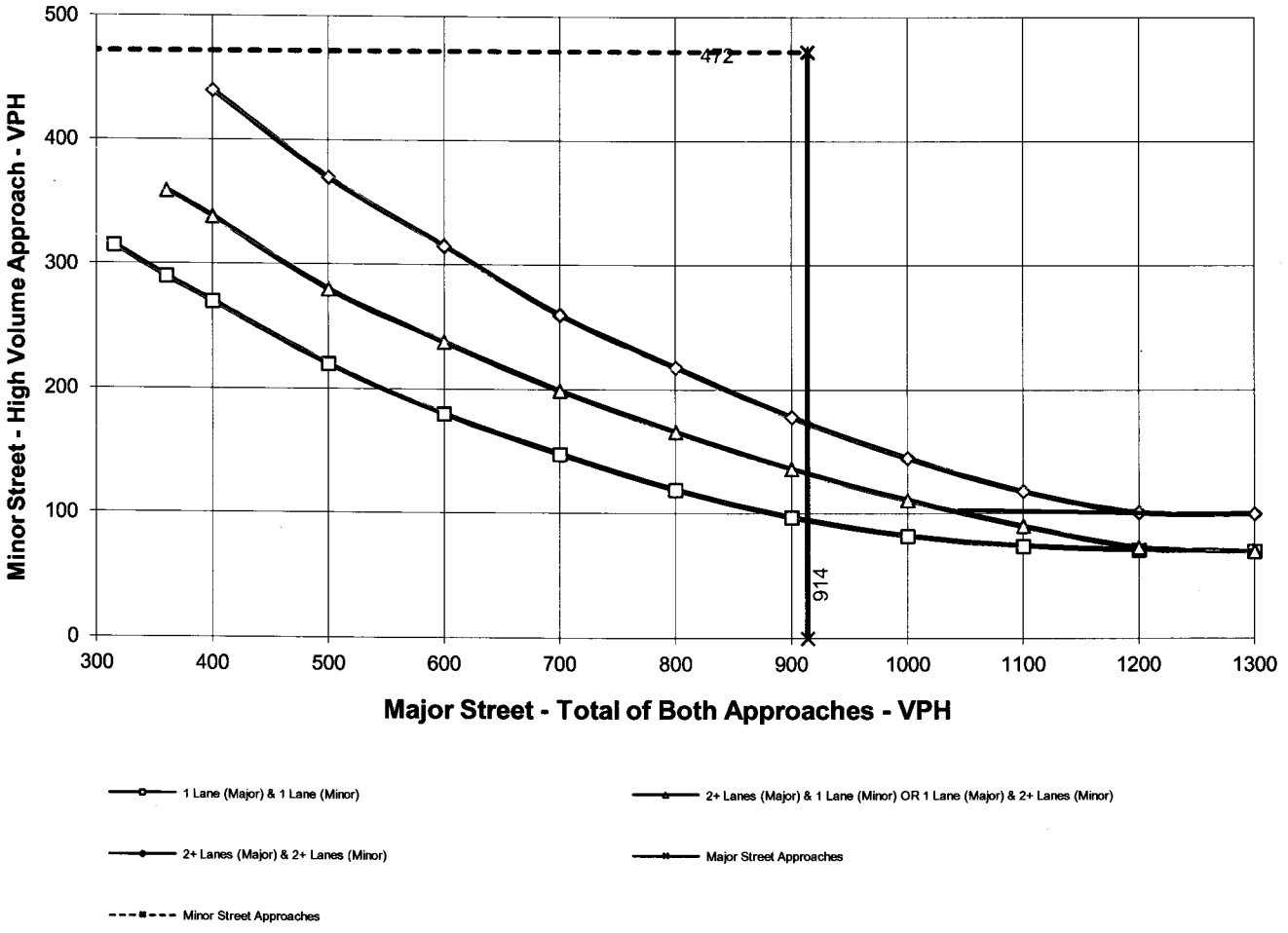
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Westward Avenue**

High Volume Approach (VPH) = **472**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Interim Year (2029) With Project

Major Street Name = **Westward Avenue**

Total of Both Approaches (VPH) = **871**

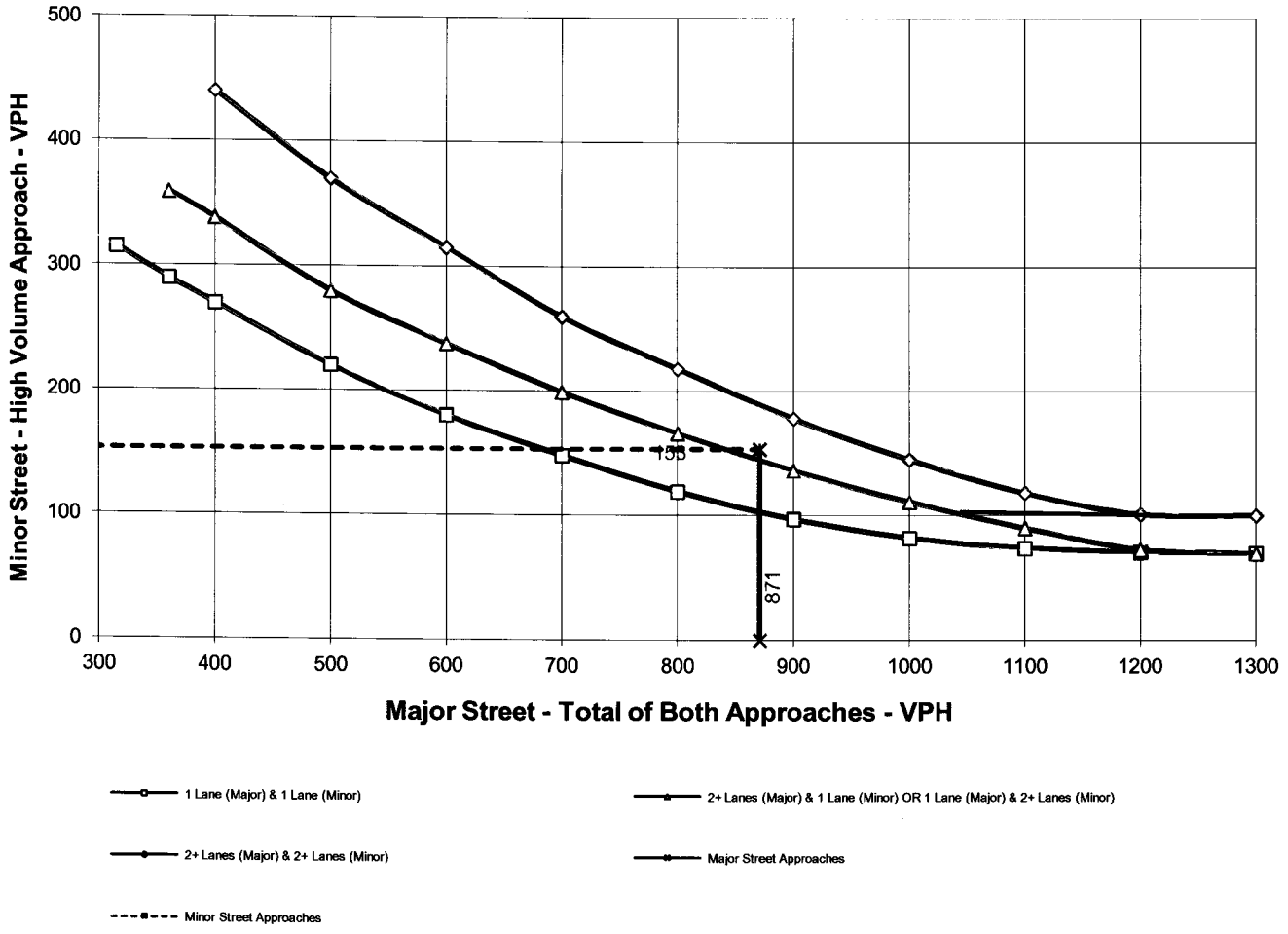
Number of Approach Lanes Major Street = **1**

