October 20, 2006

Mr. Kent Norton
Michael Brandman Associates
621 E. Carnegie Drive, Suite 100
San Bernardino, CA 92408

SUBJECT: Traffic Study for Oak Hills Marketplace Project

Dear Mr. Norton:

Katz, Okitsu & Associates is pleased to present the attached traffic study for the Oak Hills Marketplace Project, in the City of Yucaipa in San Bernardino County. The project is located south of Interstate 10 and east of Live Oak Canyon Road. The traffic study has been prepared to meet the traffic study requirements of the City of Yucaipa and SANBAG (San Bernardino Association of Governments).

Please contact our office if you have any questions about the report, or if you need additional information to complete your submittal. If there are any comments that require response or revisions, please notify Frank Yeh as soon as possible for prompt revision.

It has been a pleasure to prepare this study for Michael Brandman Associates and the City of Yucaipa.

Sincerely,

Mujib Ahmed, P.E.
Vice President

Frank Yeh, M.U.R.P
Assoc. Transportation Planner

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Traffic Study for
Yucaipa Oak Hills Marketplace

October 20, 2006

Prepared for:

Michael Brandman Associates
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1. Introduction

Palmer General Corporation is planning to develop its property south of the Interstate 10 Freeway and east of Live Oak Canyon Road in the City of Yucaipa. It has commissioned Michael Brandman & Associates to prepare the Environmental Impact Report (EIR) and Katz, Okitsu & Associates is conducting this traffic impact study as part of this EIR to evaluate the potential traffic impacts of this development project. This report documents the assumptions, methodologies, and findings of this traffic analysis, and proposes traffic mitigations as necessary to accommodate the proposed commercial development.

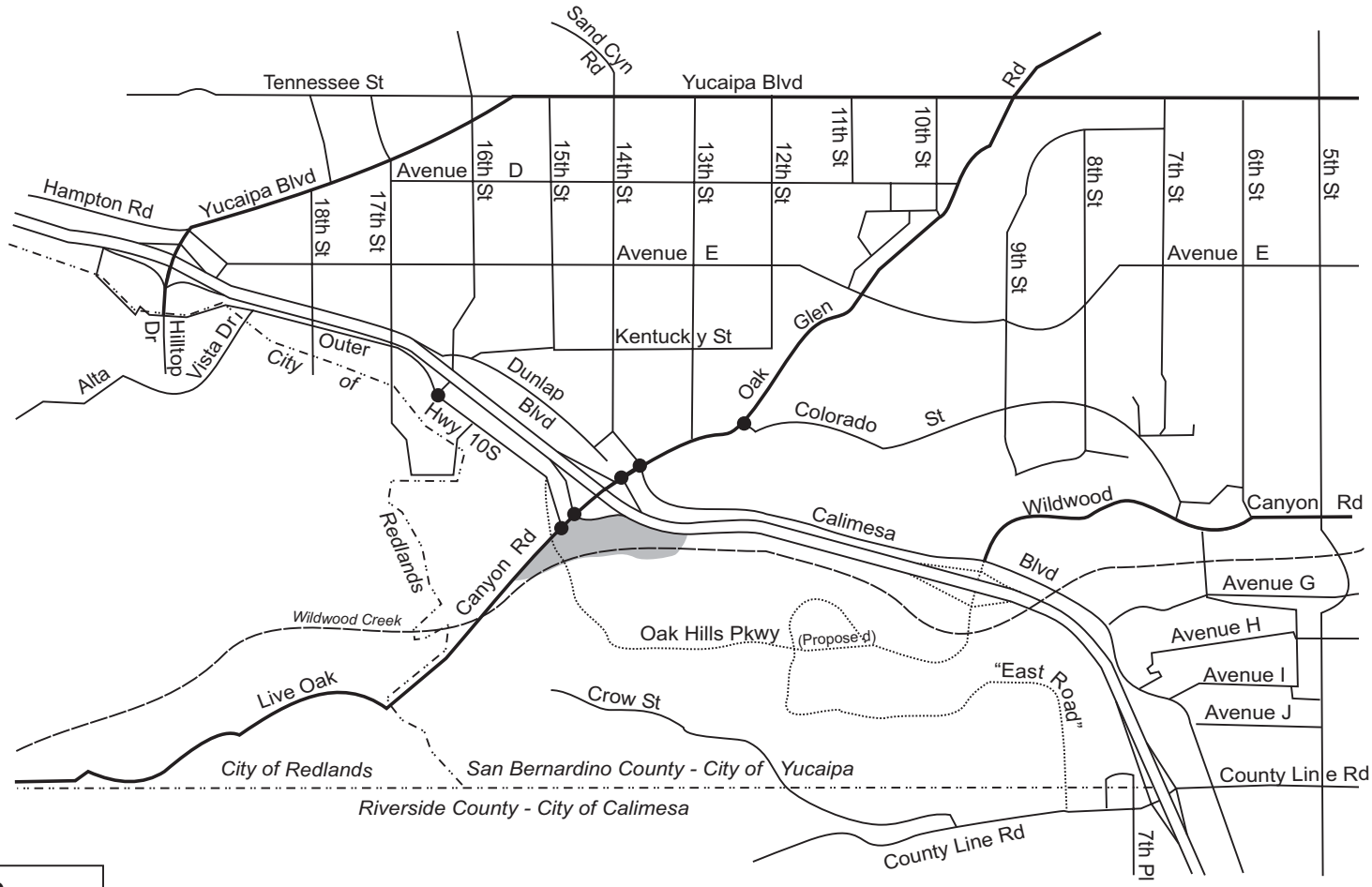
The appendices of this report contain background materials for this study. These materials include manual traffic counts, analysis worksheets and other details.

Project Location and Description

The Oak Hills Marketplace project site is located on the south side of Interstate 10 Freeway and east side of Live Oak Canyon Road in the City of Yucaipa in San Bernardino County. The project is a 613,000 square-foot shopping and entertainment center on a 60-acre site anchored by a Target Super Store, Costco Store, a multiplex cinema, with a variety of other retail and restaurant uses. Figure 1 shows the project location and its vicinity map.

The project site is currently a Christmas tree farm. The site is directly across Live Oak Canyon Road from the eastern terminus of Outer Highway 10 South. As part of this Oak Hills project, as well as the Yucaipa Specific Plan that is being developed by the City of Yucaipa, a new arterial street to be called "Oak Hills Parkway" will be constructed to serve the project site. Oak Hills Parkway will be aligned with Outer Highway 10 South in the future, when Outer Highway 10 South will be relocated south of its current intersection with Live Oak Canyon Road so that the new intersection will become a four-way intersection. At the time of the Oak Hills Marketplace project opening, planned for the end of 2008, Oak Hills Parkway will serve the project only and end at the eastern project property boundary along Wildwood Creek. The portion of Wildwood Creek that currently traverses the project site would also be moved southward along the southern project property boundary.

Besides the Oak Hills Parkway, the Oak Hills Marketplace project plans to have two other driveways connecting to Live Oak Canyon Road. A site plan of the Oak Hills Marketplace is shown on Figure 2.



LEGEND

- Project Site
- Study intersection
- Future Roadways
- Wildwood Creek

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Oak Hills Marketplace, City of Yucaipa - Traffic Study

Figure 1

Project Vicinity Map

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Oak Hills Marketplace, City of Yucaipa - Traffic Study

Figure 2

Project Site Plan

2. Project Study Methodology

This chapter documents the methodologies and assumptions used to conduct the traffic impact analysis for this proposed project. This section contains the following background information:

- Study timeframes
- Study area description
- Capacity analysis methodologies

Study Timeframes

This report presents an analysis of the intersection operating conditions during the morning and evening peak hours for the following anticipated timeframes:

- Existing: Year 2006
- Near-Term: Year 2008 (Planned opening of the project)
- Buildout: Year 2030 (Planned buildout of the City)

Project Study Area

The study area was determined through consultation with City of Yucaipa Planning Department staff and in compliance with the San Bernardino Associated Governments (SANBAG) Congestion Management Plan (CMP). The study area consists of the following intersections:

- 16th Street at Outer Hwy 10 S
- Live Oak Canyon Road at Outer Highway 10 South/(Future Oak Hills Parkway)
- Live Oak Canyon Road at I-10 Eastbound Ramps
- Live Oak Canyon Road at I-10 Westbound Ramps
- Live Oak Canyon Road at 14th Street/Calimesa Boulevard
- Oak Glen Road at Colorado Street

Intersection Capacity Analysis

The analysis of peak hour intersection conditions was conducted using the TRAFFIX® software program developed by Dowling Associates. The following peak hours were selected for analysis:

- Weekday AM (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM (peak hour between 4:00 PM and 6:00 PM)

All signalized intersections were analyzed based on the "operational analysis" procedure for signalized intersections, as defined in the 2000 *Highway Capacity Manual (HCM)* and codified by the San Bernardino County Congestion Monitoring Program. This technique uses 1,900 passenger cars per hour of green per lane (pcphgpl) as the maximum saturation flow of a single lane at an intersection. The San

Bernardino County Congestion Monitoring Program guidelines state that for near term analysis a saturation flow rate of 1,800 is used for through and right turn lanes, a rate of 1,700 is used for left turn lanes, and a rate of 1,600 is used for dual left turn lanes. This saturation flow rate is reduced to account for lane width, on-street parking, conflicting pedestrian flow, traffic composition, (i.e., percent of trucks) and shared lane movements (e.g., through and right-turn movements from the same lane). For 2030 and long-term analysis, a saturation flow rate of 1,900 is used for through and right turn lanes and 1,800 is used for left turn lanes.

In addition, a peak hour factor was applied to all of the volumes to analyze the peak hour. Traffic volumes may fluctuate from minute to minute within the peak periods, so a peak hour factor increases the hourly volume to simulate the higher 15-minute peak period for the entire peak period. The default HCM peak hour factor of 0.95 was applied to all movements.

Analysis Methodologies

This section presents a brief overview of traffic analysis methodologies and concepts used in this study. These methodologies are found in the *Highway Capacity Manual (HCM)*, a federally supported standard for analysis of transportation performance. Street system operating conditions are typically described in terms of "level of service." Level of service is a report-card scale used to indicate the quality of traffic flow on roadway segments and at intersections. Level of service (LOS) ranges from Level of Service A (free flow, little congestion) to Level of Service F (forced flow, extreme congestion).

Level of Service for signalized intersections is based upon the average time (seconds) that vehicles approaching an intersection are delayed. There is a specific delay and level of service associated with each approach and an overall average delay for all movements. The overall level of service for the intersection is based upon the overall average delay.

Unsignalized intersection level of service is also based upon the control delay, but delay is only assessed for those traffic movements that are stopped or must yield to through traffic. Some movements, including cross traffic on the minor street or left turns onto the major street, can be subject to long delays, however through traffic and right turns from the major street will not experience any delays at stopped intersections. When delay for cross traffic is severe (Level of Service F) the intersection should be evaluated further for possible improvement with traffic signals. In some cases, this analysis determines that the delay is being experienced by a very low number of vehicles and traffic signals are not warranted. In other cases, the number of stopped vehicles is substantial and traffic signals may be justified as a mitigation measure.

Table 1 shows the relationship between level of service and the performance measures for signalized and unsignalized intersections and lists the HCM delay criteria for signalized intersections.

Table 1
Level of Service Definitions

Level of Service	Signalized Intersection Control Delay (in sec/veh)	Unsignalized Intersection Control Delay (in sec/veh)
A	0 – 10	0 – 10
B	10.1 – 20	10.1 – 15
C	20.1 – 35	15.1 – 25
D	35.1 – 55	25.1 – 35
E	55.1 – 80	35.1 – 50
F	80 or more*	50 or more*

* When delay becomes excessively high, delay would be shown as "Overflow."

The San Bernardino County Congestion Management Program requires that The City of Yucaipa maintain the minimum Level of Service standard at no worse than LOS E for freeway ramps and LOS D for City intersections. Mitigation measures should generally be considered when traffic conditions are forecasted to decline to poorer levels of service. Intersection impacts are typically considered significant when an increase of one second of delay is indicated at locations forecast for Level of Service E and F.

Existing (2006) Traffic Count Data

Existing weekday morning and evening peak hour traffic counts were collected for this traffic study in July 2006. These weekday peak hour traffic volumes reflect typical weekday operations during current Year 2006 conditions. All traffic count data used in this study is compiled in Appendix A.

Near-Term (2008) Traffic Volumes

Peak hour intersection volumes under near-term conditions were forecast based on existing peak hour intersection volumes adjusted to reflect anticipated growth in the City. Approved cumulative development project trips were added to this background base to determine the relative impact of the project.

Buildout (2030) Traffic Volumes

Southern California Association of Governments (SCAG) maintains a traffic-forecasting model for use in preparing traffic forecasts for in San Bernardino County, including the study area. A focused model was developed for this study for evaluating proposed new developments and determining future circulation needs based upon land use plans. This traffic model provides forecasts of future traffic volumes based upon assumptions for future land uses and future highway systems. This traffic model is most appropriate for usage on projects where new highway facilities are developed and where complex interactions between existing traffic and new land uses must be analyzed precisely.

SCAG prepared and furnished applicable forecasts using this traffic model in July 2006, with the

proposed I-10 Freeway/Wildwood Canyon Interchange, which is planned to be built post-2010. The model data prepared by SCAG included the calibration version, used to replicate existing traffic conditions and verify model parameters, and future forecasts for General Plan scenario without the proposed project.

The traffic model provides future peak period traffic levels on study area roadways. It does not provide forecasts of hourly peak link volumes or intersection turning movements, which are required to evaluate level of service. The results of the model needed to be processed in order to preparing turning movement forecasts from link volumes, and this procedure is described in Appendix E. The information from these traffic forecasts is used to assist in the assessment of traffic impacts of the project in the Buildout Year.

3. Existing Conditions

This section documents existing traffic conditions in the study area. The discussion presented here is limited to specific roadways in the project's vicinity.

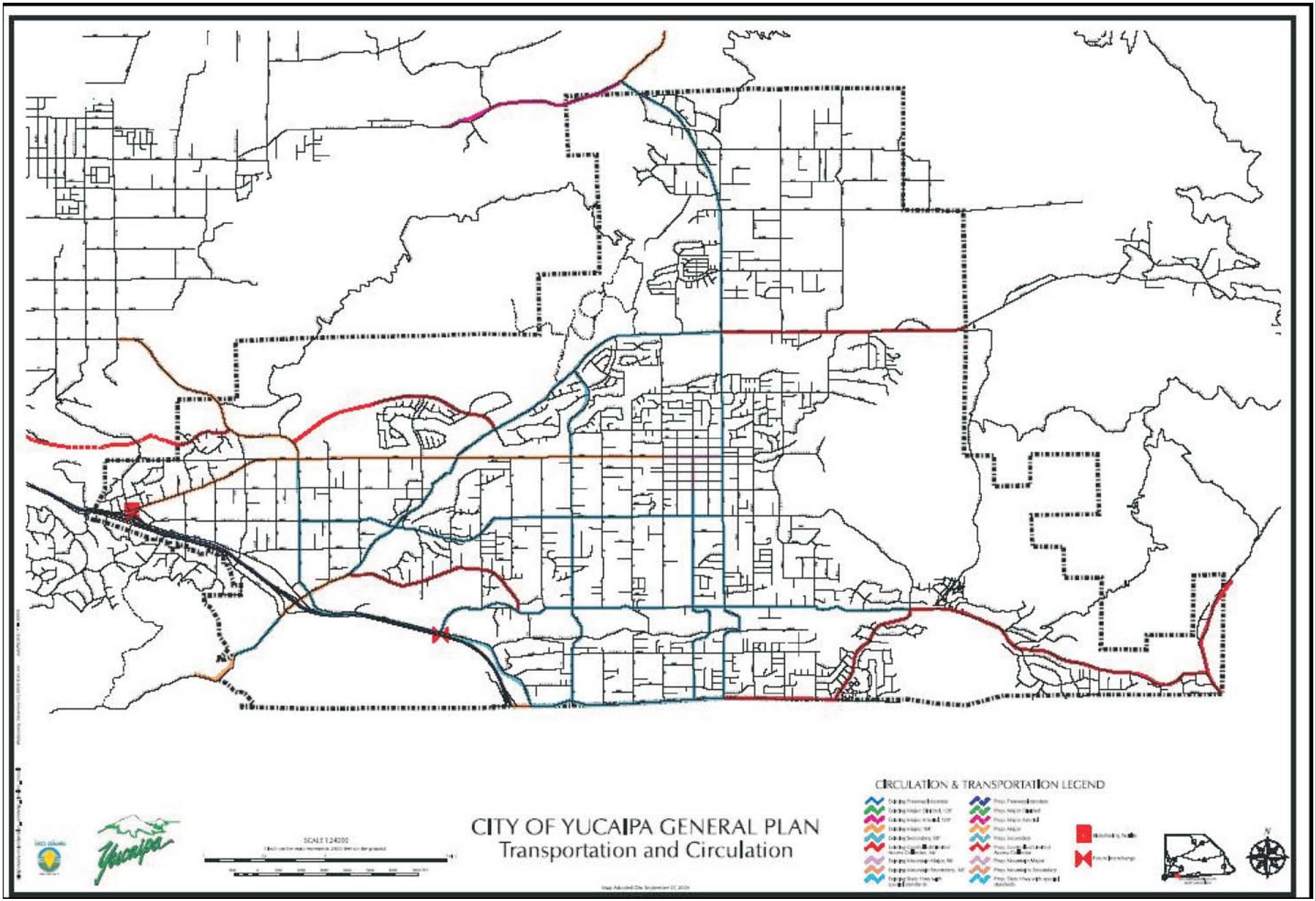
Existing Circulation Network

The attached Figure 3 shows the Yucaipa Circulation Plan which includes planned roadway classifications and circulation network, and Figure 4 shows the existing intersection lane geometries and traffic controls. Streets in the site vicinity that could be affected by the proposed project include Live Oak Canyon Road/Oak Glen Road, Outer Highway 10 South, Calimesa Boulevard, Colorado Street, 16th Street, and 14th Street.

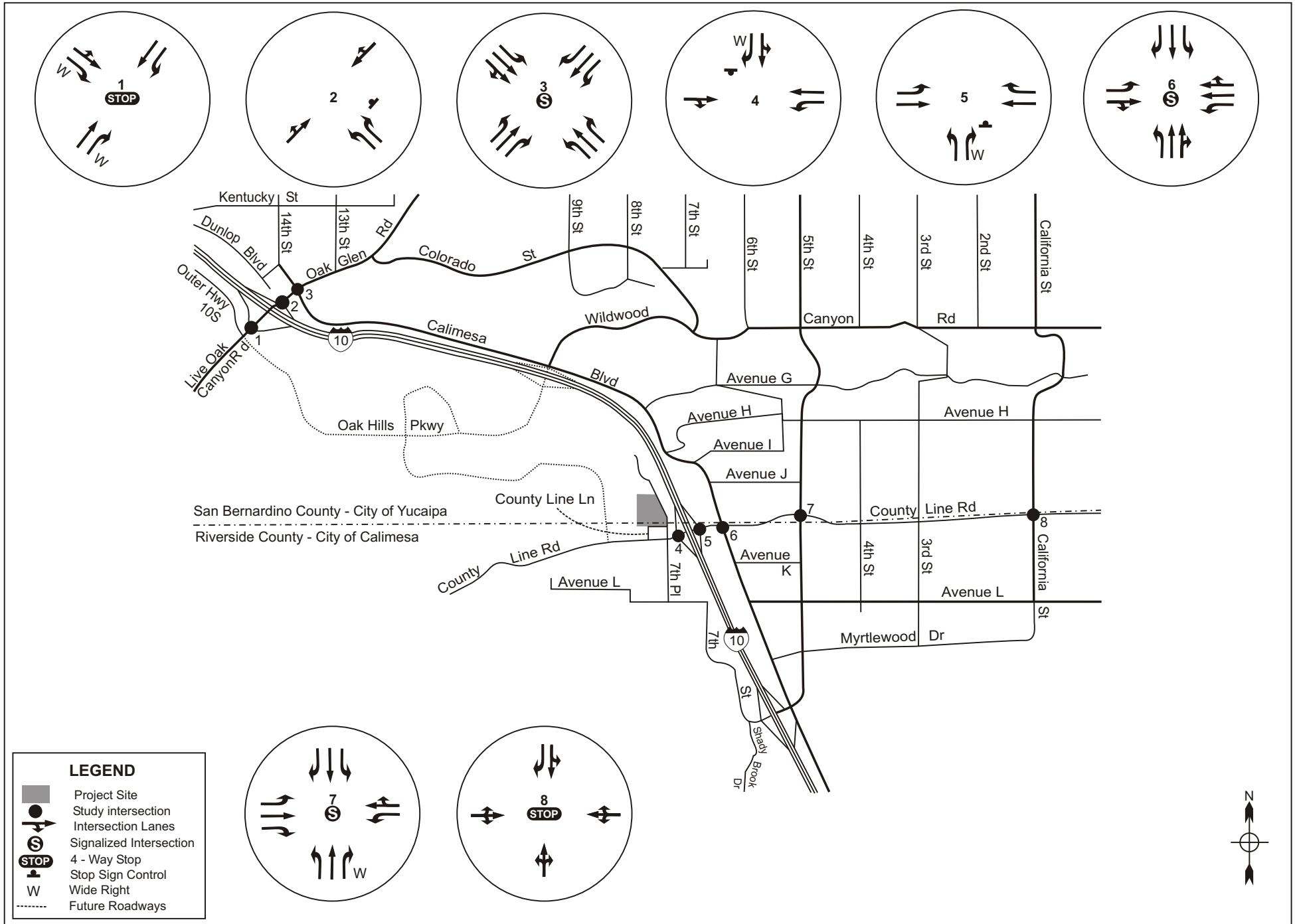
The San Bernardino Freeway (I-10) is adjacent to the northern boundary of the project site. It has 6 travel lanes and provides regional east/west circulation between the San Bernardino and Los Angeles County areas and beyond. The Interstate 10/Live Oak Canyon Road/Oak Glen Road interchange currently provide full access to the project site. Caltrans and the City of Yucaipa have completed plans to widen and improve this interchange, and construction will begin in 2007.

Peak Hour Intersection Level of Service

Existing AM and PM peak hour traffic volumes are illustrated in Figures 5A and 5B, respectively. Figure 5C shows the existing average daily traffic. Table 2 summarizes the results of the level of service analysis for the existing conditions.



Katz, Okitsu & Associates *Planning and Engineering*	Yucaipa Oak Hills Marketplace Traffic Study	Figure 3
		City of Yucaipa Circulation Plan



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Planning and Engineering

Mixed-Use Retail Project Traffic Study, City of Yucaipa

Figure 3B

Existing (2006) Geometries

Table 2
Peak Hour Intersection Performance
Existing (2006) Conditions

Intersection	AM Peak Hour				PM Peak Hour			
	Delay		Level of Service		Delay		Level of Service	
	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement
Unsignalized Intersections								
Outer Hwy 10 S at 16th Street	3.8	9.1	A	A	3.7	10.4	A	B
Outer Hwy 10 S at Live Oak Canyon Rd	2.0	10.7	A	B	4.3	13.7	A	B
Live Oak Canyon Rd at I-10 East Ramps	12.6	N/A	B	N/A	39.7	N/A	E	N/A
Oak Glen Road at I-10 West Ramps	2.6	20.2	A	C	4.4	34.0	A	D
Oak Glen Road at Colorado Street	1.1	13.3	A	B	0.6	14.9	A	B
Signalized Intersections								
	Delay		Level of Service		Delay		Level of Service	
Oak Glen Rd at 14th St/Calimesa Blvd.	24.1		C		19.5		B	

Note: Delay based on seconds per vehicle average. N/A= Not applicable. Poorest movement does not apply for four-way stop intersections.

As shown in Table 2, most of the study intersections currently operate within the level of service standards of the City at Level of Service D or better during AM and PM peak hours, except at:

- Live Oak Canyon Road/I-10 Eastbound Ramps (PM peak)

Appendix B contains the analysis worksheets for Existing (2006) Conditions.

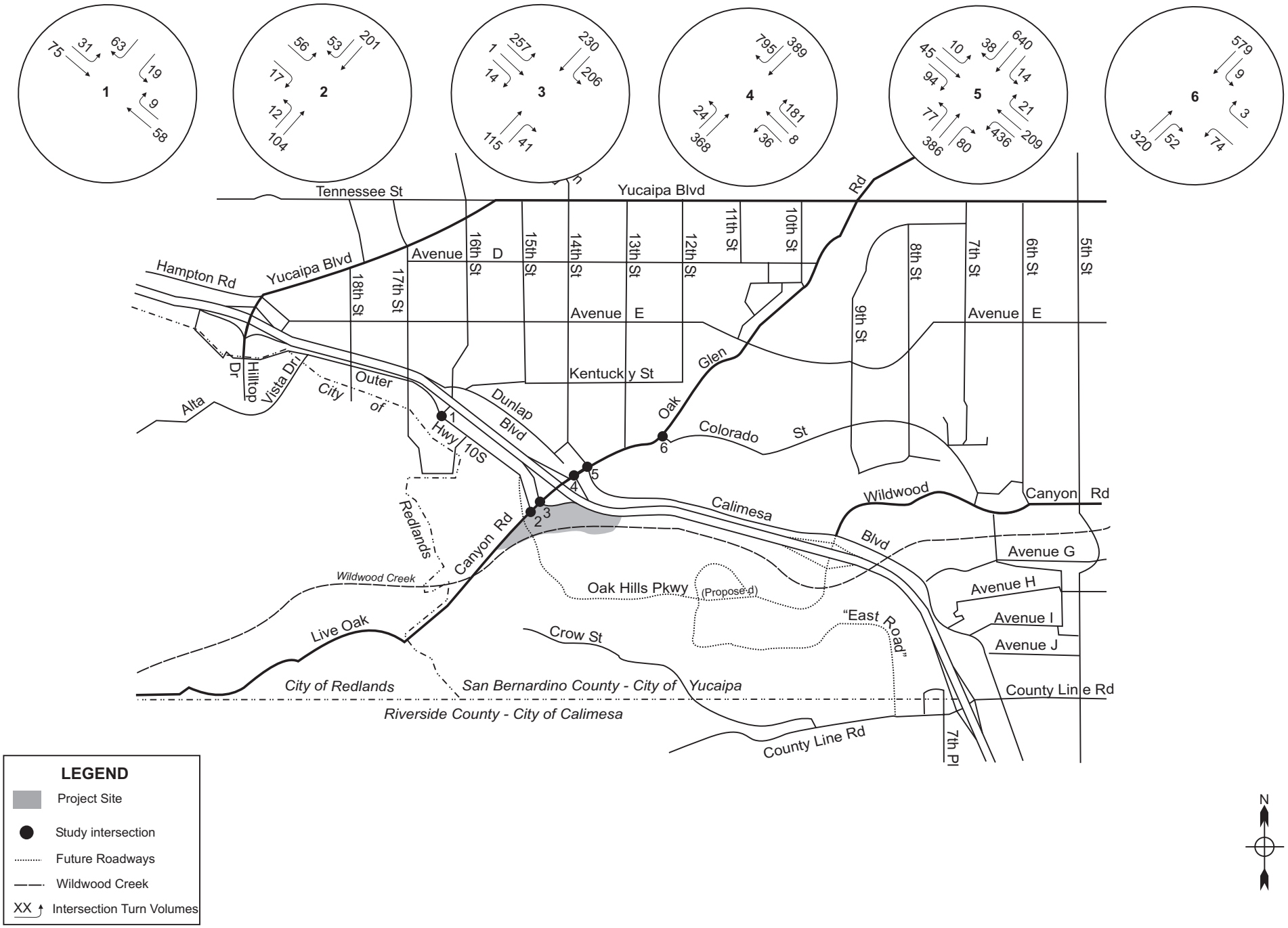

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Figure 5A

Existing (2006) Traffic Volumes - AM Peak Hour

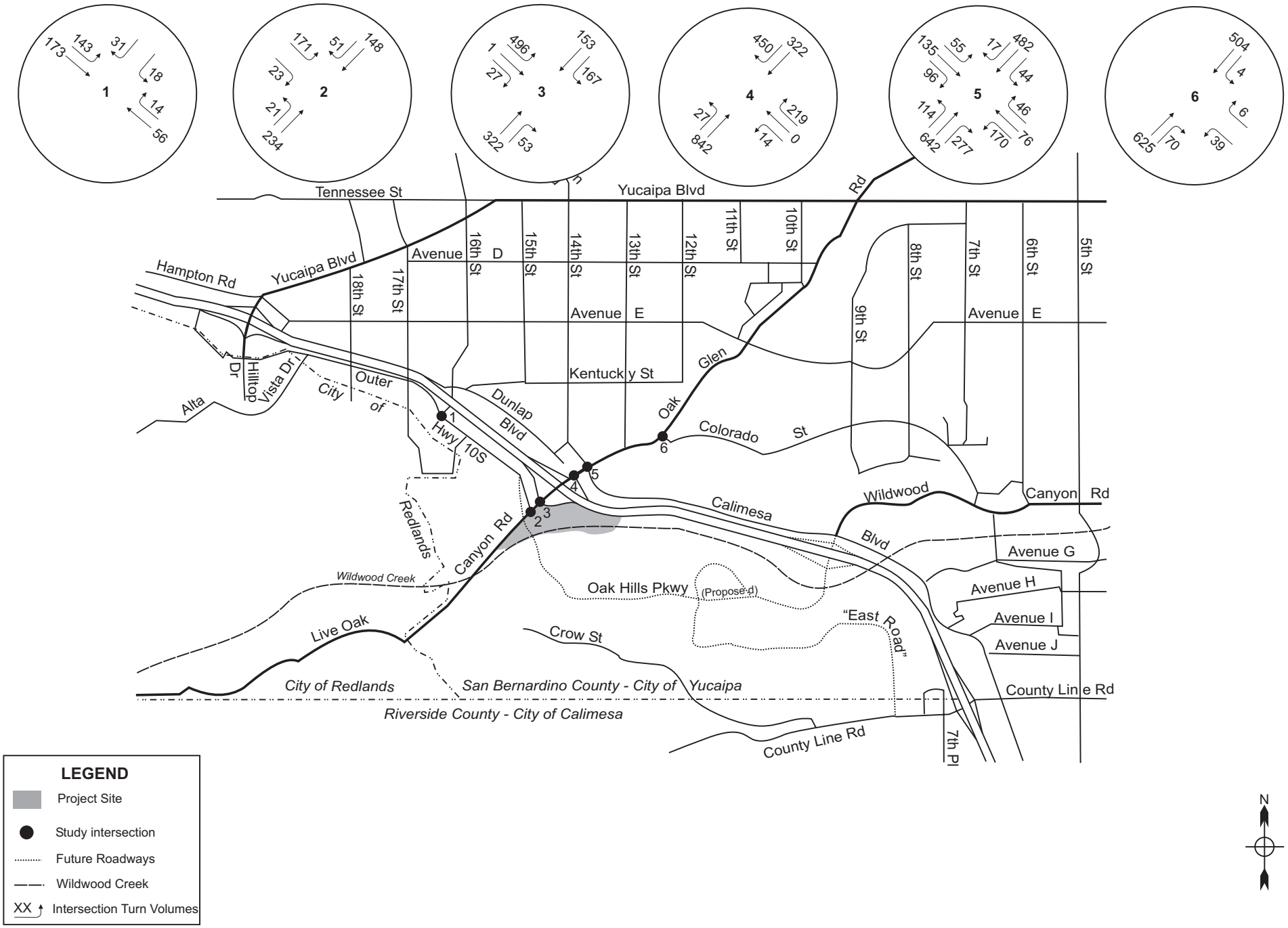

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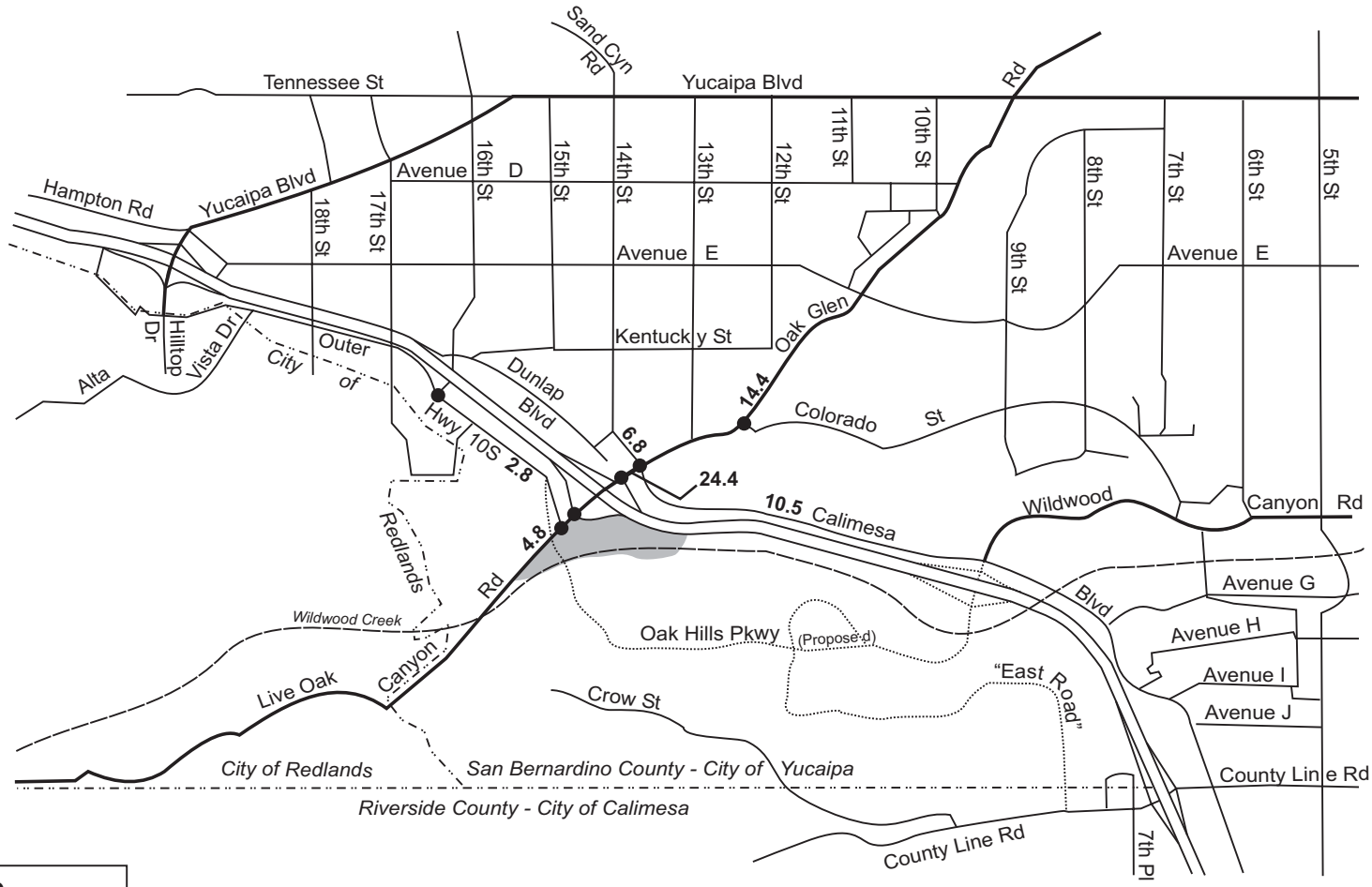
Figure 5B

Existing (2006) Traffic Volumes - PM Peak Hour



LEGEND

- Project Site
- Study intersection
- #.# Average Daily Traffic (x1000)
- Future Roadways
- Wildwood Creek

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Oak Hills Marketplace, City of Yucaipa - Traffic Study

Figure 5C

Existing Average Daily Traffic

4. Near-Term (Year 2008) Without Project Conditions

This section develops near term traffic conditions in the study area with ambient growth added without the proposed project. The Year 2008 is when the Oak Hills Marketplace Project is planned to be open based on correspondence with the developer and selected for analysis for the near term.

Future Growth

Based on discussions with City of Yucaipa staff, it has been established that ambient traffic in the study area has historically increased at a rate of about 2% per year. Future increases in the background traffic volumes due to local and regional growth are expected to continue at this rate in the vicinity of the project. With the completion date in the year 2008 for the project, the existing 2006 traffic volumes were adjusted upward by 4% (2% per year) to reflect area-wide growth.

Future traffic increases are also forecast by considering additional traffic that may be generated by other developments that have been approved. The City of Yucaipa has identified numerous approved development projects throughout the City that will add traffic to the intersections analyzed in the study. The projects shown in Table 3 were analyzed as cumulative projects, and their locations are shown in Figure 6.

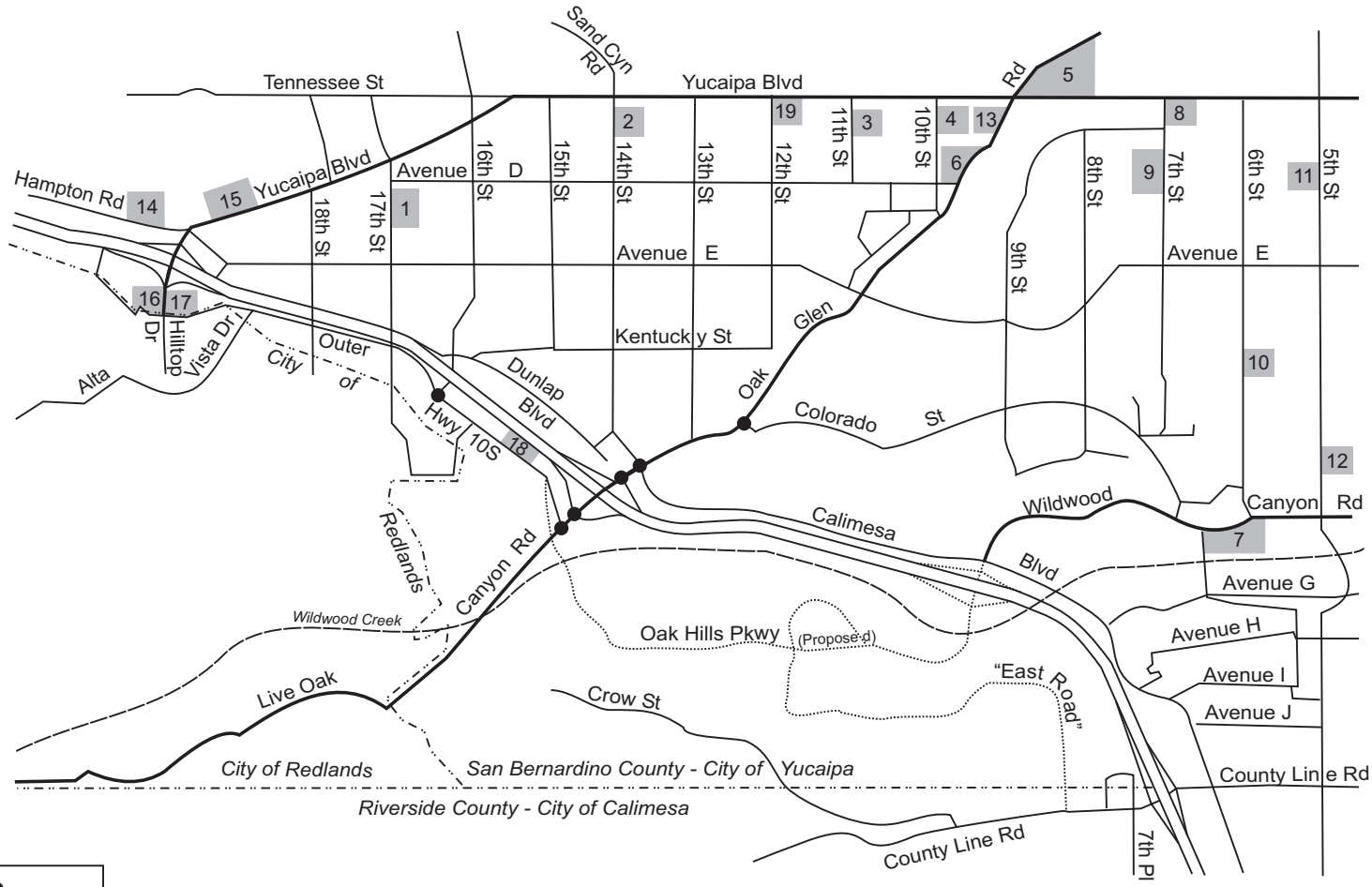
The trips generated by these cumulative projects are included in the future forecast. The trip generation and distribution for these projects is shown in Appendix C.

Peak Hour Intersection Level of Service

To simulate the Future Growth Conditions of the year 2008, the peak hour volumes in Figure 5A and Figure 5B were increased by 4% and traffic from the cumulative projects indicated on Figure 6 was added to the study intersections. The resulting AM and PM peak hour volumes are illustrated on Figures 7A and 7B, respectively. Table 4 summarizes the results of the level of service analysis for this scenario. The level of service worksheets for Near-Term (2008) Conditions are provided in Appendix D.

Table 3
Cumulative Projects

Land use	Size	Location Number
Town Homes	71 Dwelling Units	1
Town Homes Single-Family Homes	42 Dwelling Units 16 Dwelling Units	2
Tire Shop/Auto Repair	6 Service Bays	3
Single-Family Homes	4 Dwelling Units	4
Vons Shopping Center	35,000 SF	5
Retirement Home	118 Dwelling Untis	6
Single-Family Homes	13 Dwelling Units	7
Mini Storage Retail/ Restaurant Town Homes	100,000 SF 15,000 SF 110 Dwelling Units	8
Single-Family Homes	51 Dwelling Units	9
Single-Family Homes	17 Dwelling Units	10
Town Homes	33 Dwelling Units	11
Town Homes	218 Dwelling Units	12
Retail/ Restaurant	50,000 SF	13
Office Building	10,000 SF	14
Office Building	15,000 SF	15
Office Building	6,000 SF	16
Restaurant	2,500 SF	17
Car Wash/ Auto Service	10,000 SF	18
Retail/ Restaurant	20,000 SF	19



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Oak Hills Marketplace, City of Yucaipa - Traffic Study

Figure 6

Cumulative Project Locations

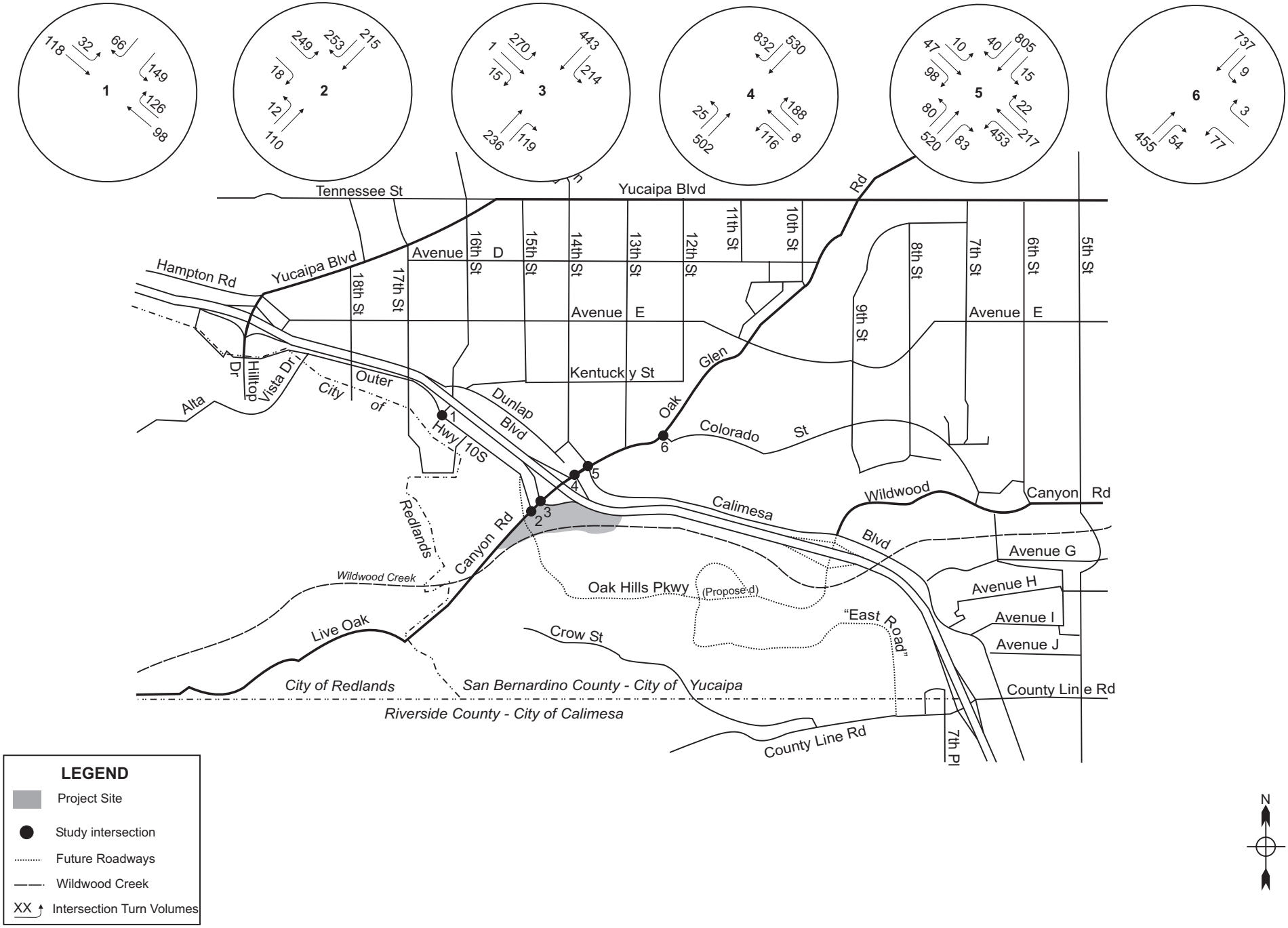
Table 4
AM/PM Peak Hour Intersection Performance
Near-Term (2008) Conditions without Project

Intersection	AM Peak Hour				PM Peak Hour			
	Delay		Level of Service		Delay		Level of Service	
	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement
Unsignalized Intersections								
Outer Hwy 10 S at 16th Street	4.7	11.6	A	B	7.0	23.9	A	C
Outer Hwy 10 S at Live Oak Canyon Rd	4.6	14.4	A	B	12.6	32.7	B	D
Live Oak Canyon Rd at I-10 East Ramps	20.0	N/A	C	N/A	80.3	N/A	F	N/A
Oak Glen Road at I-10 West Ramps	14.5	101.7	B	F	26.7	185.0	D	F
Oak Glen Road at Colorado Street	1.0	15.7	A	C	0.6	18.7	A	C
Signalized Intersections								
	Delay		Level of Service		Delay		Level of Service	
Oak Glen Rd at 14th St/Calimesa Blvd.	32.2		C		18.8		B	

Note: Delay based on seconds per vehicle average. N/A= Not applicable. Poorest movement does not apply for four-way stop intersections.