Minor Street Name = **A Street**

High Volume Approach (VPH) = **153**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
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PEAK HOUR VOLUME WARRANT
(Rural Areas)

Interim Year (2029) With Project

Major Street Name = **22nd Street**

Total of Both Approaches (VPH) = **766**

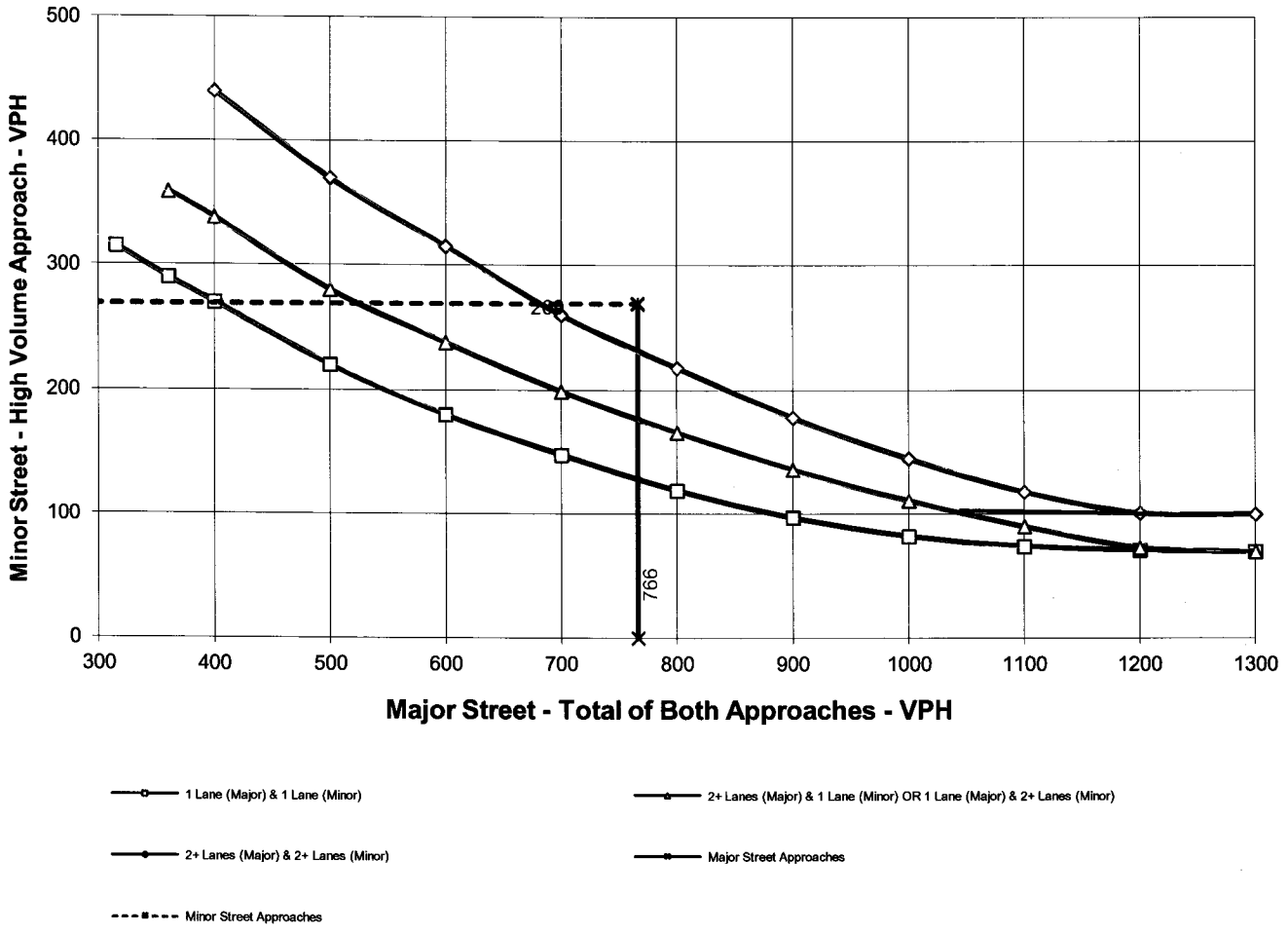
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Lincoln Street**

High Volume Approach (VPH) = **269**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Buildout Year (2035) With Project

Major Street Name = **Wilson Street**

Total of Both Approaches (VPH) = **1332**

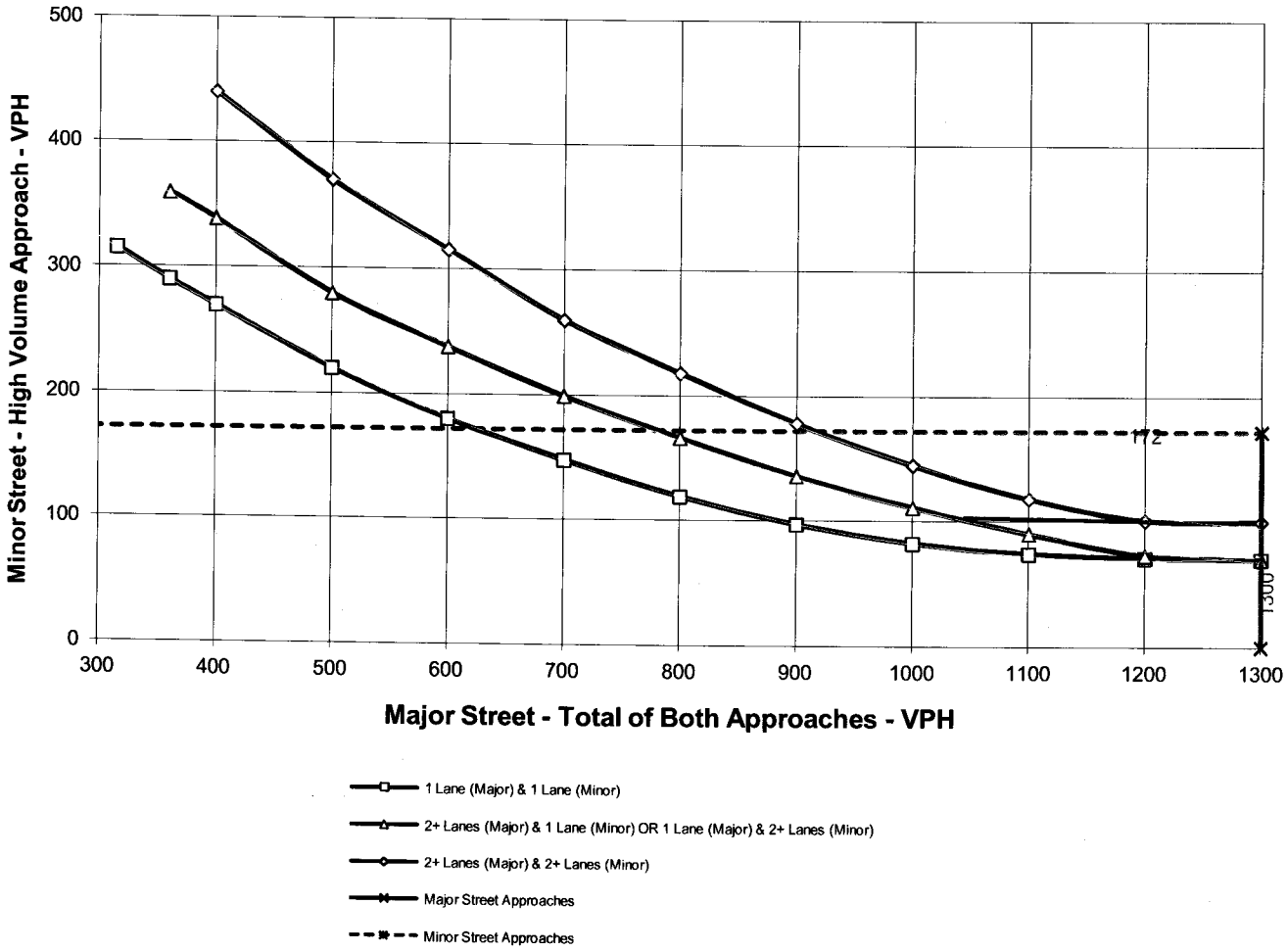
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Highland Home Road**

High Volume Approach (VPH) = **172**

Number of Approach Lanes Minor Street = **2**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

APPENDIX G

Queuing Worksheets

Intersection: 1: I-10 WB Ramp & Sunset Avenue

Movement	WB	NB			SB	SB
Directions Served	LR	L	T	T	T	TR
Maximum Queue (ft)	49	94	50	52	52	116
Average Queue (ft)	36	61	29	32	37	78
95th Queue (ft)	52	91	69	64	55	120
Link Distance (ft)	255		327	327	149	149
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		135				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: I-10 EB Ramp & Sunset Avenue

Movement	EB	NB		SB	SB
Directions Served	LTR	T	R	L	T
Maximum Queue (ft)	517	163	31	159	50
Average Queue (ft)	358	120	12	123	28
95th Queue (ft)	554	157	36	189	54
Link Distance (ft)	1311	386	386	327	327
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: I-10 WB Ramp & Sunset Avenue

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LTR	L	T	T	T	TR
Maximum Queue (ft)	163	136	50	52	73	164
Average Queue (ft)	74	70	16	31	41	128
95th Queue (ft)	151	126	50	51	70	196
Link Distance (ft)	255		327	327	149	149
Upstream Blk Time (%)						8
Queuing Penalty (veh)						0
Storage Bay Dist (ft)		135				
Storage Blk Time (%)		2				
Queuing Penalty (veh)		5				

Intersection: 2: I-10 EB Ramp & Sunset Avenue

Movement	EB	NB	NB	SB	SB
Directions Served	LTR	T	R	L	T
Maximum Queue (ft)	1326	226	29	157	119
Average Queue (ft)	1207	138	11	110	50
95th Queue (ft)	1472	233	34	170	118
Link Distance (ft)	1311	386	386	327	327
Upstream Blk Time (%)	46				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 5

Intersection: 1: I-10 WB Ramp & Sunset Avenue

Movement	WB	NB	NB	NB	SB	SB
Directions Served	LR	L	T	T	T	TR
Maximum Queue (ft)	49	92	53	52	52	116
Average Queue (ft)	36	60	26	27	37	82
95th Queue (ft)	52	90	64	65	55	124
Link Distance (ft)	255		327	327	149	149
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		135				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: I-10 EB Ramp & Sunset Avenue

Movement	EB	EB	NB	NB	SB	SB
Directions Served	LTR	R	T	R	L	T
Maximum Queue (ft)	183	53	164	31	159	50
Average Queue (ft)	141	33	126	11	118	27
95th Queue (ft)	190	63	164	35	181	53
Link Distance (ft)	1312		386	386	327	327
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		400				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: I-10 WB Ramp & Sunset Avenue

Movement	WB	NB	NB	NB	SB	SB
Directions Served	LTR	L	T	T	T	TR
Maximum Queue (ft)	163	136	48	74	51	164
Average Queue (ft)	70	84	28	50	38	141
95th Queue (ft)	148	145	57	94	56	188
Link Distance (ft)	255		327	327	149	149
Upstream Blk Time (%)						16
Queuing Penalty (veh)						0
Storage Bay Dist (ft)		135				
Storage Blk Time (%)		5				
Queuing Penalty (veh)		14				

Intersection: 2: I-10 EB Ramp & Sunset Avenue

Movement	EB	EB	EB	NB	SB	SB
Directions Served	LTR	R	T	R	L	T
Maximum Queue (ft)	461	425	182	29	201	156
Average Queue (ft)	342	128	134	11	111	68
95th Queue (ft)	446	374	212	34	205	146
Link Distance (ft)	1312		386	386	327	327
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		400				
Storage Blk Time (%)	7	0				
Queuing Penalty (veh)	8	0				

Network Summary

Network wide Queuing Penalty: 22

Intersection: 1: I-10 WB Ramp & 22nd Street

Movement	WB	NB	NB	SB	SB
Directions Served	LTR	L	T	T	TR
Maximum Queue (ft)	76	73	27	52	51
Average Queue (ft)	72	61	11	20	50
95th Queue (ft)	75	77	33	62	51
Link Distance (ft)	366		310	193	193
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		130			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: I-10 EB Ramp & 22nd Street