As shown in Table 4, all of the intersections are forecast to operate at Level of Service D for City intersections and Level of Service E or better for freeway ramps during the AM and/or PM peak hours except the following:

- Live Oak Canyon Road/I-10 Eastbound Ramps (PM peak hour),
- Oak Glen Road/I-10 Westbound Ramps (AM & PM peak hour),



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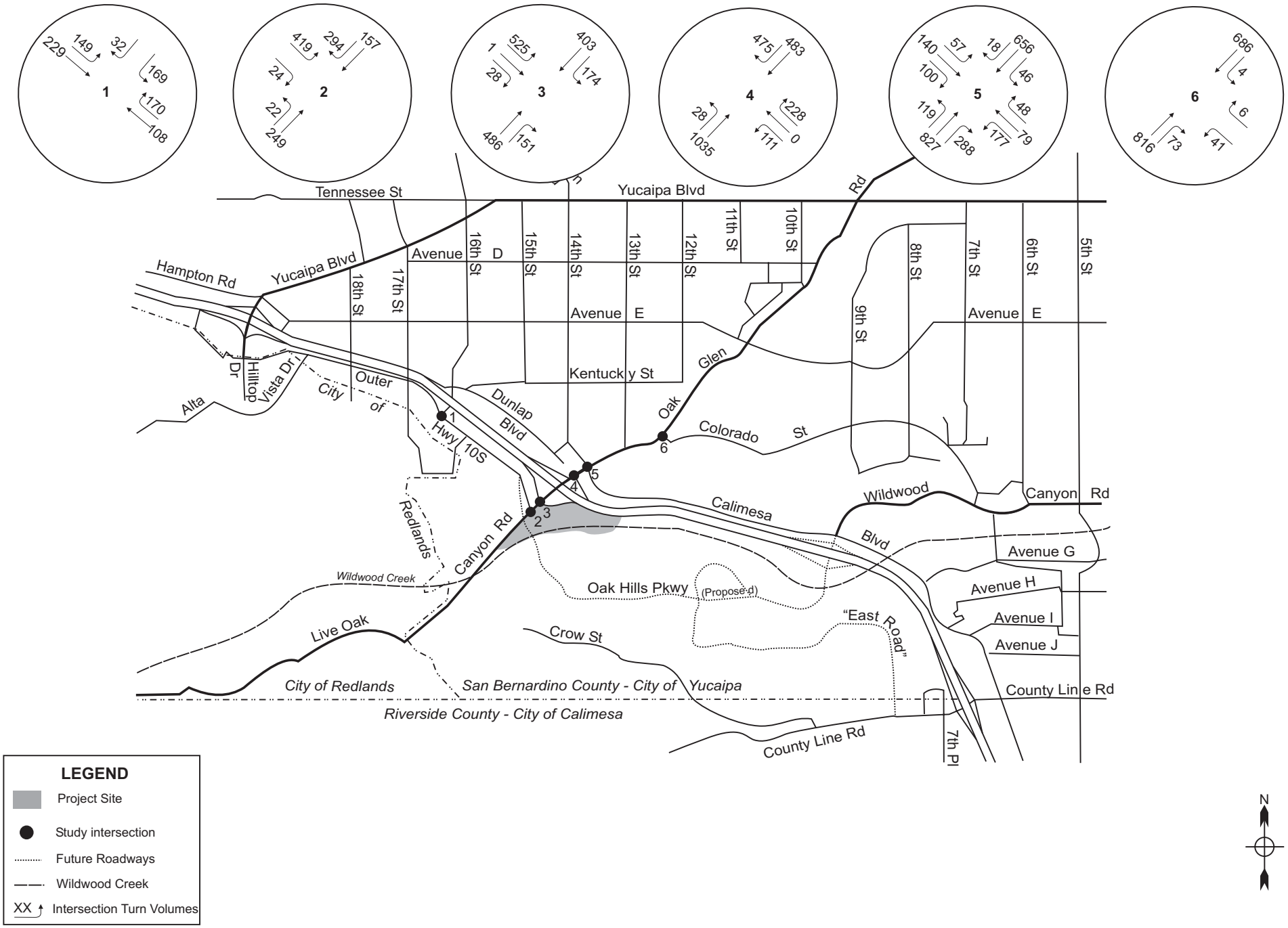
Oak Hills Marketplace, City of Yucaipa - Traffic Study

Figure 7A

Near-Term (2008) Without Project Traffic Volumes - AM Peak Hour



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Oak Hills Marketplace, City of Yucaipa - Traffic Study

Figure 7B

Near-Term (2008) Without Project Traffic Volumes - PM Peak Hour

5. Buildout Conditions (Year 2030) Without Project

This section documents expected buildout traffic conditions in the study. The build-out year is the year of completion of all land uses designated on the City's and nearby jurisdictions' general plans. The year 2030 is used to designate the City's Buildout year for planning purposes.

Buildout Growth

Southern California Association of Governments (SCAG) developed the SCAG CTP Model for use in forecasting traffic levels in eastern San Bernardino County, and this model was used to develop the Yucaipa Specific Plan Focused model. This model is used to prepare traffic forecasts for freeways and arterial highways in the vicinity.

SCAG prepared and furnished applicable forecasts using this traffic model in July 2006. These included the calibration version, used to replicate existing traffic conditions and verify model parameters, and future forecasts for the General Plan scenario without the proposed project. The forecasts were prepared using the most recent version of the model available. SCAG modified the CTP Model roadway networks to include the proposed I-10 Freeway/Wildwood Canyon Road Interchange as well as major roadways in the Specific Plan. The Yucaipa Specific Plan Focus model results were prepared by SCAG and furnished to Katz, Okitsu & Associates for further analysis.

The traffic model provides future peak period traffic levels on study area roadways. It does not provide forecasts of hourly peak link volumes or intersection turning movements, which are required to evaluate level of service. The results of the model needed to be post-processed Katz, Okitsu & Associates in order to preparing turning movement forecasts from link volumes, and these forecasts sheets are included in this Appendix E. For intersections where forecasted turning movements from the model are under-forecasted or are non-existent, the turning movements were adjusted based on existing traffic or likely future traffic patterns.

Peak Hour Intersection Level of Service

Table 5 summarizes the results of the level of service analysis for the General Plan Buildout scenario for traffic volumes and buildout lane configurations and the future Wildwood Interchange. Figure 8A and 8B illustrates the resulting AM and PM peak hour volumes. Figure 8C shows the Average Daily Traffic.

Table 5
AM/PM Peak Hour Intersection Performance
Buildout (2030) Without Project Conditions

Intersection	AM Peak Hour				PM Peak Hour			
	Delay		Level of Service		Delay		Level of Service	
	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement
Unsignalized Intersections								
Outer Hwy 10 S at 16th Street	3.0	11.2	A	B	3.4	14.0	A	B
Outer Hwy 10 S at Live Oak Canyon Rd	121.5	446.0	A	F	Overfl.	Overfl.	F	F
Live Oak Canyon Rd at I-10 East Ramps	105.4	N/A	F	N/A	294.7	N/A	F	N/A
Oak Glen Road at I-10 West Ramps	298.1	1173.6	F	F	1563.9	9850.9	F	F
Oak Glen Road at Colorado Street	0.9	23.2	A	C	1.2	77.7	A	F
Signalized Intersections								
	Delay		Level of Service		Delay		Level of Service	
Oak Glen Rd at 14th St/Calimesa Blvd.	66.4		E		29.7		C	

Note: Delay based on seconds per vehicle average; Overfl. = Overflow; N/A= Not applicable. Poorest movement does not apply for four-way stop intersections.

As shown in Table 5, all of the intersections are forecast to operate at Level of Service D for City intersections and Level of Service E or better for freeway ramps during the AM and/or PM peak hours except the following:

- Live Oak Canyon Road/I-10 Eastbound Ramps (PM Peak Hour)
- Oak Glen Road/I-10 Westbound Ramps (AM & PM Peak Hour)
- Outer Highway 10 S at Live Oak Canyon Rd (AM & PM Peak Hour)
- Oak Glen Road at Colorado Street (PM Peak Hour)
- Oak Glen Road at 14th Street/Calimesa Blvd (AM Peak Hour)

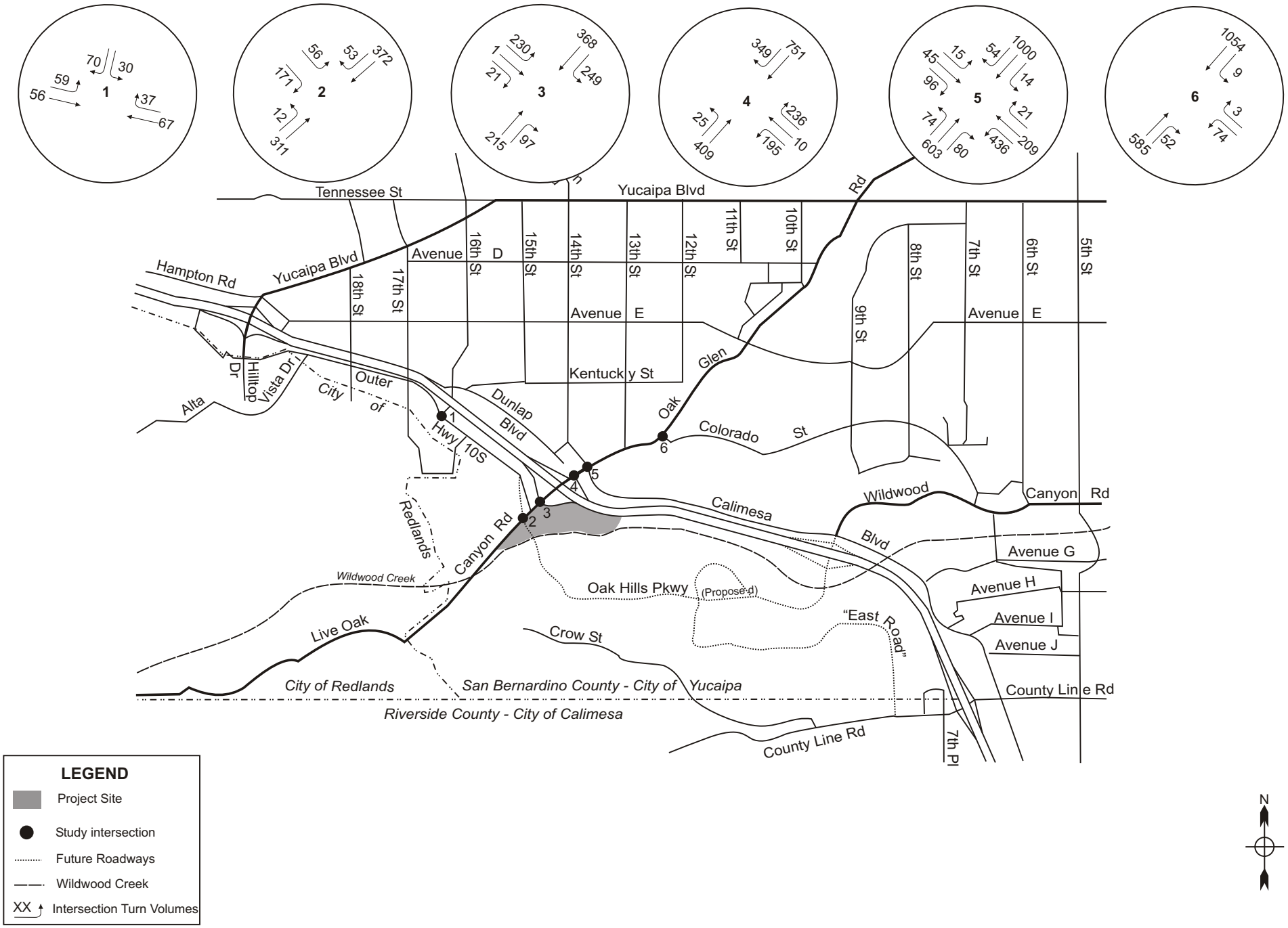

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Figure 8A

Buildout (2030) Without Project Traffic Volumes - AM Peak Hour

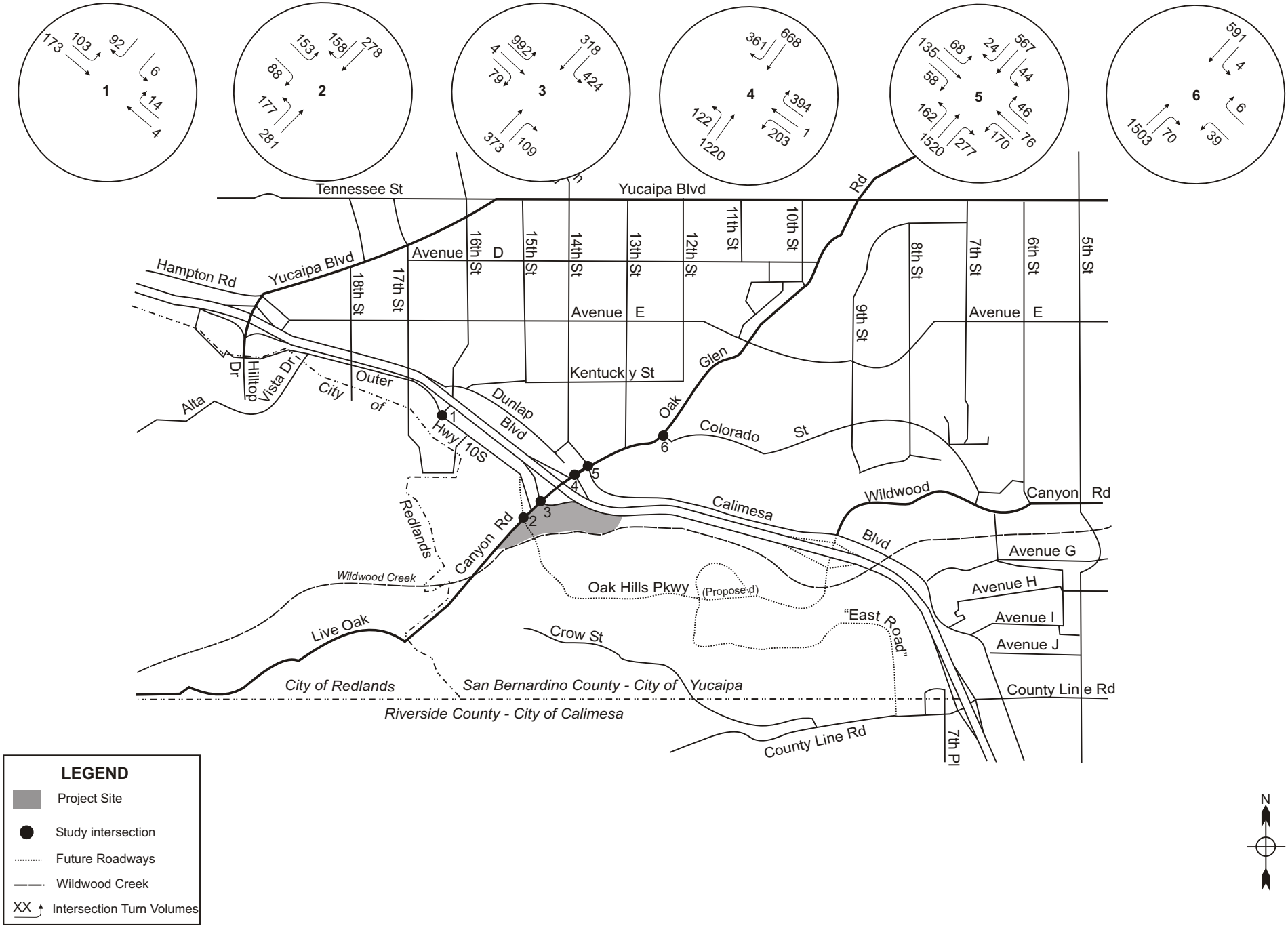

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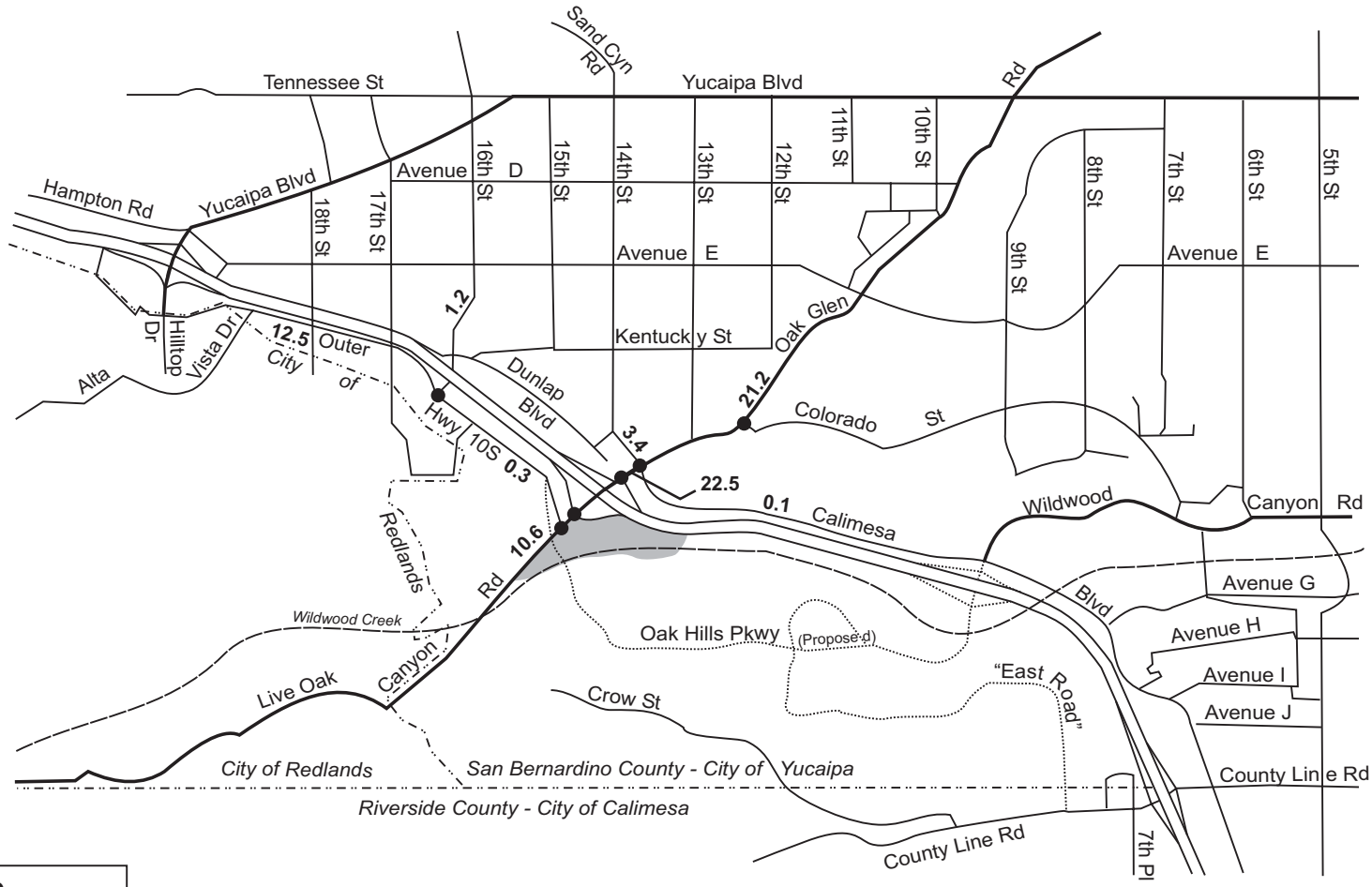
Figure 8B

Buildout (2030) Without Project Traffic Volumes - PM Peak Hour



LEGEND

- Project Site
- Study intersection
- #.# Average Daily Traffic (x1000)
- Future Roadways
- Wildwood Creek

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Figure 8C

Buildout Without Project Average Daily Traffic

6. Project Trips

Project-related traffic consists of trips on any portion of the street system that will begin or end on the project site as a result of the development of the proposed project. Project-related traffic is a function of the extent and type of development proposed for the site. This information is used to establish traffic generation for the site.

The proposed Oak Hills Marketplace Project is composed of a variety of commercial uses, including a Target Store, Costco Store, movie theatres, and restaurants. The developments will take access to Live Oak Canyon Road via the new Oak Hills Parkway that acts as the project roadway in the near-term, and which will be extended as part of the Yucaipa Freeway Corridor Specific Plan.

Existing Land Use Traffic

The project site is currently a Christmas tree farm. It generates negligible traffic during most of the year. Traffic from the site increases during October when pumpkins are sold on site, and in December when Christmas tree sales occur.

Project Trip Generation

Trip generation is a measure or forecast of the number of trips that will be made to or from the project. It is generally equal to the traffic volume expected at the project entrances.

Trip generation characteristics for projects are normally estimated based on rates published in *Trip Generation, Seventh Edition*, published by the Institute of Transportation Engineers (ITE). This document is widely used in Southern California and indicates the probable traffic generation rates for various land uses based upon studies of existing developments in comparable settings throughout the nation.

The ITE *Trip Generation* manual does not include rates for some of the specific retail store categories proposed, and for these land uses, the rates for "Shopping Center" is used. The rates for certain land uses during the AM peak period or daily are not available since they generate negligible traffic levels during those times, and the trips would be accounted for in the General Shopping category. The City of Yucaipa City Engineer has approved the trip generation rates and generated vehicle trips as shown in Tables 6 and 7 shown below.

The trip generation rates used for this project are shown in Table 6 below.

Table 6
Trip Generation Rates

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Discount Superstore *ITE Code 813*	SF	49.21	1.84	0.94	0.90	3.87	1.90	1.97
Discount Club *ITE Code 861*	SF	41.80	0.56	0.40	0.16	4.24	2.12	2.12
Pets Supply Superstore *ITE Code 866*	SF	N/A*	N/A	N/A	N/A	4.96	2.48	2.48
Office Supply Superstore *ITE Code 867*	SF	N/A*	N/A	N/A	N/A	3.40	1.80	1.60
Arts and Crafts Store *ITE Code 879*	SF	56.55	N/A	N/A	N/A	6.21	2.86	3.35
Drive–in Bank *ITE Code 911*	SF	246.49	12.34	6.91	5.43	45.74	22.87	22.87
Apparel Store *ITE Code 870*	SF	66.4	N/A	N/A	N/A	3.83	1.92	1.92
Restaurant (High Turnover) ITE 932	SF	127.15	11.52	5.99	5.53	10.92	6.66	4.26
Fast Rood W/Drive Thru *ITE Code 934*	SF	496.12	53.11	27.09	26.02	34.64	18.01	16.63
Multiplex Movie Theater *ITE Code 445*	SF	N/A*	N/A	N/A	N/A	5.22	3.34	1.77
General Shopping *ITE Code 820*	SF	42.94	1.03	0.63	0.40	3.75	1.80	1.95

Note: N/A = Rate not available or negligible traffic. SF = square feet. * = Daily rate for specific land use is not available and general shopping center rate of 42.94 is used instead.

Due to the retail nature of this development project, "pass-by" trips will be attracted from adjacent roadways. These are trips made by people who are already on the nearby roads and stop to use the stores and services in the project. Since this project is a part of the Yucaipa Freeway Corridor Specific Plan, the pass-by rates from SANDAG that were applied for the Specific Plan traffic study are used in this study for consistency with the that Plan. Katz, Okitsu & Associates has consulted with City of Yucaipa staff and the City has agreed to apply a pass-by trip rate of 22% for restaurant uses, and 11% for all shopping/retail uses.

Table 7 summarizes the traffic generation expected from the project, based on the generation rates shown in Table 6 with a reduction for pass-by traffic.

Table 7
Project Traffic Generation

		AM Peak Hour			PM Peak Hour		
Land Use	**Daily**	**Total**	**In**	**Out**	**Total**	**In**	**Out**
185,079 SF Target Store	9,108	341	174	167	716	351	365
160,000 SF Costco Store	6,688	90	64	26	678	339	339
20,087 SF Pet Supply Store	863*	0	0	0	100	50	50
20,000 SF Office Supply	859*	0	0	0	68	36	32
22,562 SF Arts and Crafts	1,276	0	0	0	141	65	76
5,000 SF Drive-in Bank	1,232	62	35	27	228	114	114
29,000 SF Apparel Stores	1,926	0	0	0	112	56	56
84,347 SF General Shopping	3,622	87	53	34	316	152	164
Subtotal:	23,852	580	326	254	2,359	1,163	1,196
Pass-by Trips: Retail (-11%)	-2,624	-64	-36	-28	-259	-128	-132
26,100 SF High Turnover Sit-Down Restaurants	3,319	300	156	144	285	174	111
16,000 Fast-food with Drive-Thru	7,938	849	433	416	554	288	266
Subtotal:	11,257	1149	589	560	839	462	377
Pass-by Trips: Restaurants (-22%)	-2,476	-253	-130	-123	-185	-102	-83
44,835 SF Movie Theater	1,925*	0	0	0	230	150	80
Total Trips	33,466	1,412	749	663	2,984	1,545	1,438

Note: N/A = Negligible traffic. SF = square feet. * Daily vehicle trips are estimated using general shopping rate.

The project will create a total of 33,466 new daily vehicle trips, including 1,412 trips during the AM peak hour and 2,984 trips during the PM peak hour.

Project Trip Distribution

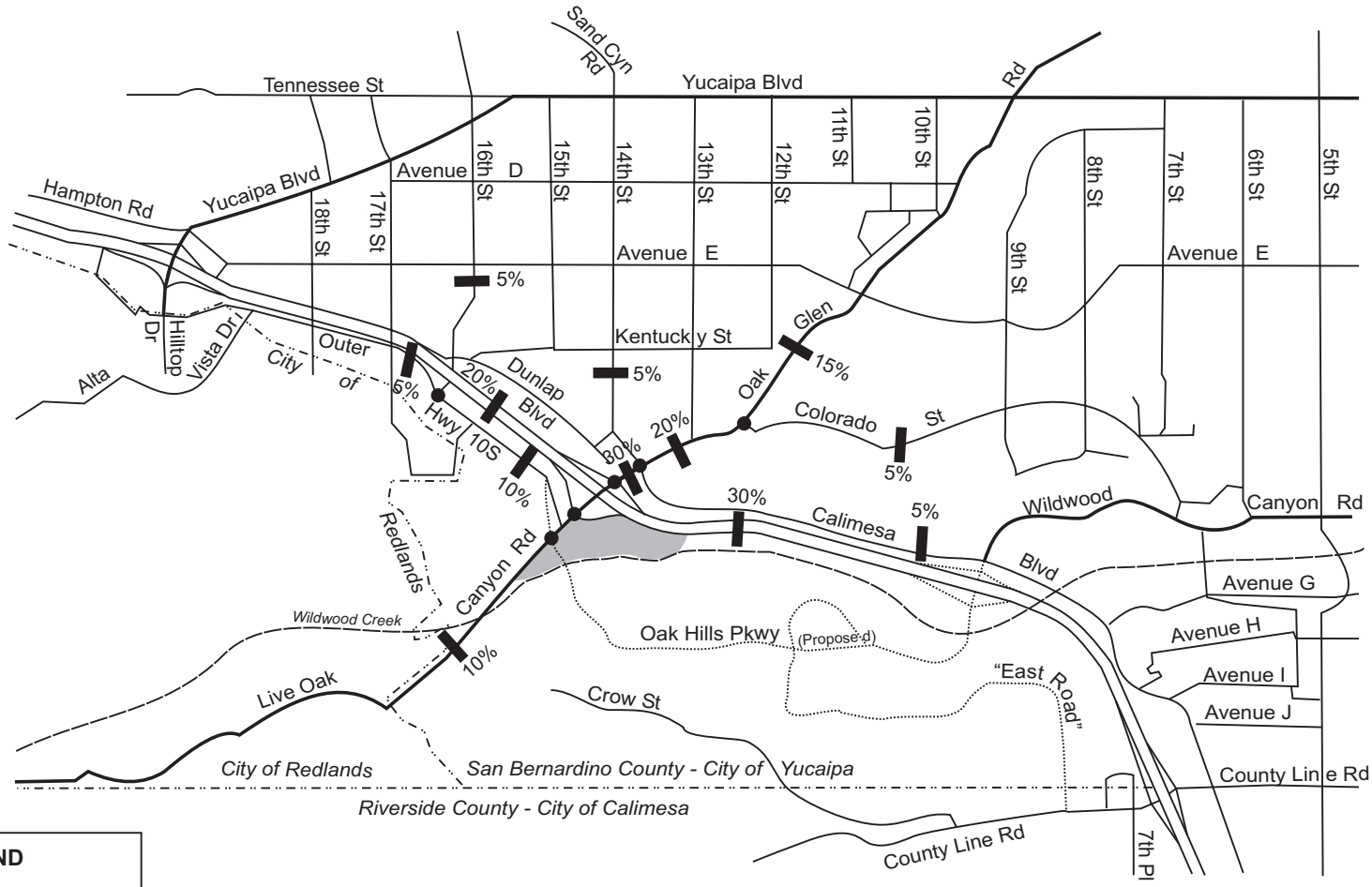
Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by project traffic. The potential interaction between the proposed land use and surrounding regional access routes are considered to identify the route where the project traffic will distribute.

The SCAG CTP Model (SCAG CTP) was used to develop the vehicle trip distribution for this development project. The trip distribution has been based on the trip distribution determined for this area of the Yucaipa Freeway Specific Plan, and adjusted based on the trip characteristics of this development. SCAG modified the CTP Model roadway networks to include the proposed I-10 Freeway/Wildwood Canyon Road Interchange. The Yucaipa Specific Plan Focused model results were prepared by SCAG and furnished to Katz, Okitsu & Associates for further analysis. SCAG furnished

traffic model select zones model results with the project traffic only in the Buildout Year. The select zone run shows the total volume of vehicles assigned to all roadways from project traffic analysis zones. The total volume on each roadway is divided by the total site traffic generation to indicate the percentage of project vehicle traffic that will use each component of the regional roadway system in each relevant direction.

The anticipated trip distribution for this project in the Near Term (2008) is presented on Figure 9A. The trip distribution for this project in the Buildout Year (2030) with the Wildwood Canyon Interchange is shown on Figure 9B. These figures indicate the proportion of project traffic that will use the street segments indicated on the map.

Figures 10A, 10B, and 10C indicate the volume of project-related traffic increases for the Near Term scenario (2008). Figures 10D and 10E indicate the volume of project-related traffic increases for the buildout (2030) scenario. Traffic levels for the "Without Project" scenarios for the study years in the project vicinity are expected to change by the amounts shown on these figures.



LEGEND

- Project Site
- ● Study intersection
- **X%** Project Trip Distribution
- Future Roadways
- Wildwood Creek

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Figure 9A

Near Term Project Trip Distribution

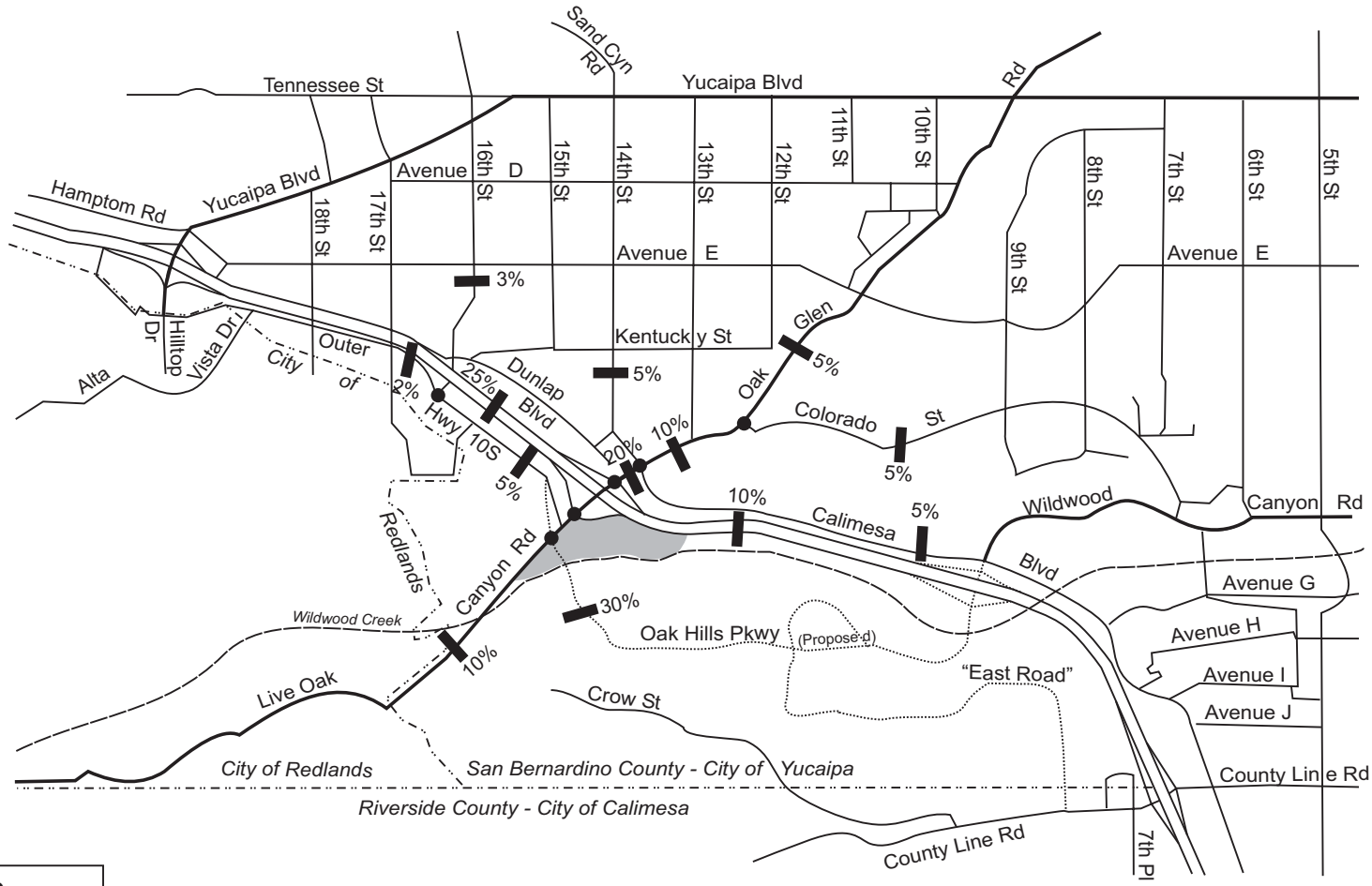

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Figure 9B

Buildout (2030) Project Trip Distribution

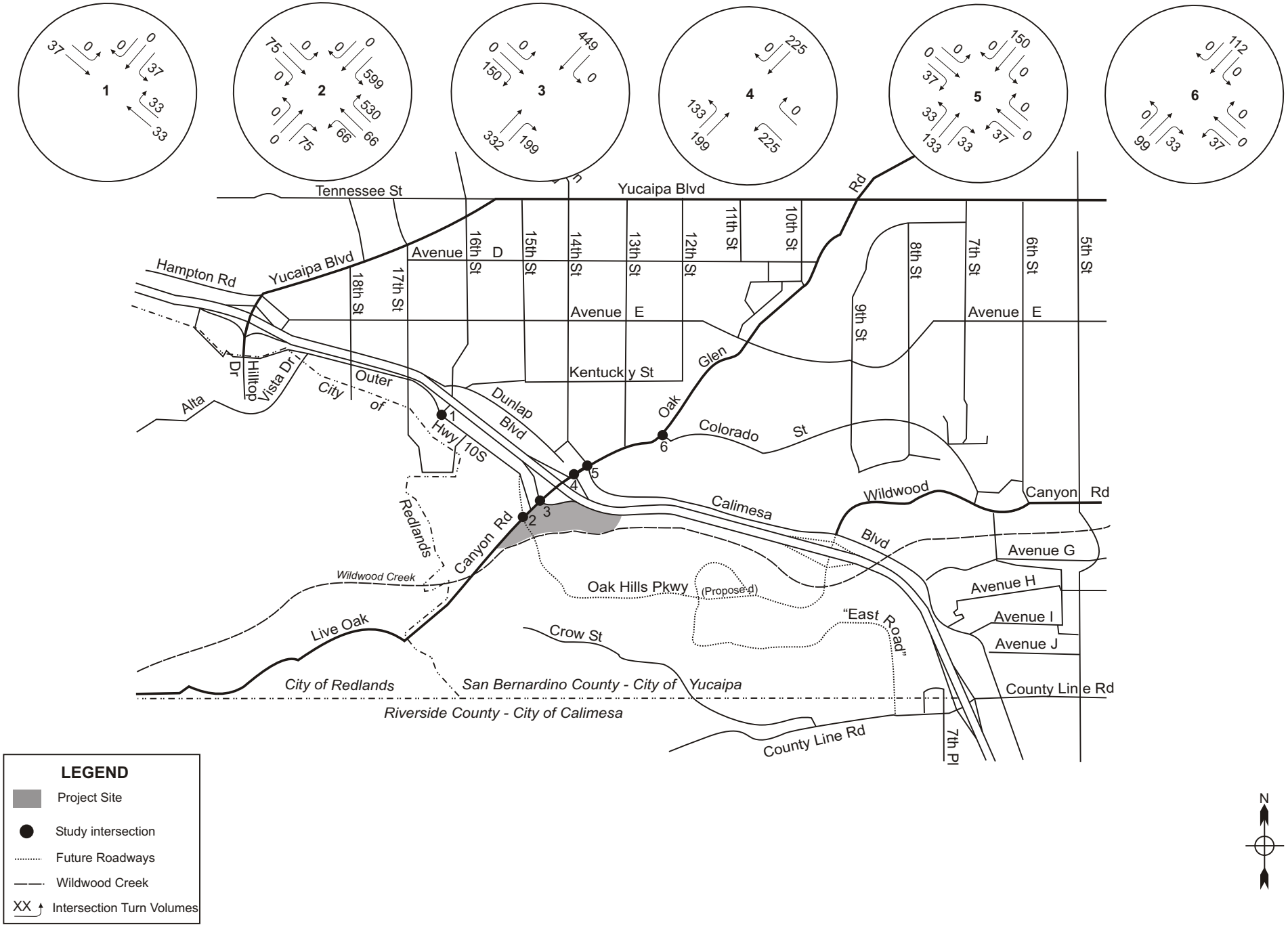

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Figure 10A

Project Related AM Traffic Volumes - Near Term (2008)

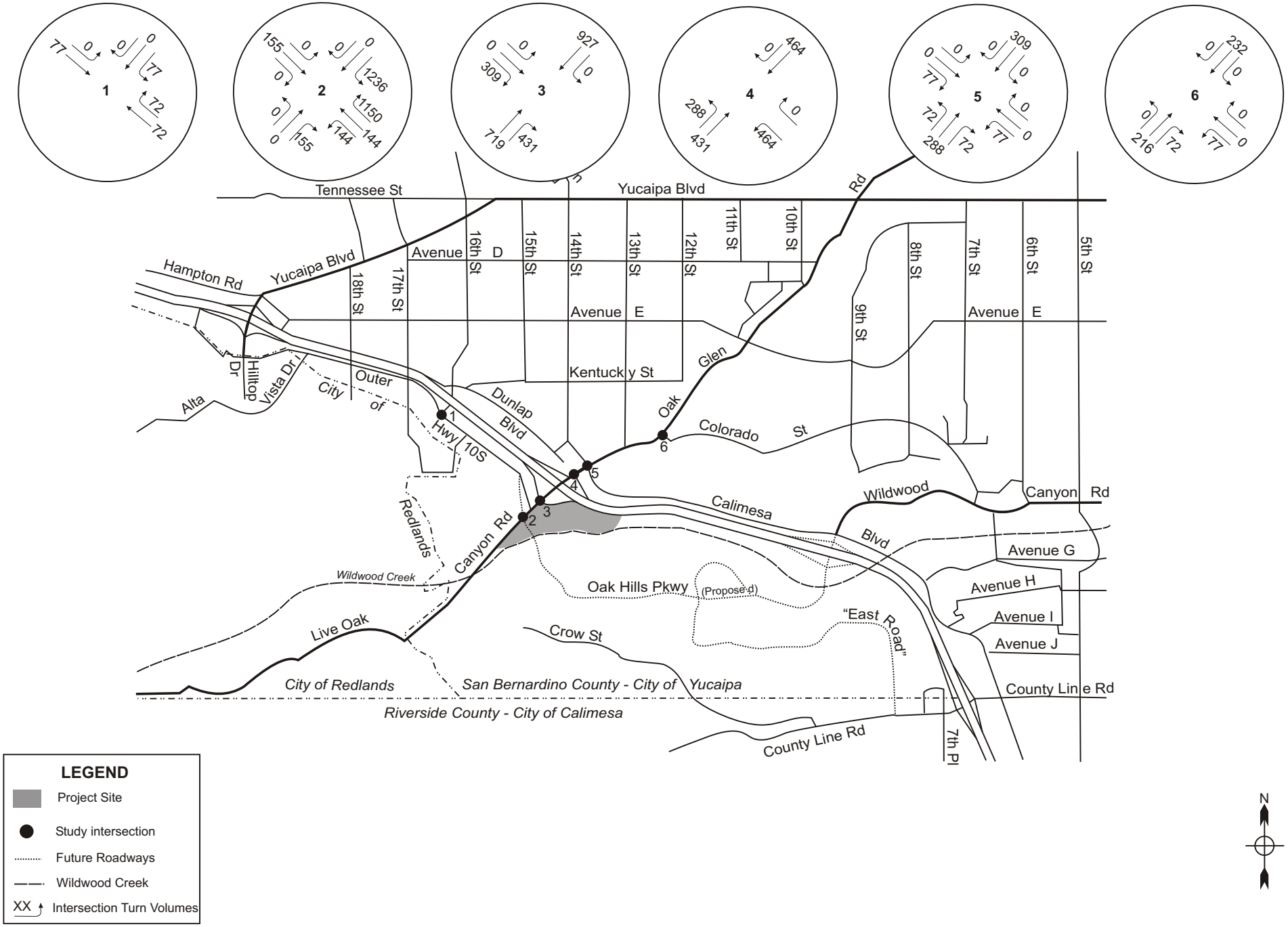

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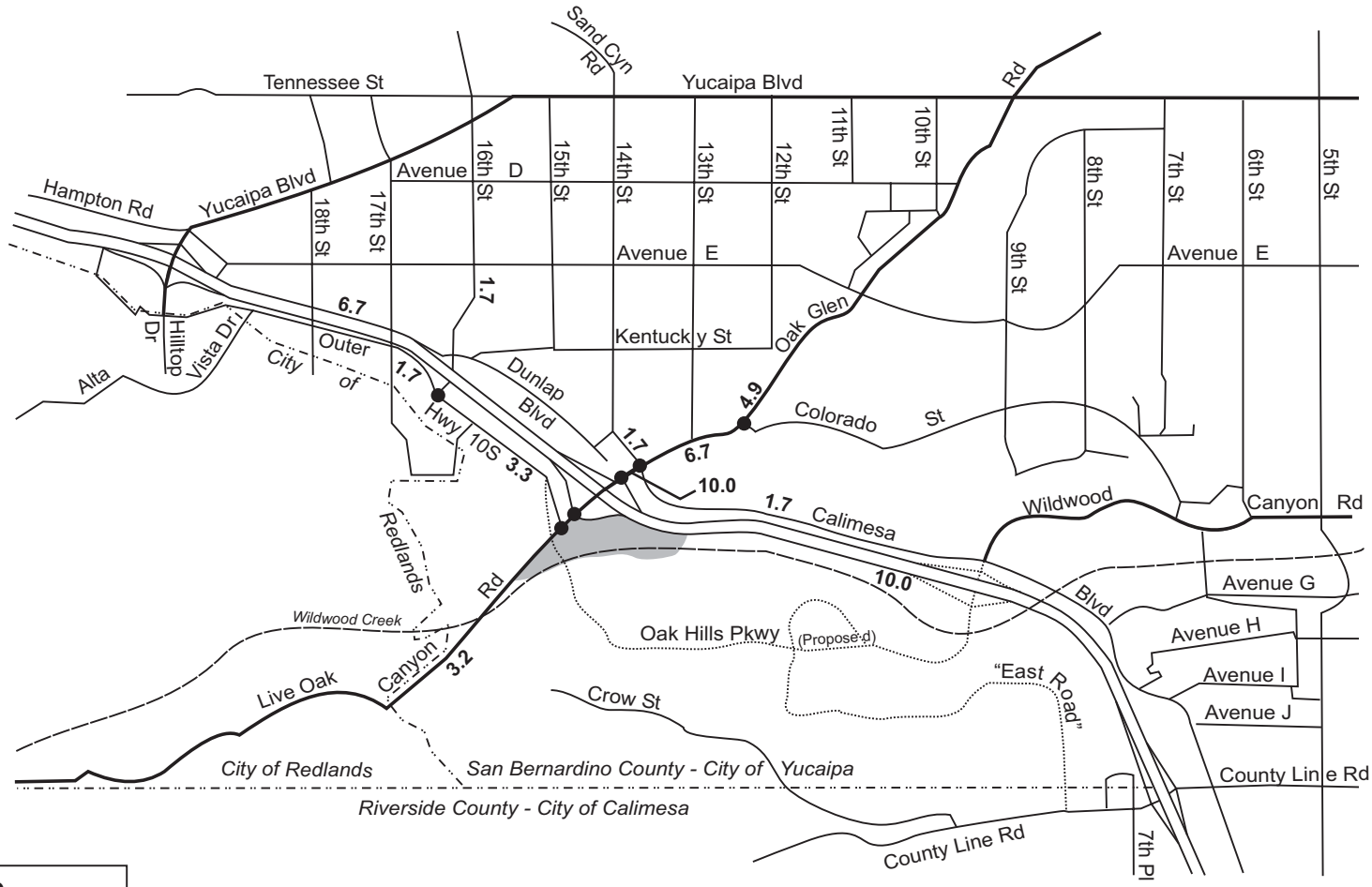
Figure 10B

Project Related PM Traffic Volumes - Near Term (2008)



LEGEND

- Project Site
- Study intersection
- #.# Average Daily Traffic (x1000)
- Future Roadways
- Wildwood Creek

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Figure 10C

Project-Related Average Daily Traffic -Near Term (2008)

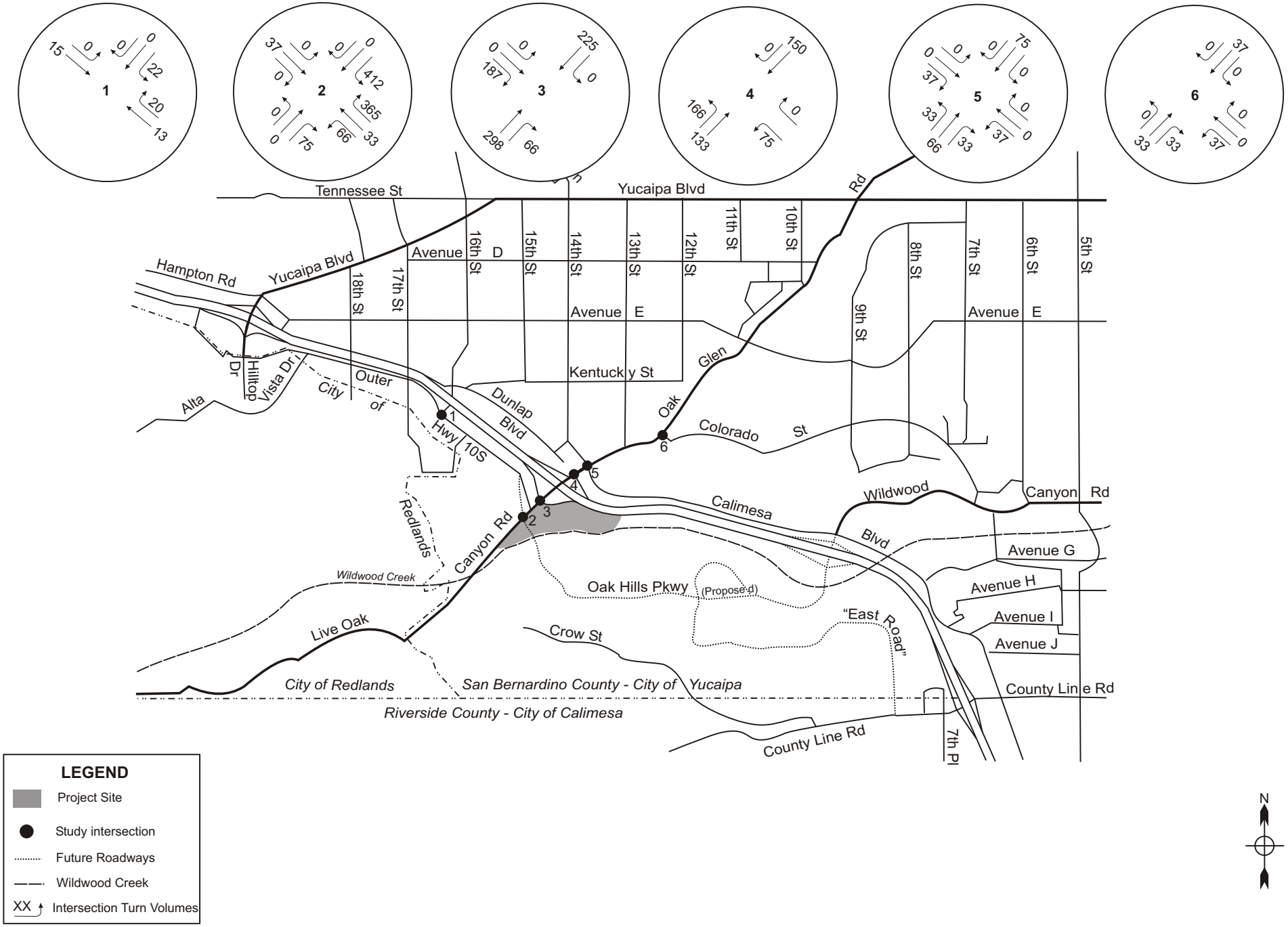

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Figure 10D

Project Related Traffic AM Peak Volumes - Buildout Year (2030)

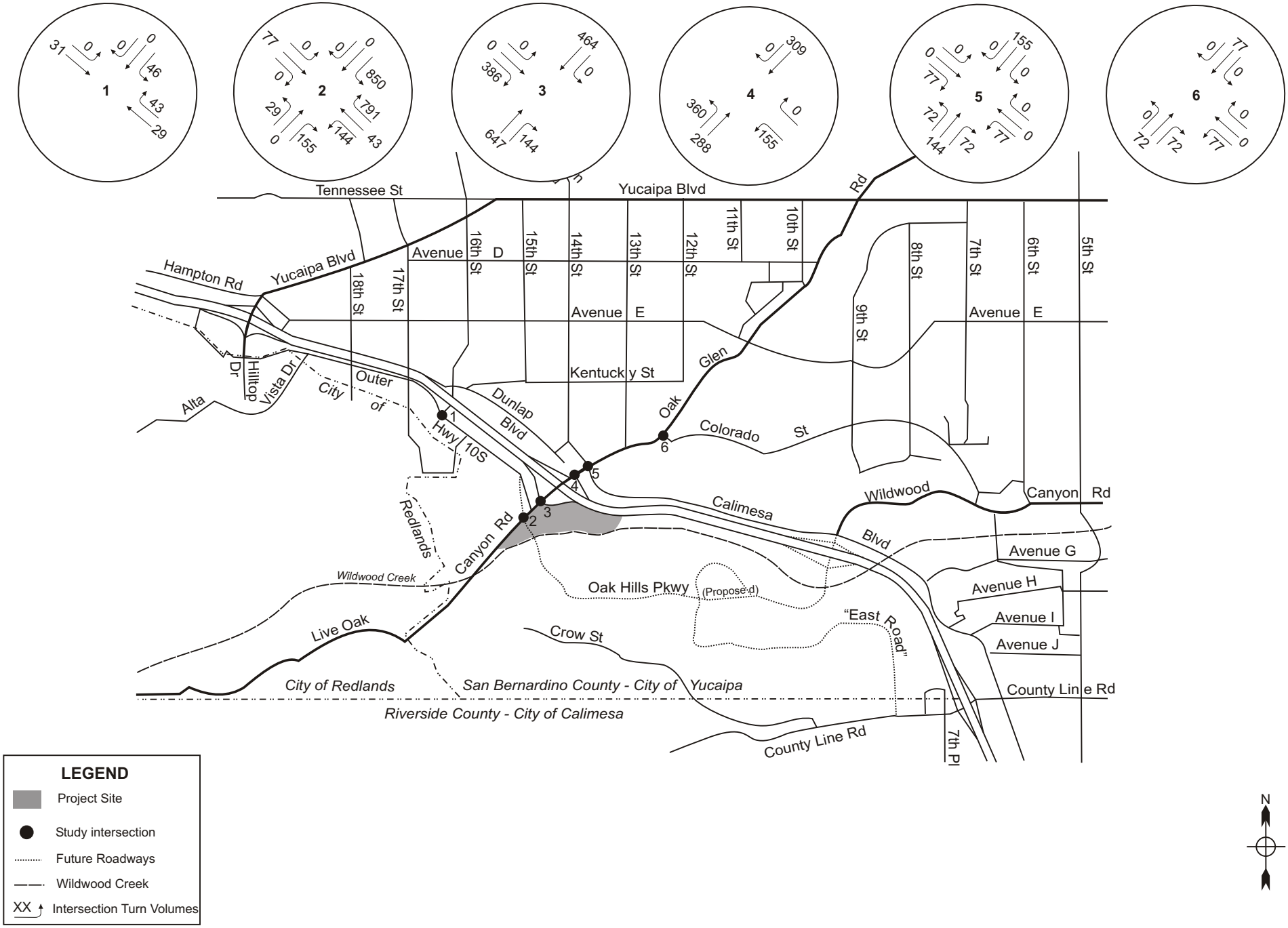

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Figure 10E

Project Related Traffic PM Peak Volumes - Buildout Year (2030)

7. Near Term (Year 2008) WITH Project Conditions

Near Term 2008 Peak Hour Intersection Level of Service

This section documents the expected effect of project traffic upon near term conditions in the study area. This scenario adds the Oak Hills Marketplace development to expected ambient traffic growth from nearby developments. The Near-Term (2008) "WITH Project" traffic volumes were derived by adding the Oak Hills Project trips to the Near Term traffic volumes for the year 2008, and are shown in Figures 11A and 11B. Table 8 summarizes the results of the level of service analysis for the Near Term "WITH Project" conditions.