Movement	EB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	204	53	73	92	31	51
Average Queue (ft)	154	41	55	52	18	28
95th Queue (ft)	225	75	81	88	43	55
Link Distance (ft)	650	119	119		310	310
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				130		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: I-10 WB Ramp & 22nd Street

Movement	WB	NB	NB	NB	SB	SB
Directions Served	LTR	L	T	T	T	TR
Maximum Queue (ft)	184	73	114	82	73	103
Average Queue (ft)	128	60	63	67	37	67
95th Queue (ft)	207	77	116	85	77	108
Link Distance (ft)	366		310	310	193	193
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		130				
Storage Blk Time (%)			0			
Queuing Penalty (veh)			0			

Intersection: 2: I-10 EB Ramp & 22nd Street

Movement	EB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	296	52	76	31	31	31
Average Queue (ft)	208	37	51	15	19	25
95th Queue (ft)	298	71	76	38	44	45
Link Distance (ft)	650	119	119		310	310
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				130		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: I-10 WB Ramp & 8th Street

Movement	WB	NB	NB	SB	SB
Directions Served	LTR	L	T	T	R
Maximum Queue (ft)	159	96	74	162	31
Average Queue (ft)	98	87	27	91	30
95th Queue (ft)	166	104	72	157	31
Link Distance (ft)	975		258	213	213
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100			
Storage Blk Time (%)		2			
Queuing Penalty (veh)		9			

Intersection: 2: I-10 EB Ramp & 8th Street

Movement	EB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	201	419	30	74	115
Average Queue (ft)	173	334	29	71	78
95th Queue (ft)	201	438	30	78	125
Link Distance (ft)	1203	510	510		258
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)					1
Queuing Penalty (veh)					1

Network Summary

Network wide Queuing Penalty: 11

Intersection: 1: I-10 WB Ramp & 8th Street

Movement	WB	NB	NB	SB	SB
Directions Served	LTR	L	T	T	R
Maximum Queue (ft)	205	159	272	180	99
Average Queue (ft)	162	117	97	134	78
95th Queue (ft)	218	174	253	190	104
Link Distance (ft)	975		258	213	213
Upstream Blk Time (%)			5		
Queuing Penalty (veh)			35		
Storage Bay Dist (ft)		100			
Storage Blk Time (%)		22	1		
Queuing Penalty (veh)		104	2		

Intersection: 2: I-10 EB Ramp & 8th Street

Movement	EB	NB	NB	SB	SB
Directions Served	LTR	T	R	L	T
Maximum Queue (ft)	857	287	29	116	119
Average Queue (ft)	694	184	23	88	77
95th Queue (ft)	936	305	41	123	121
Link Distance (ft)	1208	510	510		258
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)				3	3
Queuing Penalty (veh)				12	4

Network Summary

Network wide Queuing Penalty: 157

Intersection: 1: I-10 WB Ramp & 8th Street

Movement	WB	NB	NB	NB	SB	SB
Directions Served	LTR	L	L	T	T	R
Maximum Queue (ft)	113	53	76	72	159	54
Average Queue (ft)	76	22	67	29	71	32
95th Queue (ft)	109	56	82	76	158	66
Link Distance (ft)	969			258	202	202
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100	100			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: I-10 EB Ramp & 8th Street

Movement	EB	NB	NB	SB	SB	SB
Directions Served	LR	T	R	L	L	T
Maximum Queue (ft)	249	242	30	52	75	53
Average Queue (ft)	187	150	17	33	66	32
95th Queue (ft)	256	234	41	50	82	63
Link Distance (ft)	1197	501	501			258
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				100	100	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: I-10 WB Ramp & 8th Street

Movement	WB	NB	NB	NB	SB	SB
Directions Served	LTR	L	L	T	T	R
Maximum Queue (ft)	293	72	96	97	217	116
Average Queue (ft)	176	48	57	47	182	84
95th Queue (ft)	293	74	92	99	223	120
Link Distance (ft)	969			258	202	202
Upstream Blk Time (%)					5	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)		100	100			
Storage Blk Time (%)			3	1		
Queuing Penalty (veh)			16	1		

Intersection: 2: I-10 EB Ramp & 8th Street

Movement	EB	NB	NB	SB	SB	SB
Directions Served	LTR	T	R	L	L	T
Maximum Queue (ft)	724	286	29	31	71	115
Average Queue (ft)	603	201	17	12	51	76
95th Queue (ft)	798	331	40	37	72	129
Link Distance (ft)	1202	501	501			258
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				100	100	
Storage Blk Time (%)						3
Queuing Penalty (veh)						4

Network Summary

Network wide Queuing Penalty: 20

APPENDIX H

Merge/Diverge/Queuing Worksheets

RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BC	Freeway/Dir of Travel	I-10 Freeway
Agency or Company	Kunzman Associates, Inc.	Junction	Sunset Avenue
Date Performed	6/0/2015	Jurisdiction	City of Banning
Analysis Time Period	Morning Peak Hour	Analysis Year	Year 2035

Project Description: Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Inputs

Upstream Adj Ramp		Downstream Adj Ramp
☐ Yes ☐ On	Freeway Number of Lanes, N: 4	☐ Yes ☐ On
☑ No ☐ Off	Ramp Number of Lanes, N: 1	☑ No ☐ Off
L_{up} = ft	Acceleration Lane Length, L_A: 675	L_{down} = ft
V_u = veh/h	Deceleration Lane Length L_D:	V_D = veh/h
	Freeway Volume, V_F: 3375	
	Ramp Volume, V_R: 384	
	Freeway Free-Flow Speed, S_{FF}: 70.0	
	Ramp Free-Flow Speed, S_{FR}: 35.0	

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3375	0.92	Level	5	0	0.976	1.00	3760
Ramp	384	0.92	Level	5	0	0.976	1.00	428
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 897.88 (Equation 13-6 or 13-7)

P_{FM} = 0.164 using Equation (Exhibit 13-6)

V_{12} = 618 pc/h

V_3 or V_{av34} = 1571 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes, V_{12a} = 1504 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	4188	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	1932	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 16.1 (pc/mi/ln)

LOS = B (Exhibit 13-2)

Speed Determination

M_S = 0.301 (Exibit 13-11)

S_R = 61.6 mph (Exhibit 13-11)

S_0 = 67.7 mph (Exhibit 13-11)

S = 64.8 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} = pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R = mph (Exhibit 13-12)

S_0 = mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BC	Freeway/Dir of Travel	I-10 Freeway
Agency or Company	Kunzman Associates, Inc.	Junction	Sunset Avenue
Date Performed	6/30/2015	Jurisdiction	City of Banning
Analysis Time Period	Evening Peak Hour	Analysis Year	Year 2035

Project Description: Sunset Avenue (NS) at I-10 Freeway WB Ramps (EW)