Table 8
AM/PM Peak Hour Intersection Performance
Near Term (2008) With Project Conditions

Intersection	AM Peak Hour				PM Peak Hour			
	Delay		Level of Service		Delay		Level of Service	
	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement
Unsignalized Intersections								
Outer Hwy 10 S at 16th Street	5.0	13.6	A	B	22.8	89.9	B	F
Outer Hwy 10 S at Live Oak Canyon Rd	Overfl.	Overfl.	F	F	Overfl.	Overfl.	F	F
Live Oak Canyon Rd at I-10 East Ramps	199.5	N/A	F	N/A	632.2	N/A	F	N/A
Oak Glen Road at I-10 West Ramps	727.2	Overfl.	F	F	Overfl.	Overfl.	F	F
Oak Glen Road at Colorado Street	1.5	19.9	A	C	2.3	40.4	A	E
Signalized Intersections								
	Delay		Level of Service		Delay		Level of Service	
Oak Glen Rd at 14th St/Calimesa Blvd.	73.7		E		28.1		C	

Note: Delay based on seconds per vehicle average. N/A= Not applicable. Poorest movement does not apply for four-way stop intersections.

As shown in Table 8, the following intersections are forecast to operate worse than Level of Service D for City intersections and Level of Service E or better for freeway ramps during the AM and/or PM peak hours:

- Outer Highway 10 S at 16th Street (PM Peak Hour)
- Outer Highway 10 S at Live Oak Canyon (AM & PM Peak Hour)
- Live Oak Canyon Road/I-10 Eastbound Ramps (AM & PM Peak Hour)
- Oak Glen Road/I-10 Westbound Ramps (AM & PM Peak Hour)
- Oak Glen Road at Colorado Street (PM Peak Hour)
- Oak Glen Rd at 14th St/Calimesa Blvd. (AM Peak Hour)

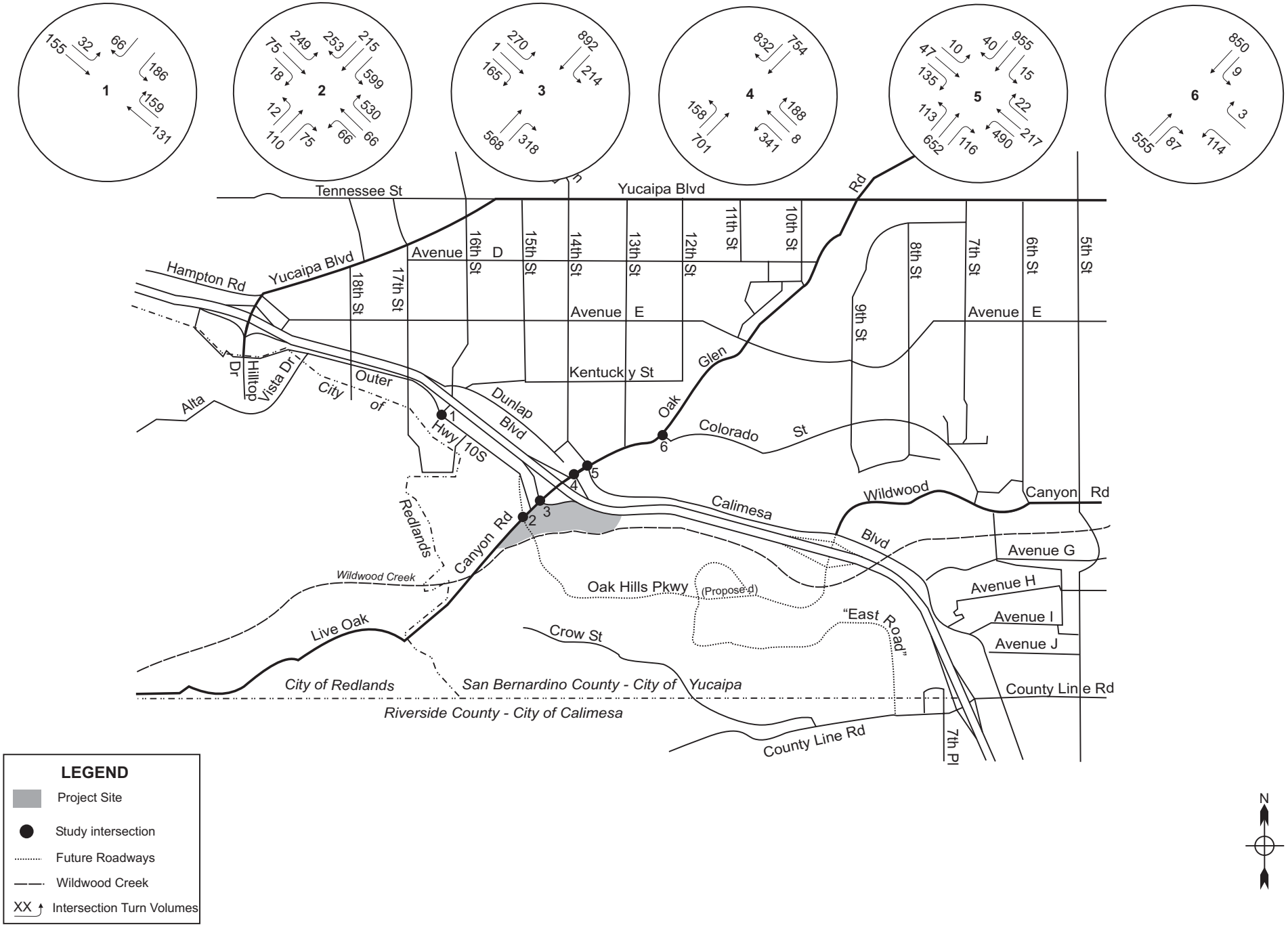

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Figure 11A

Near-Term (2008) With Project Traffic Volumes - AM Peak Hour

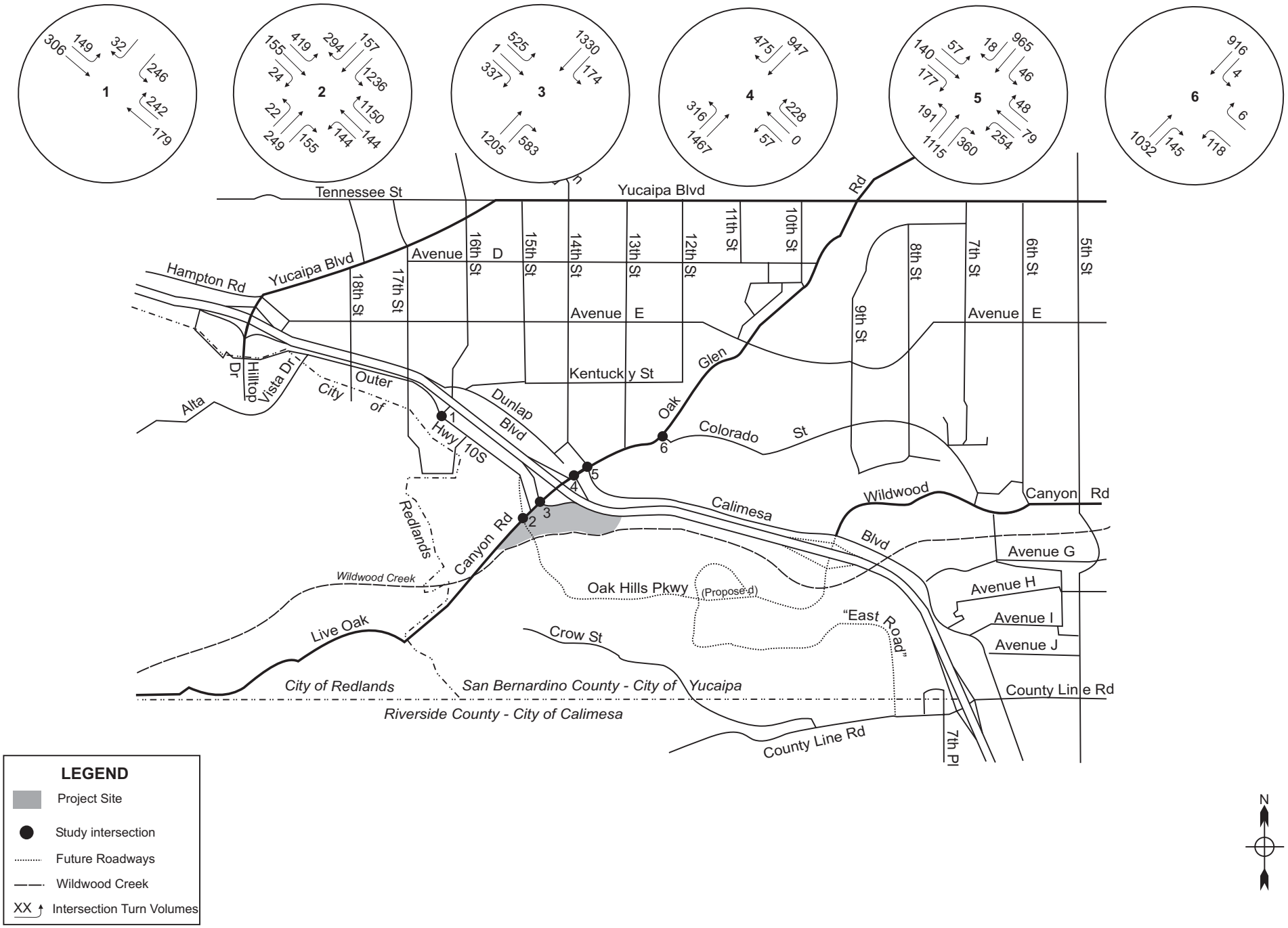

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Figure 11B

Near-Term (2008) With Project Traffic Volumes - PM Peak Hour

8. Buildout (Year 2030) WITH Project Conditions

This section documents the expected effect of project traffic upon buildout year conditions in the study area. The buildout year is the year of completion of all land uses designated on the City's and nearby jurisdictions' general plans. The year 2030 is used to designate the City's Buildout year for planning purposes.

Buildout Peak Hour Intersection Level of Service

The Buildout (2030) "WITH Project" traffic volumes were derived by adding the project trips to the Buildout volumes for the year 2030, and are shown in Figures 12A and 12B. Figures 12C shows the Buildout with Project Average Daily Traffic. Table 9 shows the results of the analysis based upon buildout traffic volumes and existing or committed lane configurations.

Table 9
AM/PM Peak Hour Intersection Performance
Buildout (2030) WITH Project Conditions

Intersection	AM Peak Hour				PM Peak Hour			
	Delay		Level of Service		Delay		Level of Service	
	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement	Average	Poorest Movement
Unsignalized Intersections								
Outer Hwy 10 S at 16th Street	3.3	12.1	A	B	4.6	19.5	A	C
Outer Hwy 10 S at Live Oak Canyon Rd	Overfl.	Overfl.	F	F	Overfl.	Overfl.	F	F
Live Oak Canyon Rd at I-10 East Ramps	245.5	N/A	F	N/A	Overfl.	N/A	F	N/A
Oak Glen Road at I-10 West Ramps	Overfl.	Overfl.	F	F	Overfl.	Overfl.	F	F
Oak Glen Road at Colorado Street	1.5	29.5	A	D	15.6	415.5	A	F
Signalized Intersections								
	Delay		Level of Service		Delay		Level of Service	
Oak Glen Rd at 14th St/Calimesa Blvd.	103.7		F		114.9		F	

Note: Delay based on seconds per vehicle average. Overfl. = Overflow. N/A = Not applicable. Poorest movement does not apply for four-way stop intersections.

As shown in Table 9, the following intersections are forecast to operate below Level of Service D for City intersections and Level of Service E for freeway ramps during the AM and/or PM peak hours:

- Live Oak Canyon Road at Outer Highway 10 South (AM & PM Peak Hour)
- Live Oak Canyon Road at I-10 Eastbound Ramps (AM & PM Peak Hour)
- Live Oak Canyon Road at I-10 Westbound Ramps (AM & PM Peak Hour)
- Oak Glen Road at Colorado Street (worst movement for PM only)
- Oak Glen Road at 14th Street/Calimesa Boulevard (AM & PM Peak Hour)

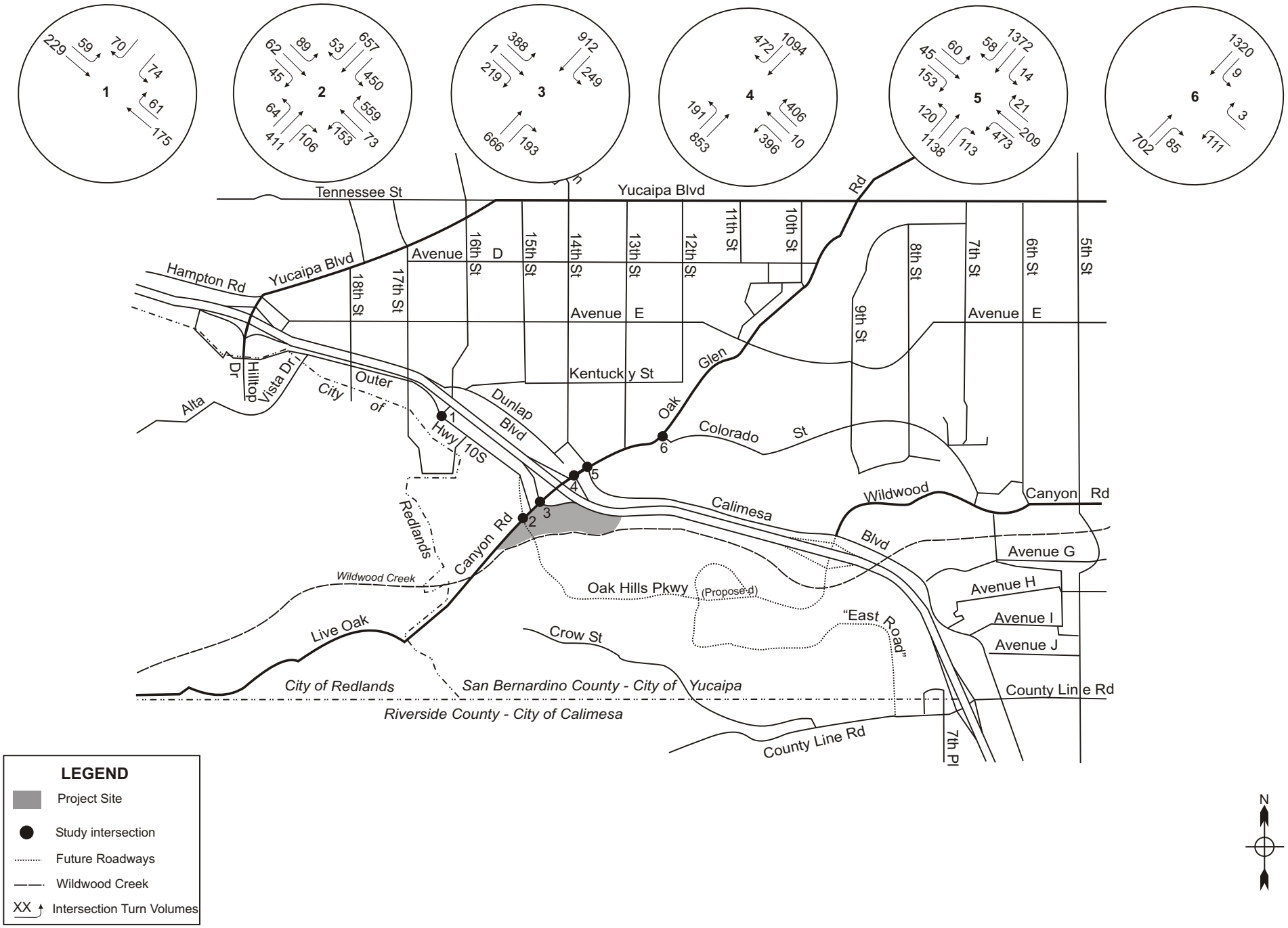

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Figure 12A

Buildout (2030) With Project Traffic Volumes - AM Peak Hour

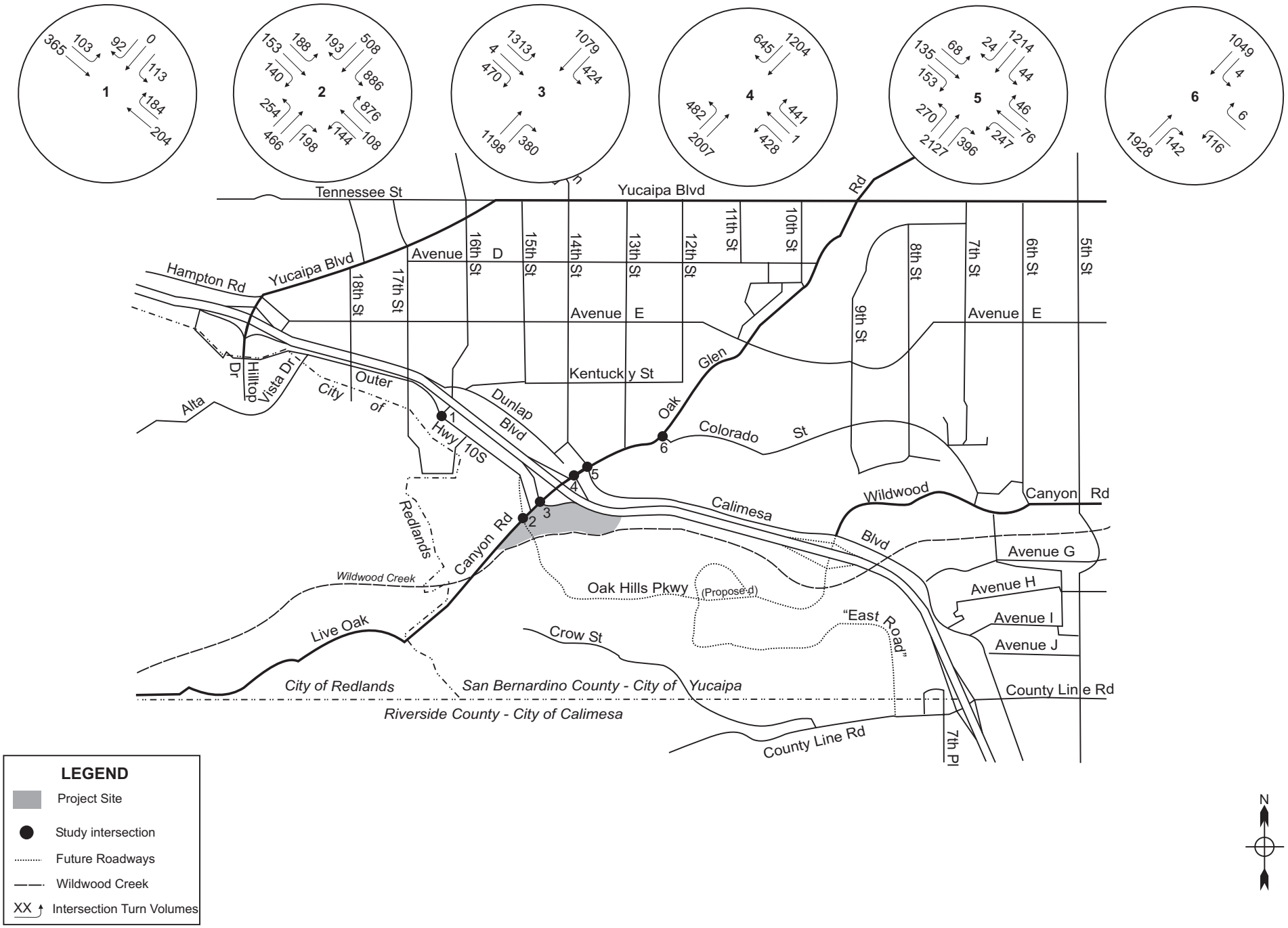

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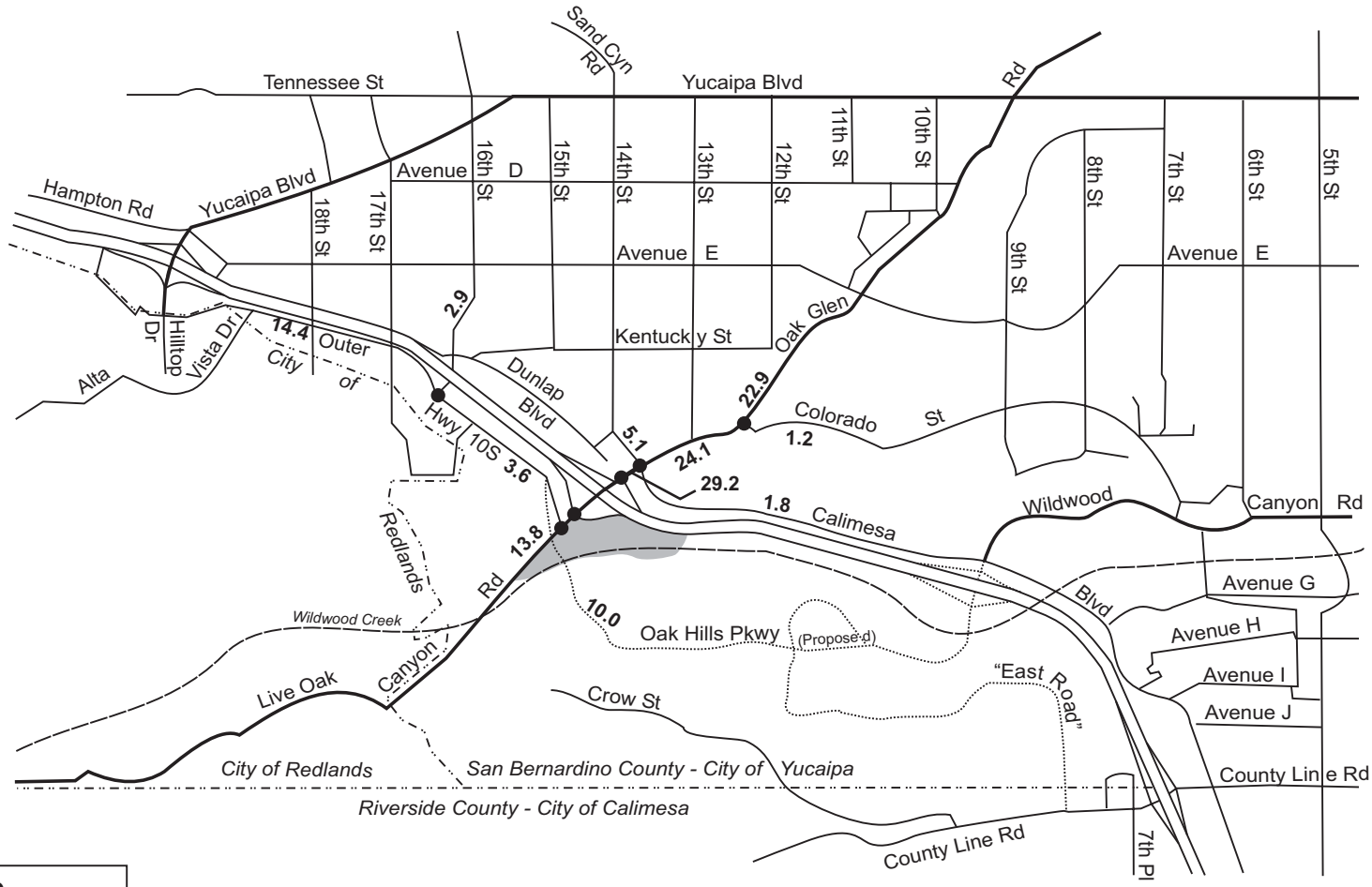
Figure 12B

Buildout (2030) With Project Traffic Volumes - PM Peak Hour



LEGEND

- Project Site
- Study intersection
- #.# Average Daily Traffic (x1000)
- Future Roadways
- Wildwood Creek

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Figure 12C

Buildout (2030) With Project Average Daily Traffic

10. Determination of Significant Impact

Traffic impacts are identified if the proposed project will result in a significant change in traffic conditions on a roadway or intersection. A significant impact is normally defined when project related traffic would cause level of service to deteriorate to below the minimum acceptable level by a measurable amount. A cumulative impact may also be significant if the location is forecast to fill below the minimum acceptable level due to cumulative traffic and project related traffic causes a further decline.

The City of Yucaipa follows San Bernardino County CMP Guidelines for traffic studies, and Level of Service D is identified as the minimum allowable service level during peak hours per CMP. Caltrans allows LOS E for freeway ramps. Most arriving traffic will clear the intersection on the first allowable green cycle under Level of Service D. Mitigation measures should be considered when traffic conditions are forecasted to decline to poorer levels of service.

Unsignalized intersections are considered to be impacted if the Level of Service is poor, traffic signals are warranted, and delay is increased significantly. If signals are not warranted, mitigation measures other than signalization may be considered to improve stop control operation.

Project Impacts – Near-Term (2008)

Tables 10 and 11 display a comparison of near-term study scenarios for 2008. Traffic impacts created by the project can be calculated by comparing the "Near-Term (2008) Without Project" conditions to the "Near-Term (2008) WITH Project" conditions.

Table 10
Level of Service Analysis /Determination of Impacts
for Near-Term 2008 Project Conditions – AM Peak Hour

Intersection	Near Term Without Project	Near Term WITH Project	Increase	Impact?
Weekday AM Peak Hour (Delay/Level of Service)				
Outer Hwy 10 S at 16th Street	11.6 B	13.6 B	2.0	No
Outer Hwy 10 S at Live Oak Canyon Rd	14.4 B	Overflow F	N/A	Yes
Live Oak Canyon Rd at I-10 East Ramps	20.0 C	199.5 F	179.5	Yes
Oak Glen Road at I-10 West Ramps	101.7 F	727.2 F	625.5	Yes
Oak Glen Road at Colorado Street	15.7 C	19.9 C	4.2	No
Oak Glen Rd at 14th St/Calimesa Blvd.	32.2 C	73.7 E	41.5	Yes

Note: Delay based on seconds per vehicle for worst movement or intersection average if the control is a four-way stop or traffic signal. N/A = not applicable since amount of increase cannot be calculated.

Table 11
Level of Service Analysis /Determination of Impacts
for Near-Term 2008 Project Conditions – PM Peak Hour

Intersection	Near Term Without Project	Near Term WITH Project	Increase	Impact?
Weekday PM Peak Hour (Delay/Level of Service)				
Outer Hwy 10 S at 16th Street	23.9 C	89.9 F	56.0	Yes
Outer Hwy 10 S at Live Oak Canyon Rd	32.7 D	Overflow F	N/A	Yes
Live Oak Canyon Rd at I-10 East Ramps	80.3 F	632.2 F	551.9	Yes
Oak Glen Road at I-10 West Ramps	185.0 F	Overflow F	N/A	Yes
Oak Glen Road at Colorado Street	18.7 C	40.4 E	21.7	Yes
Oak Glen Road at 14th St/Calimesa Blvd.	18.8 B	28.1 C	9.3	No

Note: Delay based on seconds per vehicle for worst movement or intersection average if the control is a four-way stop or traffic signal. N/A = not applicable since amount of increase cannot be calculated but increase is very large.

As shown in the Tables above, the project will contribute to a significant impact during the AM and/or PM peak hour at the following intersections in the near-term (2008) year:

- Outer Highway 10 S at 16th Street (PM Peak Hour)
- Outer Highway 10 S at Live Oak Canyon (AM & PM Peak Hours)
- Live Oak Canyon Road at I-10 Eastbound Ramps (AM & PM Peak Hours)
- Oak Glen Road at I-10 Westbound Ramps (AM & PM Peak Hours)
- Oak Glen Road at Colorado Street (PM Peak Hours)
- Oak Glen Road at 14th St/Calimesa Blvd. (AM Peak Hour)

Project Impacts – Buildout (2030)

Table 12 shows a comparison of the buildout study scenarios. Traffic impacts created by the project in the General Plan horizon year can be calculated by comparing the "Buildout (2030) Without Project" conditions to the "Buildout (2030) WITH Project" conditions.

Table 12
Determination of Impacts
for Buildout 2030 Conditions

Intersection	Buildout Without Project	Buildout WITH Project	Increase	Impact?
Weekday AM Peak Hour (Delay/Level of Service)				
Outer Hwy 10 S at 16th Street	11.2 B	12.1 B	0.9	No
Outer Hwy 10 S at Live Oak Canyon Rd	446.0 F	Overfl, F	N/A	Yes
Live Oak Canyon Rd at I-10 East Ramps	105.4 F	245.5 F	140.1	Yes
Oak Glen Road at I-10 West Ramps	1173.6 F	Overfl. F	N/A	Yes
Oak Glen Road at Colorado Street	23.2 C	29.5 D	6.3	No
Oak Glen Rd at 14th St/Calimesa Blvd.	66.4 E	103.7 F	37.3	Yes
Weekday PM Peak Hour (Delay/Level of Service)				
Outer Hwy 10 S at 16th Street	14.0 B	19.5 C	6.5	No
Outer Hwy 10 S at Live Oak Canyon Rd	Overfl. F	Overfl. F	N/A	Yes
Live Oak Canyon Rd at I-10 East Ramps	294.7 F	Overfl. F	N/A	Yes
Oak Glen Road at I-10 West Ramps	9850.9 F	Overfl. F	N/A	Yes
Oak Glen Road at Colorado Street	77.7 F	415.5 F	337.8	Yes
Oak Glen Rd at 14th St/Calimesa Blvd.	29.7 C	114.9 F	85.2	Yes

Note: Delay based on seconds per vehicle for worst movement or intersection average if the control is a four-way stop. N/A = not applicable since amount of increase cannot be calculated but increase is very large.

The project will contribute to a significant impact at the following intersections evaluated in the buildout year during the AM and/or PM peak hour:

- Live Oak Canyon Road at Outer Highway 10 South (AM & PM Peak Hour)
- Live Oak Canyon Road at I-10 Eastbound Ramps (AM & PM Peak Hour)
- Oak Glen Road at I-10 Westbound Ramps (AM & PM Peak Hour)
- Oak Glen Road at Colorado Street (PM Peak Hour)
- Oak Glen Road at 14th Street/Calimesa Boulevard (AM & Peak Hour)

11. Mitigation and Project Recommendations

Mitigation measures are required if approval and construction of the project will result in or significantly increase unacceptable traffic conditions. They are also appropriate if cumulative traffic conditions will result in an unsatisfactory level of service and the proposed development contributes to these conditions significantly.

According to the City's General Plan, improvements are planned for the roadways analyzed in this traffic study. This development project is a part of the Yucaipa Freeway Corridor Specific Plan, and general plan circulation element improvements will be used for the buildout year for mitigation purposes.

Near-Term (Year 2008)

The following intersections will operate at unacceptable levels of service in the near term with cumulative traffic including the proposed commercial developments during the AM and/or PM peak hours:

- Outer Highway 10 S at 16th Street (PM Peak Hour)
- Outer Highway 10 S at Live Oak Canyon (AM & PM Peak Hours)
- Live Oak Canyon Road/I-10 Eastbound Ramps (AM & PM Peak Hours)
- Oak Glen Road/I-10 Westbound Ramps (AM & PM Peak Hours)
- Oak Glen Road/Colorado Street (PM Peak Hours)
- Oak Glen Road at 14th St/Calimesa Blvd. (AM Peak Hour)

If these intersections are not improved, the cumulative projects will impact these locations. Below is a description of the recommended mitigation measures at the intersections.

Outer Hwy 10 S at 16th Street

In the interim, convert the intersection to a four-way stop and as well as making the following improvements:

- East and West Approaches: Widen and stripe roadway east and west of the intersection to provide one dedicated left and one through lane eastbound, and re-stripe roadway to provide one left turn lane and one through lane eastbound, and one right turn lane and one through lane westbound.
- South approach: Widen and stripe roadway for 200 feet north of the intersection to provide one right turn lane and one left turn lane.

Live Oak Canyon Road at Outer Highway 10 South

This location would be deficient in the near term condition due to the existing lane configuration, the stop control on Outer Highway, and the future heavy traffic volumes. The Oak Hills Marketplace Project (our subject project) will construct the new street to be called "Oak Hills Parkway" east of Live

Oak Canyon Road, which will align with a realigned Outer Highway 10 South to be located south of the current intersection. The recommended mitigation measures are as follows:

- Eastbound Approach: The roadway will be realigned southward by the City of Yucaipa and widened and re-striped to provide one left-turn lane, two through lanes, and one right-turn lane. The through lanes provide access to the future Oak Hills Parkway.
- Westbound Approach: Construct "Oak Hills Parkway" to major arterial width and provide one left-turn lane, two through lanes, and one right-turn lane. This will transform the intersection from a T-intersection to a four-way intersection and serve the commercial development.
- Upgrade the intersection control from a stop sign to a full traffic signal with protected left turn phasing.

Live Oak Canyon/Oak Glen Road at I-10 EB and I-10 WB ramps

The following roadway improvements will mitigate the intersections and these improvements are already warranted by existing traffic levels and scheduled for construction by the City of Yucaipa and Caltrans. The planned improvements are:

- East and West Approaches: Both eastbound and westbound ramps will be widened to provide one dedicated left and one right turn lane, with a middle shared left-through-right lane.
- Nortbound/Southbound Approaches: Live Oak Canyon Road and Oak Glen Road will be widened and striped with one left-turn lane and two through lanes from each approach to the interchange. This will require modification of the I-10 Freeway Bridge.
- Traffic signals will be installed at each on/off ramp.

The interchange improvements have been planned and funded by the City of Yucaipa, and construction will start in early 2007. Although the Oak Hills Project would impact this intersection in 2008, the traffic levels would be adequately handled by these improvements.

Oak Glen Road at Colorado Street

This location is deficient in the near term condition due to the stop sign control on Colorado Street and the heavy traffic volumes on Oak Glen Road, causing long delays for left turn traffic from Colorado Street. It can be mitigated as an ultimate measure as follows:

- Westbound Approach: Re-stripe roadway to provide one dedicated left-turn lane and one right-turn lane.
- Signalize the intersection when a traffic signal becomes warranted.

Oak Glen Road at 14th Street/Calimesa Blvd

- East and West Approaches: Re-stripe roadway to provide two through lanes, one left turn, and right turn lane
- North and South approaches: Widen to General Plan width and provide two through lanes northbound and two through lanes southbound.

Table 13
Level of Service Analysis of Mitigation
For Near Term (2008) Conditions

Intersection	Near Term Without Project	Near Term WITH Project	Mitigation With Project	Impact?
Weekday AM Peak Hour (Delay/Level of Service)				
Live Oak Canyon Rd at Outer Hwy. 10 S	14.4 B	Overflow F	54.8 D	No
Live Oak Canyon Rd at I-10 East Ramp	20.0 C	199.5 F	22.0 C	No
Oak Glen Rd at I-10 West Ramp	101.7 F	727.2 F	19.9 B	No
Oak Glen Rd at 14th St./Calimesa Rd.	32.2 C	73.7 E	27.0 C	No
Weekday PM Peak Hour (Delay/Level of Service)				
Outer Hwy. 10 S at 16th St.	23.9 C	89.9 F	13.8 B	No
Live Oak Canyon Rd at Outer Hwy. 10 S	32.7 D	Overflow F	30.2 C	No
Live Oak Canyon Rd at I-10 East Ramp	80.3 F	632.2 F	23.9 C	No
Oak Glen Rd at I-10 West Ramp	185.0 F	Overflow F	23.7 C	No
Oak Glen Rd at Colorado Street	18.7 C	40.4 E	6.1 A	No

General Plan Buildout Year (2030)

Many of the study intersections will operate at acceptable levels of service in buildout conditions with and without the proposed project unless additional improvements are provided. Improvements are expected at these intersections in the future and many of these roadways are designated for improvement in the County's General Plan. If these highways or intersections are not improved according to the County's General Plan, the project will impact these locations.

The City of Yucaipa, in conjunction with Caltrans and SANBAG, has planned the I-10 Freeway/Wildwood Canyon Interchange, and is planning that the interchange will be completed after the Year 2010. The City is undergoing securing transportation funding from SANBAG and will construct the interchange as part of the City's Circulation Plan. This interchange will allow traffic to be diverted from entering and exiting the freeway at Live Oak Canyon Road and therefore acts as "mitigation" improvement for deficient intersections along Live Oak Canyon/Oak Glen Road. Therefore, the mitigations below describe the traffic conditions under this scenario.

Below is a discussion of the mitigation measures needed at each impacted intersection, and the proposed lane geometries are shown in Figure 13. The impacted intersections include:

- Live Oak Canyon Road at Outer Highway 10 South (AM & PM Peak Hour)
- Live Oak Canyon Road at I-10 Eastbound Ramps (AM & PM Peak Hour)

- Oak Glen Road at I-10 Westbound Ramps (AM & PM Peak Hour)
- Oak Glen Road at Colorado Street (PM Peak Hour)
- Oak Glen Road at 14th Street/Calimesa Boulevard (AM & Peak Hour)

Live Oak Canyon Road at Outer Highway 10 South

This intersection would be mitigated by the proposed mitigations and street improvements described for the Near Term (2008) as part of this development project and operate satisfactorily for the buildout year.

Live Oak Canyon/Oak Glen Road at I-10 EB and I-10 WB ramps

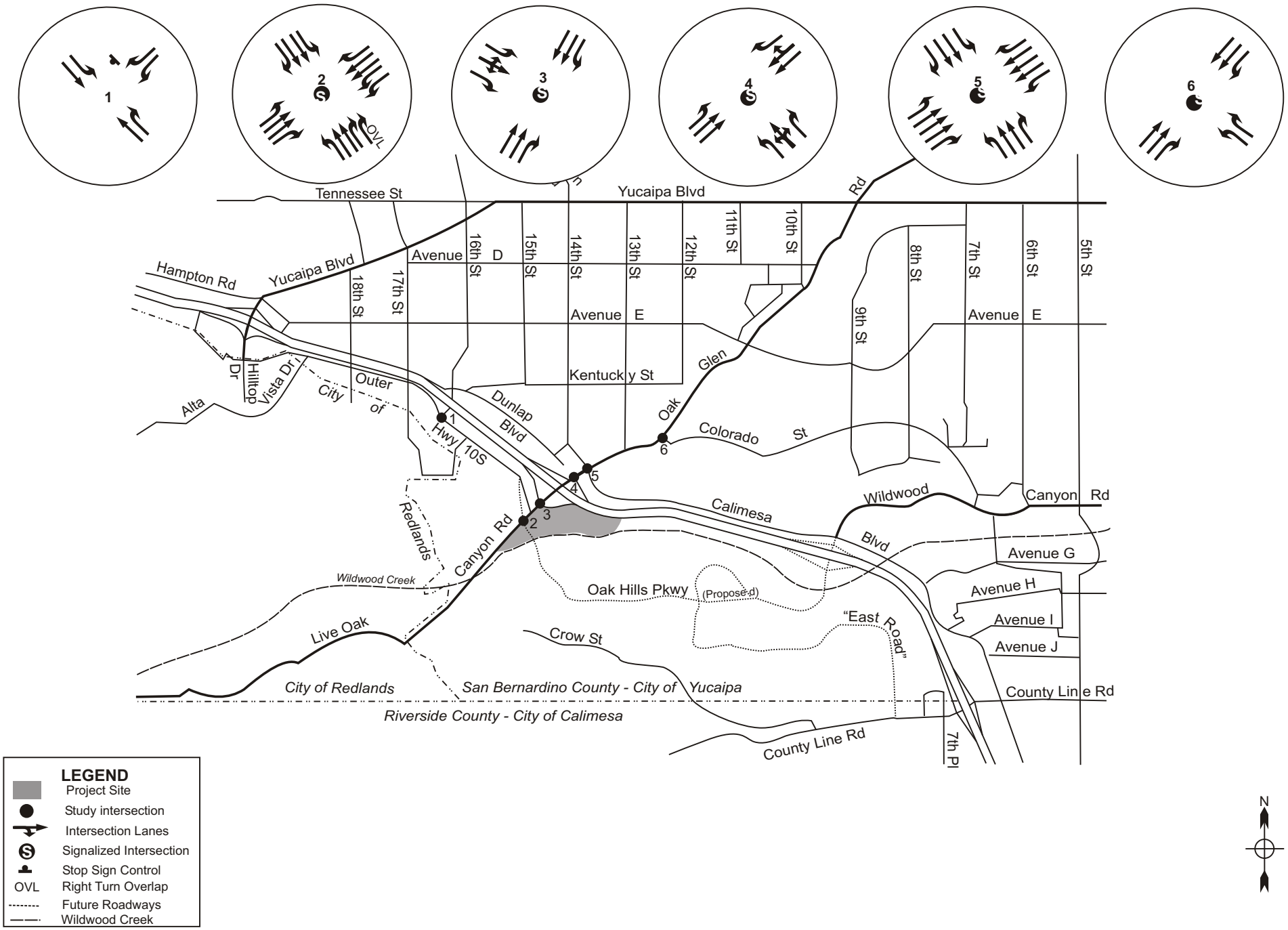
These intersections will become deficient in the Buildout Year if the currently scheduled improvements to the Live Oak Canyon Interchange do not become completed, as described for the Near Term scenario. However, the City of Yucaipa is planning a new full-access interchange at Wildwood Canyon Road by extending Wildwood Canyon Road to connect with a major east-west street (to be named "Oak Hills Parkway") within the Freeway Corridor Specific Plan. With the planned construction of the interchange, much of the traffic from this Specific Plan will be diverted to enter and exit the freeway at the new interchange. Therefore the Wildwood Canyon Road interchange will act as mitigation for traffic congestion at I-10 Freeway at Live Oak Canyon Road. Although this interchange is not currently funded, the City is securing funding for this interchange and the interchange is planning to be constructed after the Year 2010. Construction of the I-10 Freeway/Wildwood Canyon Interchange as planned by the City and Caltrans is recommended to relieve congestion at Live Oak Canyon/Oak Glen Road On and Off-ramps

Oak Glen Road at 14th St/Calimesa Blvd

This intersection would be mitigated by the proposed mitigation measures described for the Near Term (2008) and operate satisfactorily for the buildout year.

Oak Glen Road at Colorado Street

This intersection would be mitigated by the proposed mitigations and street improvements described for the Near Term (2008) as part of this development project and operate satisfactorily for the buildout year.



Katz, Okitsu & Associates
Planning and Engineering

Oak Hills Marketplace, City of Yucaipa - Traffic Study

Figure 13

Buildout (2030) Recommended Lane Geometries and Intersection Controls

Table 14
Level of Service Analysis of Mitigation
For Buildout (2030) Conditions

Intersection	Buildout Without Project	Buildout WITH Project	Mitigation With Project	Impact?
Weekday AM Peak Hour (Delay/Level of Service)				
Live Oak Canyon Rd at Outer Hwy. 10 S	446.0 F	Overfl, F	26.8 C	No
Live Oak Canyon Rd at I-10 East Ramp	105.4 F	245.5 F	21.3 C	No
Oak Glen Rd at I-10 West Ramp	1173.6 F	Overfl. F	23.6 C	No
Oak Glen Rd at 14th St./Calimesa Rd.	66.4 E	103.7 F	40.9 D	No
Weekday PM Peak Hour (Delay/Level of Service)				
Outer Hwy 10 S at Live Oak Canyon Rd	Overfl. F	Overfl. F	38.3 D	No
Live Oak Canyon Rd at I-10 East Ramps	294.7 F	Overfl. F	51.3 D	No
Oak Glen Road at I-10 West Ramps	9850.9 F	Overfl. F	30.3 C	No
Oak Glen Road at Colorado Street	77.7 F	415.5 F	5.3 A	No
Oak Glen Rd at 14th St/Calimesa Blvd.	29.7 C	114.9 F	35.6 D	No

As shown in Table 14, all study intersections will operate at acceptable levels of service (better than without project) if the proposed improvements are provided.

12. Cost Estimates and Cost Sharing

Improvements are required to accommodate forecast future traffic at the study intersections where the project does not solely cause the impact but contributes to the impact caused by cumulative traffic growth.

The City of Yucaipa will need to develop and adopt standard development impact fees as required by SANBAG (San Bernardino Association of Governments) based on land use type and development project sizes. This will eliminate the need for fair share cost contribution from the project developer. Fair share cost contributions for the impacted intersections are provided below for reference, and estimated cost is provided based on San Bernardino CMP (Congestion Management Plan). However, it should be noted that the costs presented below are based on 2003 cost estimates as provided by the CMP and the costs shown for improvements proposed in the buildout year (2030) would be irrelevant since construction costs in 2030 would be impossible to estimate, but are shown for reference if the City would like to implement the improvement in the near future.

The fair share is a percentage and is calculated by comparing the relative amount of traffic increase at the location for the proposed project with the total traffic increase indicated in the analysis. This percentage is applied to the cost of mitigation to provide a fair share of the cost. Table 15 shows the fair share contribution percentages for traffic improvements. This represents the project's fair share towards funding of improvements to meet future traffic demands show the fair share percentages for short-term or long-term General Plan transportation improvements.

Table 15
Fair Share Mitigation Contributions
(PM Peak Total Approach Volume)

Intersection	Existing Year 2006	Buildout WITH Project Year 2030	Difference	Project Trips	Fair Share %
Outer Hwy.10 S at 16th Street	435	1061	626	298	47.6%
Live Oak Canyon Rd at Outer Hwy 10 S	648	4114	3466	2984	86.1%
Live Oak Canyon Rd at I-10 East Ramp	1219	4868	3649	2386	65.4%
Oak Glen Rd at I-10 West Ramp	1874	5208	3334	1647	49.4%
Oak Glen Rd. at 14th St./Calimesa Rd.	2154	4800	2646	865	32.7%
Oak Glen Road at Colorado Street	1248	3245	1997	597	29.9%

The needed roadway/traffic control improvements are described below and are shown in Figure 13. The study intersections that are shown above and determined to be "deficient" with existing geometry will all be "mitigated" by street widening as planned in the City's Circulation Plan, and providing the number of through lanes per the street classification, and one left turn and one right turn lane. Lane geometries that are needed the Circulation Plan are described specifically below.

Near Term (2008) Scenario:

Outer Hwy 10 S at 16th Street

The widening and striping of this intersection will cost approximately $70,000 based on the CMP. The cost to the developer is approximately $33,000.

Live Oak Canyon/Oak Glen Road at I-10 EB and WB Ramps

The expansion and realignment of the I-10 Westbound and Eastbound ramp improvements have been designed and are scheduled for construction in early 2007. They are improvements that are needed for the Near Term condition. The City of Yucaipa and Caltrans have funded the Interchange improvements at these locations as part of the City's roadway improvement program.

Live Oak Canyon at Outer Hwy 10 S/Oak Hills Parkway

The widening and realignment of the Outer Highway 10 South to connect with the future roadway to be called "Oak Hills Parkway" will be completed by the City of Yucaipa. However, the project may be required to pay a development impact fee or fair share cost to contribute to the improvement of this intersection. Traffic signal installation is necessary and the project's contribution is approximately $215,000.

Oak Glen Road at Colorado Street

This location is deficient in the buildout condition due to the existing stop sign control on Colorado Street and the heavy traffic volumes on Oak Glen Road. It can be mitigated as an ultimate measure as follows:

- Signalize the intersection
- Westbound Approach: Stripe in dedicated one left-turn lane and one right-turn lane.

The cost of traffic signal installation is $250,000 per the San Bernardino CMP. The estimated share of the cost is $75,000.

Oak Glen Road at 14th Street/Calimesa Boulevard

- Widen the northbound/southbound approaches to Circulation Plan roadway width, with one left-turn lane, two through lanes northbound and two through lanes southbound, and one right-turn lane.
- Provide one left-turn lane, two through lanes, and one right lane on the eastbound and westbound approaches.

The cost of the roadway widening and striping is estimated at $200,000 per the San Bernardino CMP. The estimated share of the cost is $60,000. In discussion with the City of Yucaipa Planning staff, portions of the improvements above may already be planned and funded by the City and the project applicant may be able to contribute a different fee for this intersection.

General Plan Buildout Year (2030) Scenario:

Improvements are required to accommodate forecasted buildout traffic at the study intersections adjacent to the Oak Hills project for the buildout year, where the project contributes significantly to the impact caused by cumulative traffic growth. The mitigation improvements recommended for the Near Term (2008) scenario would also accommodate the project traffic in the buildout year. Addition improvements may be needed for the buildout year as additional developments occur in the Yucaipa Freeway Corridor Specific Plan area.

13. Project Access and Internal Circulation

The project takes access to the roadway system on Live Oak Canyon Road, and a new arterial street to be called Oak Hills Parkway will be constructed as part of this project to serve the project site, as well as the Yucaipa Specific Plan area that is currently being planned by the City of Yucaipa.

The new "Oak Hills Parkway" will be aligned with Outer Highway 10 South in the future when it will be relocated south of its current intersection with Live Oak Canyon Road and this intersection will become a four-way intersection. At the time of Oak Hills Marketplace project opening, planned for the end of 2008, Oak Hills Parkway will serve the project only and end at the eastern project property boundary along Wildwood Creek.

There are two other access driveways along Live Oak Canyon Road, which are proposed for full access with left and right turns allowed onto Live Oak Canyon Road. For the purposes of this traffic study, all traffic have been assumed to used Oak Hills Parkway as the project entry as a conservative "worst-case" analysis, since the two other driveways are minor entrances, and Oak Hills Parkway is the primary roadway that will be signalized as part of this project.

Each project entrance driveway and driveway aisles should be designed with adequate width for two-way vehicle traffic. Traffic control should be adequate with stop signs at the project exits to Live Oak Canyon Road and the exit should provide adequate width for two outbound lanes (one for right turns and one for left turns), and at least one inbound lane.

The proposed project will be submitted to the City of Yucaipa, who will review the plan for compliance with applicable City standards. We anticipate that any minor internal circulation or parking issues will be addressed in conjunction with this review.

14. Conclusions

The Palmer General Corporation is developing the Oak Hills Marketplace Project, in the City of Yucaipa in San Bernardino County. The project is located south of Interstate 10 and east of Live Oak Canyon Road, across from the existing terminus of Outer Highway 10 South. The project will generate a total of 33,466 new daily vehicle trips, including 1,412 trips during the AM peak hour and 2,984 trips during the PM peak hour.

Mitigation measures are required if approval of this project will result in or significantly increase unacceptable traffic conditions. These conditions will occur for some intersections in the project study. The City's Circulation Plan has been planned to accommodate development growth in the City, including this project. The improvements proposed in this Plan would "mitigate" and accommodate this Specific Plan. Descriptions of the necessary improvements beyond currently planned Circulation Plan improvements can be found in the Mitigation and Project Recommendation section of the report.

Katz, Okitsu & Associates finds that the traffic impacts of the project have no adverse effect on the surrounding street system for the future year, as long as the general plan circulation element and recommended mitigation measures or suitable alternative measures are incorporated in the future.

APPENDIX A
Traffic Count Data (2006)

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: 16TH STREET
E/W: OUTER HIGHWAY SOUTH
WEATHER: SUNNY

File Name : YU16OHSAM
Site Code : 0414297
Start Date : 7/12/2006
Page No : 1

Groups Printed- TOTAL VOLUME

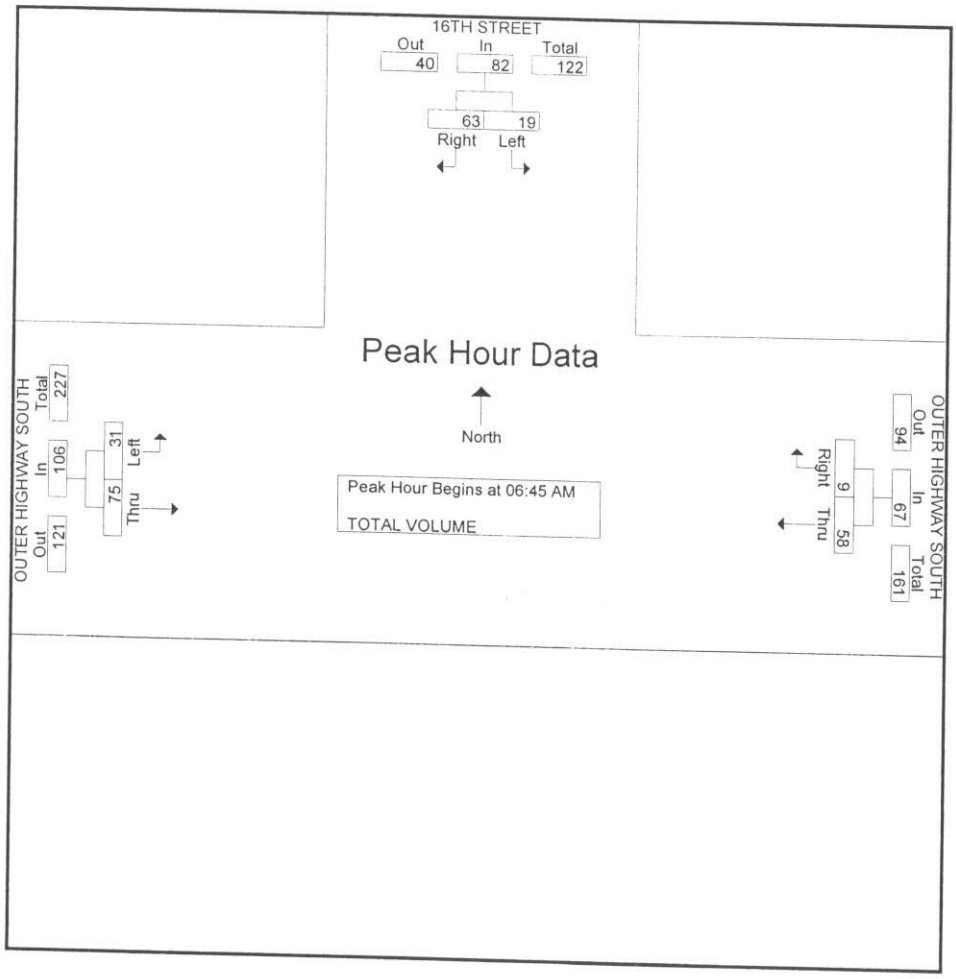
	16TH STREET Southbound			OUTER HIGHWAY SOUTH Westbound			OUTER HIGHWAY SOUTH Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
06:45 AM	4	14	18	10	3	13	5	22	27	58
Total	4	14	18	10	3	13	5	22	27	58
07:00 AM	8	6	14	14	2	16	6	23	29	59
07:15 AM	6	22	28	15	0	15	11	18	29	72
07:30 AM	1	21	22	19	4	23	9	12	21	66
07:45 AM	1	13	14	10	5	15	13	16	29	58
Total	16	62	78	58	11	69	39	69	108	255
08:00 AM	7	9	16	13	3	16	4	13	17	49
08:15 AM	2	7	9	13	2	15	3	9	12	36
08:30 AM	0	3	3	21	2	23	10	15	25	51
Grand Total	29	95	124	115	21	136	61	128	189	449
Apprch %	23.4	76.6		84.6	15.4		32.3	67.7		
Total %	6.5	21.2	27.6	25.6	4.7	30.3	13.6	28.5	42.1	

	16TH STREET Southbound			OUTER HIGHWAY SOUTH Westbound			OUTER HIGHWAY SOUTH Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:45 AM										
06:45 AM	4	14	18	10	3	13	5	22	27	58
07:00 AM	**8**	6	14	14	2	16	6	**23**	**29**	59
07:15 AM	6	**22**	**28**	15	0	15	**11**	18	29	**72**
07:30 AM	1	21	22	**19**	**4**	**23**	9	12	21	66
Total Volume	19	63	82	58	9	67	31	75	106	255
% App. Total	23.2	76.8		86.6	13.4		29.2	70.8		
PHF	.594	.716	.732	.763	.563	.728	.705	.815	.914	.885

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: 16TH STREET
E/W: OUTER HIGHWAY SOUTH
WEATHER: SUNNY

File Name : YU16OHSAM
Site Code : 0414297
Start Date : 7/12/2006
Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:45 AM			07:00 AM			07:00 AM		
+0 mins.	4	14	18	14	2	16	6	**23**	**29**
+15 mins.	**8**	6	14	15	0	15	11	18	29
+30 mins.	6	**22**	**28**	**19**	4	**23**	9	12	21
+45 mins.	1	21	22	10	**5**	15	**13**	16	29
Total Volume	19	63	82	58	11	69	39	69	108
% App. Total	23.2	76.8		84.1	15.9		36.1	63.9	
PHF	.594	.716	.732	.763	.550	.750	.750	.750	.931

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: 16TH STREET
E/W: OUTER HIGHWAY SOUTH
WEATHER: SUNNY

File Name : YU16OHSPM
Site Code : 0414252
Start Date : 7/12/2006
Page No : 1

Groups Printed- TOTAL VOLUME

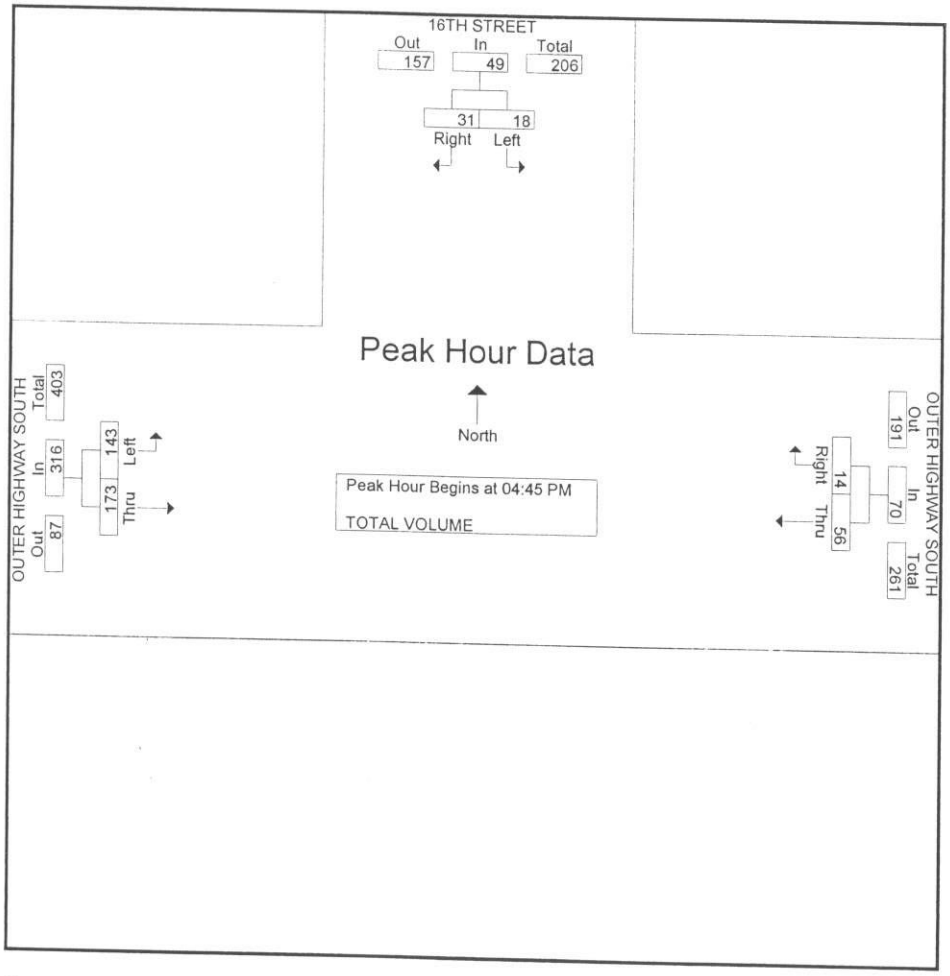
	16TH STREET Southbound			OUTER HIGHWAY SOUTH Westbound			OUTER HIGHWAY SOUTH Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:45 PM	4	7	11	16	4	20	24	41	65	96
Total	4	7	11	16	4	20	24	41	65	96
04:00 PM	6	8	14	24	5	29	24	36	60	103
04:15 PM	7	6	13	10	4	14	22	41	63	90
04:30 PM	2	6	8	20	6	26	22	47	69	103
04:45 PM	2	9	11	19	3	22	36	37	73	106
Total	17	29	46	73	18	91	104	161	265	402
05:00 PM	7	6	13	12	3	15	27	36	63	91
05:15 PM	6	8	14	16	6	22	40	47	87	123
05:30 PM	3	8	11	9	2	11	40	53	93	115
Grand Total	37	58	95	126	33	159	235	338	573	827
Apprch %	38.9	61.1		79.2	20.8		41	59		
Total %	4.5	7	11.5	15.2	4	19.2	28.4	40.9	69.3	

	16TH STREET Southbound			OUTER HIGHWAY SOUTH Westbound			OUTER HIGHWAY SOUTH Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	2	**9**	11	**19**	3	**22**	36	37	73	106
05:00 PM	**7**	6	13	12	3	15	27	36	63	91
05:15 PM	6	8	**14**	16	**6**	22	**40**	47	87	**123**
05:30 PM	3	8	11	9	2	11	40	**53**	**93**	115
Total Volume	18	31	49	56	14	70	143	173	316	435
% App. Total	36.7	63.3		80	20		45.3	54.7		
PHF	.643	.861	.875	.737	.583	.795	.894	.816	.849	.884

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: 16TH STREET
E/W: OUTER HIGHWAY SOUTH
WEATHER: SUNNY

File Name : YU16OHSPM
Site Code : 0414252
Start Date : 7/12/2006
Page No : 2



Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:45 PM		
+0 mins.	2	**9**	11	**24**	5	**29**	36	37	73
+15 mins.	**7**	6	13	10	4	14	27	36	63
+30 mins.	6	8	**14**	20	**6**	26	**40**	47	87
+45 mins.	3	8	11	19	3	22	40	**53**	**93**
Total Volume	18	31	49	73	18	91	143	173	316
% App. Total	36.7	63.3		80.2	19.8		45.3	54.7	
PHF	.643	.861	.875	.760	.750	.784	.894	.816	.849

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: LIVE OAK CANYON ROAD
E/W: OUTER HIGHWAY SOUTH
WEATHER: SUNNY

File Name : YULOOHSAM
Site Code : 0414293
Start Date : 7/12/2006
Page No : 1

Groups Printed- TOTAL VOLUME

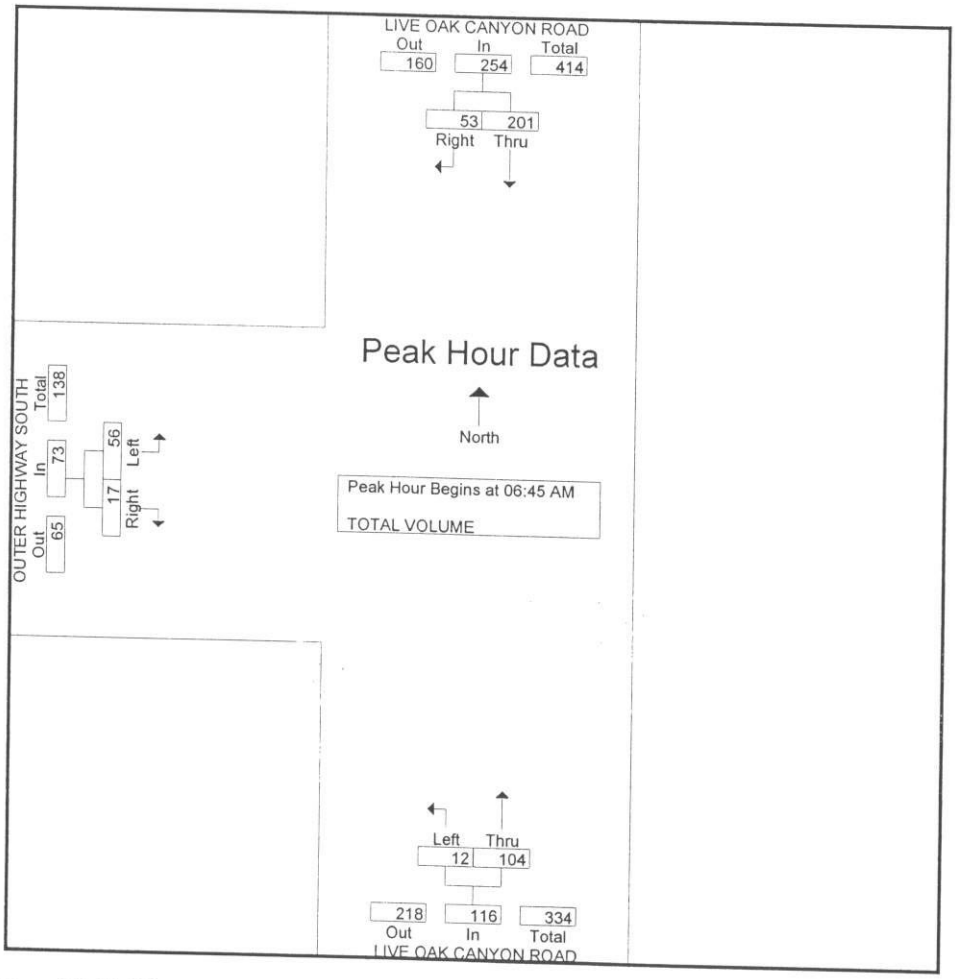
	LIVE OAK CANYON ROAD Southbound			LIVE OAK CANYON ROAD Northbound			OUTER HIGHWAY SOUTH Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
06:45 AM	55	16	71	5	32	37	19	5	24	132
Total	55	16	71	5	32	37	19	5	24	132
07:00 AM	38	7	45	3	20	23	19	3	22	90
07:15 AM	56	12	68	1	35	36	13	5	18	122
07:30 AM	52	18	70	3	17	20	5	4	9	99
07:45 AM	36	12	48	4	19	23	20	3	23	94
Total	182	49	231	11	91	102	57	15	72	405
08:00 AM	45	9	54	2	21	23	10	6	16	93
08:15 AM	37	10	47	2	19	21	9	3	12	80
08:30 AM	30	10	40	6	19	25	16	2	18	83
Grand Total	349	94	443	26	182	208	111	31	142	793
Apprch %	78.8	21.2		12.5	87.5		78.2	21.8		
Total %	44	11.9	55.9	3.3	23	26.2	14	3.9	17.9	

	LIVE OAK CANYON ROAD Southbound			LIVE OAK CANYON ROAD Northbound			OUTER HIGHWAY SOUTH Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:45 AM										
06:45 AM	55	16	**71**	**5**	32	**37**	**19**	**5**	**24**	**132**
07:00 AM	38	7	45	3	20	23	19	3	22	90
07:15 AM	**56**	12	68	1	**35**	36	13	5	18	122
07:30 AM	52	**18**	70	3	17	20	5	4	9	99
Total Volume	201	53	254	12	104	116	56	17	73	443
% App. Total	79.1	20.9		10.3	89.7		76.7	23.3		
PHF	.897	.736	.894	.600	.743	.784	.737	.850	.760	.839

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: LIVE OAK CANYON ROAD
E/W: OUTER HIGHWAY SOUTH
WEATHER: SUNNY

File Name : YULOOHSAM
Site Code : 0414293
Start Date : 7/12/2006
Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:45 AM			06:45 AM			06:45 AM		
+0 mins.	55	16	**71**	**5**	32	**37**	**19**	**5**	**24**
+15 mins.	38	7	45	3	20	23	19	3	22
+30 mins.	**56**	12	68	1	**35**	36	13	5	18
+45 mins.	52	**18**	70	3	17	20	5	4	9
Total Volume	201	53	254	12	104	116	56	17	73
% App. Total	79.1	20.9		10.3	89.7		76.7	23.3	
PHF	.897	.736	.894	.600	.743	.784	.737	.850	.760

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: LIVE OAK CANYON ROAD
E/W: OUTER HIGHWAY SOUTH
WEATHER: SUNNY

File Name : YULOOHSPM
Site Code : 0414293
Start Date : 7/12/2006
Page No : 1

Groups Printed- TOTAL VOLUME

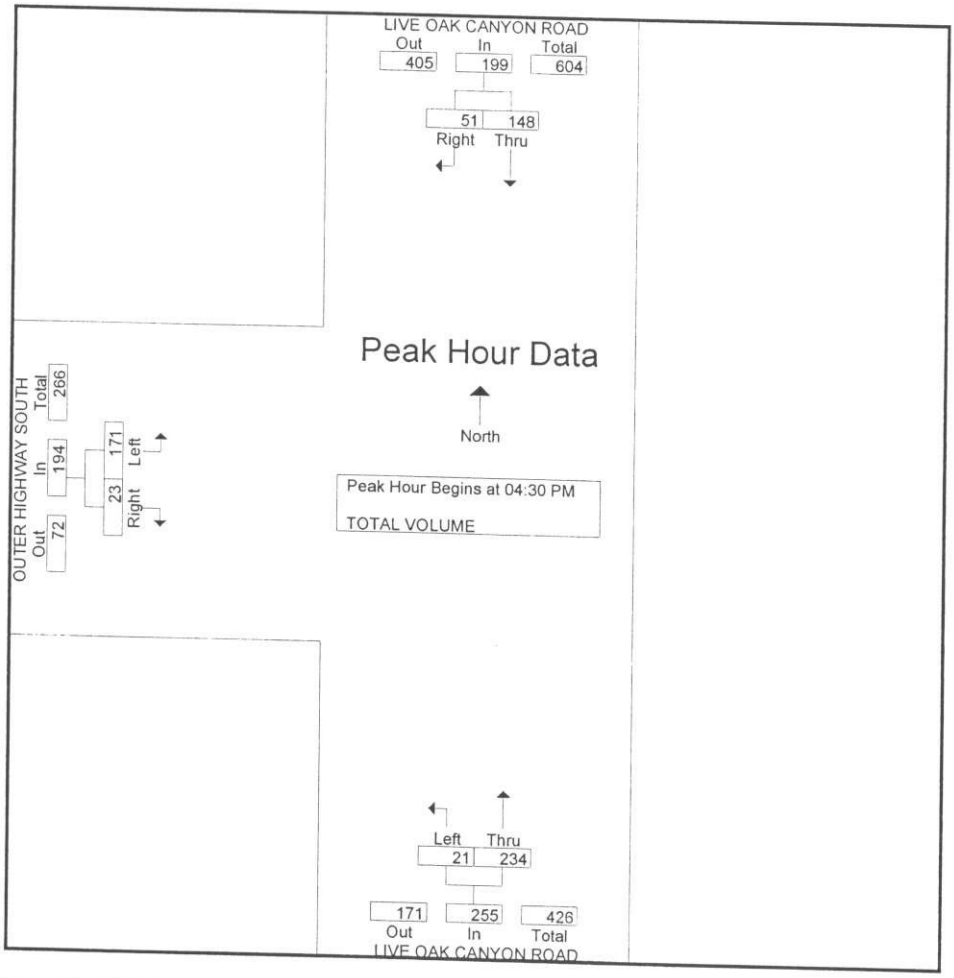
	LIVE OAK CANYON ROAD Southbound			LIVE OAK CANYON ROAD Northbound			OUTER HIGHWAY SOUTH Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:45 PM	42	11	53	3	51	54	33	6	39	146
Total	42	11	53	3	51	54	33	6	39	146
04:00 PM	33	16	49	8	53	61	31	13	44	154
04:15 PM	36	7	43	6	65	71	37	12	49	163
04:30 PM	33	18	51	6	59	65	46	7	53	169
04:45 PM	33	16	49	3	54	57	35	6	41	147
Total	135	57	192	23	231	254	149	38	187	633
05:00 PM	50	5	55	6	44	50	45	5	50	155
05:15 PM	32	12	44	6	77	83	45	5	50	177
05:30 PM	26	12	38	5	47	52	53	6	59	149
Grand Total	285	97	382	43	450	493	325	60	385	1260
Apprch %	74.6	25.4		8.7	91.3		84.4	15.6		
Total %	22.6	7.7	30.3	3.4	35.7	39.1	25.8	4.8	30.6	

	LIVE OAK CANYON ROAD Southbound			LIVE OAK CANYON ROAD Northbound			OUTER HIGHWAY SOUTH Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App Total	Int. Total
Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	33	**18**	51	**6**	59	65	**46**	**7**	**53**	169
04:45 PM	33	16	49	3	54	57	35	6	41	147
05:00 PM	**50**	5	**55**	6	44	50	45	5	50	155
05:15 PM	32	12	44	6	**77**	**83**	45	5	50	**177**
Total Volume	148	51	199	21	234	255	171	23	194	648
% App. Total	74.4	25.6		8.2	91.8		88.1	11.9		
PHF	.740	.708	.905	.875	.760	.768	.929	.821	.915	.915

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: LIVE OAK CANYON ROAD
E/W: OUTER HIGHWAY SOUTH
WEATHER: SUNNY

File Name : YULOOHSPM
Site Code : 0414293
Start Date : 7/12/2006
Page No : 2



Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:45 PM		
+0 mins.	33	**18**	51	**6**	59	65	35	**6**	41
+15 mins.	33	16	49	3	54	57	45	5	50
+30 mins.	**50**	5	**55**	6	44	50	45	5	50
+45 mins.	32	12	44	6	**77**	**83**	**53**	6	**59**
Total Volume	148	51	199	21	234	255	178	22	200
% App. Total	74.4	25.6		8.2	91.8		89	11	
PHF	.740	.708	.905	.875	.760	.768	.840	.917	.847

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: LIVE OAK CANYON ROAD
E/W: I-10 EASTBOUND RAMPS
WEATHER: SUNNY

File Name : YULO10EAM
Site Code : 0414251
Start Date : 7/12/2006
Page No : 1

Groups Printed- TOTAL VOLUME

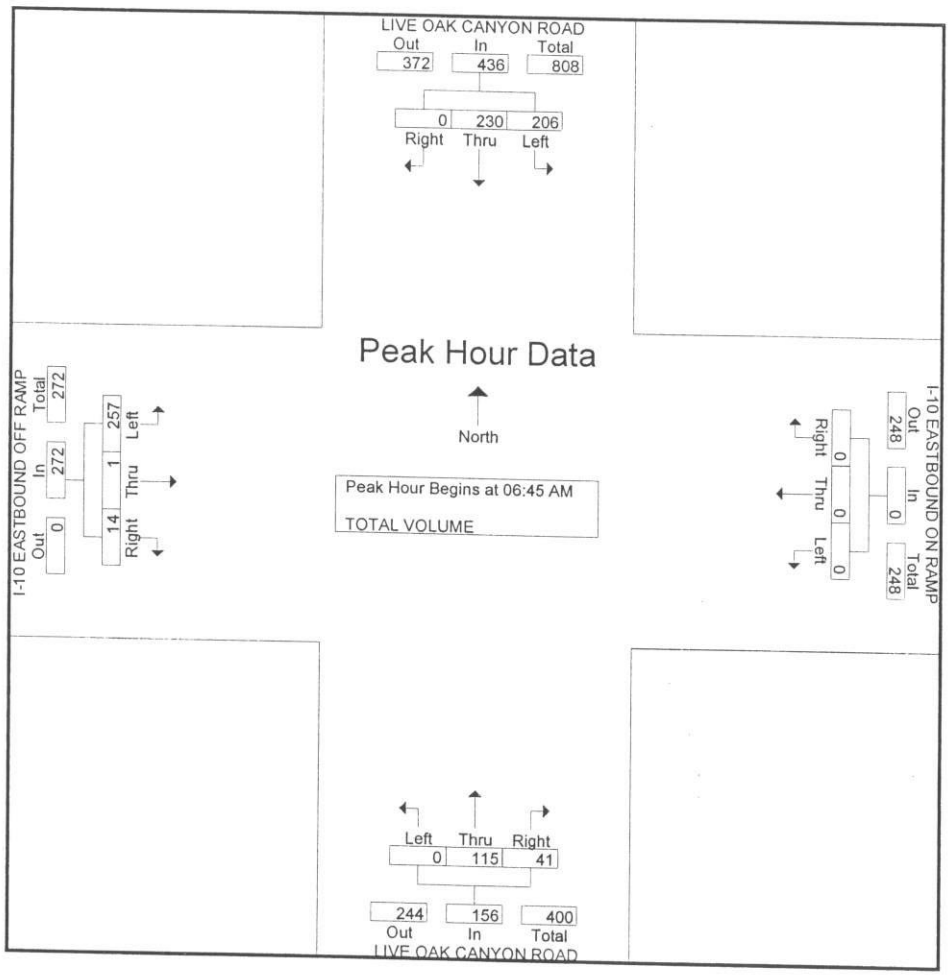
	LIVE OAK CANYON ROAD Southbound				I-10 EASTBOUND ON RAMP Westbound				LIVE OAK CANYON ROAD Northbound				I-10 EASTBOUND OFF RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:45 AM	46	67	0	113	0	0	0	0	0	36	12	48	65	0	4	69	230
Total	46	67	0	113	0	0	0	0	0	36	12	48	65	0	4	69	230
07:00 AM	41	41	0	82	0	0	0	0	0	24	11	35	55	1	3	59	176
07:15 AM	65	64	0	129	0	0	0	0	0	39	14	53	60	0	2	62	244
07:30 AM	54	58	0	112	0	0	0	0	0	16	4	20	77	0	5	82	214
07:45 AM	44	40	0	84	0	0	0	0	0	24	9	33	90	3	7	100	217
Total	204	203	0	407	0	0	0	0	0	103	38	141	282	4	17	303	851
08:00 AM	29	49	0	78	0	0	0	0	0	18	8	26	62	0	8	70	174
08:15 AM	35	41	0	76	0	0	0	0	0	23	7	30	73	2	3	78	184
08:30 AM	40	41	0	81	0	0	0	0	0	25	10	35	71	0	2	73	189
Grand Total	354	401	0	755	0	0	0	0	0	205	75	280	553	6	34	593	1628
Apprch %	46.9	53.1	0		0	0	0		0	73.2	26.8		93.3	1	5.7		
Total %	21.7	24.6	0	46.4	0	0	0	0	0	12.6	4.6	17.2	34	0.4	2.1	36.4	

	LIVE OAK CANYON ROAD Southbound				I-10 EASTBOUND ON RAMP Westbound				LIVE OAK CANYON ROAD Northbound				I-10 EASTBOUND OFF RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	46	**67**	0	113	0	0	0	0	0	36	12	48	65	0	4	69	230
07:00 AM	41	41	0	82	0	0	0	0	0	24	11	35	55	**1**	3	59	176
07:15 AM	**65**	64	0	**129**	0	0	0	0	0	**39**	**14**	**53**	60	0	2	62	**244**
07:30 AM	54	58	0	112	0	0	0	0	0	16	4	20	**77**	0	**5**	**82**	214
Total Volume	206	230	0	436	0	0	0	0	0	115	41	156	257	1	14	272	864
% App. Total	47.2	52.8	0		0	0	0		0	73.7	26.3		94.5	0.4	5.1		
PHF	.792	.858	.000	.845	.000	.000	.000	.000	.000	.737	.732	.736	.834	.250	.700	.829	.885

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: LIVE OAK CANYON ROAD
E/W: I-10 EASTBOUND RAMPS
WEATHER: SUNNY

File Name : YULO10EAM
Site Code : 0414251
Start Date : 7/12/2006
Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				06:45 AM				07:30 AM			
+0 mins.	46	**67**	0	113	0	0	0	0	0	36	12	48	77	0	5	82
+15 mins.	41	41	0	82	0	0	0	0	0	24	11	35	**90**	**3**	7	**100**
+30 mins.	**65**	64	0	**129**	0	0	0	0	0	**39**	**14**	**53**	62	0	**8**	70
+45 mins.	54	58	0	112	0	0	0	0	0	16	4	20	73	2	3	78
Total Volume	206	230	0	436	0	0	0	0	0	115	41	156	302	5	23	330
% App. Total	47.2	52.8	0		0	0	0		0	73.7	26.3		91.5	1.5	7	
PHF	.792	.858	.000	.845	.000	.000	.000	.000	.000	.737	.732	.736	.839	.417	.719	.825

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: LIVE OAK CANYON ROAD
E/W: 1-10 EASTBOUND RAMPS
WEATHER: SUNNY

File Name : YULO10EPM
Site Code : 0414251
Start Date : 7/12/2006
Page No : 1

Groups Printed- TOTAL VOLUME

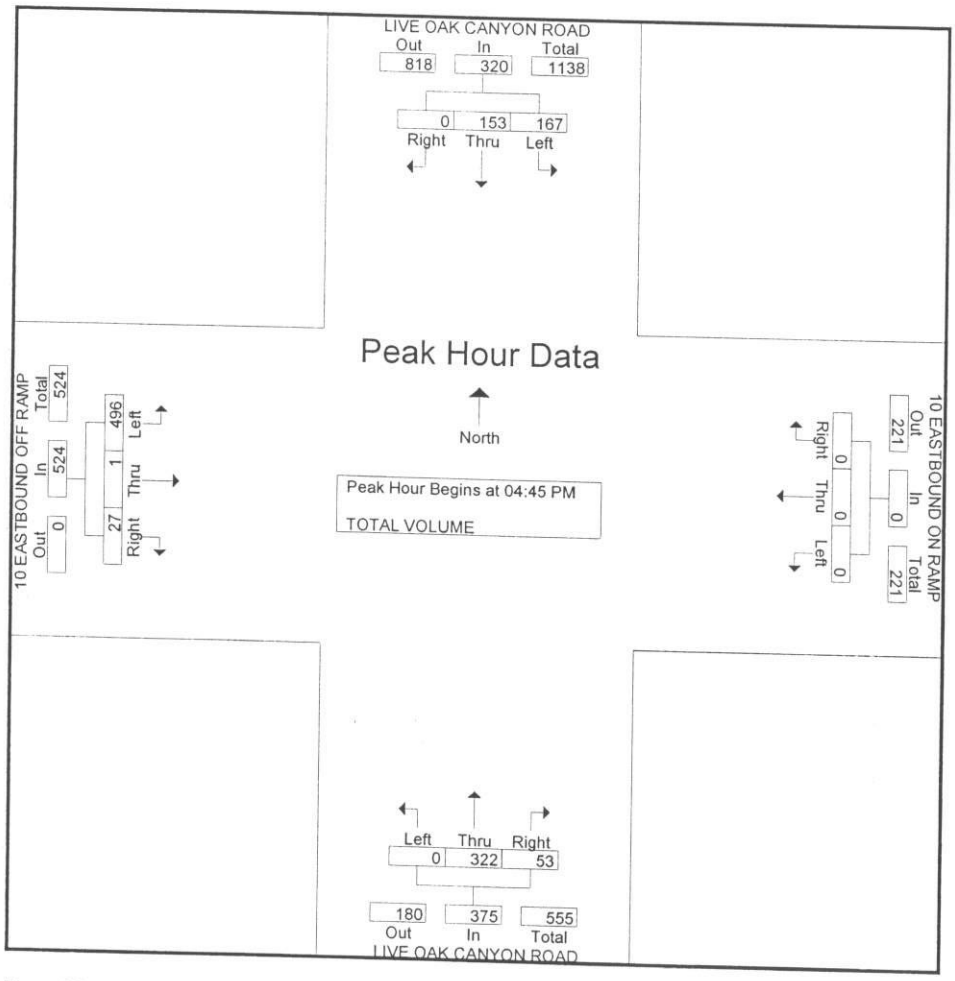
	LIVE OAK CANYON ROAD Southbound				10 EASTBOUND ON RAMP Westbound				LIVE OAK CANYON ROAD Northbound				10 EASTBOUND OFF RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:45 PM	42	40	0	82	0	0	0	0	0	67	11	78	130	0	12	142	302
Total	42	40	0	82	0	0	0	0	0	67	11	78	130	0	12	142	302
04:00 PM	38	38	0	76	0	0	0	0	0	69	12	81	125	0	10	135	292
04:15 PM	41	30	0	71	0	0	0	0	0	71	19	90	122	2	3	127	288
04:30 PM	49	38	0	87	0	0	0	0	0	78	16	94	110	0	10	120	301
04:45 PM	38	41	0	79	0	0	0	0	0	75	11	86	123	0	8	131	296
Total	166	147	0	313	0	0	0	0	0	293	58	351	480	2	31	513	1177
05:00 PM	38	48	0	86	0	0	0	0	0	69	14	83	120	1	6	127	296
05:15 PM	43	32	0	75	0	0	0	0	0	90	16	106	124	0	9	133	314
05:30 PM	48	32	0	80	0	0	0	0	0	88	12	100	129	0	4	133	313
Grand Total	337	299	0	636	0	0	0	0	0	607	111	718	983	3	62	1048	2402
Apprch %	53	47	0		0	0	0		0	84.5	15.5		93.8	0.3	5.9		
Total %	14	12.4	0	26.5	0	0	0	0	0	25.3	4.6	29.9	40.9	0.1	2.6	43.6	

	LIVE OAK CANYON ROAD Southbound				10 EASTBOUND ON RAMP Westbound				LIVE OAK CANYON ROAD Northbound				10 EASTBOUND OFF RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	38	41	0	79	0	0	0	0	0	75	11	86	123	0	8	131	296
05:00 PM	38	**48**	0	**86**	0	0	0	0	0	69	14	83	120	**1**	6	127	296
05:15 PM	43	32	0	75	0	0	0	0	0	**90**	**16**	**106**	124	0	**9**	**133**	**314**
05:30 PM	**48**	32	0	80	0	0	0	0	0	88	12	100	**129**	0	4	133	313
Total Volume	167	153	0	320	0	0	0	0	0	322	53	375	496	1	27	524	1219
% App. Total	52.2	47.8	0		0	0	0		0	85.9	14.1		94.7	0.2	5.2		
PHF	.870	.797	.000	.930	.000	.000	.000	.000	.000	.894	.828	.884	.961	.250	.750	.985	.971

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: LIVE OAK CANYON ROAD
E/W: 1-10 EASTBOUND RAMPS
WEATHER: SUNNY

File Name : YULO10EPM
Site Code : 0414251
Start Date : 7/12/2006
Page No : 2



Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				03:45 PM				04:45 PM				03:45 PM			
+0 mins.	**49**	38	0	**87**	0	0	0	0	0	75	11	86	**130**	0	**12**	**142**
+15 mins.	38	41	0	79	0	0	0	0	0	69	14	83	125	0	10	135
+30 mins.	38	**48**	0	86	0	0	0	0	0	**90**	**16**	**106**	122	**2**	3	127
+45 mins.	43	32	0	75	0	0	0	0	0	88	12	100	110	0	10	120
Total Volume	168	159	0	327	0	0	0	0	0	322	53	375	487	2	35	524
% App. Total	51.4	48.6	0		0	0	0		0	85.9	14.1		92.9	0.4	6.7	
PHF	.857	.828	.000	.940	.000	.000	.000	.000	.000	.894	.828	.884	.937	.250	.729	.923

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: LIVE OAK CANYON ROAD
E/W: I-10 WESTBOUND RAMPS
WEATHER: SUNNY

File Name : YULO10WAM
Site Code : 0414211
Start Date : 7/12/2006
Page No : 1

Groups Printed- TOTAL VOLUME

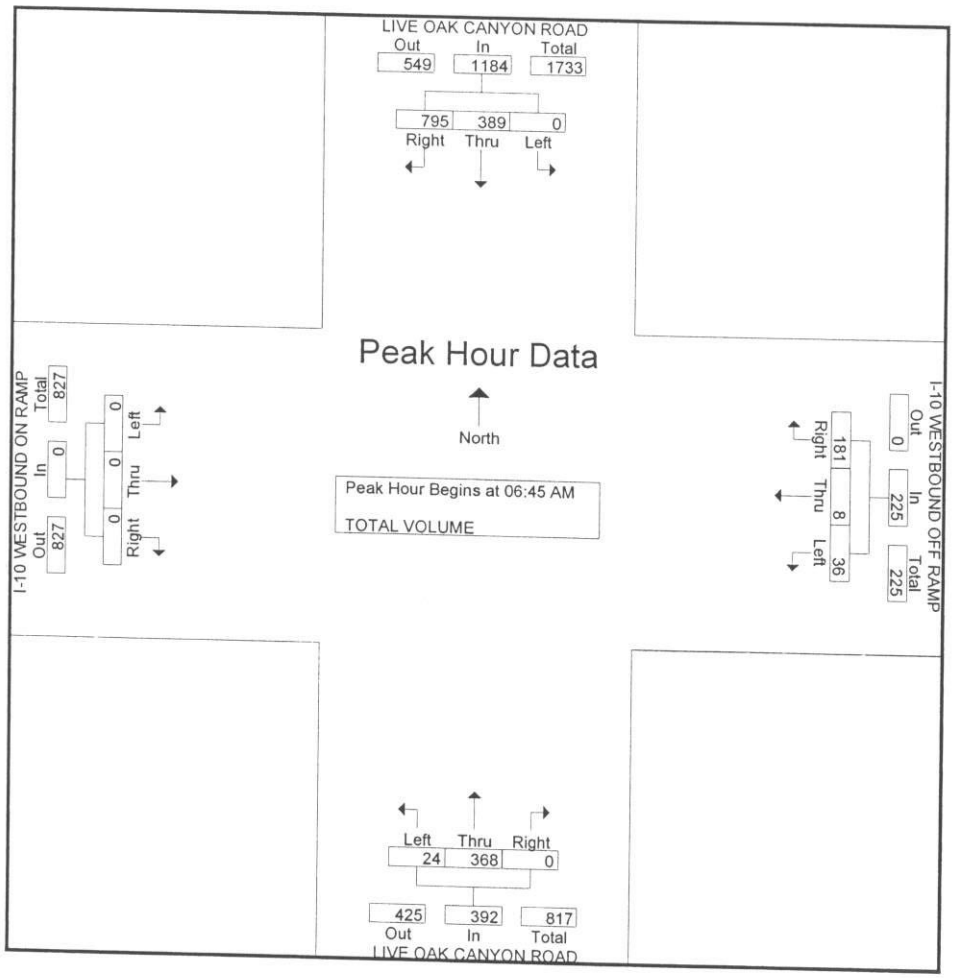
	LIVE OAK CANYON ROAD Southbound				I-10 WESTBOUND OFF RAMP Westbound				LIVE OAK CANYON ROAD Northbound				I-10 WESTBOUND ON RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:45 AM	0	93	224	317	8	4	40	52	4	110	0	114	0	0	0	0	483
Total	0	93	224	317	8	4	40	52	4	110	0	114	0	0	0	0	483
07:00 AM	0	82	223	305	7	2	37	46	10	82	0	92	0	0	0	0	443
07:15 AM	0	108	187	295	11	2	53	66	4	96	0	100	0	0	0	0	461
07:30 AM	0	106	161	267	10	0	51	61	6	80	0	86	0	0	0	0	414
07:45 AM	0	88	124	212	5	0	55	60	6	115	0	121	0	0	0	0	393
Total	0	384	695	1079	33	4	196	233	26	373	0	399	0	0	0	0	1711
08:00 AM	0	70	137	207	7	0	34	41	6	100	0	106	0	0	0	0	354
08:15 AM	0	66	153	219	10	2	30	42	4	91	0	95	0	0	0	0	356
08:30 AM	0	71	166	237	7	1	39	47	5	90	0	95	0	0	0	0	379
Grand Total	0	684	1375	2059	65	11	339	415	45	764	0	809	0	0	0	0	3283
Apprch %	0	33.2	66.8		15.7	2.7	81.7		5.6	94.4	0		0	0	0		
Total %	0	20.8	41.9	62.7	2	0.3	10.3	12.6	1.4	23.3	0	24.6	0	0	0	0	

	LIVE OAK CANYON ROAD Southbound				I-10 WESTBOUND OFF RAMP Westbound				LIVE OAK CANYON ROAD Northbound				I-10 WESTBOUND ON RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	0	93	**224**	**317**	8	**4**	40	52	4	**110**	0	**114**	0	0	0	0	**483**
07:00 AM	0	82	223	305	7	2	37	46	**10**	82	0	92	0	0	0	0	443
07:15 AM	0	**108**	187	295	**11**	2	**53**	**66**	4	96	0	100	0	0	0	0	461
07:30 AM	0	106	161	267	10	0	51	61	6	80	0	86	0	0	0	0	414
Total Volume	0	389	795	1184	36	8	181	225	24	368	0	392	0	0	0	0	1801
% App. Total	0	32.9	67.1		16	3.6	80.4		6.1	93.9	0		0	0	0		
PHF	.000	.900	.887	.934	.818	.500	.854	.852	.600	.836	.000	.860	.000	.000	.000	.000	.932

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: LIVE OAK CANYON ROAD
E/W: I-10 WESTBOUND RAMPS
WEATHER: SUNNY

File Name : YULO10WAM
Site Code : 0414211
Start Date : 7/12/2006
Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:45 AM				07:00 AM				07:45 AM				06:45 AM			
+0 mins.	0	93	**224**	**317**	7	**2**	37	46	**6**	**115**	0	**121**	0	0	0	0
+15 mins.	0	82	223	305	**11**	2	53	**66**	6	100	0	106	0	0	0	0
+30 mins.	0	**108**	187	295	10	0	51	61	4	91	0	95	0	0	0	0
+45 mins.	0	106	161	267	5	0	**55**	60	5	90	0	95	0	0	0	0
Total Volume	0	389	795	1184	33	4	196	233	21	396	0	417	0	0	0	0
% App. Total	0	32.9	67.1		14.2	1.7	84.1		5	95	0		0	0	0	
PHF	.000	.900	.887	.934	.750	.500	.891	.883	.875	.861	.000	.862	.000	.000	.000	.000