Inputs

Upstream Adj Ramp		Downstream Adj Ramp
☐ Yes ☐ On	Freeway Number of Lanes, N: 4	☐ Yes ☐ On
☑ No ☐ Off	Ramp Number of Lanes, N: 1	☑ No ☐ Off
L_{up} = ft	Acceleration Lane Length. L_A: 675	L_{down} = ft
V_u = veh/h	Deceleration Lane Length L_D:	V_D = veh/h
	Freeway Volume, V_F: 2771	
	Ramp Volume, V_R: 432	
	Freeway Free-Flow Speed, S_{FF}: 70.0	
	Ramp Free-Flow Speed, S_{FR}: 35.0	

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2771	0.92	Level	5	0	0.976	1.00	3087
Ramp	432	0.92	Level	5	0	0.976	1.00	481
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.158 using Equation (Exhibit 13-6)

V_{12} = 487 pc/h

V_3 or V_{av34} = 1300 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes, V_{12a} = 1234 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3568	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	1715	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 14.4 (pc/mi/ln)

LOS = B (Exhibit 13-2)

Speed Determination

M_S = 0.295 (Exibit 13-11)

S_R = 61.7 mph (Exhibit 13-11)

S_0 = 68.5 mph (Exhibit 13-11)

S = 65.1 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} = pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R = mph (Exhibit 13-12)

S_0 = mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BC	Freeway/Dir of Travel	I-10 Freeway
Agency or Company	Kunzman Associates, Inc.	Junction	Sunset Avenue
Date Performed	6/30/2015	Jurisdiction	City of Banning
Analysis Time Period	Morning Peak Hour	Analysis Year	Year 2035

Project Description: Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	230	L_{down} =	ft
V_u =	veh/h	Freeway Volume, V_F	3477	V_D =	veh/h
		Ramp Volume, V_R	315		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	35.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3477	0.92	Level	5	0	0.976	1.00	3874
Ramp	315	0.92	Level	5	0	0.976	1.00	351
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R = mph (Exhibit 13-11)

S_0 = mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 1887 pc/h

V_3 or V_{av34} 993 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3874	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	3523	Exhibit 13-8	9600	No
V_R	351	Exhibit 13-10	2000	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	1887	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 18.4 (pc/mi/ln)

LOS = B (Exhibit 13-2)

Speed Determination

D_s = 0.460 (Exhibit 13-12)

S_R = 57.1 mph (Exhibit 13-12)

S_0 = 76.8 mph (Exhibit 13-12)

S = 65.8 mph (Exhibit 13-13)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BC	Freeway/Dir of Travel	I-10 Freeway
Agency or Company	Kunzman Associates, Inc.	Junction	Sunset Avenue
Date Performed	6/30/2015	Jurisdiction	City of Banning
Analysis Time Period	Evening Peak Hour	Analysis Year	Year 2035

Project Description: Sunset Avenue (NS) at I-10 Freeway EB Ramps (EW)

Inputs

Upstream Adj Ramp		Downstream Adj Ramp
☐ Yes ☐ On	Freeway Number of Lanes, N: 4	☐ Yes ☐ On
☑ No ☐ Off	Ramp Number of Lanes, N: 1	☑ No ☐ Off
L_{up} = ft	Acceleration Lane Length, L_A:	L_{down} = ft
V_u = veh/h	Deceleration Lane Length L_D: 230	V_D = veh/h
	Freeway Volume, V_F: 2992	
	Ramp Volume, V_R: 459	
	Freeway Free-Flow Speed, S_{FF}: 70.0	
	Ramp Free-Flow Speed, S_{FR}: 35.0	

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	2992	0.92	Level	5	0	0.976	1.00	3333
Ramp	459	0.92	Level	5	0	0.976	1.00	511
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R = mph (Exhibit 13-11)

S_0 = mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 1741 pc/h

V_3 or V_{av34} 796 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3333	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	2822	Exhibit 13-8	9600	No
V_R	511	Exhibit 13-10	2000	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	1741	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 17.2 (pc/mi/ln)

LOS = B (Exhibit 13-2)

Speed Determination

D_s = 0.474 (Exhibit 13-12)

S_R = 56.7 mph (Exhibit 13-12)

S_0 = 76.8 mph (Exhibit 13-12)

S = 64.8 mph (Exhibit 13-13)

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	BC
Agency/Company	Kunzman Associates, Inc.
Date Performed	6/30/2015
Analysis Time Period	Morning Peak Hour

Site Information

Freeway/Dir of Travel	I-10 Freeway
Weaving Segment Location	Sunset to 22nd
Analysis Year	Year 2035

Project Description Sunset Avenue to 22nd Street - Westbound

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	5	Freeway minimum speed, S_{MIN}	35
Weaving segment length, L_S	1040ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3037	0.92	5	0	1.5	1.2	0.976	1.00	3384
V_{RF}	277	0.92	5	0	1.5	1.2	0.976	1.00	309
V_{FR}	116	0.92	5	0	1.5	1.2	0.976	1.00	129
V_{RR}	0	0.92	5	0	1.5	1.2	0.976	1.00	0
V_{NW}	3384							V =	3822
V_W	438								
VR	0.115								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	438 lc/h
Interchange density, ID	0.8 int/mi	Weaving lane changes, LC_W	862 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	298 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	1160 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	282

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	3729 veh/h	Weaving intensity factor, W	0.246
Weaving segment capacity, c_w	10722 veh/h	Weaving segment speed, S	63.2 mph
Weaving segment v/c ratio	0.348	Average weaving speed, S_W	63.1 mph
Weaving segment density, D	12.1 pc/mi/ln	Average non-weaving speed, S_{NW}	63.2 mph
Level of Service, LOS	B	Maximum weaving length, L_{MAX}	3682 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	BC
Agency/Company	Kunzman Associates, Inc.
Date Performed	6/30/2015
Analysis Time Period	Evening Peak Hour

Site Information

Freeway/Dir of Travel	I-10 Freeway
Weaving Segment Location	Sunset to 22nd
Analysis Year	Year 2035

Project Description Sunset Avenue to 22nd Street - Westbound

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	5	Freeway minimum speed, S_{MIN}	35
Weaving segment length, L_S	1040ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	fp	v (pc/h)
V_{FF}	2446	0.92	5	0	1.5	1.2	0.976	1.00	2725
V_{RF}	400	0.92	5	0	1.5	1.2	0.976	1.00	446
V_{FR}	259	0.92	5	0	1.5	1.2	0.976	1.00	289
V_{RR}	0	0.92	5	0	1.5	1.2	0.976	1.00	0
V_{NW}	2725							V =	3460
V_W	735								
VR	0.212								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	735 lc/h
Interchange density, ID	0.8 int/mi	Weaving lane changes, LC_W	1159 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	162 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	1321 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	227

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	3375 veh/h	Weaving intensity factor, W	0.273
Weaving segment capacity, c_w	10356 veh/h	Weaving segment speed, S	61.6 mph
Weaving segment v/c ratio	0.326	Average weaving speed, S_W	62.5 mph
Weaving segment density, D	11.2 pc/mi/ln	Average non-weaving speed, S_{NW}	61.4 mph
Level of Service, LOS	B	Maximum weaving length, L_{MAX}	4664 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	BC
Agency/Company	Kunzman Associates, Inc.
Date Performed	6/30/2015
Analysis Time Period	Morning Peak Hour

Site Information

Freeway/Dir of Travel	I-10 Freeway
Weaving Segment Location	Sunset to 22nd
Analysis Year	Year 2035

Project Description Sunset Avenue to 22nd Street - Eastbound

Inputs

Weaving configuration	One-Sided
Weaving number of lanes, N	5
Weaving segment length, L_S	460ft
Freeway free-flow speed, FFS	70 mph
Segment type	Freeway
Freeway minimum speed, S_{MIN}	35
Freeway maximum capacity, C_{IFL}	2400
Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	fp	v (pc/h)
V_{FF}	3166	0.92	5	0	1.5	1.2	0.976	1.00	3527
V_{RF}	169	0.92	5	0	1.5	1.2	0.976	1.00	188
V_{FR}	262	0.92	5	0	1.5	1.2	0.976	1.00	292
V_{RR}	0	0.92	5	0	1.5	1.2	0.976	1.00	0
V_{NW}	3527							V =	4007
V_W	480								
VR	0.120								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	480 lc/h
Interchange density, ID	0.8 int/mi	Weaving lane changes, LC_W	677 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	13 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	690 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	130

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	3910 veh/h	Weaving intensity factor, W	0.311
Weaving segment capacity, c_w	10488 veh/h	Weaving segment speed, S	62.6 mph
Weaving segment v/c ratio	0.373	Average weaving speed, S_W	61.7 mph
Weaving segment density, D	12.8 pc/mi/ln	Average non-weaving speed, S_{NW}	62.7 mph
Level of Service, LOS	B	Maximum weaving length, L_{MAX}	3733 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	BC
Agency/Company	Kunzman Associates, Inc.
Date Performed	6/30/2015
Analysis Time Period	Evening Peak Hour

Site Information

Freeway/Dir of Travel	I-10 Freeway
Weaving Segment Location	Sunset to 22nd
Analysis Year	Year 2035

Project Description Sunset Avenue to 22nd Street - Eastbound

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	5	Freeway minimum speed, S_{MIN}	35
Weaving segment length, L_S	460ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	fp	v (pc/h)
V_{FF}	2549	0.92	5	0	1.5	1.2	0.976	1.00	2840
V_{RF}	164	0.92	5	0	1.5	1.2	0.976	1.00	183
V_{FR}	346	0.92	5	0	1.5	1.2	0.976	1.00	385
V_{RR}	0	0.92	5	0	1.5	1.2	0.976	1.00	0
V_{NW}	2840							V =	3408
V_W	568								
VR	0.167								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	568 lc/h
Interchange density, ID	0.8 int/mi	Weaving lane changes, LC_W	765 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	0 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	765 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	105

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	3325 veh/h	Weaving intensity factor, W	0.338
Weaving segment capacity, c_w	10312 veh/h	Weaving segment speed, S	62.4 mph
Weaving segment v/c ratio	0.322	Average weaving speed, S_W	61.2 mph
Weaving segment density, D	10.9 pc/mi/ln	Average non-weaving speed, S_{NW}	62.6 mph
Level of Service, LOS	B	Maximum weaving length, L_{MAX}	4198 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BC	Freeway/Dir of Travel	I-10 Freeway
Agency or Company	Kunzman Associates, Inc.	Junction	22nd Street
Date Performed	6/30/2015	Jurisdiction	City of Banning
Analysis Time Period	Morning Peak Hour	Analysis Year	Year 2035

Project Description

Inputs

Upstream Adj Ramp		Downstream Adj Ramp
☐ Yes ☐ On	Freeway Number of Lanes, N: 4	☐ Yes ☐ On
☑ No ☐ Off	Ramp Number of Lanes, N: 1	☑ No ☐ Off
L_{up} = ft	Acceleration Lane Length, L_A:	L_{down} = ft
V_u = veh/h	Deceleration Lane Length L_D: 275	V_D = veh/h
	Freeway Volume, V_F: 3451	
	Ramp Volume, V_R: 173	
	Freeway Free-Flow Speed, S_{FF}: 70.0	
	Ramp Free-Flow Speed, S_{FR}: 35.0	

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3451	0.92	Level	5	0	0.976	1.00	3845
Ramp	173	0.92	Level	5	0	0.976	1.00	193
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R = mph (Exhibit 13-11)

S_0 = mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 1785 pc/h

V_3 or V_{av34} 1030 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3845	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	3652	Exhibit 13-8	9600	No
V_R	193	Exhibit 13-10	2000	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	1785	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 17.1 (pc/mi/ln)

LOS = B (Exhibit 13-2)

Speed Determination

D_s = 0.445 (Exhibit 13-12)

S_R = 57.5 mph (Exhibit 13-12)

S_0 = 76.7 mph (Exhibit 13-12)

S = 66.4 mph (Exhibit 13-13)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BC	Freeway/Dir of Travel	I-10 Freeway
Agency or Company	Kunzman Associates, Inc.	Junction	22nd Street
Date Performed	6/30/2015	Jurisdiction	City of Banning
Analysis Time Period	Evening Peak Hour	Analysis Year	Year 2035

Project Description 22nd Street (NS) at I-10 Freeway WB Ramps (EW)

Inputs

Upstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{up} = ft
V_u = veh/h

Freeway Number of Lanes, N	4
Ramp Number of Lanes, N	1
Acceleration Lane Length, L_A	
Deceleration Lane Length L_D	275
Freeway Volume, V_F	2953
Ramp Volume, V_R	293
Freeway Free-Flow Speed, S_{FF}	70.0
Ramp Free-Flow Speed, S_{FR}	35.0

Downstream Adj Ramp
☐ Yes ☐ On
☑ No ☐ Off
L_{down} = ft
V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	2953	0.92	Level	5	0	0.976	1.00	3290
Ramp	293	0.92	Level	5	0	0.976	1.00	326
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$
L_{EQ} = (Equation 13-6 or 13-7)
P_{FM} = using Equation (Exhibit 13-6)
V_{12} = pc/h
V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No
If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$
D_R = (pc/mi/ln)
LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)
S_R = mph (Exhibit 13-11)
S_0 = mph (Exhibit 13-11)
S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$
L_{EQ} = (Equation 13-12 or 13-13)
P_{FD} = 0.436 using Equation (Exhibit 13-7)
V_{12} = 1618 pc/h
V_3 or V_{av34} 836 pc/h (Equation 13-14 or 13-17)
Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No
Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No
If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3290	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	2964	Exhibit 13-8	9600	No
V_R	326	Exhibit 13-10	2000	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	1618	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$
D_R = 15.7 (pc/mi/ln)
LOS = B (Exhibit 13-2)