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: LIVE OAK CANYON ROAD
E/W: 1-10 WESTBOUND RAMPS
WEATHER: SUNNY

File Name : YULO10WPM
Site Code : 0414259
Start Date : 7/12/2006
Page No : 1

Groups Printed- TOTAL VOLUME

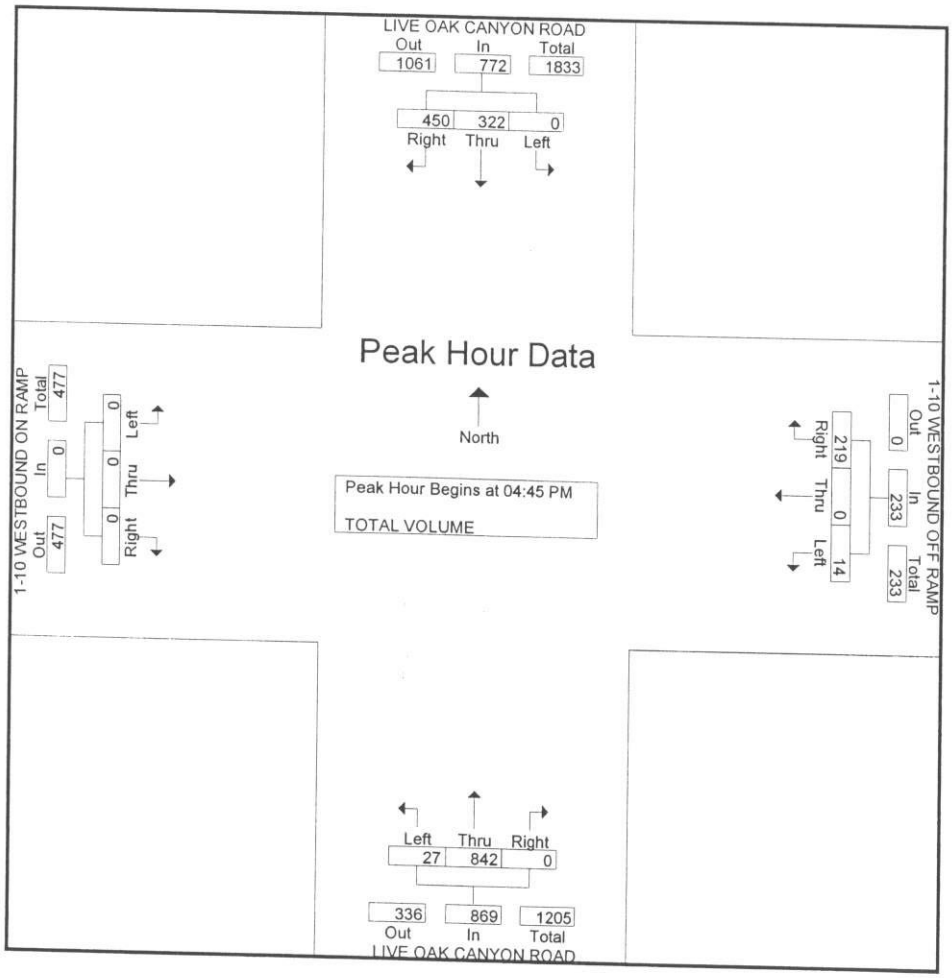
	LIVE OAK CANYON ROAD Southbound				1-10 WESTBOUND OFF RAMP Westbound				LIVE OAK CANYON ROAD Northbound				1-10 WESTBOUND ON RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:45 PM	0	80	86	166	9	0	48	57	8	198	0	206	0	0	0	0	429
Total	0	80	86	166	9	0	48	57	8	198	0	206	0	0	0	0	429
04:00 PM	0	75	106	181	9	0	48	57	6	194	0	200	0	0	0	0	438
04:15 PM	0	62	127	189	12	0	49	61	8	200	0	208	0	0	0	0	458
04:30 PM	0	86	119	205	12	1	43	56	9	180	0	189	0	0	0	0	450
04:45 PM	0	68	120	188	2	0	43	45	5	201	0	206	0	0	0	0	439
Total	0	291	472	763	35	1	183	219	28	775	0	803	0	0	0	0	1785
05:00 PM	0	88	118	206	4	0	51	55	6	192	0	198	0	0	0	0	459
05:15 PM	0	81	111	192	5	0	57	62	8	236	0	244	0	0	0	0	498
05:30 PM	0	85	101	186	3	0	68	71	8	213	0	221	0	0	0	0	478
Grand Total	0	625	888	1513	56	1	407	464	58	1614	0	1672	0	0	0	0	3649
Apprch %	0	41.3	58.7		12.1	0.2	87.7		3.5	96.5	0		0	0	0		
Total %	0	17.1	24.3	41.5	1.5	0	11.2	12.7	1.6	44.2	0	45.8	0	0	0	0	

	LIVE OAK CANYON ROAD Southbound				1-10 WESTBOUND OFF RAMP Westbound				LIVE OAK CANYON ROAD Northbound				1-10 WESTBOUND ON RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	68	**120**	188	2	0	43	45	5	201	0	206	0	0	0	0	439
05:00 PM	0	**88**	118	**206**	4	0	51	55	6	192	0	198	0	0	0	0	459
05:15 PM	0	81	111	192	**5**	0	57	62	**8**	**236**	0	**244**	0	0	0	0	**498**
05:30 PM	0	85	101	186	3	0	**68**	**71**	8	213	0	221	0	0	0	0	478
Total Volume	0	322	450	772	14	0	219	233	27	842	0	869	0	0	0	0	1874
% App. Total	0	41.7	58.3		6	0	94		3.1	96.9	0		0	0	0		
PHF	.000	.915	.938	.937	.700	.000	.805	.820	.844	.892	.000	.890	.000	.000	.000	.000	.941

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: LIVE OAK CANYON ROAD
E/W: 1-10 WESTBOUND RAMPS
WEATHER: SUNNY

File Name : YULO10WPM
Site Code : 0414259
Start Date : 7/12/2006
Page No : 2



Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:45 PM				03:45 PM			
+0 mins.	0	86	119	205	2	0	43	45	5	201	0	206	0	0	0	0
+15 mins.	0	68	**120**	188	4	0	51	55	6	192	0	198	0	0	0	0
+30 mins.	0	**88**	118	**206**	**5**	0	57	62	**8**	**236**	0	**244**	0	0	0	0
+45 mins.	0	81	111	192	3	0	**68**	**71**	8	213	0	221	0	0	0	0
Total Volume	0	323	468	791	14	0	219	233	27	842	0	869	0	0	0	0
% App. Total	0	40.8	59.2		6	0	94		3.1	96.9	0		0	0	0	
PHF	.000	.918	.975	.960	.700	.000	.805	.820	.844	.892	.000	.890	.000	.000	.000	.000

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: OAK GLEN ROAD
E/W: 14TH STREET/CALIMESA BOULEVARD
WEATHER: SUNNY

File Name : YUOGCAAM
Site Code : 0414247
Start Date : 7/12/2006
Page No : 1

Groups Printed- TOTAL VOLUME

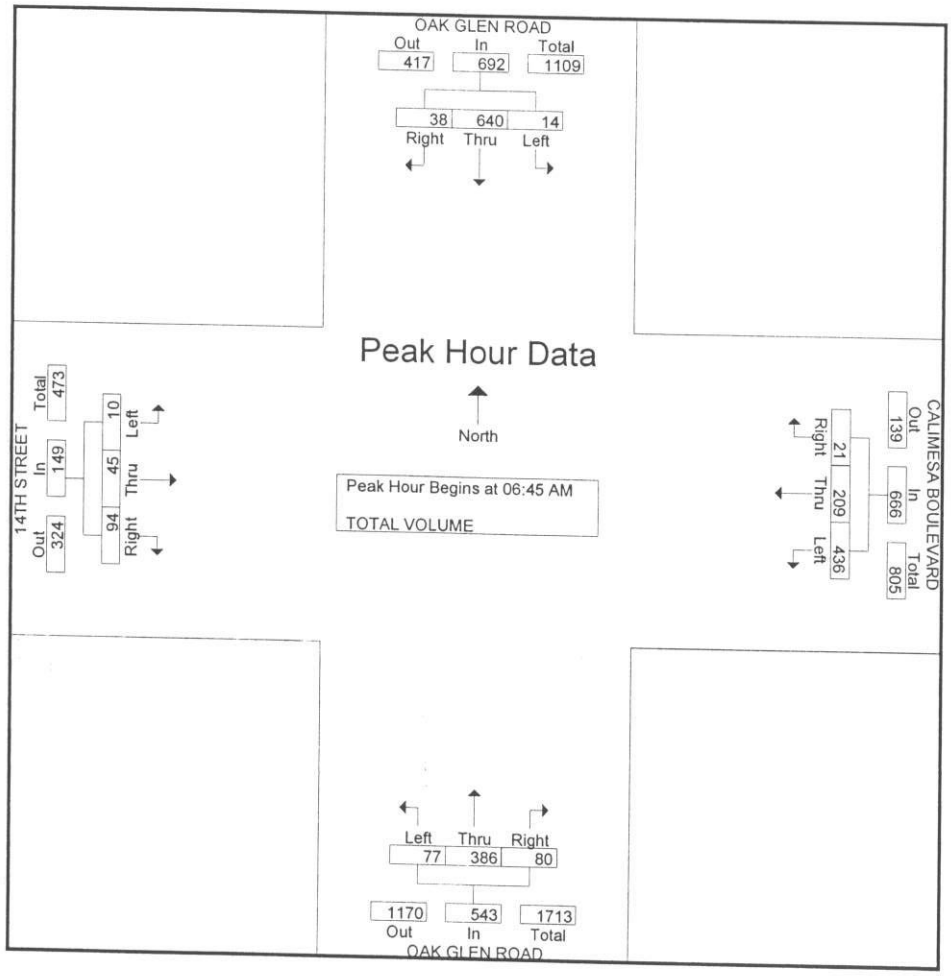
	OAK GLEN ROAD Southbound				CALIMESA BOULEVARD Westbound				OAK GLEN ROAD Northbound				14TH STREET Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:45 AM	2	191	13	206	113	41	1	155	10	112	34	156	2	12	18	32	549
Total	2	191	13	206	113	41	1	155	10	112	34	156	2	12	18	32	549
07:00 AM	3	163	5	171	106	45	8	159	17	78	13	108	3	11	19	33	471
07:15 AM	2	154	13	169	109	59	4	172	30	97	17	144	5	9	23	37	522
07:30 AM	7	132	7	146	108	64	8	180	20	99	16	135	0	13	34	47	508
07:45 AM	16	120	7	143	69	58	9	136	27	110	17	154	5	18	27	50	483
Total	28	569	32	629	392	226	29	647	94	384	63	541	13	51	103	167	1984
08:00 AM	8	115	3	126	92	29	4	125	18	99	21	138	0	8	11	19	408
08:15 AM	2	138	5	145	65	32	5	102	19	81	24	124	3	13	21	37	408
08:30 AM	7	138	4	149	75	21	2	98	24	78	25	127	6	19	22	47	421
Grand Total	47	1151	57	1255	737	349	41	1127	165	754	167	1086	24	103	175	302	3770
Apprch %	3.7	91.7	4.5		65.4	31	3.6		15.2	69.4	15.4		7.9	34.1	57.9		
Total %	1.2	30.5	1.5	33.3	19.5	9.3	1.1	29.9	4.4	20	4.4	28.8	0.6	2.7	4.6	8	

	OAK GLEN ROAD Southbound				CALIMESA BOULEVARD Westbound				OAK GLEN ROAD Northbound				14TH STREET Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	2	**191**	**13**	**206**	**113**	41	1	155	10	**112**	**34**	**156**	2	12	18	32	**549**
07:00 AM	3	163	5	171	106	45	**8**	159	17	78	13	108	3	11	19	33	471
07:15 AM	2	154	13	169	109	59	4	172	**30**	97	17	144	**5**	9	23	37	522
07:30 AM	**7**	132	7	146	108	**64**	8	**180**	20	99	16	135	0	**13**	**34**	**47**	508
Total Volume	14	640	38	692	436	209	21	666	77	386	80	543	10	45	94	149	2050
% App. Total	2	92.5	5.5		65.5	31.4	3.2		14.2	71.1	14.7		6.7	30.2	63.1		
PHF	.500	.838	.731	.840	.965	.816	.656	.925	.642	.862	.588	.870	.500	.865	.691	.793	.934

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: OAK GLEN ROAD
E/W: 14TH STREET/CALIMESA BOULEVARD
WEATHER: SUNNY

File Name : YUOGCAAM
Site Code : 0414247
Start Date : 7/12/2006
Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				07:15 AM				07:00 AM			
+0 mins.	2	**191**	**13**	**206**	**113**	41	1	155	**30**	97	17	144	3	11	19	33
+15 mins.	3	163	5	171	106	45	**8**	159	20	99	16	135	**5**	9	23	37
+30 mins.	2	154	13	169	109	59	4	172	27	**110**	17	**154**	0	13	**34**	47
+45 mins.	**7**	132	7	146	108	**64**	8	**180**	18	99	**21**	138	5	**18**	27	**50**
Total Volume	14	640	38	692	436	209	21	666	95	405	71	571	13	51	103	167
% App. Total	2	92.5	5.5		65.5	31.4	3.2		16.6	70.9	12.4		7.8	30.5	61.7	
PHF	.500	.838	.731	.840	.965	.816	.656	.925	.792	.920	.845	.927	.650	.708	.757	.835

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: OAK GROVE ROAD
E/W: 14TH STREET/CALIMESA BOULEVARD
WEATHER: SUNNY

File Name : YUOGCAPM
Site Code : 0414247
Start Date : 7/12/2006
Page No : 1

Groups Printed- TOTAL VOLUME

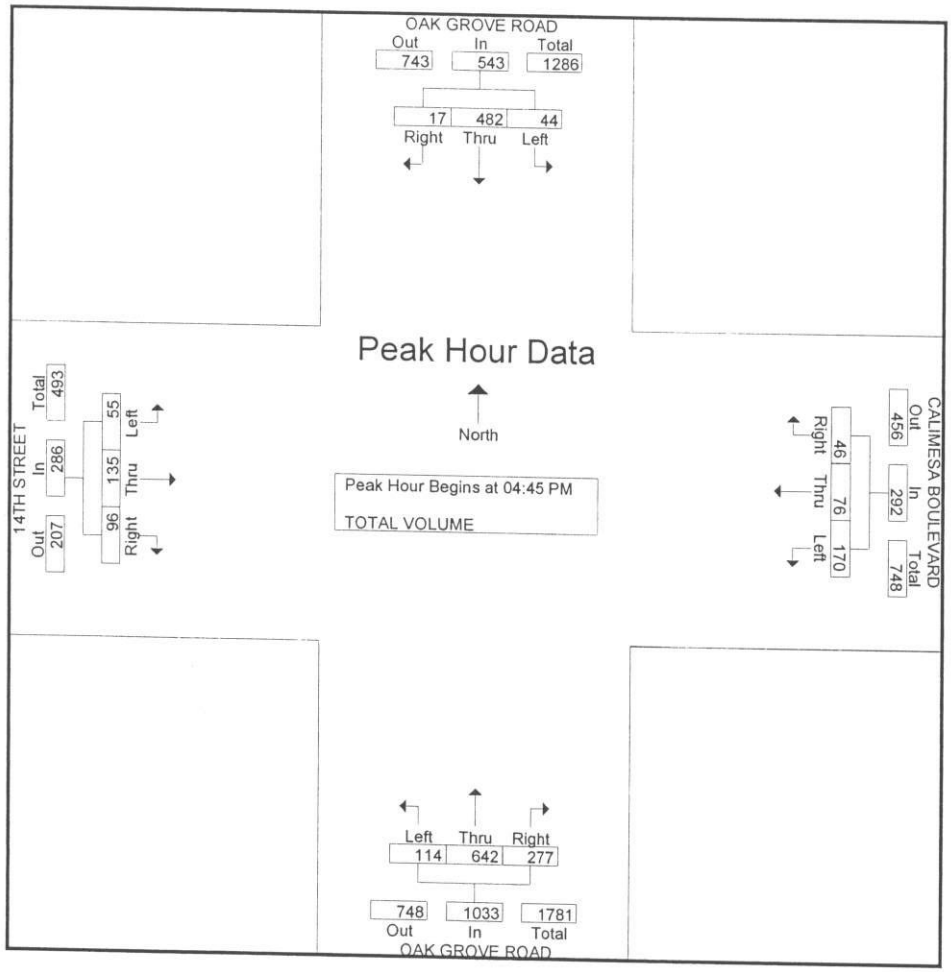
	OAK GROVE ROAD Southbound				CALIMESA BOULEVARD Westbound				OAK GROVE ROAD Northbound				14TH STREET Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:45 PM	7	105	7	119	36	13	11	60	20	168	68	256	6	31	17	54	489
Total	7	105	7	119	36	13	11	60	20	168	68	256	6	31	17	54	489
04:00 PM	9	110	8	127	42	16	8	66	26	144	60	230	12	33	18	63	486
04:15 PM	12	104	9	125	55	20	10	85	23	159	75	257	15	26	20	61	528
04:30 PM	18	117	11	146	57	25	12	94	18	144	51	213	15	20	25	60	513
04:45 PM	10	132	6	148	44	18	17	79	29	151	70	250	11	27	22	60	537
Total	49	463	34	546	198	79	47	324	96	598	256	950	53	106	85	244	2064
05:00 PM	15	125	5	145	41	26	9	76	20	137	72	229	13	39	27	79	529
05:15 PM	15	125	2	142	36	14	10	60	28	194	61	283	14	32	24	70	555
05:30 PM	4	100	4	108	49	18	10	77	37	160	74	271	17	37	23	77	533
Grand Total	90	918	52	1060	360	150	87	597	201	1257	531	1989	103	245	176	524	4170
Apprch %	8.5	86.6	4.9		60.3	25.1	14.6		10.1	63.2	26.7		19.7	46.8	33.6		
Total %	2.2	22	1.2	25.4	8.6	3.6	2.1	14.3	4.8	30.1	12.7	47.7	2.5	5.9	4.2	12.6	

	OAK GROVE ROAD Southbound				CALIMESA BOULEVARD Westbound				OAK GROVE ROAD Northbound				14TH STREET Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	10	**132**	**6**	**148**	44	18	**17**	**79**	29	151	70	250	11	27	22	60	537
05:00 PM	**15**	125	5	145	41	**26**	9	76	20	137	72	229	13	**39**	**27**	**79**	529
05:15 PM	15	125	2	142	36	14	10	60	28	**194**	61	**283**	14	32	24	70	**555**
05:30 PM	4	100	4	108	**49**	18	10	77	**37**	160	**74**	271	**17**	37	23	77	533
Total Volume	44	482	17	543	170	76	46	292	114	642	277	1033	55	135	96	286	2154
% App. Total	8.1	88.8	3.1		58.2	26	15.8		11	62.1	26.8		19.2	47.2	33.6		
PHF	.733	.913	.708	.917	.867	.731	.676	.924	.770	.827	.936	.913	.809	.865	.889	.905	.970

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: OAK GROVE ROAD
E/W: 14TH STREET/CALIMESA BOULEVARD
WEATHER: SUNNY

File Name : YUOGCAPM
Site Code : 0414247
Start Date : 7/12/2006
Page No : 2



Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				04:45 PM				04:45 PM			
+0 mins.	**18**	117	**11**	146	55	20	10	85	29	151	70	250	11	27	22	60
+15 mins.	10	**132**	6	**148**	**57**	25	12	**94**	20	137	72	229	13	**39**	**27**	**79**
+30 mins.	15	125	5	145	44	18	**17**	79	28	**194**	61	**283**	14	32	24	70
+45 mins.	15	125	2	142	41	**26**	9	76	**37**	160	**74**	271	**17**	37	23	77
Total Volume	58	499	24	581	197	89	48	334	114	642	277	1033	55	135	96	286
% App. Total	10	85.9	4.1		59	26.6	14.4		11	62.1	26.8		19.2	47.2	33.6	
PHF	.806	.945	.545	.981	.864	.856	.706	.888	.770	.827	.936	.913	.809	.865	.889	.905

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: OAK GLEN ROAD
E/W: COLORADO STREET
WEATHER: SUNNY

File Name : YUOGCOAM
Site Code : 0414250
Start Date : 7/12/2006
Page No : 1

Groups Printed- TOTAL VOLUME

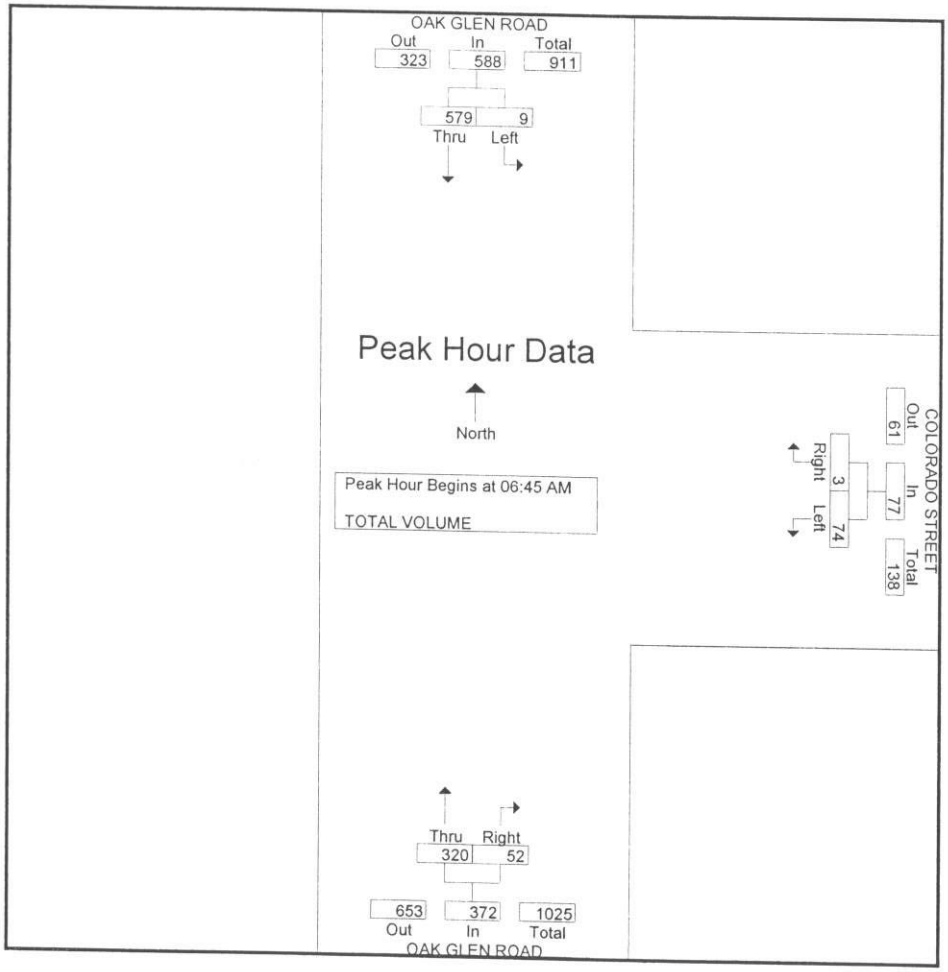
	OAK GLEN ROAD Southbound			COLORADO STREET Westbound			OAK GLEN ROAD Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:45 AM	0	162	162	19	0	19	79	21	100	281
Total	0	162	162	19	0	19	79	21	100	281
07:00 AM	4	161	165	20	1	21	76	9	85	271
07:15 AM	0	148	148	22	1	23	74	14	88	259
07:30 AM	5	108	113	13	1	14	91	8	99	226
07:45 AM	2	116	118	11	2	13	96	16	112	243
Total	11	533	544	66	5	71	337	47	384	999
08:00 AM	1	104	105	10	1	11	86	10	96	212
08:15 AM	1	109	110	20	2	22	71	8	79	211
08:30 AM	0	136	136	17	1	18	88	3	91	245
Grand Total	13	1044	1057	132	9	141	661	89	750	1948
Apprch %	1.2	98.8		93.6	6.4		88.1	11.9		
Total %	0.7	53.6	54.3	6.8	0.5	7.2	33.9	4.6	38.5	

	OAK GLEN ROAD Southbound			COLORADO STREET Westbound			OAK GLEN ROAD Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:45 AM										
06:45 AM	0	**162**	162	19	0	19	79	**21**	**100**	**281**
07:00 AM	4	161	**165**	20	**1**	21	76	9	85	271
07:15 AM	0	148	148	**22**	1	**23**	74	14	88	259
07:30 AM	**5**	108	113	13	1	14	**91**	8	99	226
Total Volume	9	579	588	74	3	77	320	52	372	1037
% App. Total	1.5	98.5		96.1	3.9		86	14		
PHF	.450	.894	.891	.841	.750	.837	.879	.619	.930	.923

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: OAK GLEN ROAD
E/W: COLORADO STREET
WEATHER: SUNNY

File Name : YUOGCOAM
Site Code : 0414250
Start Date : 7/12/2006
Page No : 2



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:45 AM			06:45 AM			07:15 AM		
+0 mins.	0	**162**	162	19	0	19	74	14	88
+15 mins.	4	161	**165**	20	**1**	21	91	8	99
+30 mins.	0	148	148	**22**	1	**23**	**96**	**16**	**112**
+45 mins.	**5**	108	113	13	1	14	86	10	96
Total Volume	9	579	588	74	3	77	347	48	395
% App. Total	1.5	98.5		96.1	3.9		87.8	12.2	
PHF	.450	.894	.891	.841	.750	.837	.904	.750	.882

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: OAK GLEN ROAD
E/W: COLORADO STREET
WEATHER: SUNNY

File Name : YUOGCOPM
Site Code : 0414250
Start Date : 7/12/2006
Page No : 1

Groups Printed- TOTAL VOLUME

	OAK GLEN ROAD Southbound			COLORADO STREET Westbound			OAK GLEN ROAD Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
03:45 PM	0	98	98	14	0	14	146	10	156	268
Total	0	98	98	14	0	14	146	10	156	268
04:00 PM	2	112	114	4	2	6	144	20	164	284
04:15 PM	1	107	108	17	0	17	156	15	171	296
04:30 PM	2	129	131	6	4	10	153	18	171	312
04:45 PM	2	132	134	17	1	18	145	19	164	316
Total	7	480	487	44	7	51	598	72	670	1208
05:00 PM	0	126	126	13	1	14	157	12	169	309
05:15 PM	0	117	117	3	0	3	170	21	191	311
05:30 PM	2	103	105	4	3	7	164	17	181	293
Grand Total	9	924	933	78	11	89	1235	132	1367	2389
Apprch %	1	99		87.6	12.4		90.3	9.7		
Total %	0.4	38.7	39.1	3.3	0.5	3.7	51.7	5.5	57.2	

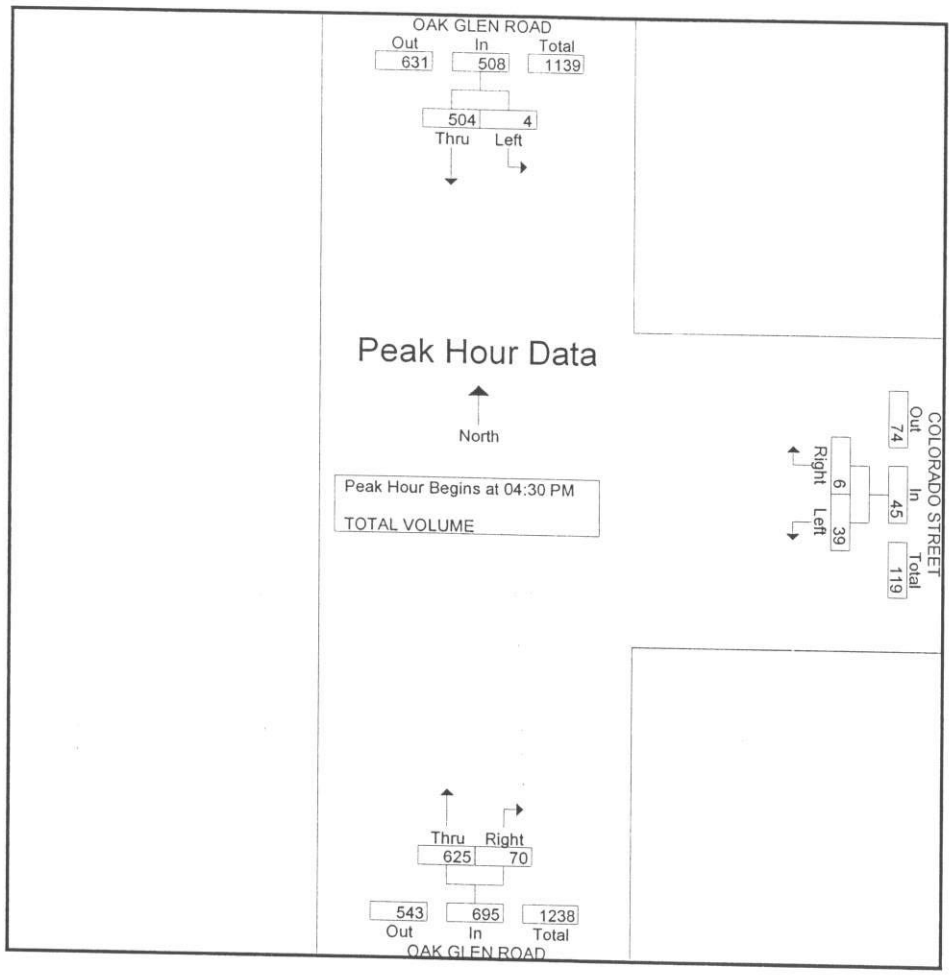
	OAK GLEN ROAD Southbound			COLORADO STREET Westbound			OAK GLEN ROAD Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**2**	129	131	6	**4**	10	153	18	171	312
04:45 PM	2	**132**	**134**	**17**	1	**18**	145	19	164	**316**
05:00 PM	0	126	126	13	1	14	157	12	169	309
05:15 PM	0	117	117	3	0	3	**170**	**21**	**191**	311
Total Volume	4	504	508	39	6	45	625	70	695	1248
% App. Total	0.8	99.2		86.7	13.3		89.9	10.1		
PHF	.500	.955	.948	.574	.375	.625	.919	.833	.910	.987

APPENDIX B
Intersection Level of Service Worksheets
Existing Conditions (Year 2006)

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

CITY OF YUCAIPA
N/S: OAK GLEN ROAD
E/W: COLORADO STREET
WEATHER: SUNNY

File Name : YUOGCOPM
Site Code : 0414250
Start Date : 7/12/2006
Page No : 2



Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:15 PM			04:45 PM		
+0 mins.	**2**	129	131	**17**	0	17	145	19	164
+15 mins.	2	**132**	**134**	6	**4**	10	157	12	169
+30 mins.	0	126	126	17	1	**18**	**170**	**21**	**191**
+45 mins.	0	117	117	13	1	14	164	17	181
Total Volume	4	504	508	53	6	59	636	69	705
% App. Total	0.8	99.2		89.8	10.2		90.2	9.8	
PHF	.500	.955	.948	.779	.375	.819	.935	.821	.923

Oakhills Marketplace Project
Existing Conditions
AM Peak Hour

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

Intersection #11 Oak Glen Cyn Rd & Colorado St

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[13.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1
Volume Module:																				
Base Vol:	0	320		52		9	579		0		0		0		0	74		0		3
Growth Adj:	1.00	1.00		100		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	320		52		9	579		0		0		0		0	74		0		3
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	0	337		55		9	609		0		0		0		0	78		0		3
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	0	337		55		9	609		0		0		0		0	78		0		3

Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	xxxx		6.9
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx		392	xxxx	xxxxx	xxxx	xxxx	xxxxx		661	xxxx		168
Potent Cap.:	xxxx	xxxx	xxxxx		1178	xxxx	xxxxx	xxxx	xxxx	xxxxx		400	xxxx		852
Move Cap.:	xxxx	xxxx	xxxxx		1178	xxxx	xxxxx	xxxx	xxxx	xxxxx		398	xxxx		852
Total Cap:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0	0	xxxxx	503		0	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx		0.01	xxxx	xxxx	xxxx	xxxx	xxxx		0.15	xxxx		0.00

Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		0.0
Stopped Del:	xxxxx	xxxx	xxxxx		8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		9.2
LOS by Move:	*	*	*		A	*	*	*	*	*	*	*		A
Movement:	LT -	LTR -	RT		LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		503	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.5	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		13.5	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*		B	*	*		
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				13.3				
ApproachLOS:	*			*			*				B				

Oakhills Marketplace Project
Existing Conditions
PM Peak Hour

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	PM
Paths:	Without Interchange
Routes:	Default Routes
Configuration:	Default Configuration

Oakhills Marketplace Project
Existing Conditions
AM Peak Hour

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	AM
Paths:	Without Interchange
Routes:	Default Routes
Configuration:	Default Configuration

Oakhills Marketplace Project
Existing Conditions
AM Peak Hour

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

Intersection #4 Outer Hwy 10 S & 16th St

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: A[9.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	0	0	0	0	1	0	0	1	0 1	0	0	0	0 0	0	1 0
Volume Module:																
Base Vol:	0	0	0		19	0	63		31	75	0		0	58	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		19	0	63		31	75	0		0	58	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	0		20	0	66		33	79	0		0	61	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		20	0	66		33	79	0		0	61	9	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		210	xxxx	66		71	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx		783	xxxx	1004		1543	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx		770	xxxx	1004		1543	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx		0.03	xxxx	0.07		0.02	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		0.2		0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		8.8		7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*		*	*	A		A	*	*	*	*	*		
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		770	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx		9.8	xxxx	xxxxx		7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*		A	*	*		A	*	*	*	*	*		
ApproachDel:	xxxxxx				9.1				xxxxxx				xxxxxx			
ApproachLOS:	*				A				*				*			

Oakhills Marketplace Project
Existing Conditions
PM Peak Hour

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

Intersection #4 Outer Hwy 10 S & 16th St

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[10.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	1	0	0	1		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0		0		0		18		0		31		143		173		0		0		56		14	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		0		18		0		31		143		173		0		0		56		14	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	0		0		0		19		0		33		151		182		0		0		59		15	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		0		0		19		0		33		151		182		0		0		59		15	
Critical Gap Module:																								
Critical Gp:	xxxxx		xxxx		xxxxx		6.4		xxxx		6.2		4.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
FollowUpTim:	xxxxx		xxxx		xxxxx		3.5		xxxx		3.3		2.2		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Capacity Module:																								
Cnflict Vol:	xxxx		xxxx		xxxxx		549		xxxx		66		74		xxxx		xxxxx		xxxx		xxxx		xxxx	
Potent Cap.:	xxxx		xxxx		xxxxx		500		xxxx		1003		1539		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Move Cap.:	xxxx		xxxx		xxxxx		459		xxxx		1003		1539		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Volume/Cap:	xxxx		xxxx		xxxx		0.04		xxxx		0.03		0.10		xxxx		xxxx		xxxx		xxxx		xxxx	
Level Of Service Module:																								
Queue:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		0.1		0.3		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Stopped Del:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		8.7		7.6		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	*		*		*		*		*		A		A		*		*		*		*		*	
Movement:	LT - LTR - RT						LT - LTR - RT						LT - LTR - RT						LT - LTR - RT					
Shared Cap.:	xxxx		xxxx		xxxxx		459		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
SharedQueue:	xxxxx		xxxx		xxxxx		0.1		xxxx		xxxxx		0.3		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shrd StpDel:	xxxxx		xxxx		xxxxx		13.2		xxxx		xxxxx		7.6		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*		*		*		B		*		*		A		*		*		*		*		*	
ApproachDel:	xxxxxx						10.4						xxxxxx						xxxxxx					
ApproachLOS:	*						B						*						*					

Oakhills Marketplace Project
Existing Conditions
PM Peak Hour

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

Intersection #7 Outer Hwy 10 S & Live Oak Cyn Rd

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[13.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	1	0	1		0	1	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	21		234		0		0		148		51		171		0		23		0		0		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	21		234		0		0		148		51		171		0		23		0		0		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	22		246		0		0		156		54		180		0		24		0		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	22		246		0		0		156		54		180		0		24		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx		6.4		xxxx		6.2		xxxxx		xxxx		xxxxx	
FollowUpTim:	2.2		xxxx		xxxxx		xxxxx		xxxx		xxxxx		3.5		xxxx		3.3		xxxxx		xxxx		xxxxx	
Capacity Module:																								
Cnflict Vol:	209		xxxx		xxxxx		xxxx		xxxx		xxxxx		446		xxxx		156		xxxx		xxxx		xxxxx	
Potent Cap.:	1373		xxxx		xxxxx		xxxx		xxxx		xxxxx		573		xxxx		895		xxxx		xxxx		xxxxx	
Move Cap.:	1373		xxxx		xxxxx		xxxx		xxxx		xxxxx		566		xxxx		895		xxxx		xxxx		xxxxx	
Volume/Cap:	0.02		xxxx		xxxx		xxxx		xxxx		xxxx		0.32		xxxx		0.03		xxxx		xxxx		xxxx	
Level Of Service Module:																								
Queue:	0.0		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		0.1		xxxxx		xxxx		xxxxx	
Stopped Del:	7.7		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		9.1		xxxxx		xxxx		xxxxx	
LOS by Move:	A		*		*		*		*		*		*		*		A		*		*		*	
Movement:	LT - LTR - RT						LT - LTR - RT						LT - LTR - RT						LT - LTR - RT					
Shared Cap.:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		566		xxxx		xxxxx		xxxx		xxxx		xxxxx	
SharedQueue:	0.0		xxxx		xxxxx		xxxxx		xxxx		xxxxx		1.4		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shrd StpDel:	7.7		xxxx		xxxxx		xxxxx		xxxx		xxxxx		14.3		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	A		*		*		*		*		*		B		*		*		*		*		*	
ApproachDel:	xxxxxx						xxxxxx						13.7						xxxxxx					
ApproachLOS:	*						*						B						*					

Oakhills Marketplace Project
Existing Conditions
AM Peak Hour

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

```
**********************************************************************
Intersection #7 Outer Hwy 10 S & Live Oak Cyn Rd
**********************************************************************
Average Delay (sec/veh):       2.0   Worst Case Level Of Service:       B[ 10.7]
**********************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  1  0  1    0  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       12  104    0    0  201   53   56    0   17    0    0    0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    12  104    0    0  201   53   56    0   17    0    0    0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:     13  109    0    0  212   56   59    0   18    0    0    0
Reduct Vol:      0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:     13  109    0    0  212   56   59    0   18    0    0    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:   4.1 xxxx xxxxx xxxxx xxxx xxxxx  6.4 xxxx  6.2 xxxxx xxxx xxxxx
FollowUpTim:   2.2 xxxx xxxxx xxxxx xxxx xxxxx  3.5 xxxx  3.3 xxxxxxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   267 xxxx xxxxx  xxxx xxxx xxxxx  346 xxxx  212  xxxx xxxx xxxxx
Potent Cap.:  1308 xxxx xxxxx  xxxx xxxx xxxxx  655 xxxx  834  xxx xxxx xxxxx
Move Cap.:    1308 xxxx xxxxx  xxxx xxxx xxxxx  650 xxxx  834  xxxx xxxx xxxxx
Volume/Cap:   0.01 xxxx  xxxx  xxxx xxxx  xxxx 0.09 xxxx 0.02  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Queue:          0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  0.1 xxxxx xxxx xxxxx
Stopped Del:    7.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  9.4 xxxxx xxxx xxxxx
LOS by Move:      A    *     *     *    *     *     *    *     A     *    *     *
Movement:      LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  650 xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:    0.0 xxxx xxxxx xxxxx xxxx xxxxx  0.3 xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:    7.8 xxxx xxxxx xxxxx xxxx xxxxx 11.1 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:       A    *     *     *    *     *     B    *     *     *    *     *
ApproachDel:    xxxxxx          xxxxxx          10.7          xxxxxx
ApproachLOS:       *               *              B               *
```


Oakhills Marketplace Project
Existing Conditions
AM Peak Hour

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

```
**********************************************************************
Intersection #8 Live Oak Cyn Rd & I10 EB Ramps
**********************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):          0.508
Loss Time (sec):        6 (Y+R =  4 sec) Average Delay (sec/veh):         12.6
Optimal Cycle:          0                Level Of Service:                  B
**********************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  0  1  0  1    1  0  1  0  0    0  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  115   41  206  230    0  257    1   14    0    0    0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0  115   41  206  230    0  257    1   14    0    0    0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:     0  121   43  217  242    0  271    1   15    0    0    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:    0  121   43  217  242    0  271    1   15    0    0    0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:     0  121   43  217  242    0  271    1   15    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:   1.00 1.00  100 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 1.00 1.00 1.00 1.00 0.00 0.99 0.01 1.00 0.00 0.00 0.00
Final Sat.:     0  575  645  572  622    0  533    2  642    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      xxxx 0.21 0.07 0.38 0.39 xxxx 0.51 0.51 0.02 xxxx xxxx xxxx
Crit Moves:         ****           ****      ****
Delay/Veh:      0.0 10.2   84 12.4 11.8  0.0 15.4 15.4  8.2  0.0  0.0  0.0
Delay Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:     0.0 10.2  8.4 12.4 11.8  0.0 15.4 15.4  8.2  0.0  0.0  0.0
LOS by Move:      *    B    A    B    B    *    C    C    A    *    *    *
ApproachDel:        9.7            12.1            15.0           xxxxxx
Delay Adj:         1.00            1.00            1.00            xxxxx
ApprAdjDel:         9.7            12.1            15.0           xxxxxx
LOS by Appr:          A              B               B               *
**********************************************************************
```

Oakhills Marketplace Project
Existing Conditions
PM Peak Hour

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

Intersection #8 Live Oak Cyn Rd & I10 EB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.024
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 39.7
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 0	1	0	1	1 0	1	0	0	0 1	0	0	1	0 0	0	0	0
Volume Module:																
Base Vol:	0	322	53		167	153	0		496	1	27		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	322	53		167	153	0		496	1	27		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	339	56		176	161	0		522	1	28		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	339	56		176	161	0		522	1	28		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		100	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	339	56		176	161	0		522	1	28		0	0	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.99	0.01	1.00		0.00	0.00	0.00	
Final Sat.:	0	511	566		468	500	0		510	1	603		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.66	0.10		0.38	0.32	xxxx		1.02	1.02	0.05		xxxx	xxxx	xxxx	
Crit Moves:		****			****				****							
Delay/Veh:	0.0	22.4	9.7		14.8	13.2	0.0		72.4	72.4	8.8		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	22.4	9.7		14.8	13.2	0.0		72.4	72.4	8.8		0.0	0.0	0.0	
LOS by Move:	*	C	A		B	B	*		F	F	A		*	*	*	
ApproachDel:		20.6				14.0				69.1				xxxxxx		
Delay Adj:		1.00				1.00				1.00				xxxxx		
ApprAdjDel:		20.6				14.0				69.1				xxxxxx		
LOS by Appr:		C				B				F				*		

Oakhills Marketplace Project
Existing Conditions
PM Peak Hour

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

Intersection #9 Oak Glen Rd & I10 WB Ramps

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: D[4.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	0	0 0	0	1	0	0 0	0	0	0	1 0	0	0	1
Volume Module:																
Base Vol:	27	842	0		0	322	450		0	0	0		14	0	219	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	842	0		0	322	450		0	0	0		14	0	219	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	28	886	0		0	339	474		0	0	0		15	0	231	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	28	886	0		0	339	474		0	0	0		15	0	231	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				6.4	xxxx	6.2	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	813	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1519	xxxx	886	
Potent Cap.:	823	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				132	xxxx	346	
Move Cap.:	823	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				129	xxxx	346	
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.11	xxxx	0.67	
Level Of Service Module:																
Queue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				0.4	xxxx	4.5	
Stopped Del:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				36.6	xxxx	33.8	
LOS by Move:	A	*	*	*	*	*	*	*	*				E	*	D	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx	
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx	
Shrd StpDel:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*	*	*	*	*	*	*				*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				34.0			
ApproachLOS:	*				*				*				D			

Oakhills Marketplace Project
Existing Conditions
AM Peak Hour

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

Intersection #9 Oak Glen Rd & I10 WB Ramps

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[20.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0
Volume Module:																		
Base Vol:	24	368		0	0	389		795	0		0	0	36		8	181
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	24	368		0	0	389		795	0		0	0	36		8	181
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95	0.95
PHF Volume:	25	387		0	0	409		837	0		0	0	38		8	191
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	25	387		0	0	49		837	0		0	0	38		8	191
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				6.4	6.5		6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	1246	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1266	1684		387
Potent Cap.:	565	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				188	95		665
Move Cap.:	565	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				182	91		665
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.21	0.09		0.29
Level Of Service Module:																
Queue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	154	xxxx	525				
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.2	xxxx	1.8				
Shrd StpDel:	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	38.2	xxxx	16.0				
Shared LOS:	B	*	*	*	*	*	*	*	*	E	*	C				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			20.2						
ApproachLOS:	*			*			*			C						

Oakhills Marketplace Project
Existing Conditions
AM Peak Hour

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

Intersection #10 Oak Glen Cyn Rd & 14th St/Calimesa Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.734
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7		7	7	7		7	7	7		7	7	7		7
Lanes:	1 0	1	1	0	1	0	1	0	1	1	0	1	0	1	0	1
Volume Module: AM																
Base Vol:	77	386		80	14	649		38	10	45		94	436	209		21
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	77	386		80	14	649		38	10	45		94	436	209		21
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	81	406		84	15	683		40	11	47		99	459	220		22
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	81	406		84	15	683		40	11	47		99	459	220		22
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	81	406		84	15	683		40	11	47		99	459	220		22
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800		1800
Adjustment:	0.15	0.93		0.93	0.40	1.00		0.85	0.90	1.00		0.85	0.90	1.00		0.85
Lanes:	1.00	1.66		0.34	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Sat.:	274	2759		572	727	1800		1530	1614	1800		1530	1614	1800		1530
Capacity Analysis Module:																
Vol/Sat:	0.30	0.15		0.15	0.02	0.38		0.03	0.01	0.03		0.06	0.28	0.12		0.01
Crit Moves:						****				****			****			
Green/Cycle:	0.52	0.52		0.52	0.52	0.52		0.52	0.09	0.09		0.09	0.39	0.39		0.39
Volume/Cap:	0.57	0.28		0.28	0.04	0.73		0.05	0.07	0.30		0.73	0.73	0.32		0.04
Delay/Veh:	22.2	13.8		13.8	12.0	21.9		12.0	42.1	43.8		63.2	30.7	21.7		19.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	22.2	13.8		138	12.0	21.9		12.0	42.1	43.8		63.2	30.7	21.7		19.1
HCM2kAvg:	11	4		4	1	17		1	0	2		5	14	5		0

Oakhills Marketplace Project
Existing Conditions
PM Peak Hour

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

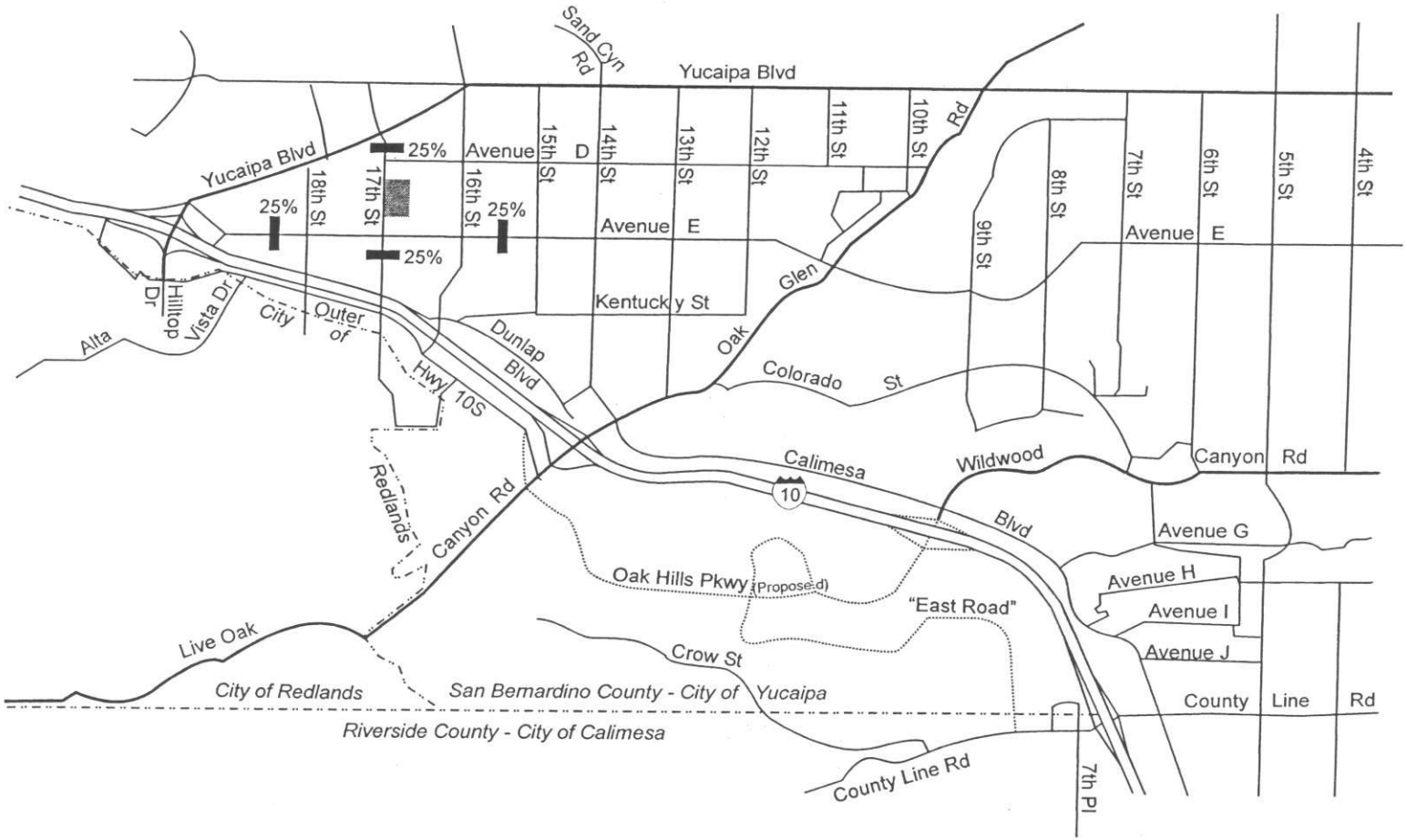
```
*******************************************************************************
Intersection #10 Oak Glen Cyn Rd & 14thSt/Calimesa Bl
*******************************************************************************
Cycle (sec):          100                 Critical Vol./Cap. (X):          0.517
Loss Time (sec):        6 (Y+R =  4 sec) Average Delay(sec/veh):          19.5
Optimal Cycle:         28                 Level Of Service:                    B
*******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     7    7    7    7    7    7    7    7    7    7    7    7    7
Lanes:        1  0  1  1  0    1  0  1  0  1    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       114  642  277   44  482   17   55  135   96  170   76   46
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    114  642  277   44  482   17   55  135   96  170   76   46
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:     120  676  292   46  507   18   58  142  101  179   80   48
Reduct Vol:       0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:    120  676  292   46  507   18   58  142  101  179   80   48
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:     120  676  292   46  507   18   58  142  101  179   80   48
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:      1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment:    0.31 0.91 0.91 0.22 1.00 0.85 0.90 1.00 0.85 0.90 1.00 0.85
Lanes:         1.00 1.40 060  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.:     564 2282  984  403 1800 1530 1614 1800 1530 1614 1800 1530
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:       0.21 0.30 0.30 0.12 0.28 0.01 0.04 0.08 0.07 0.11 0.04 0.03
Crit Moves:          ****                                ****      ****
Green/Cycle:   0.57 0.57 0.57 0.57 0.57 0.57 0.15 0.15 0.15 0.21 0.21 0.21
Volume/Cap:    0.37 0.52 052  0.20 0.49 0.02 0.23 0.52 0.43 0.52 0.21 0.15
Delay/Veh:     12.3 13.2 13.2 10.7 13.1  9.2 37.7 40.7 39.7 36.1 32.6 32.1
User DelAdj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:    12.3 13.2 13.2 10.7 13.1  9.2 37.7 40.7 39.7 36.1 32.6 32.1
HCM2kAvg:        6    9    9    3    9    0    2    5    3    6    2    1
*******************************************************************************
```