Speed Determination

D_s = 0.457 (Exhibit 13-12)
S_R = 57.2 mph (Exhibit 13-12)
S_0 = 76.8 mph (Exhibit 13-12)
S = 65.7 mph (Exhibit 13-13)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BC	Freeway/Dir of Travel	I-10 Freeway
Agency or Company	Kunzman Associates, Inc.	Junction	22nd Street
Date Performed	6/30/2015	Jurisdiction	City of Banning
Analysis Time Period	Morning Peak Hour	Analysis Year	Year 2035

Project Description 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A	760	☑ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	veh/h	Freeway Volume, V_F	3373	V_D =	veh/h
		Ramp Volume, V_R	163		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	35.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3373	0.92	Level	5	0	0.976	1.00	3758
Ramp	163	0.92	Level	5	0	0.976	1.00	182
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.195 using Equation (Exhibit 13-6)

V_{12} = 733 pc/h

V_3 or V_{av34} 1512 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes, V_{12a} = 1503 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3940	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	1685	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 13.8 (pc/mi/ln)

LOS = B (Exhibit 13-2)

Speed Determination

M_S = 0.289 (Exibit 13-11)

S_R = 61.9 mph (Exhibit 13-11)

S_0 = 67.7 mph (Exhibit 13-11)

S = 65.1 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R = mph (Exhibit 13-12)

S_0 = mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BC	Freeway/Dir of Travel	I-10 Freeway
Agency or Company	Kunzman Associates, Inc.	Junction	22nd Street
Date Performed	6/30/2015	Jurisdiction	City of Banning
Analysis Time Period	Evening Peak Hour	Analysis Year	Year 2035

Project Description 22nd Street (NS) at I-10 Freeway EB Ramps (EW)

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A	760	☑ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	veh/h	Freeway Volume, V_F	2881	V_D =	veh/h
		Ramp Volume, V_R	141		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	35.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	2881	0.92	Level	5	0	0.976	1.00	3210
Ramp	141	0.92	Level	5	0	0.976	1.00	157
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.198 using Equation (Exhibit 13-6)

V_{12} = 636 pc/h

V_3 or V_{av34} 1287 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes, V_{12a} = 1284 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3367	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	1441	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 11.9 (pc/mi/ln)

LOS = B (Exhibit 13-2)

Speed Determination

M_S = 0.284 (Exibit 13-11)

S_R = 62.0 mph (Exhibit 13-11)

S_0 = 68.3 mph (Exhibit 13-11)

S = 65.5 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R = mph (Exhibit 13-12)

S_0 = mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BC	Freeway/Dir of Travel	I-10 Freeway
Agency or Company	Kunzman Associates, Inc.	Junction	8th Street
Date Performed	6/30/2015	Jurisdiction	City of Banning
Analysis Time Period	Morning Peak Hour	Analysis Year	Year 2035

Project Description 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Inputs

Upstream Adj Ramp		Downstream Adj Ramp
☐ Yes ☐ On	Freeway Number of Lanes, N: 4	☐ Yes ☐ On
☑ No ☐ Off	Ramp Number of Lanes, N: 1	☑ No ☐ Off
L_{up} = ft	Acceleration Lane Length, L_A: 740	L_{down} = ft
V_u = veh/h	Deceleration Lane Length L_D:	V_D = veh/h
	Freeway Volume, V_F: 3451	
	Ramp Volume, V_R: 401	
	Freeway Free-Flow Speed, S_{FF}: 70.0	
	Ramp Free-Flow Speed, S_{FR}: 35.0	

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3451	0.92	Level	5	0	0.976	1.00	3845
Ramp	401	0.92	Level	5	0	0.976	1.00	447
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.162 using Equation (Exhibit 13-6)

V_{12} = 623 pc/h

V_3 or V_{av34} 1611 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes, V_{12a} = 1538 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	4292	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	1985	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 16.1 (pc/mi/ln)

LOS = B (Exhibit 13-2)

Speed Determination

M_S = 0.298 (Exibit 13-11)

S_R = 61.7 mph (Exhibit 13-11)

S_0 = 67.6 mph (Exhibit 13-11)

S = 64.7 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R = mph (Exhibit 13-12)

S_0 = mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BC	Freeway/Dir of Travel	I-10 Freeway
Agency or Company	Kunzman Associates, Inc.	Junction	8th Street
Date Performed	6/30/2015	Jurisdiction	City of Banning
Analysis Time Period	Evening Peak Hour	Analysis Year	Year 2035

Project Description 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A	740	☑ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	veh/h	Freeway Volume, V_F	2953	V_D =	veh/h
		Ramp Volume, V_R	542		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	35.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2953	0.92	Level	5	0	0.976	1.00	3290
Ramp	542	0.92	Level	5	0	0.976	1.00	604
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.142 using Equation (Exhibit 13-6)

V_{12} = 468 pc/h

V_3 or V_{av34} 1411 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes, V_{12a} = 1316 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3894	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	1920	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 15.5 (pc/mi/ln)

LOS = B (Exhibit 13-2)

Speed Determination

M_S = 0.296 (Exibit 13-11)

S_R = 61.7 mph (Exhibit 13-11)

S_0 = 68.2 mph (Exhibit 13-11)

S = 64.9 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity			LOS F?
V_F		Exhibit 13-8			
$V_{FO} = V_F - V_R$		Exhibit 13-8			
V_R		Exhibit 13-10			

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R = mph (Exhibit 13-12)

S_0 = mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BC	Freeway/Dir of Travel	I-10 Freeway
Agency or Company	Kunzman Associates, Inc.	Junction	8th Street
Date Performed	6/30/2015	Jurisdiction	City of Banning
Analysis Time Period	Morning Peak Hour	Analysis Year	Year 2035

Project Description 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Inputs

Upstream Adj Ramp		Downstream Adj Ramp
☐ Yes ☐ On	Freeway Number of Lanes, N: 4	☐ Yes ☐ On
☑ No ☐ Off	Ramp Number of Lanes, N: 1	☑ No ☐ Off
L_{up} = ft	Acceleration Lane Length, L_A:	L_{down} = ft
V_u = veh/h	Deceleration Lane Length L_D: 135	V_D = veh/h
	Freeway Volume, V_F: 3225	
	Ramp Volume, V_R: 175	
	Freeway Free-Flow Speed, S_{FF}: 70.0	
	Ramp Free-Flow Speed, S_{FR}: 35.0	

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3225	0.92	Level	5	0	0.976	1.00	3593
Ramp	175	0.92	Level	5	0	0.976	1.00	195
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R = mph (Exhibit 13-11)

S_0 = mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 1677 pc/h

V_3 or V_{av34} 958 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3593	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	3398	Exhibit 13-8	9600	No
V_R	195	Exhibit 13-10	2000	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	1677	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = 17.5 (pc/mi/ln)