Oakhils Marketplace Project
Existing Conditions
PM Peak Hour

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

```
*******************************************************************************
Intersection #11 Oak Glen Cyn Rd & Colorado St
*******************************************************************************
Average Delay (sec/veh):       0.6   Worst Case Level Of Service:     B[ 14.9]
*******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  625   70    4  504    0    0    0    0   39    0    6
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0  625   70    4  504    0    0    0    0   39    0    6
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:     0  658   74    4  531    0    0    0    0   41    0    6
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:     0  658   74    4  531    0    0    0    0   41    0    6
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   732 xxxx xxxxx  xxxx xxxx xxxxx   932 xxxx   329
Potent Cap.: xxxx xxxx xxxxx   882 xxxx xxxxx  xxxx xxxx xxxxx   269 xxxx   673
Move Cap.:   xxxx xxxx xxxxx   882 xxxx xxxxx  xxxx xxxx xxxxx   268 xxxx   673
Total Cap:   xxxx xxxx xxxxx  xxxx xxxx xxxxx     0    0 xxxxx   380    0 xxxxx
Volume/Cap:  xxxx xxxx xxxx  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.11 xxxx  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Queue:       xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   0.0
Stopped Del xxxxx xxxx xxxxx   9.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  10.4
LOS by Move:   *    *    *     A    *    *    *    *    *    *    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   380 xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.4 xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  15.6 xxxx xxxxx
Shared LOS:    *    *    *    *    *    *    *    *    *    C    *    *
ApproachDel:    xxxxxx            xxxxxx            xxxxxx            14.9
ApproachLOS:       *                 *                 *                 B
```

APPENDIX C
Near Term Cumulative Project Information



		AM Peak Hour			PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Condominium	5.86	0.44	0.08	0.36	0.52	0.35	0.17
71 Units	416	31	6	25	37	25	12

N

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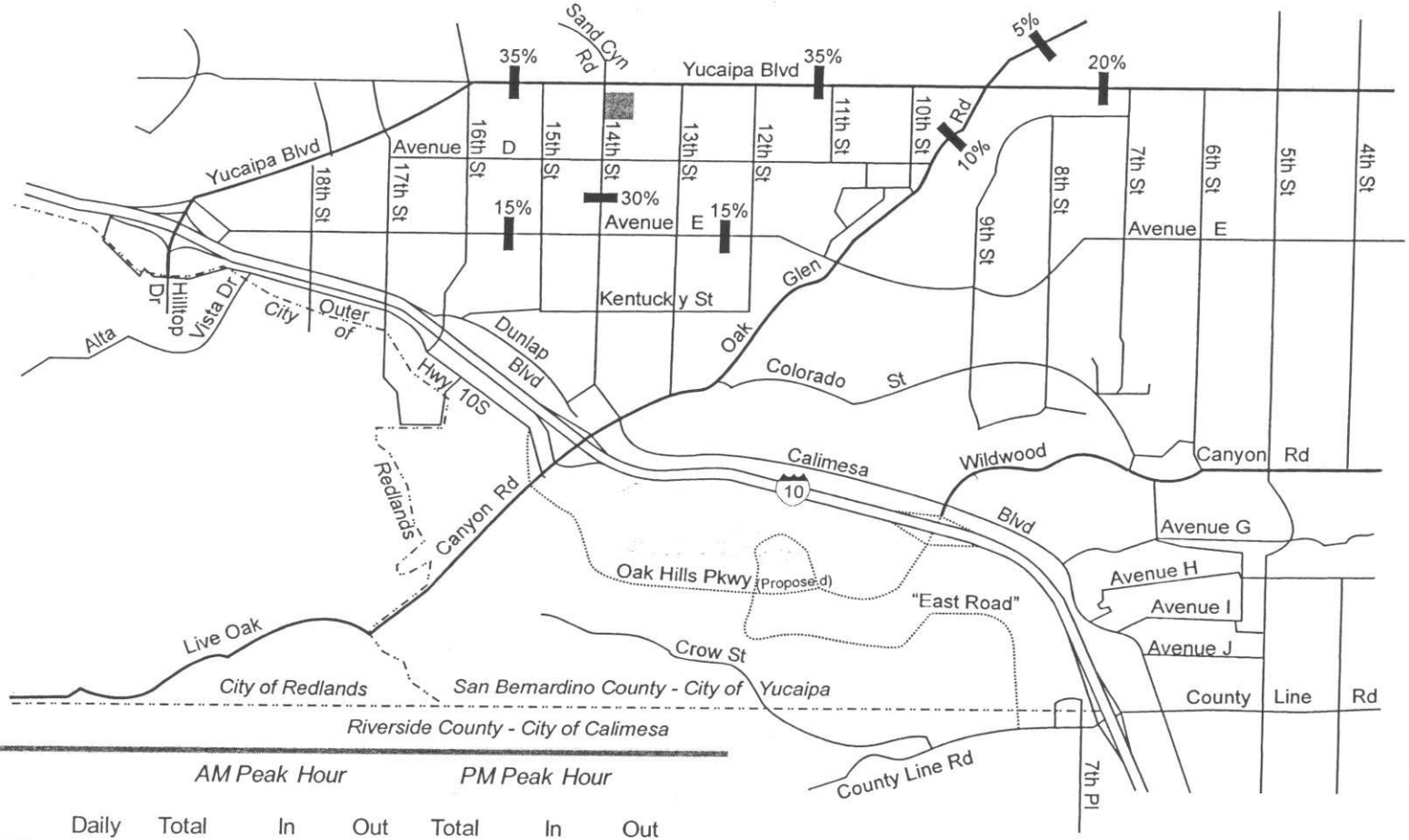
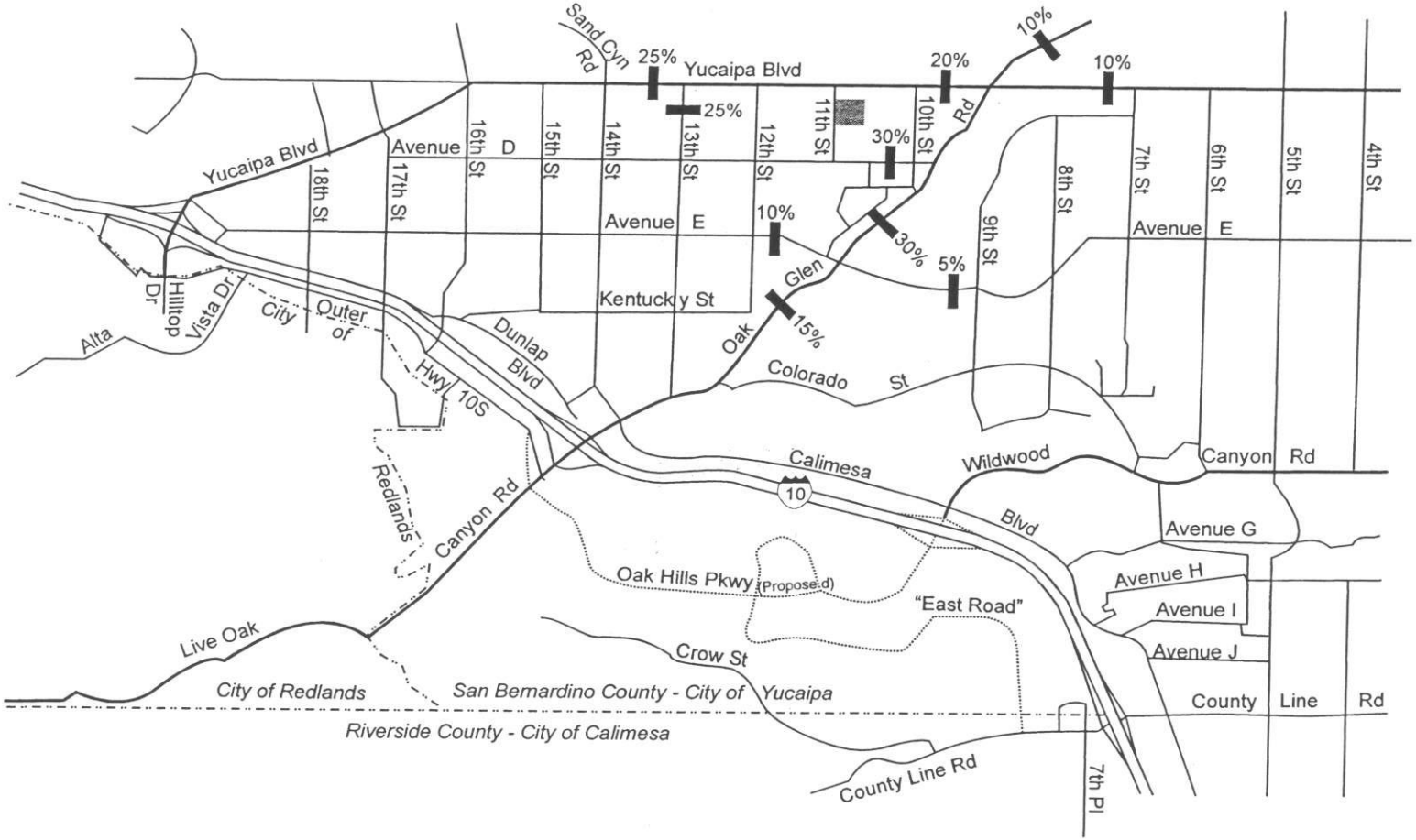
Yucaipa Freeway Corridor Specific Plan - Traffic Study

Figure A1

Cumulative Project 1



	Daily	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Condominium	5.86	0.44	0.08	0.36	0.52	0.35	0.17
42 Units	246	18	3	15	22	15	7
Single Family Homes	9.57	0.75	0.19	0.56	1.01	0.64	0.37
16 Units	153	12	3	9	16	10	6
Total	399	30	6	24	38	25	13



		AM Peak Hour			PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Tire Shop	N/A	2.31	1.48	0.83	3.79	1.59	2.20
6 service bays	N/A	14	9	5	23	10	13.00

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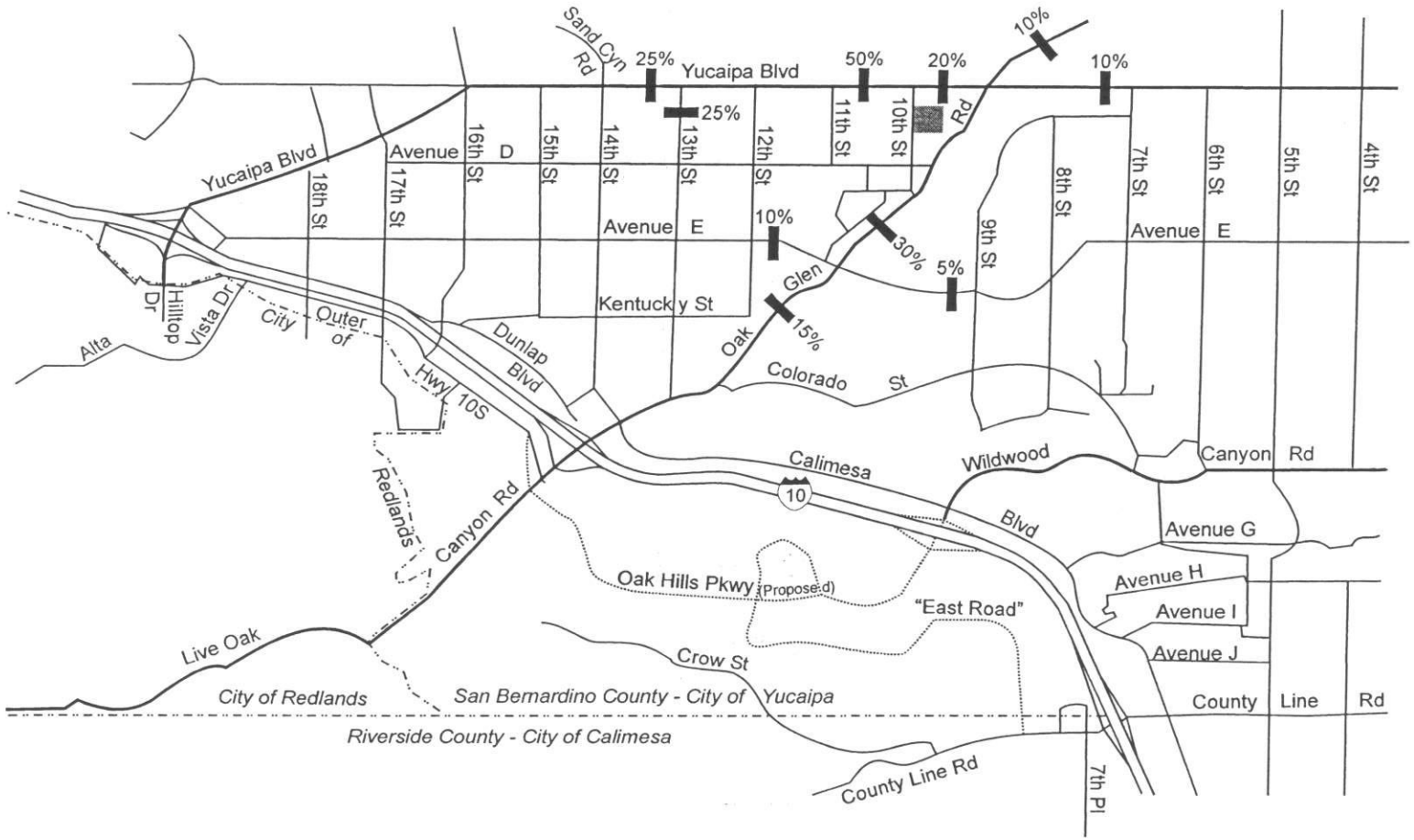
Figure A3

Cumulative Project 3



		AM Peak Hour			PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Single Family Homes	9.57	0.75	0.19	0.56	1.01	0.64	0.37
4 Units	38	3	1	2	4	3	1

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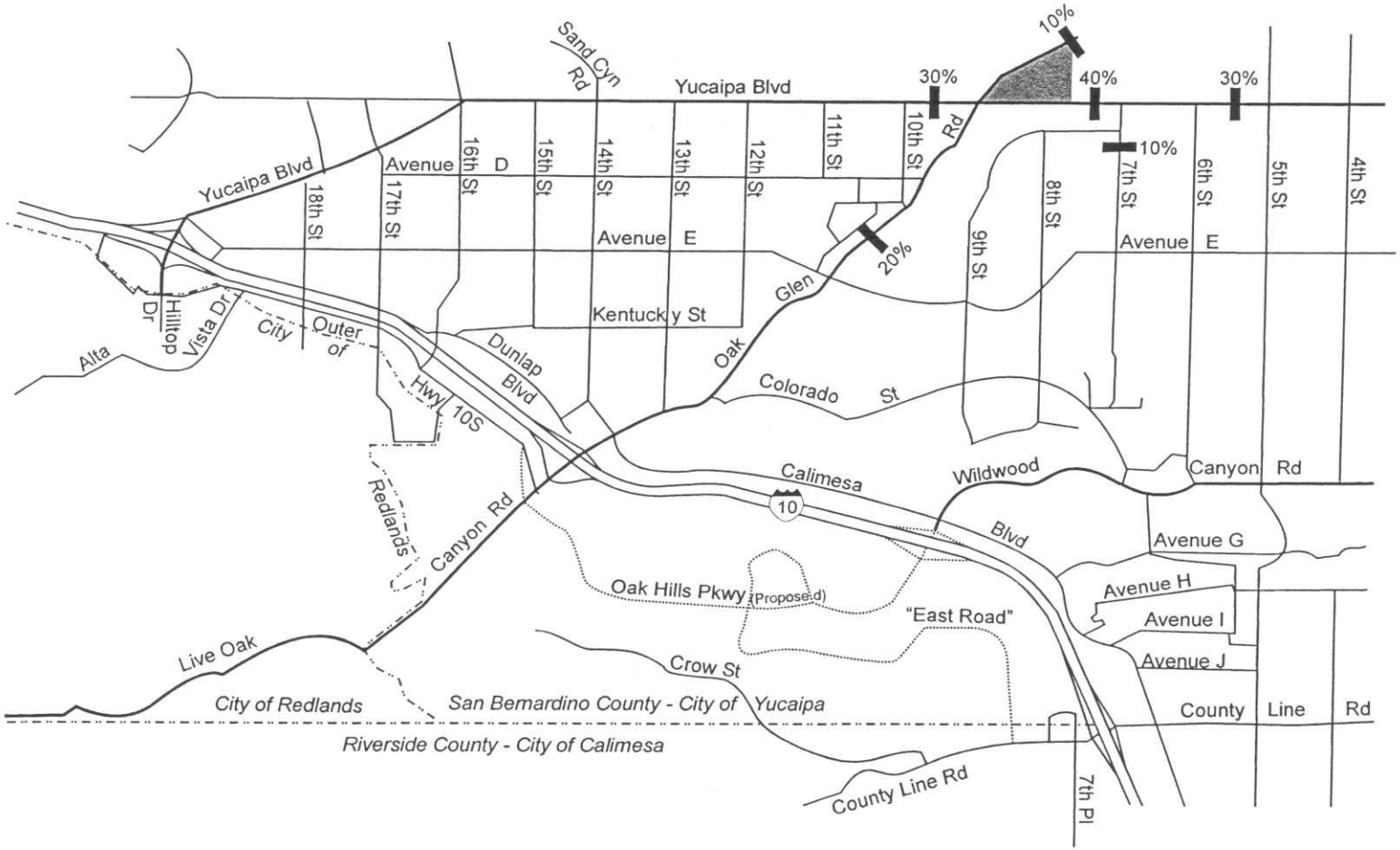
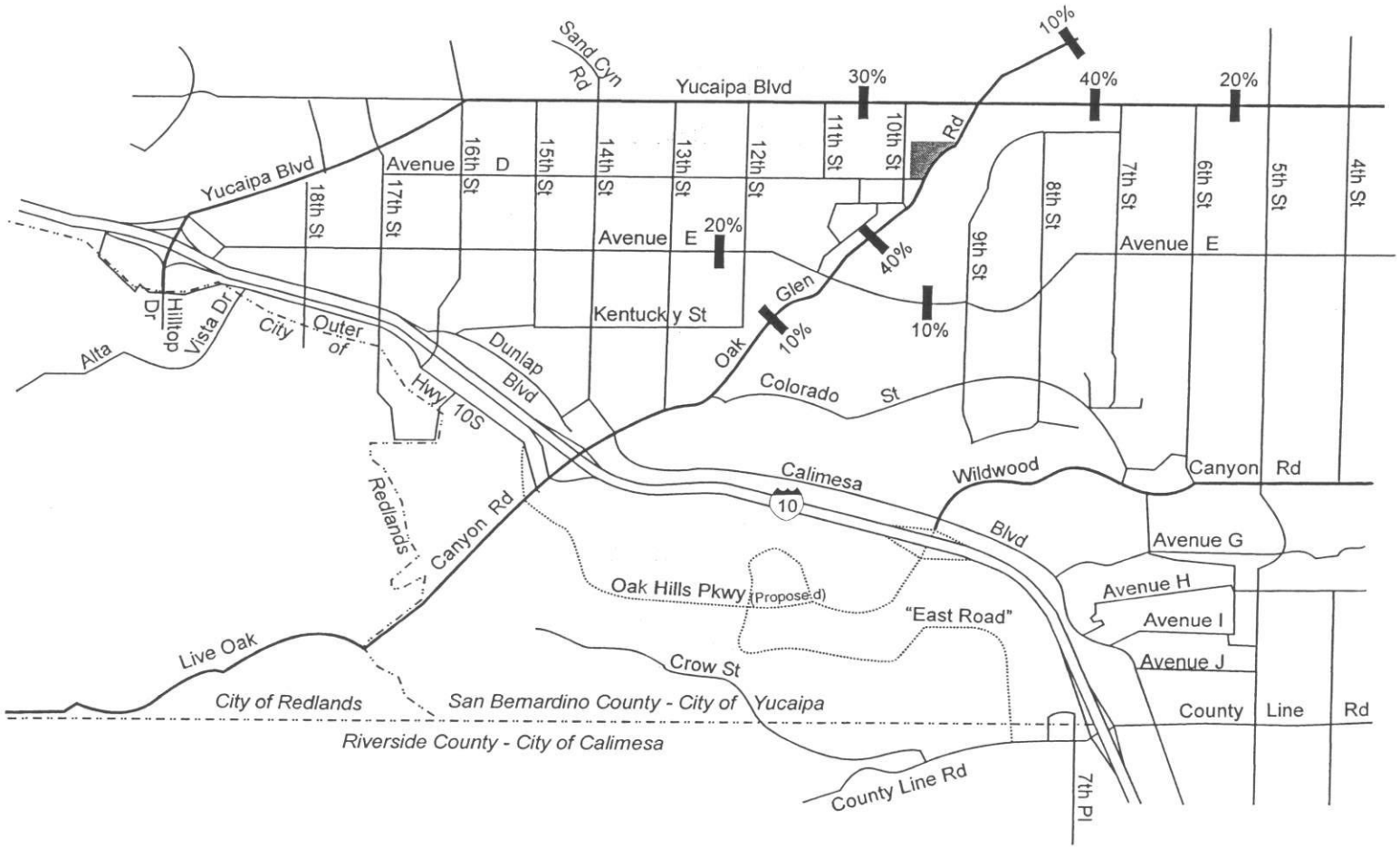
Figure A4

Cumulative Project 4



		AM Peak Hour			PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Shopping Center	42.94	1.03	0.63	0.4	3.75	1.8	1.95
35,000 s.f	1503	36	22	14	131	63	68



	AM Peak Hour				PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Retirement Home	2.02	0.06	0.04	0.02	0.17	0.09	0.08
118 Units	238	7	4	3	20	11	9

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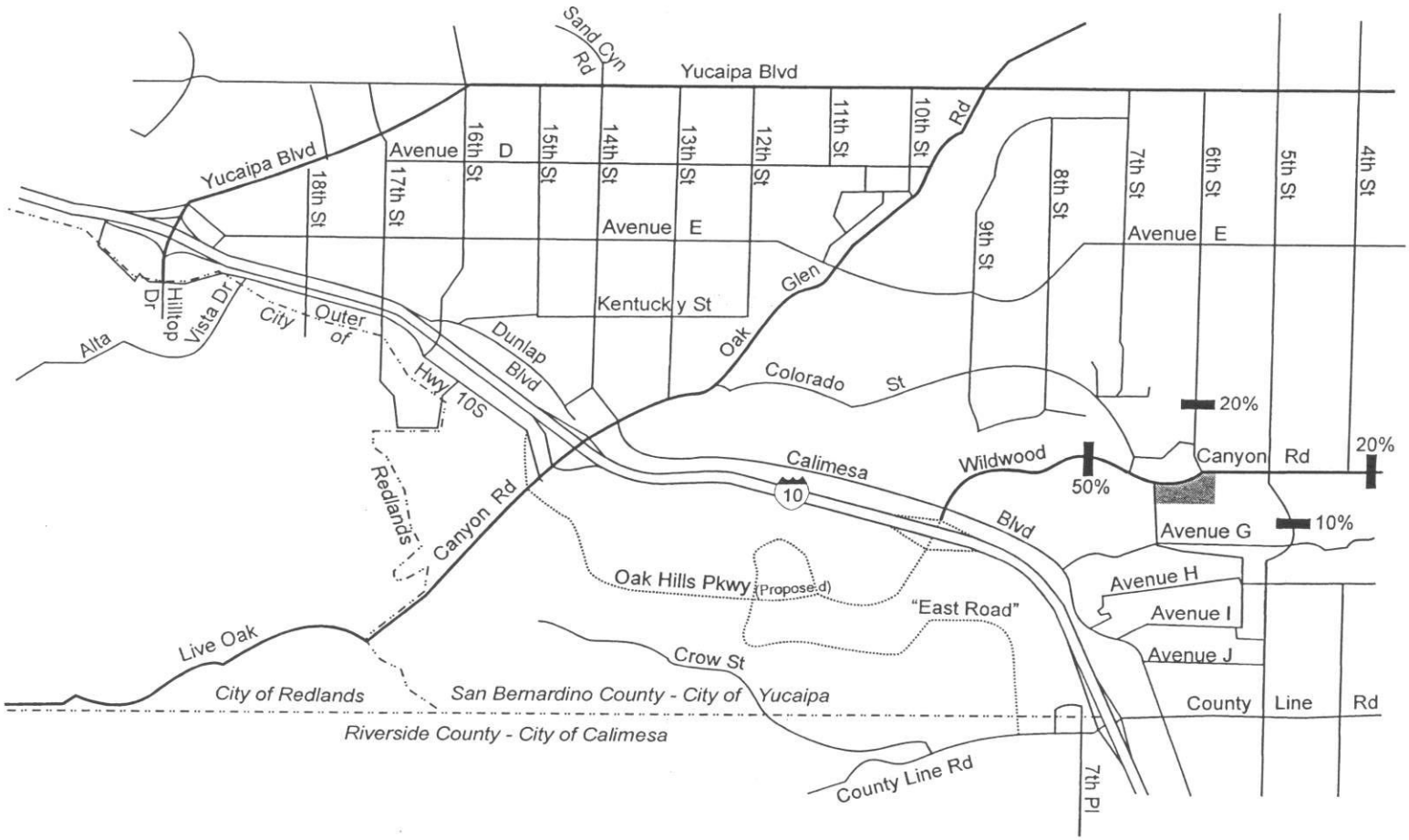
Figure A6

Cumulative Project 6



	AM Peak Hour				PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Single Family Homes	9.57	0.75	0.19	0.56	1.01	0.64	0.37
13 Units	124	10	3	7	13	8	5

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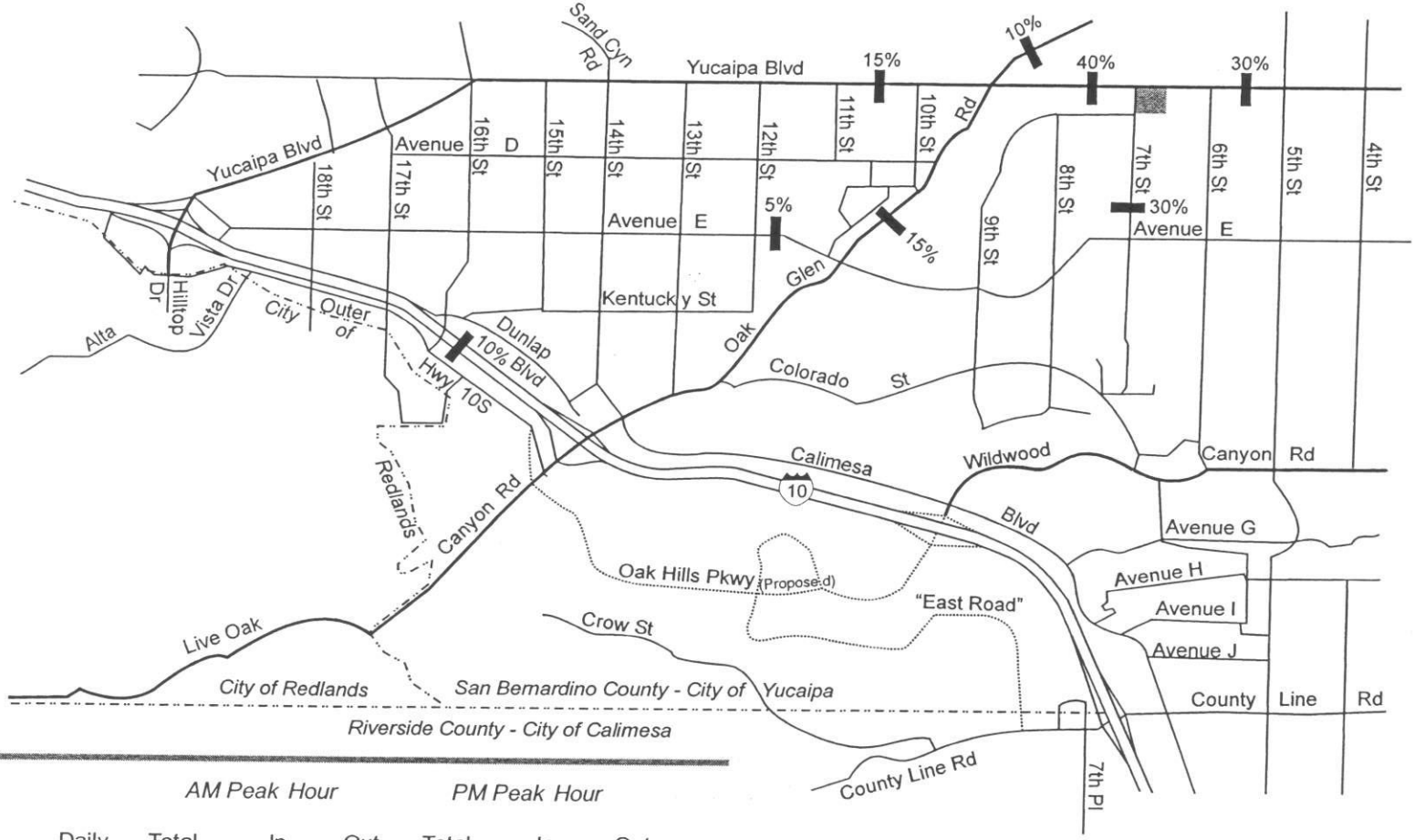
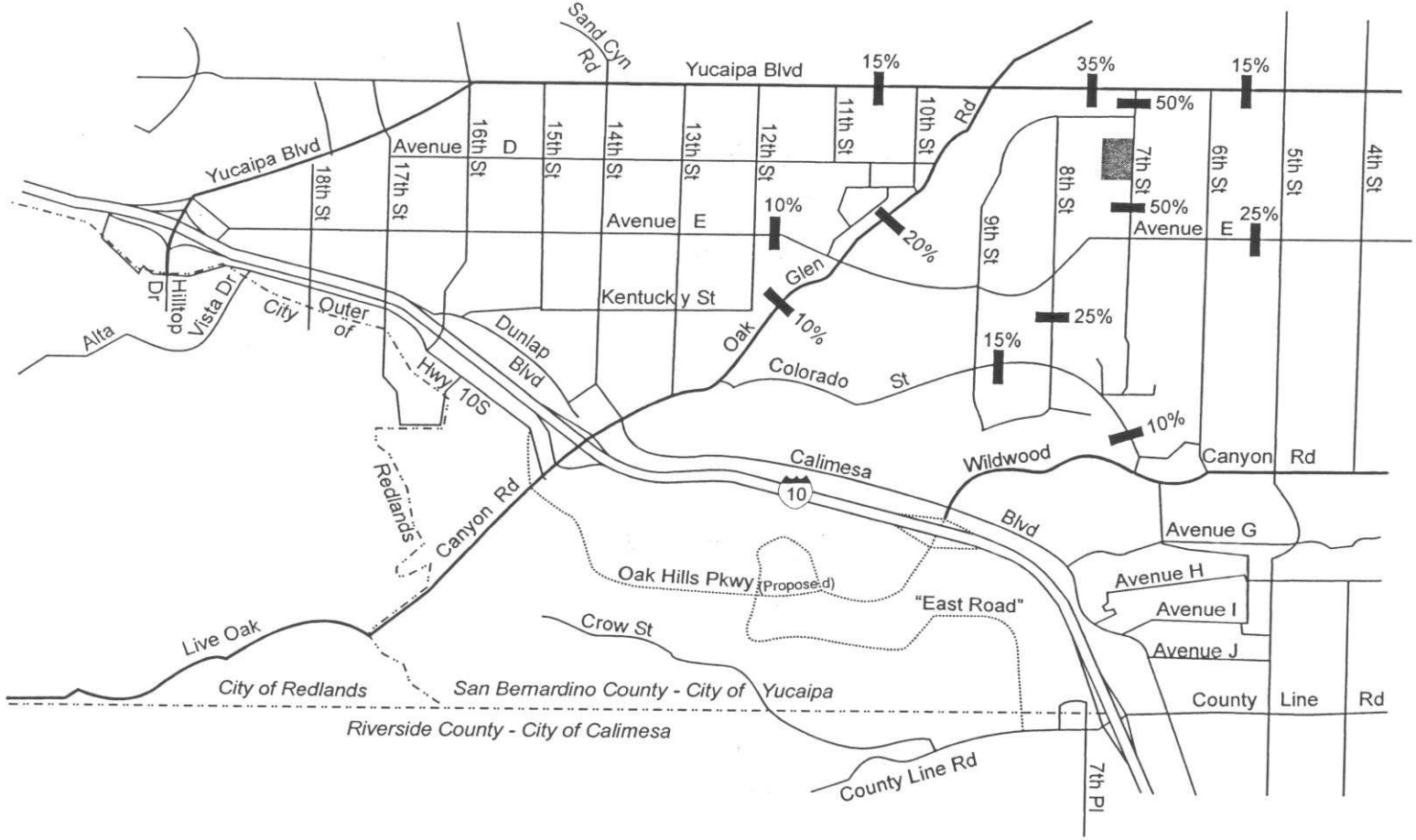
Yucaipa Freeway Corridor Specific Plan - Traffic Study

Figure A7

Cumulative Project 7



		AM Peak Hour			PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Mini Storage	2.5	0.15	0.09	0.06	0.26	0.13	0.13
100,000 s.f.	250	15	9	6	26	13	13
Retail / Restaurant	42.94	1.03	0.63	0.40	3.75	1.80	1.95
15,000 s.f	644	15	9	6	56	27	29
Town Homes	5.86	0.44	0.08	0.36	0.52	0.35	0.17
110 Units	645	48	9	40	57	39	19
Total	1539	78	27	52	139	79	61



	AM Peak Hour				PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Single Family Homes	9.57	0.75	0.19	0.56	1.01	0.64	0.37
51 Units	488	38	10	29	52	33	19

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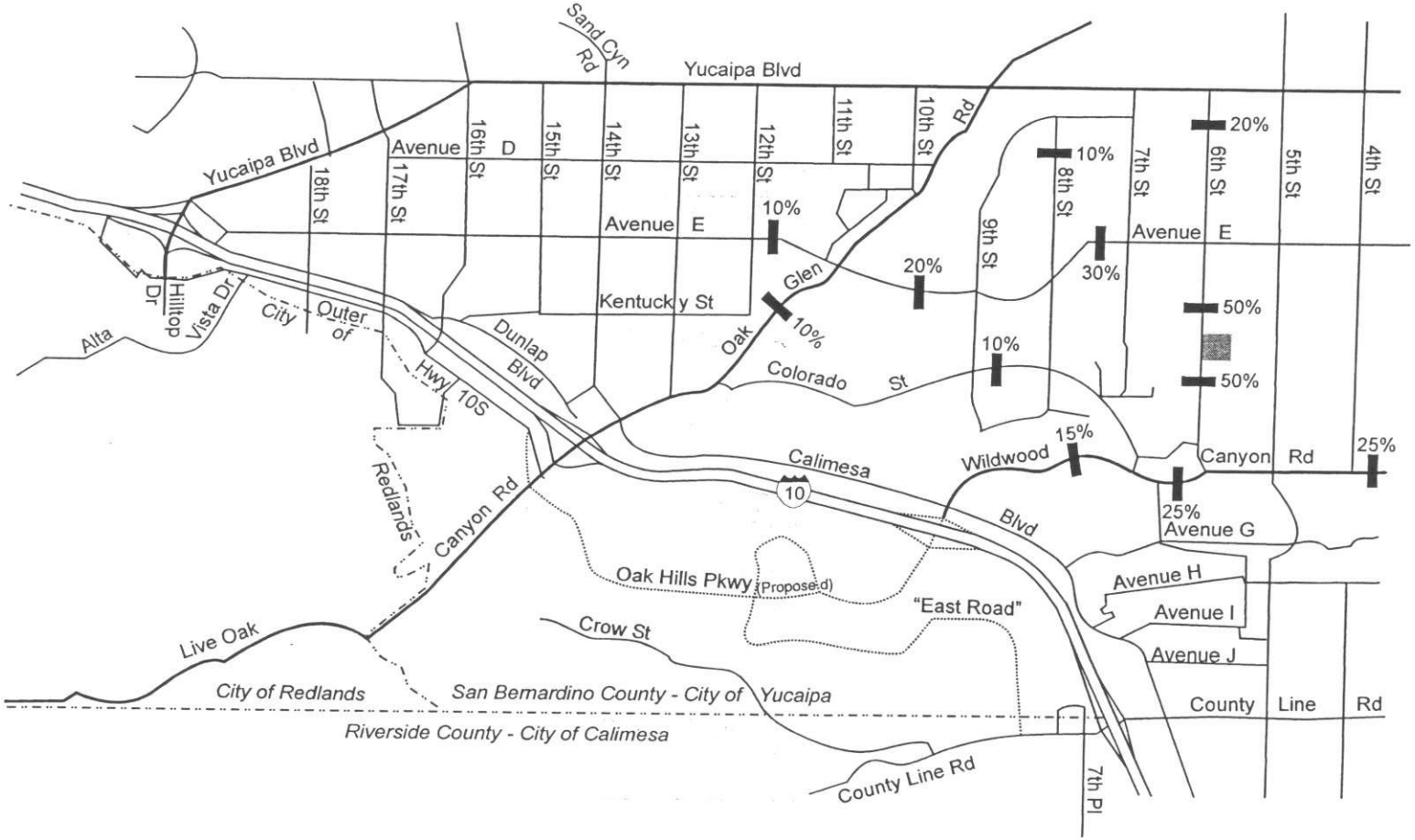
Figure A9

Cumulative Project 9



	AM Peak Hour				PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Single Family Homes	9.57	0.75	0.19	0.56	1.01	0.64	0.37
17 Units	163	13	3	10	17	11	6

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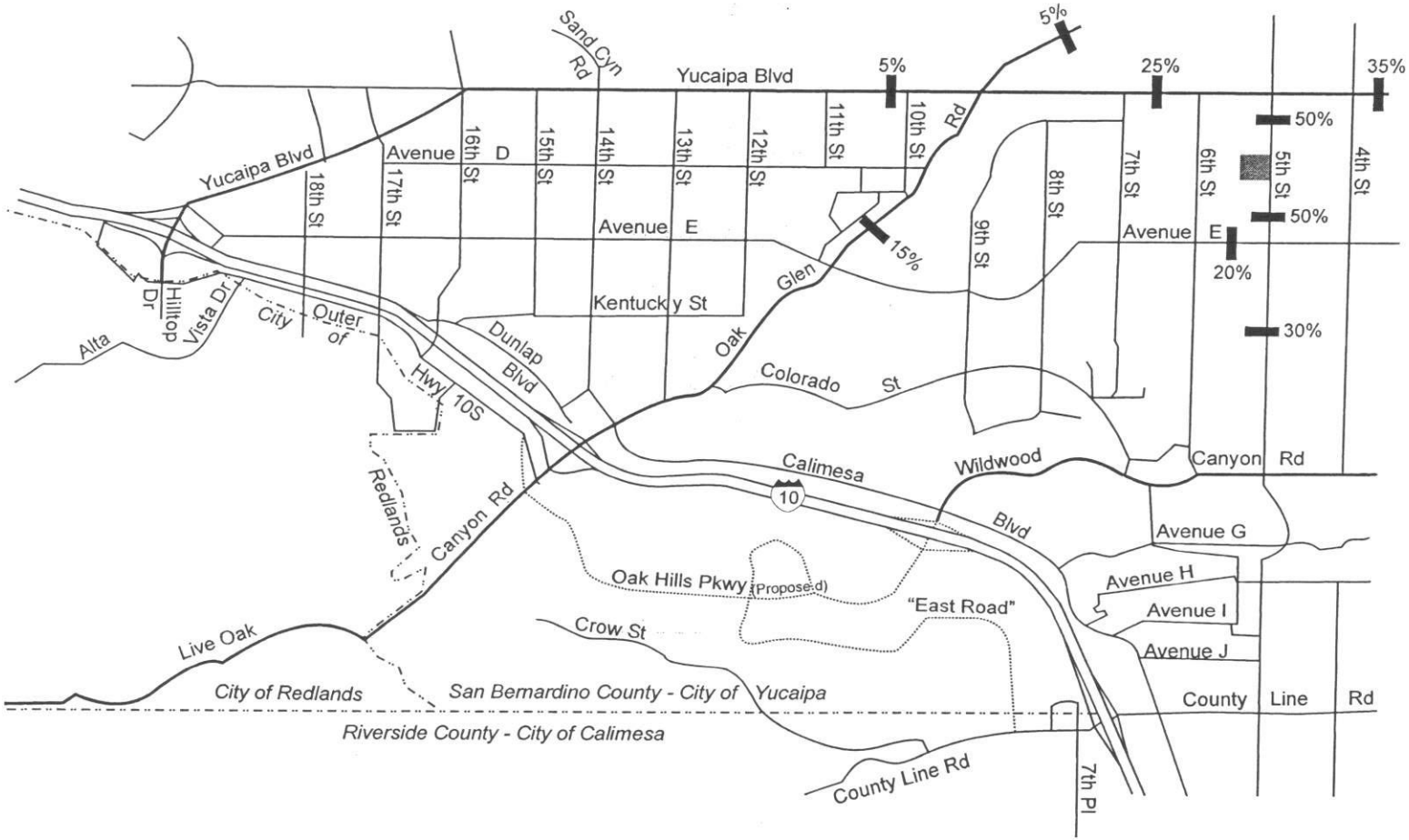
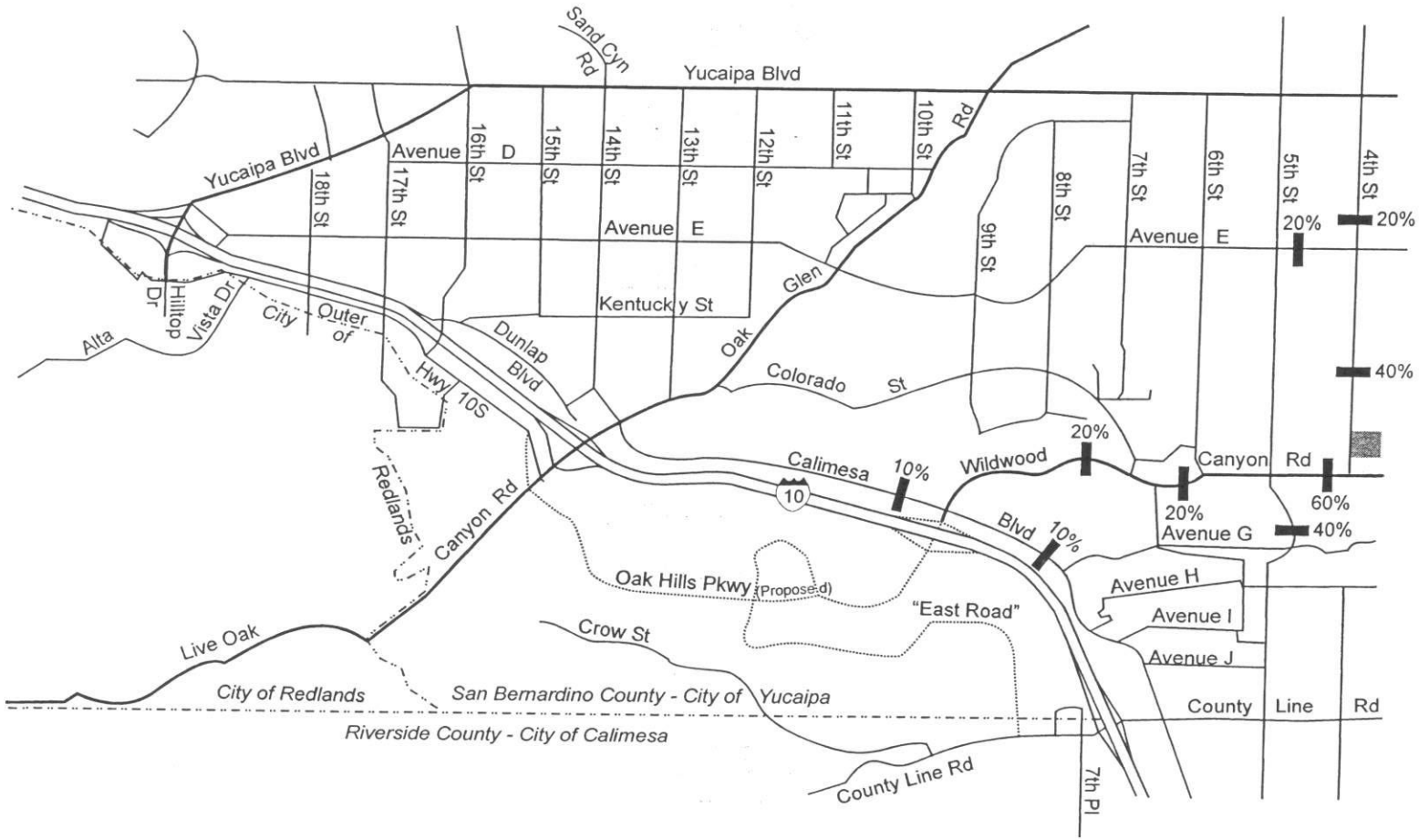
Figure A10

Cumulative Project 10



		AM Peak Hour			PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Town Homes	5.86	0.44	0.08	0.36	0.52	0.35	0.17
33 Units	193	15	3	12	17	12	6



		AM Peak Hour			PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Town Homes	5.86	0.44	0.08	0.36	0.52	0.35	0.17
218 Units	1277	96	17	78	113	76	37