LOS = B (Exhibit 13-2)

Speed Determination

D_s = 0.446 (Exhibit 13-12)

S_R = 57.5 mph (Exhibit 13-12)

S_0 = 76.8 mph (Exhibit 13-12)

S = 66.4 mph (Exhibit 13-13)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BC	Freeway/Dir of Travel	I-10 Freeway
Agency or Company	Kunzman Associates, Inc.	Junction	8th Street
Date Performed	6/30/2015	Jurisdiction	City of Banning
Analysis Time Period	Evening Peak Hour	Analysis Year	Year 2035

Project Description 8th Street (NS) at I-10 Freeway WB Ramps (EW)

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	135	L_{down} =	ft
V_u =	veh/h	Freeway Volume, V_F	2722	V_D =	veh/h
		Ramp Volume, V_R	311		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	35.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2722	0.92	Level	5	0	0.976	1.00	3033
Ramp	311	0.92	Level	5	0	0.976	1.00	346
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R = mph (Exhibit 13-11)

S_0 = mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 1518 pc/h

V_3 or V_{av34} 757 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3033	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	2687	Exhibit 13-8	9600	No
V_R	346	Exhibit 13-10	2000	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	1518	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 16.1 (pc/mi/ln)

LOS = B (Exhibit 13-2)

Speed Determination

D_s = 0.459 (Exhibit 13-12)

S_R = 57.1 mph (Exhibit 13-12)

S_0 = 76.8 mph (Exhibit 13-12)

S = 65.5 mph (Exhibit 13-13)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BC	Freeway/Dir of Travel	I-10 Freeway
Agency or Company	Kunzman Associates, Inc.	Junction	8th Street
Date Performed	6/30/2015	Jurisdiction	City of Banning
Analysis Time Period	Morning Peak Hour	Analysis Year	Year 2035

Project Description 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Inputs

Upstream Adj Ramp		Downstream Adj Ramp
☐ Yes ☐ On	Freeway Number of Lanes, N: 4	☐ Yes ☐ On
☑ No ☐ Off	Ramp Number of Lanes, N: 1	☑ No ☐ Off
L_{up} = ft	Acceleration Lane Length, L_A:	L_{down} = ft
V_u = veh/h	Deceleration Lane Length L_D: 185	V_D = veh/h
	Freeway Volume, V_F: 3373	
	Ramp Volume, V_R: 415	
	Freeway Free-Flow Speed, S_{FF}: 70.0	
	Ramp Free-Flow Speed, S_{FR}: 35.0	

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3373	0.92	Level	5	0	0.976	1.00	3758
Ramp	415	0.92	Level	5	0	0.976	1.00	462
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R = mph (Exhibit 13-11)

S_0 = mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 1899 pc/h

V_3 or V_{av34} 929 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3758	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	3296	Exhibit 13-8	9600	No
V_R	462	Exhibit 13-10	2000	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	1899	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 18.9 (pc/mi/ln)

LOS = B (Exhibit 13-2)

Speed Determination

D_s = 0.470 (Exhibit 13-12)

S_R = 56.9 mph (Exhibit 13-12)

S_0 = 76.8 mph (Exhibit 13-12)

S = 65.2 mph (Exhibit 13-13)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BC	Freeway/Dir of Travel	I-10 Freeway
Agency or Company	Kunzman Associates, Inc.	Junction	8th Street
Date Performed	6/30/2015	Jurisdiction	City of Banning
Analysis Time Period	Evening Peak Hour	Analysis Year	Year 2035

Project Description: 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	185	L_{down} =	ft
V_u =	veh/h	Freeway Volume, V_F	2881	V_D =	veh/h
		Ramp Volume, V_R	459		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	35.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	2881	0.92	Level	5	0	0.976	1.00	3210
Ramp	459	0.92	Level	5	0	0.976	1.00	511
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R = mph (Exhibit 13-11)

S_0 = mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 1688 pc/h

V_3 or V_{av34} 761 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	3210	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	2699	Exhibit 13-8	9600	No
V_R	511	Exhibit 13-10	2000	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	1688	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 17.1 (pc/mi/ln)

LOS = B (Exhibit 13-2)

Speed Determination

D_s = 0.474 (Exhibit 13-12)

S_R = 56.7 mph (Exhibit 13-12)

S_0 = 76.8 mph (Exhibit 13-12)

S = 64.7 mph (Exhibit 13-13)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BC	Freeway/Dir of Travel	I-10 Freeway
Agency or Company	Kunzman Associates, Inc.	Junction	8th Street
Date Performed	6/30/2015	Jurisdiction	City of Banning
Analysis Time Period	Morning Peak Hour	Analysis Year	Year 2035

Project Description 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A	745	☑ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	veh/h	Freeway Volume, V_F	3172	V_D =	veh/h
		Ramp Volume, V_R	214		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	35.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	3172	0.92	Level	5	0	0.976	1.00	3534
Ramp	214	0.92	Level	5	0	0.976	1.00	238
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.188 using Equation (Exhibit 13-6)

V_{12} = 665 pc/h

V_3 or V_{av34} 1434 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes, V_{12a} = 1413 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3772	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	1651	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 13.6 (pc/mi/ln)

LOS = B (Exhibit 13-2)

Speed Determination

M_S = 0.289 (Exibit 13-11)

S_R = 61.9 mph (Exhibit 13-11)

S_0 = 68.0 mph (Exhibit 13-11)

S = 65.2 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R = mph (Exhibit 13-12)

S_0 = mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst	BC	Freeway/Dir of Travel	I-10 Freeway
Agency or Company	Kunzman Associates, Inc.	Junction	8th Street
Date Performed	6/30/2015	Jurisdiction	City of Banning
Analysis Time Period	Evening Peak Hour	Analysis Year	Year 2035

Project Description 8th Street (NS) at I-10 Freeway EB Ramps (EW)

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A	745	☑ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	veh/h	Freeway Volume, V_F	2627	V_D =	veh/h
		Ramp Volume, V_R	205		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	35.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	2627	0.92	Level	5	0	0.976	1.00	2927
Ramp	205	0.92	Level	5	0	0.976	1.00	228
UpStream								
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.189 using Equation (Exhibit 13-6)

V_{12} = 554 pc/h

V_3 or V_{av34} = 1186 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes, V_{12a} = 1170 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	3155	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	1398	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, V_{12} - 0.00627\, L_A$

D_R = 11.6 (pc/mi/ln)

LOS = B (Exhibit 13-2)

Speed Determination

M_S = 0.285 (Exibit 13-11)

S_R = 62.0 mph (Exhibit 13-11)

S_0 = 68.6 mph (Exhibit 13-11)

S = 65.5 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\, V_{12} - 0.009\, L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R = mph (Exhibit 13-12)

S_0 = mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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