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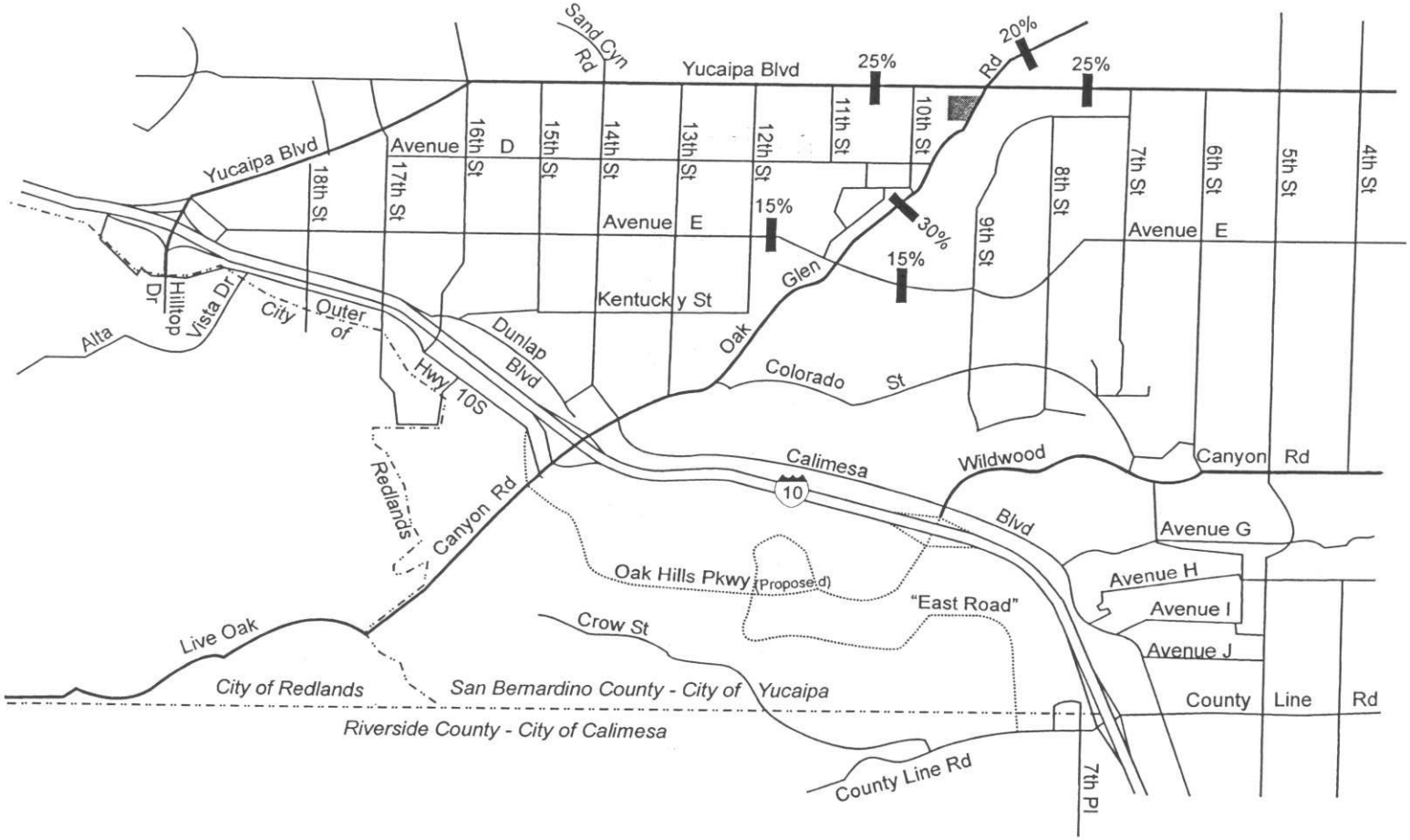
Figure A12

Cumulative Project 12



		AM Peak Hour			PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Retail / Restaurant	42.94	1.03	0.63	0.4	3.75	1.8	1.95
50,000 s.f.	2147	52	32	20	188	90	98

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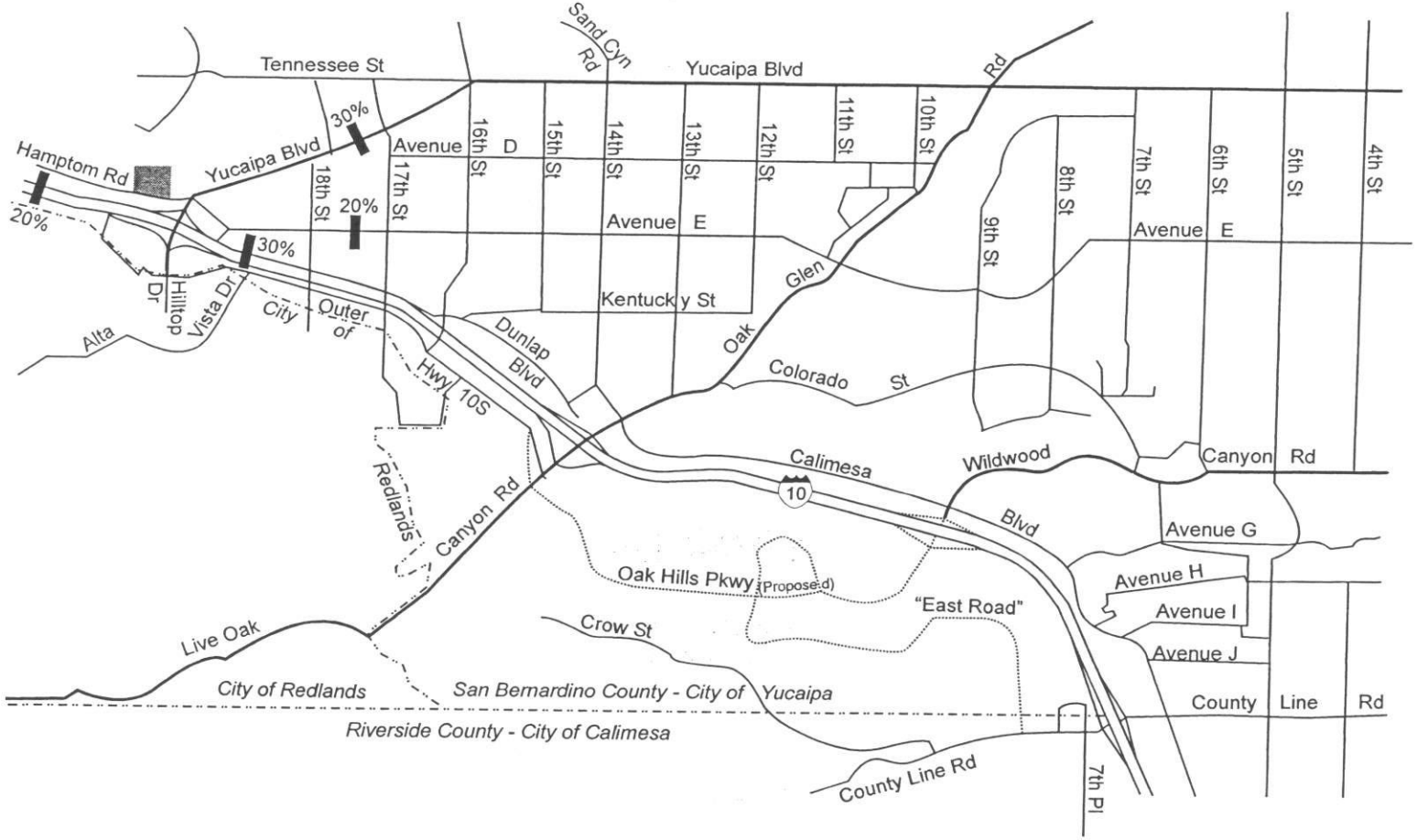
Figure A13

Cumulative Project 13



		AM Peak Hour			PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Office	11.01	1.55	1.36	0.19	1.49	0.25	1.24
10,000 s.f.	110	16	14	2	15	3	12

N

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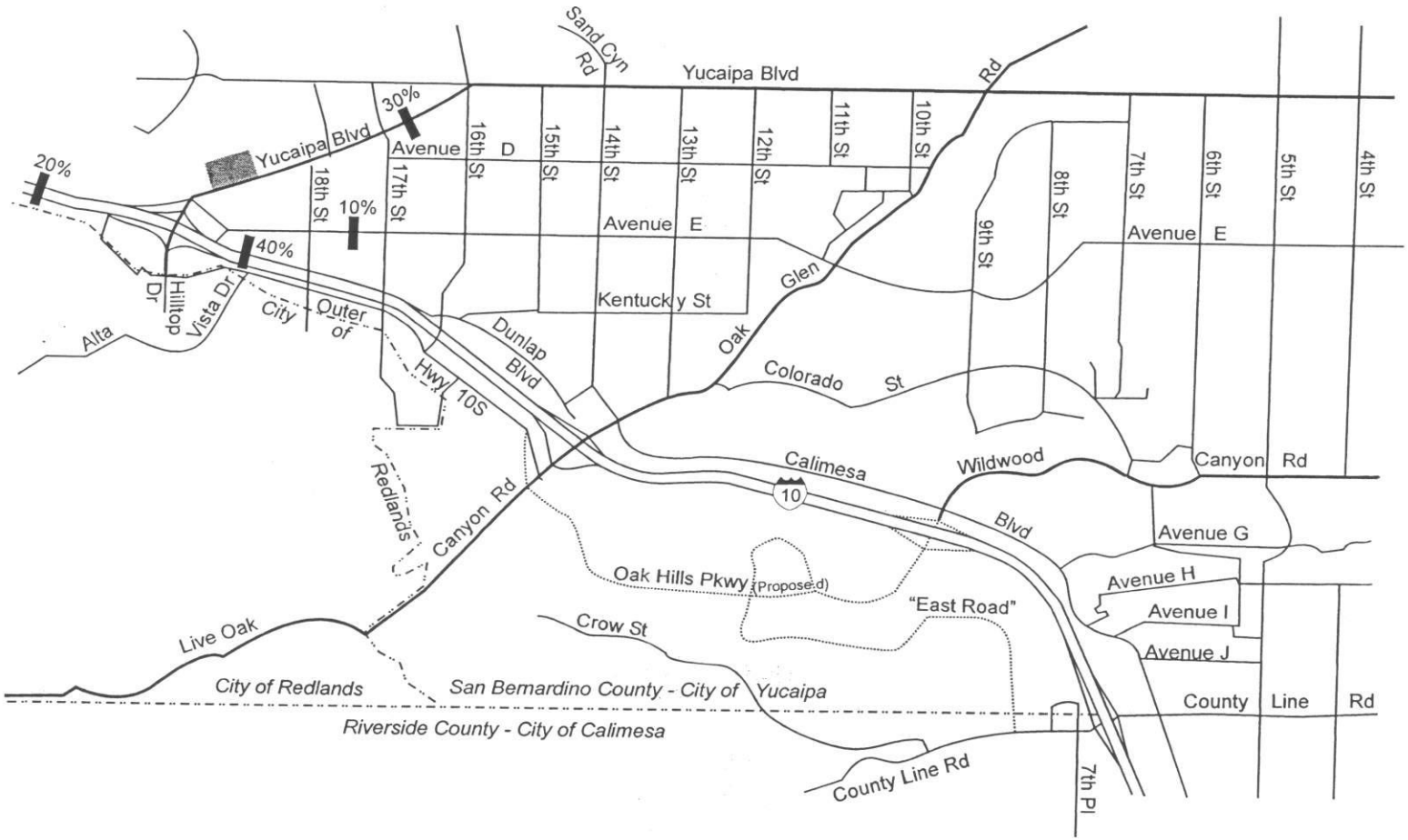
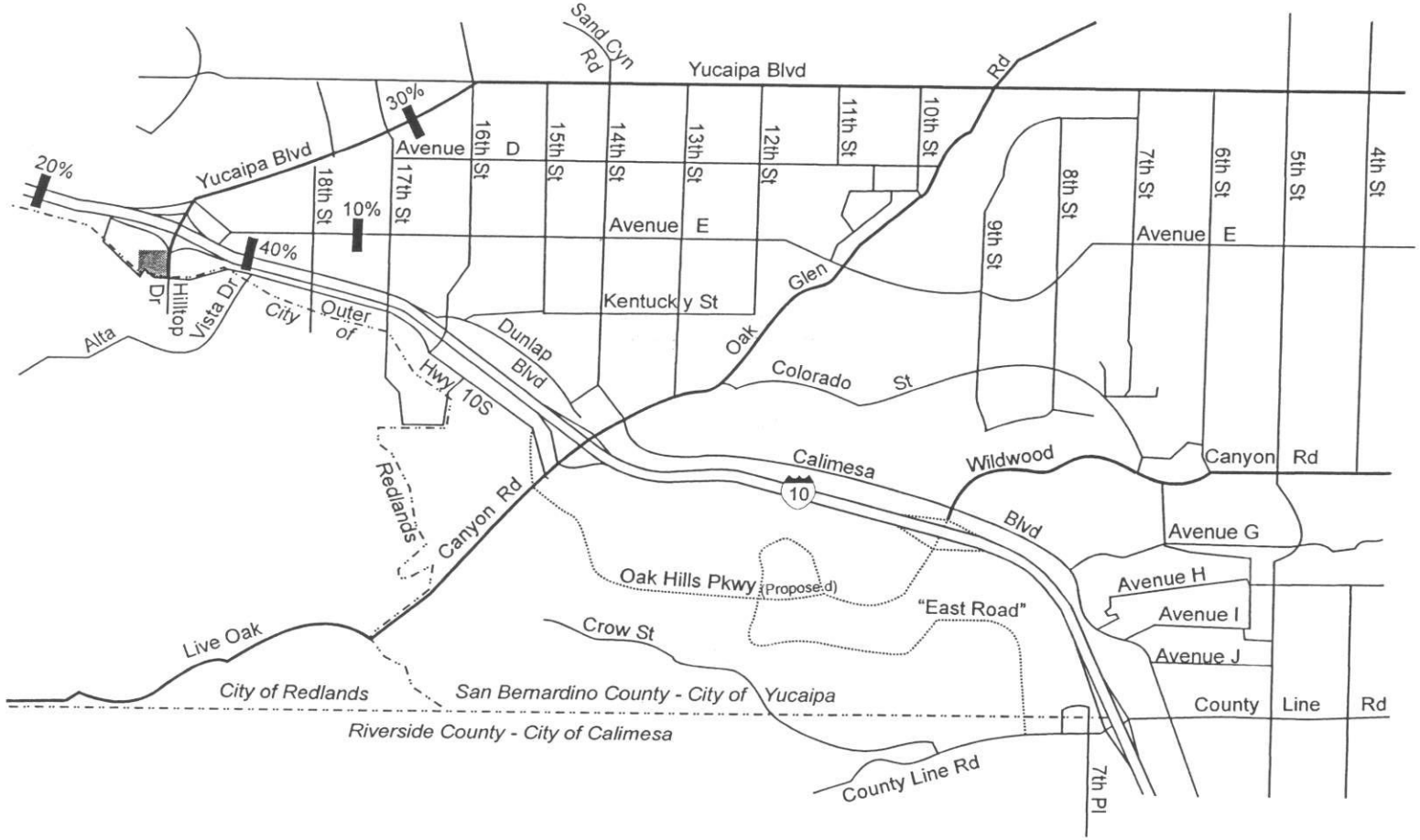
Figure A14

Cumulative Project 14



		AM Peak Hour			PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Office	11.01	1.55	1.36	0.19	1.49	0.25	1.24
15,000 s.f.	165	23	20	3	22	4	19



		AM Peak Hour			PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Office	11.01	1.55	1.36	0.19	1.49	0.25	1.24
6,000 s.f.	66	9	8	1	9	2	7

N

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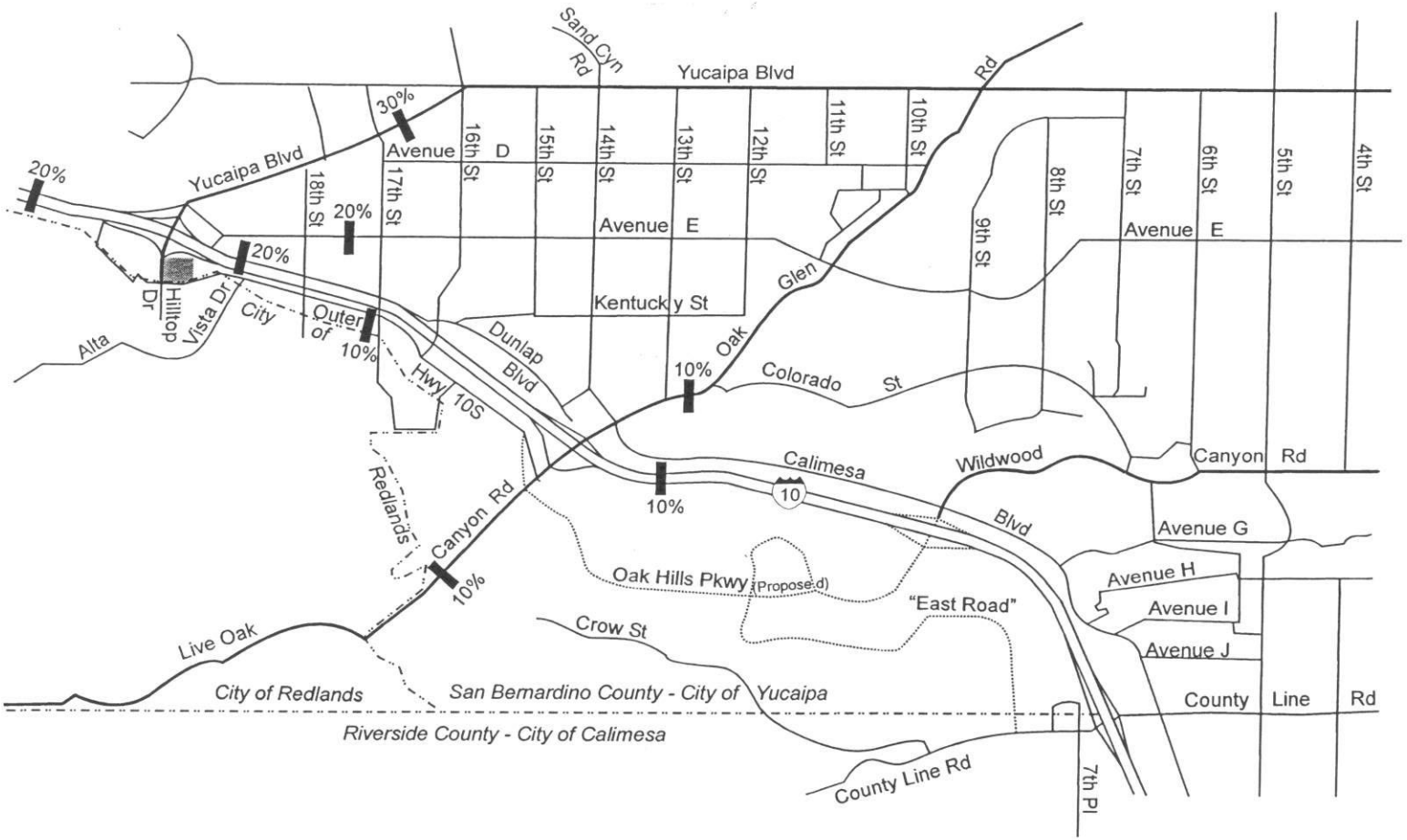
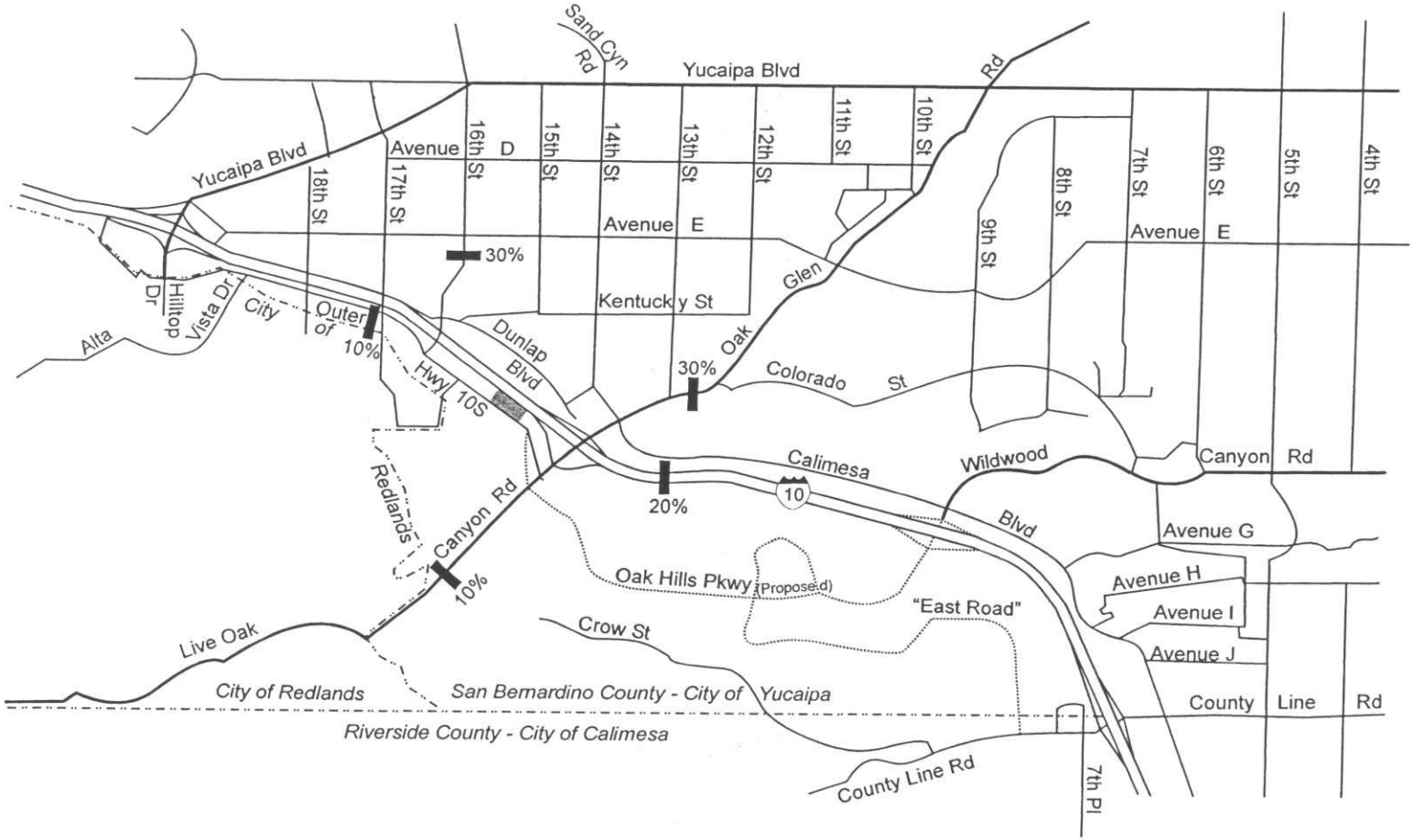
Yucaipa Freeway Corridor Specific Plan - Traffic Study

Figure A16

Cumulative Project 16



	AM Peak Hour				PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Restaurant	89.95	0.81	0.65	0.16	7.49	5.02	2.47
2,500 s.f.	225	2	2	0	19	13	6



		AM Peak Hour			PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Car Wash / Auto Service	N/A	77.68	39.62	38.06	96.37	48.19	48.19
10,000 s.f.	N/A	777	396	381	964	482	482

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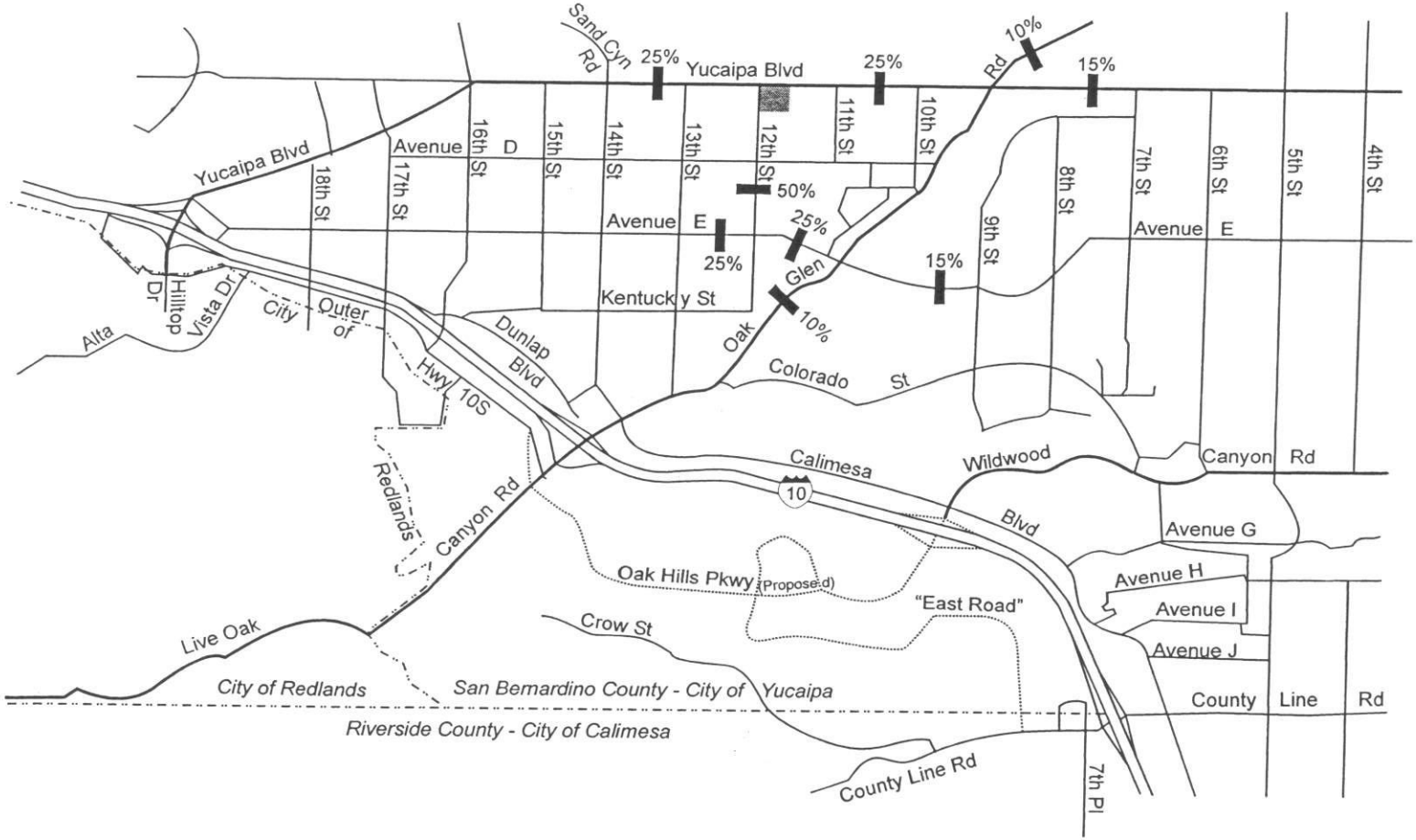
Yucaipa Freeway Corridor Specific Plan - Traffic Study

Figure A18

Cumulative Project 18



		AM Peak Hour			PM Peak Hour		
	Daily	Total	In	Out	Total	In	Out
Retail / Restaurant	42.94	1.03	0.63	0.40	3.75	1.80	1.95
20,000 s.f.	859	21	13	8	75	36	39

N

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Yucaipa Freeway Corridor Specific Plan - Traffic Study

Figure A19

Cumulative Project 19

APPENDIX D
Intersection Level of Service Worksheets
Near Term Project Conditions (Year 2008)

Near Term Conditions include only the Oak Hills Development and cumulative projects in Year 2008.

Oakhills Marketplace Project
Near Term Condition without Project
AM Peak Hour

Scenario Report

Scenario:	Near Term AM
Command:	Nearterm AM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	Near Term
Paths:	Without OakHills
Routes:	Default Routes
Configuration:	Buildout AM

Oakhills Marketplace Project
Near Term Condition without Project
AM Peak Hour

Turning Movement Report
AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#4 Outer Hwy 10 S & 16th St													
Base	0	0	0	20	0	66	32	78	0	0	60	9	265
Added	0	0	0	129	0	0	0	40	0	0	38	117	324
Total	0	0	0	149	0	66	32	118	0	0	98	126	589
#7 Outer Hwy 10 S & Live Oak Cyn Rd													
Base	12	108	0	0	209	55	58	0	18	0	0	0	461
Added	0	2	0	0	6	198	191	0	0	0	0	0	397
Total	12	110	0	0	215	253	249	0	18	0	0	0	858
#8 Live Oak Cyn Rd & I-10 EB Ramps													
Base	0	120	43	214	239	0	267	1	15	0	0	0	899
Added	0	116	76	0	204	0	3	0	0	0	0	0	399
Total	0	236	119	214	443	0	270	1	15	0	0	0	1298
#9 Oak Glen Rd & I-10 WB Ramps													
Base	25	383	0	0	405	827	0	0	0	37	8	188	1873
Added	0	119	0	0	125	5	0	0	0	79	0	0	328
Total	25	502	0	0	530	832	0	0	0	116	8	188	2201
#10 Oak Glen Cyn Rd & 14th St/Calimesa Bl													
Base	80	401	83	15	675	40	10	47	98	453	217	22	2141
Added	0	119	0	0	130	0	0	0	0	0	0	0	249
Total	80	520	83	15	805	40	10	47	98	453	217	22	2390
#11 Oak Glen Cyn Rd & Colorado St													
Base	0	333	54	9	62	0	0	0	0	77	0	3	1078
Added	0	122	0	0	135	0	0	0	0	0	0	0	257
Total	0	455	54	9	737	0	0	0	0	77	0	3	1335

Oakhills Marketplace Project
Near Term Condition without Project
AM Peak Hour

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

Intersection #4 Outer Hwy 10 S & 16th St

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: B[16.]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	1	0	0 1	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0		0	19	0		63	31	75		0	0	58		9
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0		0	20	0		66	32	78		0	0	60		9
Added Vol:	0	0		0	129	0		0	0	40		0	0	38		117
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	0		0	149	0		66	32	118		0	0	98		126
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0		0	157	0		69	34	124		0	0	103		133
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	0		0	157	0		69	34	124		0	0	103		133
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx		6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		362	xxxx		170	237	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		641	xxxx		879	1342	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		628	xxxx		879	1342	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.25	xxxx		0.08	0.03	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx			0.3	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx			9.4	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*		*	*	*		A	A	*		*	*	*		*
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		628	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		1.0	xxxx	xxxxx		0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx		12.6	xxxx	xxxxx		7.8	xxxx	xxxxxxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*	B		*	*	A	*		*	*	*		*
ApproachDel:	xxxxxx				11.6				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

Oakhills Marketplace Project
Near Term Condition without Project
AM Peak Hour

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

Intersection #7 Outer Hwy 10 S & Live Oak Cyn Rd

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: B[14.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	1	0 1	0	1	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	12	104		0	0	201		53	56		0	17	0	0		0
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	12	108		0	0	209		55	58		0	18	0		0	0
Added Vol:	0	2		0	0	6		198	191		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	12	110		0	0	215		253	249		0	18	0		0	0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	13	116		0	0	226		266	262		0	19	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	13	116		0	0	226		266	262		0	19	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	493	xxxx	xxxxx		xxxx	xxxx	xxxxx		369	xxxx		226	xxxx	xxxx	xxxxx	
Potent Cap.:	1081	xxxx	xxxxx		xxxx	xxxx	xxxxx		636	xxxx		818	xxxx	xxxx	xxxxx	
Move Cap.:	1081	xxxx	xxxxx		xxxx	xxxx	xxxxx		630	xxxx		818	xxxx	xxxx	xxxxx	
Volume/Cap:	0.01	xxxx	xxxx		xxxx	xxxx	xxxx		0.42	xxxx		0.02	xxxx	xxxx	xxxx	
Level Of Service Module:																
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx				0.1	xxxxx	xxxx	xxxxx	
Stopped Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx				9.5	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*		*	*	*	*	*				A	*	*		*
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		630	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx			2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd StpDel:	8.4	xxxx	xxxxx	xxxx	xxxx	xxxxx			14.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	A	*		*	*	*			B	*		*	*	*		*
ApproachDel:	xxxxxx				xxxxxx				14.4				xxxxxx			
ApproachLOS:	*				*				B				*			

Oakhills Marketplace Project
Near Term Condition without Project
AM Peak Hour

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

Intersection #8 Live Oak Cyn Rd & I10 EB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.803
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0	1	1	0	1	0	0	0	1	0	0	0	0
Volume Module:																
Base Vol:	0	115	41		206	230	0		257	1	14		0	0	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	120	43		214	239	0		267	1	15		0	0	0	
Added Vol:	0	116	76		0	204	0		3	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	236	119		214	443	0		270	1	15		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	248	125		226	467	0		285	1	15		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	248	125		226	467	0		285	1	15		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	248	125		226	467	0		285	1	15		0	0	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.99	0.01	1.00		0.00	0.00	0.00	
Final Sat.:	0	536	593		533	581	0		469	2	550		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.46	0.21		0.42	0.80	xxxx		0.61	0.61	0.03		xxxx	xxxx	xxxx	
Crit Moves:		****				****			****							
Delay/Veh:	0.0	14.6	10.1		14.0	28.7	0.0		20.2	20.2	9.1		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	14.6	10.1		14.0	28.7	0.0		20.2	20.2	9.1		0.0	0.0	0.0	
LOS by Move:	*	B	B		B	D	*		C	C	A		*	*	*	
ApproachDel:		13.1				23.9				19.6				xxxxxx		
Delay Adj:		1.00				1.00				1.00				xxxxx		
ApprAdjDel:		13.1				23.9				19.6				xxxxxx		
LOS by Appr:		B				C				C				*		

Oakhills Marketplace Project
Near Term Condition without Project
AM Peak Hour

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

Intersection #9 Oak Glen Rd & I10 WB Ramps

Average Delay (sec/veh): 14.5 Worst Case Level Of Service: F[101.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	1
Volume Module:																
Base Vol:	24	368	0		0	389	795		0	0	0		36	8	181	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	25	383	0		0	405	827		0	0	0		37	8	188	
Added Vol:	0	119	0		0	125	5		0	0	0		79	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	25	502	0		0	530	832		0	0	0		116	8	188	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	26	528	0		0	557	876		0	0	0		123	9	198	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	26	528	0		0	557	876		0	0	0		123	9	198	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	6.5	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	1433	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1576	2014	528	
Potent Cap.:	480	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		122	59	554	
Move Cap.:	480	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		117	56	554	
Volume/Cap:	0.05	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		1.05	0.16	0.36	
Level Of Service Module:																
Queue:	0.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Stopped Del:	12.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	B	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		109	xxxx	403	
SharedQueue:	0.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.6	xxxx	2.8	
Shrd StpDel:	12.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		225.6	xxxx	23.0	
Shared LOS:	B	*	*		*	*	*		*	*	*		F	*	C	
ApproachDel:		xxxxxx				xxxxxx				xxxxxx				101.7		
ApproachLOS:		*				*				*				F		

Oakhills Marketplace Project
Near Term Condition without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oak Glen Cyn Rd & 14th St/Calimesa Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.799
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0	1	1	0	1	0	1	0	1	0	1	1	0	1	0	1
Volume Module: AM																	
Base Vol:	77	386	80		14	649	38		10	45	94		436	209		21
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04		1.04
Initial Bse:	80	401	83		15	675	40		10	47	98		453	217		22
Added Vol:	0	119	0		0	130	0		0	0	0		0	0		0
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0		0
Initial Fut:	80	520	83		15	805	40		10	47	98		453	217		22
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95
PHF Volume:	84	548	88		15	847	42		11	49	103		477	22		23
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	84	548	88		15	847	42		11	49	103		477	229		23
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	84	548	88		15	847	42		11	49	103		477	229		23
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900		1900
Adjustment:	0.12	0.93	0.93		0.35	1.00	0.85		0.90	1.00	0.85		0.90	1.00		0.85
Lanes:	1.00	1.72	0.28		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Final Sat.:	232	3047	487		673	1900	1615		1709	1900	1615		1709	1900		1615
Capacity Analysis Module:																
Vol/Sat:	0.36	0.18	0.18		0.02	0.45	0.03		0.01	0.03	0.06		0.28	0.12		0.01
Crit Moves:						****				****			****			
Green/Cycle:	0.56	0.56	0.56		0.56	0.56	0.56		0.08	0.08	0.08		0.35	0.35		0.35
Volume/Cap:	0.65	0.32	0.32		0.04	0.80	0.05		0.08	0.33	0.80		0.80	0.34		0.04
Delay/Veh:	26.5	12.0	12.0		10.0	22.0	10.0		42.9	44.7	73.9		36.9	24.4		21.5
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:	26.5	12.0	12.0		10.0	22.0	10.0		42.9	44.7	73.9		36.9	24.4		21.5
HCM2kAvg:	14	5	5		1	22	1		0	2	5		16	5		0

Oakhills Marketplace Project
Near Term Conditionwithout Project
AM Peak Hour

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

Intersection #11 Oak Glen Cyn Rd & Colorado St

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[15.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	1
Volume Module:																	
Base Vol:	0	320	52		9	579	0		0	0	0		74	0		3
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04		1.04
Initial Bse:	0	333	54		9	602	0		0	0	0		77	0		3
Added Vol:	0	122	0		0	135	0		0	0	0		0	0		0
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0		0
Initial Fut:	0	455	54		9	73	0		0	0	0		77	0		3
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95
PHF Volume:	0	479	57		10	776	0		0	0	0		81	0		3
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Final Vol.:	0	479	57		10	776	0		0	0	0		81	0		3
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxx	xxxxx	xxxx	xxxxx			6.8	xxxx		6.9
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		536	xxxxxxxxx		xxxx	xxxx	xxxxx			886	xxxx		239
Potent Cap.:	xxxx	xxxx	xxxxx		1043	xxxx	xxxxx	xxxx	xxxx	xxxxx			288	xxxx		768
Move Cap.:	xxxx	xxxx	xxxxx		1043	xxxx	xxxxx	xxxx	xxxx	xxxxx			286	xxxx		768
Total Cap:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0	0	xxxxx		411	0		xxxxx
Volume/Cap:	xxxx	xxxx	xxxx		0.01	xxxx	xxxx	xxxx	xxxx	xxxx			0.20	xxxx		0.00
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		0.0	xxxxxxxxx	xxxxx	xxxx	xxxxx	xxxxx			xxxx			0.0
Stopped Del:	xxxxx	xxxx	xxxxx		8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx		9.7
LOS by Move:	*	*	*		A	*	*	*	*	*			*	*		A
Movement:	LT -	LTR -	RT		LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			411	xxxx		xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			0.7	xxxx		xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			15	xxxx		xxxxx
Shared LOS:	*	*	*		*	*	*	*	*	*			C	*		*
ApproachDel:	xxxxxx				xxxxxx			xxxxxx					15.6			
ApproachLOS:	*				*			*					C			

Oakhills Marketplace Project
Near Term Condition without Project
PM Peak Hour

Scenario Report

Scenario:	Near Term PM
Command:	Nearterm PM
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	Near Term
Paths:	Without OakHills
Routes:	Default Routes
Configuration:	Buildout AM

Oakhills Marketplace Project
Near Term Condition without Project
PM Peak Hour

Turning Movement Report
PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Yucaipa Bl & Outer Hwy 10 S													
Base	0	3	2	329	6	12	26	15	0	1	4	118	526
Added	0	0	0	49	0	0	0	0	0	0	0	50	99
Total	0	3	2	378	6	23	26	15	0	1	4	168	625
#2 Yucaipa Bl/I-10 EB Ramps													
Base	0	135	12	123	71	0	1302	1	289	0	0	0	1933
Added	0	57	4	11	11	0	19	0	51	0	0	0	153
Total	0	192	16	134	82	0	1321	1	340	0	0	0	2086
#3 Yucaipa Bl/I-10 WB Ramps													
Base	86	1332	0	0	177	616	0	0	0	22	0	139	2372
Added	51	25	0	0	19	18	0	0	0	3	0	3	119
Total	137	1357	0	0	196	634	0	0	0	25	0	142	2491
#4 Outer Hwy 10 S & 16th St													
Base	0	0	0	19	0	32	149	180	0	0	58	15	452
Added	0	0	0	150	0	0	0	49	0	0	50	155	404
Total	0	0	0	169	0	32	149	229	0	0	108	170	856
#5 16th St/Avenue E													
Base	8	33	31	9	17	7	1	58	8	6	33	6	219
Added	0	151	4	3	148	0	0	6	0	2	4	6	324
Total	8	184	35	12	165	7	1	64	8	8	37	12	543
#6 14th St/Avenue E													
Base	7	151	8	56	168	12	10	80	11	6	41	29	581
Added	0	0	0	2	0	6	7	7	0	0	7	1	30
Total	7	151	8	58	168	18	17	87	11	6	48	30	611
#7 Outer Hwy 10 S & Live Oak Cyn Rd													
Base	22	243	0	0	154	53	178	0	24	0	0	0	674
Added	0	6	0	0	3	241	241	0	0	0	0	0	491
Total	22	249	0	0	157	294	419	0	24	0	0	0	1165
#8 Live Oak Cyn Rd & I-10 EB Ramps													
Base	0	335	55	174	159	0	516	1	28	0	0	0	1268
Added	0	151	96	0	244	0	9	0	0	0	0	0	500
Total	0	486	151	174	403	0	525	1	28	0	0	0	1768
#9 Oak Glen Rd & I-10 WB Ramps													
Base	28	876	0	0	335	468	0	0	0	15	0	228	1949
Added	0	159	0	0	148	7	0	0	0	96	0	0	410
Total	28	1035	0	0	483	475	0	0	0	111	0	228	2359

Oakhills Marketplace Project
Near Term Condition without Project
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Oak Glen Cyn Rd & 14th St/Calimesa Bl													
Base	119	668	288	46	501	18	57	140	100	177	79	48	2240
Added	0	159	0	0	155	0	0	0	0	0	0	0	314
Total	119	827	288	46	656	18	57	140	100	177	79	48	2554
#11 Oak Glen Cyn Rd & Colorado St													
Base	0	650	73	4	524	0	0	0	0	41	0	6	1298
Added	0	166	0	0	161	0	0	0	0	0	0	0	327
Total	0	816	73	4	685	0	0	0	0	41	0	6	1625
#12 Oak Glen Cyn Rd & Avenue E													
Base	9	506	206	73	412	23	32	147	8	112	75	53	1657
Added	0	160	6	16	157	10	9	3	0	3	6	12	382
Total	9	666	212	89	569	33	41	150	8	115	81	65	2039
#13 Oak Glen Cyn Rd & Yucaipa Bl													
Base	100	312	204	92	226	212	369	822	74	252	636	23	3321
Added	17	1	13	9	2	6	6	27	19	9	24	6	139
Total	117	313	217	101	228	218	375	849	93	261	660	29	3460
#14 8th St/Colorado St													
Base	6	6	8	12	2	4	5	38	5	4	36	20	149
Added	0	0	0	3	0	18	24	1	0	0	1	6	53
Total	6	6	8	15	2	22	29	39	5	4	37	26	202
#15 Wildwood Canyon Rd/Calimesa Bl													
Base	0	0	0	26	0	164	262	193	0	0	154	23	823
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	26	0	164	262	193	0	0	154	23	823
#16 Colorado St/Wildwood Canyon Rd													
Base	0	0	0	61	0	15	24	263	0	0	170	56	589
Added	0	0	0	3	0	1	2	6	0	0	3	4	19
Total	0	0	0	64	0	16	26	269	0	0	173	60	608
#17 I-10 EB Ramps/County Line Rd													
Base	0	0	0	659	2	24	0	81	2	176	53	0	997
Added	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	659	2	24	0	81	2	177	53	0	998
#18 I-10 WB Ramps/County Line Rd													
Base	7	0	268	0	0	0	30	972	0	0	302	364	1944
Added	0	0	1	0	0	0	0	0	0	0	1	0	2
Total	7	0	269	0	0	0	30	972	0	0	303	364	1946

Oakhills Marketplace Project
Near Term Condition without Project
PMPeak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Calimesa Bl/County Line Rd													
Base	104	125	79	59	115	94	126	659	118	48	389	48	1964
Added	0	0	0	0	0	0	0	1	0	0	1	0	2
Total	104	125	79	59	115	94	126	660	118	48	390	48	1966
#20 14th St/Yucaipa Bl													
Base	29	109	40	210	163	37	111	1008	50	42	500	10	2410
Added	5	0	7	9	0	7	13	20	9	12	16	10	108
Total	34	109	47	219	163	44	124	1028	59	54	516	120	2518
#21 Bryant Av/Oak Glen Rd													
Base	95	278	47	69	384	199	225	150	180	47	83	46	1800
Added	0	0	0	0	0	0	0	14	0	0	17	0	31
Total	95	278	47	69	384	199	225	164	180	47	100	46	1831
#22 Bryant Av/Yucaipa Bl													
Base	60	155	10	25	229	196	214	156	166	1	94	21	1327
Added	0	0	0	0	0	0	0	35	0	0	47	0	82
Total	60	155	10	25	229	196	214	191	166	1	141	21	1409
#23 Bryant Av/Wildwood Canyon Rd													
Base	14	92	14	88	140	25	43	187	15	9	133	44	803
Added	1	0	0	0	0	0	0	6	1	0	11	0	19
Total	15	92	14	88	140	25	43	193	16	9	144	44	822
#24 Bryant Av/County Line Rd													
Base	12	46	12	18	47	36	59	236	25	6	148	6	652
Added	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	12	46	12	18	47	37	60	236	25	6	148	6	654
#135 East Roadway at County Line Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#142 Wildwood / I-10 WB													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#143 Wildwood / I-10 EB													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Oakhills Marketplace Project
Near Term Condition without Project
PM Peak Hour

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

```
*******************************************************************************
Intersection #4 Outer Hwy 10 S & 16th St
*******************************************************************************
Average Delay (sec/veh):       7.0   Worst Case Level Of Service:       C[ 23.9]
*******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  1  0  0  1    0  1  0  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0     0     0    18     0    31   143   173     0     0    56    14
Growth Adj:  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04
Initial Bse:    0     0     0    19     0    32   149   180     0     0    58    15
Added Vol:      0     0     0   150     0     0     0    49     0     0    50   155
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:    0     0     0   169     0    32   149   229     0     0   108   170
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95
PHF Volume:     0     0     0   178     0    34   157   241     0     0   114   178
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Final Vol.:     0     0     0   178     0    34   157   241     0     0   114   178
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx  6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx  3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   757 xxx   203   292 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   378 xxxx   843  1281 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   339 xxxx   843  1281 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.52 xxxx  0.04  0.12 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Queue:       xxxxx xxxx xxxxx xxxxx xxxx   0.1   0.4 xxxx xxxxx xxxxx xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx   9.5   8.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *     *     *     *     *     A     A     *     *     *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   339 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   2.9 xxxx xxxxx   0.4 xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx  26.7 xxxx xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *     *     *     D     *     *     A     *     *     *     *     *
ApproachDel:    xxxxxx              23.9             xxxxxx             xxxxxx
ApproachLOS:       *                  C                 *                  *
```


Oakhills Marketplace Project
Near Term Condition without Project
PM Peak Hour

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

```
*******************************************************************************
Intersection #7 Outer Hwy 10 S & Live Oak Cyn Rd
*******************************************************************************
Average Delay (sec/veh):      12.6   Worst Case Level Of Service:       D[ 32.7]
*******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled       Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  1  0  1    0  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      21   234     0     0   148    51   171     0    23     0     0     0
Growth Adj:  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04
Initial Bse:   22   243     0     0   154    53   178     0    24     0     0     0
Added Vol:      0     6     0     0     3   241   241     0     0     0     0     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:   22   249     0     0   157   294   419     0    24     0     0     0
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95
PHF Volume:    23   262     0     0   165   310   441     0    25     0     0     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Final Vol.:    23   262     0     0   165   310   441     0    25     0     0     0
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  475 xxxx xxxxx  xxxx xxxx xxxxx   474 xxxx   165  xxxx xxxx xxxxx
Potent Cap.: 1098 xxxx xxxxx  xxxx xxxx xxxxx   553 xxxx   885  xxxx xxxx xxxxx
Move Cap.:   1098 xxxx xxxxx  xxxx xxxx xxxxx   544 xxxx   885  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.81 xxxx  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Queue:        0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   0.1 xxxxx xxxx xxxxx
Stopped Del:  8.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   9.2 xxxxx xxxx xxxxx
LOS by Move:    A     *     *     *     *     *     *     *     A     *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  xxxx xxxx xxxxx  xxxx xxxx xxxxx   544 xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:  8.3 xxxx xxxxx xxxxx xxxx xxxxx  34.0 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A     *     *     *     *     *     D     *     *     *     *     *
ApproachDel:    xxxxxx              xxxxxx              32.7              xxxxxx
ApproachLOS:       *                   *                  D                  *
```

Oakhills Marketplace Project
Near Term Condition without Project
PM Peak Hour

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

****

Intersection #8 Live Oak Cyn Rd & I10 EB Ramps

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.231
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 80.3
Optimal Cycle: 0 Level Of Service: F

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0 1	1	0	1	0 0	0	1	00	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	322	53		167	153		0	496	1	27		0	0		0
Growth Adj:	1.04	1.04	1.04		1.04	1.04		1.04	1.04	D4	1.04		1.04	1.04		1.04
Initial Bse:	0	335	55		174	159		0	516	1	28		0	0		0
Added Vol:	0	151	96		0	244		0	9	0	0		0	0		0
PasserByVol:	0	0	0		0	0		0	0	0	0		0	0		0
Initial Fut:	0	486	151		174	403		0	525	1	28		0	0		0
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95	0.95		0.95	0.95		0.95
PHF Volume:	0	511	159		183	424		0	552	1	30		0	0		0
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0		0
Reduced Vol:	0	511	159		183	424		0	552	1	30		0	0		0
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	0	511	159		183	424		0	552	1	30		0	0		0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	0.00	1.00	1.00		1.00	1.00		0.00	0.99	0.01	1.00		0.00	0.00		0.00
Final Sat.:	0	482	530		448	478		0	449	1	521		0	0		0
Capacity Analysis Module:																
Vol/Sat:	xxxx	1.06	0.30		0.41	0.89		xxxx	1.23	1.23	0.06		xxxx	xxxx		xxxx
Crit Moves:		****				****				****						
Delay/Veh:	0.0	85.3	12.3		16.1	45.3		0.0	147.0	147	9.9		0.0	0.0		0.0
Delay Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:	0.0	85.3	12.3		16.1	45.3		0.0	147.0	147	9.9		0.0	0.0		0.0
LOS by Move:	*	F	B		C	E		*	F	F	A		*	*		*
ApproachDel:		68.0				36.5				140.0				xxxxxx		
Delay Adj:		1.00				1.00				1.00				xxxxx		
ApprAdjDel:		68.0				36.5				140.0				xxxxxx		
LOS by Appr:		F				E				F				*		

****

Oakhills Marketplace Project
Near Term Condition without Project
PM Peak Hour

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

****

Intersection #9 Oak Glen Rd & I10 WB Ramps

****

Average Delay (sec/veh): 26.7 Worst Case Level Of Service: F[185.0]

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	27	842	0		0	322	450		0	0	0		14	0	219	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	28	876	0		0	335	468		0	0	0		15	0	228	
Added Vol:	0	159	0		0	148	7		0	0	0		69	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	28	1035	0		0	483	475		0	0	0		111	0	228	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	30	1089	0		0	508	500		0	0	0		116	0	240	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	30	1089	0		0	508	500		0	0	0		116	0	240	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	xxxx	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	1008	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1907	xxxx	1089	
Potent Cap.:	695	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		76	xxxx	264	
Move Cap.:	695	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		74	xxxx	264	
Volume/Cap:	0.04	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		1.58	xxxx	0.91	
Level Of Service Module:																
Queue:	0.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.8	xxxx	8.1	
Stopped Del:	10.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		411.1	xxxx	75.2	
LOS by Move:	B	*	*		*	*	*		*	*	*		F	*	F	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	10.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	B	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		xxxxxx				xxxxxx				xxxxxx				185.0		
ApproachLOS:		*				*				*				F		

Oakhills Marketplace Project
Near Term Condition without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oak Glen Cyn Rd & 14th St/Calimesa Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0	1	1	0	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																
Base Vol:	114	642	277		44	482	17		55	135	96		170	76	46	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	119	668	288		46	501	18		57	140	100		177	79	48	
Added Vol:	0	159	0		0	155	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	119	827	288		46	656	18		57	140	100		177	79	48	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	125	870	303		48	691	19		60	148	105		186	83	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	125	870	303		48	691	19		60	148	105		186	83	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	125	870	303		48	691	19		60	148	105		186	83	50	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.22	0.91	0.91		0.18	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.48	0.52		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	425	2573	897		340	1900	1615		1709	1900	1615		1709	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.34	0.34		0.14	0.36	0.01		0.04	0.08	0.07		0.11	0.04	0.03	
Crit Moves:						****				****			****			
Green/Cycle:	0.62	0.62	0.62		0.62	0.62	0.62		0.13	0.13	0.13		0.19	0.19	0.19	
Volume/Cap:	0.47	0.54	0.54		0.23	0.59	0.02		0.27	0.59	0.49		0.59	0.24	0.17	
Delay/Veh:	11.5	11.1	11.1		8.9	12.0	7.3		39.6	44.3	42.0		40.0	35.0	34.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	11.5	11.1	11.1		8.9	12.0	7.3		39.6	44.3	42.0		40.0	35.0	34.5	
HCM2kAvg:	9	11	11		3	13	0		2	5	4		6	2	1	

Oakhills Marketplace Project
Near Term Condition without Project
PM Peak Hour

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

Intersection #11 Oak Glen Cyn Rd & Colorado St

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[18.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	1
Volume Module:																	
Base Vol:	0	625	70		4	504	0		0	0	0		39	0	6	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	650	73		4	524	0		0	0	0		41	0	6	
Added Vol:	0	166	0		0	161	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	816	73		4	685	0		0	0	0		41	0	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	859	77		4	721	0		0	0	0		43	0	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	859	77		4	721	0		0	0	0		43	0	7	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		936	xxxx	xxxxx	xxxx	xxxx	xxxxx			1228	xxxx	429	
Potent Cap.:	xxxx	xxxx	xxxxx		740	xxxx	xxxxx	xxxx	xxxx	xxxxx			173	xxxx	579	
Move Cap.:	xxxx	xxxx	xxxxx		740	xxxx	xxxxx	xxxx	xxxx	xxxxx			172	xxxx	579	
Total Cap:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0	0	xxxxx		291	0	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.01	xxxx	xxxx	xxxx	xxx	xxxx			0.15	xxxx	0.01	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx			0.0	
Stopped Del:	xxxxx	xxxx	xxxxx		9.9	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx			11.3	
LOS by Move:	*	*	*		A	*	*	*	*	*	*	*			B	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			291	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			0.5	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			19.5	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*	*	*	*			C	*	*	
ApproachDel:	xxxxxx				xxxxxx			xxxxxx					18.4			
ApproachLOS:	*				*			*					C			

Oakhills Marketplace Project
Near Term Condition with Project
AM Peak Hour

Scenario Report

Scenario:	Near Term AM
Command:	Nearterm AM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	Near Term
Paths:	Without OakHills
Routes:	Default Routes
Configuration:	Buildout AM

Oakhills Marketplace Project
Near Term Condition with Project
AM Peak Hour

Trip Generation Report

Forecast for AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
9	District 3 -	1.00	Reg Commerdial	749.00	0.00	749	0	749	30.0
9	District 3 -	0.00	Comm Commercia	137.00	0.00	0	0	0	0.0
	Zone 9 Subtotal					749	0	749	30.0
10	District 3 -	1.00	Reg Commercial	0.00	63.00	0	663	663	26.6
10	District 3 -	0.00	Comm Commercia	0.00	81.00	0	0	0	0.0
	Zone 10 Subtotal					0	663	663	26.6
18	Cum Proj 1	1.00	Condos	6.00	25.00	6	25	31	1.2
	Zone 18 Subtotal					6	25	31	1.2
19	Cum Proj 7	1.00	Homes	3.00	7.00	3	7	10	0.4
	Zone 19 Subtotal					3	7	01	0.4
20	Cum Proj - #	1.00	Storage/Retail	27.00	52.00	27	52	79	3.2
	Zone 20 Subtotal					27	52	79	3.2
21	Cum Proj 3-4	1.00	Auto Repair	9.00	5.00	9	5	14	0.6
21	Cum Proj 3-4	1.00	Homes	3.00	1.00	3	1	4	0.2
	Zone 21 Subtotal					12	6	18	0.7
22	Cum Proj 2	1.00	Condos	6.00	24.00	6	24	30	1.2
	Zone 22 Subtotal					6	24	30	1.2
25	Cum Proj 10	1.00	Single Family	3.00	10.00	3	10	13	0.5
	Zone 25 Subtotal					3	10	13	0.5
26	Cum Project	1.00	Town Homes	3.00	12.00	3	12	15	0.6
	Zone 26 Subtotal					3	12	15	0.6
28	Cum Project	1.00	Office	14.00	2.00	14	2	16	0.6
	Zone 28 Subtotal					14	2	16	0.6
29	Cum Proj - 1	1.00	Office	8.00	1.00	8	1	9	0.4
	Zone 29 Subtotal					8	1	9	0.4
30	Cum Project	1.00	Restauant	2.00	0.00	2	0	2	0.1
	Zone 30 Subtotal					2	0	2	0.1
31	Cum Proj - 1	1.00	Car Wash/ Auto	396.00	381.00	396	381	777	31.1
	Zone 31 Subtotal					396	381	777	31.1
32	Cum Project	1.00	Retail / Resta	13.00	8.00	13	8	21	0.8

Oakhills Marketplace Project
Near Term Condition with Project
AM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 32 Subtotal					13	8	21	0.8
34	Cum Project	1.0	Single Family	10.00	29.00	10	29	39	1.6
	Zone 34 Subtotal					10	29	39	1.6
35	Cum Porj 15	1.00	Office	20.00	3.00	20	3	23	0.9
	Zone 35 Subtotal					20	3	23	0.9
TOTAL						1272	1223	2495	100.0

Oakhills Marketplace Project
Near Term Condition with Project
AM Peak Hour

Turning Movement Report
AM

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#4 Outer Hwy 10 S & 16th St													
Base	0	0	0	20	0	66	32	78	0	0	60	9	265
Added	0	0	0	166	0	0	0	77	0	0	71	150	464
Total	0	0	0	186	0	66	32	155	0	0	131	159	729
#7 Outer Hwy 10 S & Live Oak Cyn Rd													
Base	12	108	0	0	209	55	58	0	18	0	0	0	461
Added	0	2	75	599	6	198	191	75	0	66	66	530	1808
Total	12	110	75	599	215	253	249	75	18	66	66	530	2269
#8 Live Oak Cyn Rd & I-10 EB Ramps													
Base	0	120	43	214	239	0	267	1	15	0	0	0	899
Added	0	448	275	0	653	0	3	0	150	0	0	0	1529
Total	0	568	318	214	892	0	270	1	165	0	0	0	2428
#9 Oak Glen Rd & I-10 WB Ramps													
Base	25	383	0	0	405	827	0	0	0	37	8	188	1873
Added	133	318	0	0	349	5	0	0	0	304	0	0	1109
Total	158	701	0	0	754	832	0	0	0	341	8	188	2982
#10 Oak Glen Cyn Rd & 14th St/Calimesa Bl													
Base	80	401	83	15	675	0	10	47	98	453	217	22	2141
Added	33	251	33	0	280	0	0	0	37	37	0	0	671
Total	113	652	116	15	955	40	10	47	135	490	217	22	2812
#11 Oak Glen Cyn Rd & Colorado St													
Base	0	333	54	9	602	0	0	0	0	77	0	3	1078
Added	0	222	33	0	248	0	0	0	0	37	0	0	540
Total	0	555	87	9	850	0	0	0	0	114	0	3	1618

Oakhills Marketplace Project
Near Term Condition with Project
AM Peak Hour

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

Intersection #4 Outer Hwy 10 S & 16th St

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: B[13.6]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	19	0	63	31	75	0	0	58	9								
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04								
Initial Bse:	0	0	0	20	0	66	32	78	0	0	60	9								
Added Vol:	0	0	0	166	0	0	0	77	0	0	71	150								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	186	0	66	32	155	0	0	131	159								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	0	0	0	196	0	69	34	163	0	0	138	168								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	0	0	0	196	0	69	34	163	0	0	138	168								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	453	xxxx	222	306	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	568	xxxx	822	1266	xxxx	xxxxx	xxxxx	xxxxx									
Move Cap.:	xxxx	xxxx	xxxxx	556	xxxx	822	1266	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.35	xxxx	0.08	0.03	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.8	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*								
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT								
Shared Cap.:	xxxx	xxxx	xxxxx	556	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	1.6	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	14.9	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	B	*	*	A	*	*	*	*	*								
ApproachDel:	xxxxxx			13.6			xxxxxx			xxxxxx										
ApproachLOS:	*			B			*			*										

Oakhills Marketplace Project
Near Term Condition with Project
AM Peak Hour

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

Intersection #7 Outer Hwy 10 S & Live Oak Cyn Rd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	1	0	0	1	0	1	0	0	1	0	0	1!	0	0
Volume Module:																				
Base Vol:	12	104	0	0	201	53	56	0	17	0	0	0								
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04								
Initial Bse:	12	108	0	0	209	55	58	0	18	0	0	0								
Added Vol:	0	2	75	599	6	198	191	75	0	66	66	530								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	12	110	75	599	215	253	249	75	18	66	66	530								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	13	116	79	631	226	266	262	79	19	69	69	558								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	13	116	79	631	226	266	262	79	19	69	69	558								
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2								
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3								
Capacity Module:																				
Cnflict Vol:	493	xxxx	xxxxx	195	xxxx	xxxxx	1983	1709	226	1851	1936	155								
Potent Cap.:	1081	xxxx	xxxxx	1390	xxxx	xxxxx	46	92	818	58	66	896								
Move Cap.:	1081	xxxx	xxxxx	1390	xxxx	xxxxx	0	27	818	0	20	896								
Volume/Cap:	0.01	xxxx	xxxx	0.45	xxxx	xxxx	xxxx	2.88	0.02	xxxx	3.50	0.62								
Level Of Service Module:																				
Queue:	0.0	xxxx	xxxxx	2.4	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx								
Stopped Del:	8.4	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	A	*	*	*	*	A	*	*	*								
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT								
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	0	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	2.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	*			*			F			F										

Oakhills Marketplace Project
Near Term Condition with Project
AM Peak Hour

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

Intersection #8 Live Oak Cyn Rd & I10 EB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.914
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 199.5
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 0	1 0	1		1 0	1 0	0		0 1	0 0	1		0 0	0 0	0	
Volume Module:																
Base Vol:	0	115	41		206	230	0		257	1	14		0	0	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	120	43		214	239	0		267	1	15		0	0	0	
Added Vol:	0	448	275		0	653	0		3	0	150		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	568	318		214	892	0		270	1	165		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	597	334		226	939	0		285	1	173		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	597	334		226	939	0		285	1	173		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	597	334		226	939	0		285	1	173		0	0	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		100	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.99	0.01	1.00		0.00	0.00	0.00	
Final Sat.:	0	495	544		453	491	0		427	2	496		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	xxxx	1.21	0.61		0.50	1.91	xxxx		0.67	0.67	0.35		xxxx	xxxx	xxxx	
Crit Moves:		****				****			****							
Delay/Veh:	0.0	134	19.0		179	436	0.0		25.9	25.9	13.6		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	134	19.0		17.9	436	0.0		25.9	25.9	13.6		0.0	0.0	0.0	
LOS by Move:	*	F	C		C	F	*		D	D	B		*	*	*	
ApproachDel:		92.7				355.1				21.2				xxxxxx		
Delay Adj:		1.00				1.00				1.00				xxxxx		
ApprAdjDel:		92.7				355.1				21.2				xxxxxx		
LOS by Appr:		F				F				C				*		

Oakhills Marketplace Project
Near Term Condition with Project
AM Peak Hour

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

Intersection #9 Oak Glen Rd & I10 WB Ramps

Average Delay (sec/veh): 727.2 Worst Case Level Of Service: F[4011.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0 0	0		0 0	0 1	0		0 0	0 0	0		0 1	0 1	0	
Volume Module:																
Base Vol:	24	368	0		0	389	795		0	0	0		36	8	181	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	25	383	0		0	405	827		0	0	0		37	8	188	
Added Vol:	133	318	0		0	349	5		0	0	0		304	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	158	701	0		0	754	832		0	0	0		341	8	188	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	166	738	0		0	793	876		0	0	0		359	9	198	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	166	738	0		0	793	876		0	0	0		359	9	198	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	6.5	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	1669	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		2301	2739	738	
Potent Cap.:	390	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		43	20	421	
Move Cap.:	390	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		27	11	421	
Volume/Cap:	0.43	xxxx	xxxx		xxx	xxxx	xxxx		xxxx	xxxx	xxxx		13.21	0.81	0.47	
Level Of Service Module:																
Queue:	2.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Stopped Del:	20.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	C	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		26	xxxx	162	
SharedQueue:	2.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		45.8	xxxx	12.0	
Shrd StpDel:	20.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6143	xxxx	218.5	
Shared LOS:	C	*	*		*	*	*		*	*	*		F	*	F	
ApproachDel:		xxxxxx				xxxxxx				xxxxxx				4011.6		
ApproachLOS:		*				*				*				F		

Oakhills Marketplace Project
Near Term Condition with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oak Glen Cyn Rd & 14th St/Calimesa Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.392
Loss Time (sec): 6 (Y+R= 4 sec) Average Delay (sec/veh): 73.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1 0	1	1	0	1 0	1	0	1	1 0	1	0	1	1 0	1	0	1
Volume Module: AM																
Base Vol:	77	386	80		14	649	38		10	45	94		436	209	21	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	80	401	83		15	675	40		10	47	98		453	217	22	
Added Vol:	33	251	33		0	280	0		0	0	37		37	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	113	652	116		15	955	40		10	47	135		490	217	22	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	119	687	122		15	1005	42		11	49	142		516	229	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	119	687	122		15	1005	42		11	49	142		516	229	23	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	119	687	122		15	1005	42		11	49	142		516	229	23	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.07	0.93	0.93		0.29	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.70	030		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	130	2994	533		556	1900	1615		1709	1900	1615		1709	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.92	0.23	0.23		0.03	0.53	0.03		0.01	0.03	0.09		0.30	0.12	0.01	
Crit Moves:	****										****		****			
Green/Cycle:	0.65	0.65	0.65		0.65	0.65	0.65		0.07	0.07	0.07		0.22	0.22	0.22	
Volume/Cap:	1.40	0.35	035		0.04	0.81	0.04		0.09	0.37	1.25		1.40	0.56	0.07	
Delay/Veh:	255.1	7.8	7.8		6.2	16.7	6.1		43.9	46.1	214.6		236.4	36.8	31.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	255.1	7.8	7.8		6.2	16.7	6.1		43.9	46.1	214.6		236.4	36.8	31.3	
HCM2kAvg:	109	6	6		1	24	0		0	2	10		38	7	1	

Oakhills Marketplace Project
Near Term Condition with Project
AM Peak Hour

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

Intersection #11 Oak Glen Cyn Rd & Colorado St

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[19.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	2	0	1	1 0	2	0	0	0 0	0	0	0	0 1	0	0	1
Volume Module:																
Base Vol:	0	320	52		9	579	0		0	0	0		74	0	3	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	333	54		9	602	0		0	0	0		77	0	3	
Added Vol:	0	222	33		0	248	0		0	0	0		37	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	555	87		9	850	0		0	0	0		114	0	3	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	584	92		10	895	0		0	0	0		120	0	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	584	92		10	895	0		0	0	0		120	0	3	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		676	xxxx	xxxxx	xxxx	xxxx	xxxxx			1051	xxxx	292	
Potent Cap.:	xxxx	xxxx	xxxxx		925	xxxx	xxxxx	xxxx	xxxx	xxxxx			225	xxxx	710	
Move Cap.:	xxxx	xxxx	xxxxx		925	xxxx	xxxxx	xxxx	xxxx	xxxxx			224	xxx	710	
Total Cap:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0	0	xxxxx		357	0	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.01	xxxx	xxxx	xxxx	xxxx	xxxx			0.34	xxxx	0.00	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx			0.0	
Stopped Del:	xxxxx	xxxx	xxxxx		8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx			10.1	
LOS by Move:	*	*	*		A	*	*	*	*	*	*	*			B	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		357	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		1.4	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		20.1	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		C	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				19.9			
ApproachLOS:	*				*				*				C			

Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

Scenario Report

Scenario:	Near Term PM
Command:	Nearterm PM
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	Near Term
Paths:	Without OakHills
Routes:	Default Routes
Configuration:	Buildout AM

Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

Trip Generation Report

Forecast for PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
11	District 3 -	1.00	Reg Commercial	1545.00	0.00	1545	0	1545	34.
11	District 3 -	0.00	Comm Commercia	273.00	0.00	0	0	0	0.0
	Zone 11 Subtotal					1545	0	1545	34.9
12	District 3 -	1.00	Reg Commercial	0.00	1438.00	0	1438	1438	32.
12	District 3 -	0.00	Comm Commercia	0.00	273.0	0	0	0	0.0
	Zone 12 Subtotal					0	1438	1438	32.5
18	Cum Proj 1	1.00	Condos	25.00	12.00	25	12	37	0.8
	Zone 18 Subtotal					25	12	37	0.8
19	Cum Proj 7	1.00	Homes	8.00	5.00	8	5	13	0.3
	Zone 19 Subtotal					8	5	13	0.3
20	Cum Proj - #	1.00	Storage/Retail	79.00	61.00	79	61	140	3.2
	Zone 20 Subtotal					79	61	140	3.2
21	Cum Proj 3-4	1.00	Auto Repair	10.00	13.00	10	13	23	0.5
21	Cum Proj 3-4	1.00	Homes	1.00	2.00	1	2	3	0.1
	Zone 21 Subtotal					11	15	26	0.6
22	Cum Proj 2	1.00	Condos	25.00	13.00	25	13	38	0.9
	Zone 22 Subtotal					25	13	38	0.9
25	Cum Proj 10	1.00	Single Family	11.00	6.00	11	6	17	0.4
	Zone 25 Subtotal					11	6	17	0.4
26	Cum Project	1.00	Town Homes	12.00	6.00	12	6	18	0.4
	Zone 26 Subtotal					12	6	18	0.4
28	Cum Project	1.00	Office	3.00	12.00	3	12	15	0.3
	Zone 28 Subtotal					3	12	15	0.3
29	Cum Proj - 1	1.00	Office	2.00	7.00	2	7	9	0.2
	Zone 29 Subtotal					2	7	9	0.2
30	Cum Project	1.00	Restauant	13.00	6.00	13	6	19	0.4
	Zone 30 Subtotal					13	6	19	0.4
31	Cum Proj - 1	1.00	Car Wash/ Auto	482.00	482.00	482	482	964	21.8
	Zone 31 Subtotal					482	482	964	21.8
32	Cum Project	100	Retail / Resta	36.00	39.00	36	39	75	1.7

Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Oak Glen Cyn Rd & 14th St/Calimesa Bl													
Base	119	668	288	46	501	18	57	140	100	177	79	48	2240
Added	72	447	72	0	464	0	0	0	77	77	0	0	1209
Total	191	1115	360	46	965	18	57	140	177	254	79	48	3449
#11 Oak Glen Cyn Rd & Colorado St													
Base	0	650	73	4	524	0	0	0	0	41	0	6	1298
Added	0	382	72	0	392	0	0	0	0	77	0	0	923
Total	0	1032	145	4	916	0	0	0	0	118	0	6	2221
#12 Oak Glen Cyn Rd & Avenue E													
Base	9	506	206	73	412	23	32	147	8	112	75	53	1657
Added	0	376	6	16	389	10	9	3	0	3	6	12	830
Total	9	882	212	89	801	33	41	150	8	115	81	65	2487
#13 Oak Glen Cyn Rd & Yucaipa Bl													
Base	100	312	204	92	226	212	369	822	74	252	636	23	3321
Added	17	217	13	9	234	6	6	27	19	9	24	6	587
Total	117	529	217	101	460	218	375	849	93	261	660	29	3908
#14 8th St/Colorado St													
Base	6	6	8	12	2	4	5	38	5	4	36	20	149
Added	0	0	0	3	0	18	24	73	0	0	78	6	202
Total	6	6	8	15	2	22	29	111	5	4	114	26	351
#15 Wildwood Canyon Rd/Calimesa Bl													
Base	0	0	0	26	0	164	262	193	0	0	154	23	823
Added	0	0	0	0	0	0	0	72	0	0	77	0	149
Total	0	0	0	26	0	164	262	265	0	0	231	23	972
#16 Colorado St/Wildwood Canyon Rd													
Base	0	0	0	61	0	15	24	263	0	0	170	56	589
Added	0	0	0	75	0	1	2	6	0	0	3	81	168
Total	0	0	0	136	0	16	26	269	0	0	173	137	757
#17 I-10 EB Ramps/County Line Rd													
Base	0	0	0	659	2	24	0	81	2	176	53	0	997
Added	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	659	2	24	0	81	2	177	53	0	998
#18 I-10 WB Ramps/County Line Rd													
Base	7	0	268	0	0	0	30	972	0	0	302	364	1944
Added	0	0	1	0	0	0	0	0	0	0	1	0	2
Total	7	0	269	0	0	0	30	972	0	0	303	364	1946

Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Calimesa Bl/County Line Rd													
Base	104	125	79	59	15	94	126	659	118	48	389	48	1964
Added	0	77	0	0	72	0	0	1	0	0	1	0	151
Total	104	202	79	59	187	94	126	660	118	48	390	48	2115
#20 14th St/Yucaipa Bl													
Base	29	109	40	210	163	37	111	1008	50	42	500	110	2410
Added	5	72	7	9	77	7	13	20	9	12	16	10	257
Total	34	181	47	219	240	44	124	1028	59	54	516	120	2667
#21 Bryant Av/Oak Glen Rd													
Base	95	278	47	69	384	199	225	150	180	47	83	46	1800
Added	0	0	0	0	0	0	0	229	0	0	249	0	478
Total	95	278	47	69	384	199	225	379	180	47	332	46	2278
#22 Bryant Av/Yucaipa Bl													
Base	60	155	10	25	229	196	214	156	166	1	94	21	1327
Added	0	0	0	0	0	0	0	35	0	0	47	0	82
Total	60	155	10	25	229	196	214	191	166	1	141	21	1409
#23 Bryant Av/Wildwood Canyon Rd													
Base	14	92	14	88	140	25	43	187	15	9	133	44	803
Added	1	0	0	0	0	0	0	78	1	0	88	0	168
Total	15	92	14	88	140	25	43	265	16	9	221	44	971
#24 Bryant Av/County Line Rd													
Base	12	46	12	18	47	36	59	236	25	6	148	6	652
Added	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	12	46	12	18	47	37	60	236	25	6	148	6	654
#135 East Roadway at County Line Road													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#142 Wildwood / I-10 WB													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#143 Wildwood / I-10 EB													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 32 Subtotal					36	39	75	1.7
34	Cum Project	1.00	Single Family	33.00	19.00	33	19	52	1.2
	Zone 34 Subtotal					33	19	52	1.2
35	Cum Porj 15	1.00	Office	4.00	19.00	4	19	23	0.5
	Zone 35 Subtotal					4	19	23	0.5
TOTAL						2289	2140	4429	100.0

Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

Turning Movement Report
PM

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 Yucaipa Bl & Outer Hwy 10 S													
Base	0	3	2	329	6	23	26	15	0	1	4	118	526
Added	0	0	0	49	0	0	0	77	0	0	72	50	248
Total	0	3	2	378	6	23	26	92	0	1	76	168	774
#2 Yucaipa Bl/I-10 EB Ramps													
Base	0	135	12	123	71	0	1302	1	289	0	0	0	1933
Added	0	57	4	11	11	0	19	0	51	0	0	0	153
Total	0	192	16	134	82	0	1321	1	340	0	0	0	2086
#3 Yucaipa Bl/I-10 WB Ramps													
Base	86	1332	0	0	177	616	0	0	0	22	0	139	2372
Added	51	25	0	0	19	18	0	0	0	3	0	3	119
Total	137	1357	0	0	196	634	0	0	0	25	0	142	2491
#4 Outer Hwy 10 S & 16th St													
Base	0	0	0	19	0	32	149	180	0	0	58	15	452
Added	0	0	0	227	0	0	0	126	0	0	121	227	701
Total	0	0	0	246	0	32	149	306	0	0	179	242	1153
#5 16th St/Avenue E													
Base	8	33	31	9	17	7	1	58	8	6	33	6	219
Added	0	223	4	3	225	0	0	6	0	2	4	6	473
Total	8	256	35	12	242	7	1	64	8	8	37	12	692
#6 14th St/Avenue E													
Base	7	151	8	56	168	12	10	80	11	6	41	29	581
Added	0	72	0	2	77	6	7	7	0	0	7	1	179
Total	7	223	8	58	245	18	17	87	11	6	48	30	760
#7 Outer Hwy 10 S & Live Oak Cyn Rd													
Base	22	243	0	0	154	53	178	0	24	0	0	0	674
Added	0	6	155	1236	3	241	241	155	0	144	144	1150	3475
Total	22	249	155	1236	157	294	419	155	24	144	144	1150	4149
#8 Live Oak Cyn Rd & I-10 EB Ramps													
Base	0	335	55	174	159	0	516	1	28	0	0	0	1268
Added	0	870	528	0	1171	0	9	0	309	0	0	0	2887
Total	0	1205	583	174	1330	0	525	1	337	0	0	0	4155
#9 Oak Glen Rd & I-10 WB Ramps													
Base	28	876	0	0	335	468	0	0	0	15	0	228	1949
Added	288	591	0	0	612	7	0	0	0	560	0	0	2058
Total	316	1467	0	0	947	475	0	0	0	57	0	228	4007

Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

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

Intersection #4 Outer Hwy 10 S & 16th St

Average Delay (sec/veh): 22.8 Worst Case Level Of Service: F[89.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0
Volume Module:																	
Base Vol:	0	0	0		18	0	31		143	173	0		0	56	14	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		19	0	32		149	180	0		0	58	15	
Added Vol:	0	0	0		227	0	0		0	126	0		0	121	227	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		246	0	32		149	306	0		0	179	242	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	0		259	0	34		157	322	0		0	189	254	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		259	0	34		157	322	0		0	189	254	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		951	xxxx	316		443	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx		291	xxxx	729		1128	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx		257	xxxx	729		1128	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx		1.01	xxxx	0.05		0.14	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		0.1		0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		10.2		8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*		B		A	*	*	*	*	*		
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		257	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		10.0	xxxx	xxxxx		0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx		100.4	xxxx	xxxxx		8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*		F	*	*		A	*	*	*	*	*		
ApproachDel:	xxxxxx				89.9				xxxxxx				xxxxxx			
ApproachLOS:	*				F				*				*			

Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

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

Intersection #7 Outer Hwy 10 S & Live Oak Cyn Rd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0	0	0	1	0	0	1	0	0	1	0	0	1!	0	0
Volume Module:																		
Base Vol:	21	234	0		0	148	51		171	0	23		0	0	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	22	243	0		0	154	53		178	0	24		0	0	0	
Added Vol:	0	6	155		1236	3	241		241	155	0		144	144	1150	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	22	249	155		1236	157	294		419	155	24		144	144	1150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	23	262	163		1301	165	310		441	163	25		152	152	1211	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	23	262	163		1301	165	310		441	163	25		152	152	1211	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	6.5	6.2		7.1	6.5	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	475	xxxx	xxxxx		426	xxxx	xxxxx		3838	3239	165		3406	3467	344	
Potent Cap.:	1098	xxxx	xxxxx		1144	xxxx	xxxxx		2	10	885		4	7	703	
Move Cap.:	1098	xxxx	xxxxx		1144	xxxx	xxxxx		0	0	885		0	0	703	
Volume/Cap:	0.02	xxxx	xxxx		1.14	xxxx	xxxx		xxxx	xxxx	0.03		xxxx	xxxx	1.72	
Level Of Service Module:																
Queue:	0.1	xxxx	xxxxx		33.9	xxxx	xxxxx	xxxxx	xxxx		0.1	xxxxx	xxxx	xxxxx		
Stopped Del:	8.3	xxxx	xxxxx		89.5	xxxx	xxxxx	xxxxx	xxxx		9.2	xxxxx	xxxx	xxxxx		
LOS by Move:	A	*	*		F	*	*	*	*		A	*	*	*		
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0	xxxx	xxxxx		xxxx	0	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		33.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx		89.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*		F	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				F				F			

Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

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

Intersection #8 Live Oak Cyn Rd & I10 EB Ramps

Cycle (sec): 100 Critical Vol/Cap. (X): 3.311
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 632.2
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	0 0	1	0	1	1 0	1	0	0	0 1	0	0	1	0 0	0	0	0
Volume Module:																
Base Vol:	0	322	53		167	153		0	496	1	27		0	0		0
Growth Adj:	1.04	1.04	1.04		1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04		1.04
Initial Bse:	0	335	55		174	159		0	516	1	28		0	0		0
Added Vol:	0	870	528		0	1171		0	9	0	309		0	0		0
PasserByVol:	0	0	0		0	0		0	0	0	0		0	0		0
Initial Fut:	0	1205	583		174	1330		0	525	1	337		0	0		0
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	0.95	0.95	095		0.95	0.95		0.95	0.95	0.95	0.95		0.95	0.95		0.95
PHF Volume:	0	1268	614		183	1400		0	552	1	355		0	0		0
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0		0
Reduced Vol:	0	1268	614		183	1400		0	552	1	355		0	0		0
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	0	1268	614		183	1400		0	552	1	355		0	0		0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	0.00	1.00	1.00		1.00	1.00		0.00	0.99	0.01	1.00		0.00	0.00		0.00
Final Sat.:	0	449	492		396	423		0	419	1	486		0	0		0
Capacity Analysis Module:																
Vol/Sat:	xxxx	2.82	1.25	0.46	3.31	xxxx		1.32	1.32	0.73	xxxx	xxxx	xxxx			
Crit Moves:		****			****				****							
Delay/Veh:	0.0	843	150.1		19.1	1063		0.0	183.7	184	27.5		0.0	0.0		0.0
Delay Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:	0.0	843	150.1		19.1	1063		0.0	183.7	184	27.5		0.0	0.0		0.0
LOS by Move:	*	F	F		C	F		*	F	F	D		*	*		*
ApproachDel:	616.9				942.7				122.7				xxxxxx			
Delay Adj:	1.00				1.00				1.00				xxxxx			
ApprAdjDel:	616.9				942.7				122.7				xxxxxx			
LOS by Appr:	F				F				F				*			

Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

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

Intersection #9 Oak Glen Rd & I10 WB Ramps

Average Delay (sec/veh): 23228.3 Worst Case Level Of Service: F[115994.

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	0	0 0	0	1	0	0 0	0	0	0	1 0	0	0	1
Volume Module:																
Base Vol:	27	842		0	0	322		450	0	0		0	14	0		219
Growth Adj:	1.04	1.04	1.04		1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	28	876		0	0	335		468	0	0		0	15	0		822
Added Vol:	288	591		0	0	612		7	0	0		0	560	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	316	1467		0	0	947		475	0	0		0	575	0		228
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	333	1544		0	0	997		500	0	0		0	605	0		240
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	333	1544		0	0	997		500	0	0		0	605	0		240
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				6.4	xxxx		6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	1497	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				3456	xxxx		1544
Potent Cap.:	454	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				8	xxxx		143
Move Cap.:	454	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				2	xxxx		143
Volume/Cap:	0.73	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				xxxx	xxxx		1.68
Level Of Service Module:																
Queue:	5.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				78.3	xxxx		17.3
Stopped Del:	31.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx		388.9
LOS by Move:	D	*		*	*	*		*	*	*			F	*		F
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	5.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	
Shrd StpDel:	31.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	D	*		*	*	*		*	*	*			*	*		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				F			

Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oak Glen Cyn Rd & 14th St/Calimesa

Cycle (sec): 100 Critical Vol./Cap. (X): 0.948
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 132 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1 0	1	1	0	1 0	1	0	1	1 0	1	0	1	1 0	1	0	1
Volume Module:																
Base Vol:	114	642	277		44	482	17		55	135	96		170	76	46	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	119	668	288		46	501	18		57	140	100		177	79	48	
Added Vol:	72	447	72		0	464	0		0	0	77		77	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	191	1115	360		46	965	18		57	140	177		254	79	48	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	201	1173	379		48	1016	19		60	148	186		267	83	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	201	1173	379		48	1016	19		60	148	186		267	83	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	201	1173	379		48	1016	19		60	148	186		267	83	50	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.17	0.91	0.91		0.14	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.51	0.49		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	324	2628	849		264	1900	1615		1709	1900	1615		1709	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.62	0.45	0.45		0.18	0.53	0.01		0.04	0.08	0.12		0.16	0.04	0.03	
Crit Moves:	****										****		****			
Green/Cycle:	0.65	0.65	0.65		0.65	0.65	0.65		0.12	0.12	0.12		0.16	0.16	0.16	
Volume/Cap:	0.95	0.68	0.68		0.28	0.82	0.02		0.29	0.64	0.95		0.95	0.27	0.19	
Delay/Veh:	62.9	11.7	11.7		8.2	17.3	6.1		40.8	47.7	92.8		80.9	36.9	36.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	62.9	11.7	117		8.2	17.3	6.1		40.8	47.7	92.8		80.9	36.9	36.3	
HCM2kAvg:	37	16	16		4	25	0		2	5	9		13	2	1	

Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

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

Intersection #11 Oak Glen Cyn Rd & Colorado St

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: E[40.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	2	0	1	1 0	2	0	0	0 0	0	0	0	0 1	0	0	1
Volume Module:																
Base Vol:	0	625	70		4	504	0		0	0	0		39	0	6	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	650	73		4	524	0		0	0	0		41	0	6	
Added Vol:	0	382	72		0	392	0		0	0	0		77	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1032	145		4	916	0		0	0	0		118	0	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	1086	152		4	964	0		0	0	0		124	0	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	1086	152		4	964	0		0	0	0		124	0	7	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1239	xxxx	xxxxx		xxxx	xxxx	xxxxx		1577	xxxx	543	
Potent Cap.:	xxxx	xxxx	xxxxx		569	xxxx	xxxxx		xxxx	xxxx	xxxxx		102	xxxx	489	
Move Cap.:	xxxx	xxxx	xxxxx		569	xxxx	xxxxx		xxxx	xxxx	xxxxx		102	xxxx	489	
Total Cap:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		806	0	xxxxx		216	0	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.01	xxxx	xxxx		xxxx	xxxx	xxxx		0.57	xxxx	0.01	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	0.0	
Stopped Del:	xxxxx	xxxx	xxxxx		11.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	12.5	
LOS by Move:	*	*	*		B	*	*		*	*	*		*	*	B	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		216	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.2	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		41.9	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		E	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				40.4			
ApproachLOS:	*				*				*				E			

APPENDIX E
Traffic Modeling Information
(Year 2030)

Southern California Association of Governments (SCAG) maintains a traffic-forecasting model for use in preparing traffic forecasts for in San Bernardino County, including the study area. A focused model was developed for this study for evaluating proposed new developments and determining future circulation needs based upon land use plans. This traffic model provides forecasts of future traffic volumes based upon assumptions for future land uses and future highway systems.

SCAG prepared and furnished applicable forecasts using this traffic model in July 2006. These included the calibration version, used to replicate existing traffic conditions and verify model parameters, and future forecasts for General Plan scenario without the proposed project.

The traffic model provides future peak period traffic levels on study area roadways. It does not provide forecasts of hourly peak link volumes or intersection turning movements, which are required to evaluate level of service. The results of the model needed to be post-processed by Katz Okitsu and Associates in order to preparing turning movement forecasts from link volumes, and these forecasts sheets are included in this Appendix. The information from these traffic forecasts is used to assist in the assessment of traffic impacts of the project in the Buildout Year.

Location (Interesection)			Link	Base Year		Year 2030		Diff *	0.38	Calib Adj Yr		Existing Count		Fut Adjusted Volume	
N/S Street		E/W Street	(leg)	IN (From)	OUT (To)	IN (From)	OUT (To)	IN (Fr)	OUT (To)	0	30	IN (From)	OUT (To)	IN (From)	OUT (To)
Yucaipa	##	Outer Hwy	SB (N)			818	1601	311	608	311	608			311	608
			NB (S)			0	0	0	0	0	0			0	0
			WB (E)			1601	818	608	311	608	311			608	311
			EB (W)			0	0	0	0	0	0			0	0
			Total			2419	2419	919	919	919	919			919	919
Yucaipa	##	I-10 EB	SB (N)			361	2882	137	1095	137	1095			137	1095
			NB (S)			1601	818	608	311	608	311			608	311
			WB (E)			0	163	0	62	0	62			0	62
			EB (W)			1900	0	722	0	722	0			722	0
			Total			3862	3863	1468	1468	1468	1468			1468	1468
Yucaipa	##	I-10 WB	SB (N)			6679	1553	2538	590	2538	590			2538	590
			NB (S)			2882	361	1095	137	1095	137			1095	137
			WB (E)			208	0	79	0	79	0			79	0
			EB (W)			0	7855	0	2985	0	2985			0	2985
			Total			9770	9769	3713	3712	3713	3712			3713	3712
16th	##	Outer Hwy	SB (N)			80	39	30	15	30	15			30	15
			NB (S)			0	0	0	0	0	0			0	0
			WB (E)			11	14	4	5	4	5			4	5
			EB (W)			40	78	15	30	15	30			15	30
			Total			131	131	50	50	50	50			50	50
16th	##	E St	SB (N)			20	83	8	32	8	32			8	32
			NB (S)			83	20	32	8	32	8			32	8
			WB (E)			18	0	7	0	7	0			7	0
			EB (W)			0	18	0	7	0	7			0	7
			Total			121	121	46	46	46	46			46	46
14th	##	E St	SB (N)			82	68	31	26	31	26			31	26
			NB (S)			367	292	139	111	139	111			139	111
			WB (E)			443	215	168	82	168	82			168	82
			EB (W)			425	743	162	282	162	282			162	282
			Total			1317	1318	500	501	500	501			500	501
Live Oak	##	Outer Hwy	SB (N)			978	822	372	312	372	312			372	312
			NB (S)			818	1026	311	390	311	390			311	390
			WB (E)			48	0	18	0	18	0			18	0
			EB (W)			14	11	5	4	5	4			5	4
			Total			1858	1859	706	706	706	706			706	706

Live Oak	##	I-10 EB	SB (N)			1624	1143	617	434	617	434			617	434
			NB (S)			822	978	312	372	312	372			312	372
			WB (E)			0	988	0	376	0	376			0	375
			EB (W)			664	0	252	0	252	0			252	0
			Total			3110	3109	1182	1181	1182	1181			1182	1181
Live Oak	##	I-10 WB Off	SB (N)			2896	1782	1100	677	1100	677			1100	677
			NB (S)			1139	3413	433	1297	433	1297			433	1297
			WB (E)			1160	0	441	0	441	0			441	0
			EB (W)					0	0	0	0			0	0
			Total			5195	5195	1974	1974	1974	1974			1974	1974
Oak Glen	##	14th/Calimesa	SB (N)			2774	1540	1054	585	1054	585			1054	585
			NB (S)			1782	2896	677	1100	677	1100			677	1100
			WB (E)			0	0	0	0	0	0			0	0
			EB (W)			292	412	111	157	111	157			111	157
			Total			4848	4848	1842	1842	1842	1842			1842	1842
Oak Glen	##	Colorado	SB (N)			2774	1540	1054	585	1054	585			1054	585
			NB (S)			1540	2774	585	1054	585	1054			585	1054
			WB (E)			0	0	0	0	0	0			0	0
			EB (W)			0	0	0	0	0	0			0	0
			Total			4314	4314	1639	1639	1639	1639			1639	1639
Oak Glen	##	E St	SB (N)			2678	1755	1018	667	1018	667			1018	667
			NB (S)			1540	2774	585	1054	585	1054			585	1054
			WB (E)			1088	553	413	210	413	210			413	210
			EB (W)			97	323	37	123	37	123			37	123
			Total			5403	5405	2053	2054	2053	2054			2053	2054
Oak Glen	##	Yucaipa	SB (N)			3418	688	1299	261	1299	261			1299	261
			NB (S)			241	852	92	324	92	324			92	324
			WB (E)			3729	1028	1417	390	1417	390			1417	390
			EB (W)			1384	6206	526	2358	526	2358			526	2358
			Total			8772	8772	3333	3333	3333	3333			3333	3333
8th	##	Colorado	SB (N)			125	222	48	84	48	84			48	84
			NB (S)			0	0	0	0	0	0			0	0
			WB (E)			222	125	84	48	84	48			84	48
			EB (W)			0	0	0	0	0	0			0	0
			Total			347	347	132	132	132	132			132	132
Wildwood	##	I-10 EB	SB (N)			0	261	0	99	0	99			0	99
			NB (S)			0	0	0	0	0	0			0	0
			WB (E)			0	0	0	0	0	0			0	0
			EB (W)			261	0	99	0	99	0			99	0
			Total			261	261	99	99	99	99			99	99
Wildwood	##	I-10 WB	SB (N)			1815	261	690	99	690	99			690	99
			NB (S)			261	0	99	0	99	0			99	0
			WB (E)			0	0	0	0	0	0			0	0
			EB (W)			0	1815	0	690	0	690			0	690
			Total			2076	2076	789	789	789	789			789	789
Wildwood	##	Calimesa	SB (N)			1815	261	690	99	690	99			690	99
			NB (S)			261	1815	99	690	99	690			99	690
			WB (E)			0	0	0	0	0	0			0	0
			EB (W)			0	0	0	0	0	0			0	0
			Total			2076	2076	789	789	789	789			789	789

Colorado	##	Wildwood	SB (N)			125	222	46	84	46	84			48	84
			NB (S)			0	0	0	0	0	0			0	0
			WB (E)			2036	386	774	147	774	147			774	147
			EB (W)			251	1815	99	690	99	690			99	690
			Total			2412	2423	920	921	920	921			920	921
I-10 EB	##	County Line	SB (N)			1157	0	440	0	440	0			440	0
			NB (S)			0	1004	0	382	0	382			0	382
			WB (E)			1229	2493	467	947	467	947			467	947
			EB (W)			1678	568	638	216	638	216			638	216
			Total			4065	4065	1545	1545	1545	1545			1545	1545
I-10 WB	##	County Line	SB (N)			0	4884	0	1856	0	1856			0	1856
			NB (S)			521	0	198	0	198	0			198	0
			WB (E)			4626	1526	1758	580	1758	580			1758	580
			EB (W)			2493	1229	947	467	947	467			947	467
			Total			7640	7639	2903	2903	2903	2903			2903	2903
Calimesa	##	County Line	SB (N)			0	0	0	0	0	0			0	0
			NB (S)			1494	437	568	166	568	166			568	166
			WB (E)			3133	1089	1191	414	1191	414			1191	414
			EB (W)			1526	4626	580	1758	580	1758			580	1758
			Total			6153	6152	2338	2338	2338	2338			2338	2338
Live Oak	##	I-10 WB ON	SB (N)			2896	1782	1100	677	1100	677			1100	677
			NB (S)			1143	1624	434	617	434	617			434	617
			WB (E)			1160		441	0	441	0			441	0
			EB (W)				1793	0	681	0	681			0	681
			Total	0	0	5199	5199	1976	1976	1976	1976	0	0	1976	1976
Bryant	##	Wildwood	SB (N)	0	0	0	0	0	0	0	0	139	148	139	148
			NB (S)	0	0	0	0	0	0	0	0	82	93	82	93
			WB (E)	0	0	0	0	0	0	0	0	300	106	300	106
			EB (W)	0	0	0	0	0	0	0	0	103	277	103	277
			Total	0	0	0	0	0	0	0	0	624	624	624	624
Bryant	##	Yucaipa	SB (N)	0	0	0	0	0	0	0	0	262	290	262	290
			NB (S)	0	0	0	0	0	0	0	0	233	146	233	146
			WB (E)	0	0	0	0	0	0	0	0	144	69	144	69
			EB (W)	0	0	0	0	0	0	0	0	211	345	211	345
			Total	0	0	0	0	0	0	0	0	850	850	850	850
Bryant	##	Oak Glen	SB (N)	0	0	0	0	0	0	0	0	327	409	327	409
			NB (S)	0	0	0	0	0	0	0	0	454	222	454	222
			WB (E)	0	0	0	0	0	0	0	0	161	106	161	106
			EB (W)	0	0	0	0	0	0	0	0	219	424	219	424
			Total	0	0	0	0	0	0	0	0	1161	1161	1161	1161

Filename: SBAdjVols W Int.XLS

Location (Interesection)			Link	Base Year		Year 2030		Diff *	0.28	Calib Adj Yr		Existing Count		Fut Adjusted Volume	
N/S Street		E/W Street	(leg)	IN (Fr)	OUT (To)	IN (Fr)	OUT (To)	IN (Fr)	OUT (To)	0	30	IN (Fr)	OUT (To)	IN (Fr)	OUT (To)
Yucaipa	##	Outer Hwy	SB (N)			2688	1692	753	474	753	474			753	474
			NB (S)			0	0	0	0	0	0			0	0
			WB (E)			1692	2688	474	753	474	753			474	753
			EB (W)			0	0	0	0	0	0			0	0
			Total			4380	4380	1226	1226	1226	1226			1226	1226
Yucaipa	##	I-10 EB	SB (N)			530	9370	148	2624	148	2624			148	2624
			NB (S)			1692	2688	474	753	474	753			474	753
			WB (E)			0	345	0	97	0	97			0	97
			EB (W)			10180	0	2850	0	2850	0			2850	0
			Total			12402	12402	3473	3473	3473	3473			3473	3473
Yucaipa	##	I-10 WB	SB (N)			5620	8271	1574	2316	1574	2316			1574	2316
			NB (S)			9370	530	2624	148	2624	148			2624	148
			WB (E)			254	0	71	0	71	0			71	0
			EB (W)			0	6443	0	1804	0	1804			0	1804
			Total			15244	15244	4268	4268	4268	4268			4268	4268
16th	##	Outer Hwy	SB (N)			349	390	98	109	98	109			98	109
			NB (S)			0	0	0	0	0	0			0	0
			WB (E)			63	147	18	41	18	41			18	41
			EB (W)			370	245	104	69	104	69			104	69
			Total			782	782	219	219	219	219			219	219
16th	##	E St	SB (N)			205	173	57	48	57	48			57	48
			NB (S)			250	205	70	57	70	57			70	57
			WB (E)			0	89	0	25	0	25			0	25
			EB (W)			11	0	3	0	3	0			3	0
			Total			466	467	130	131	130	131			130	131
14th	##	E St	SB (N)			27	176	8	49	8	49			8	49
			NB (S)			862	442	241	124	241	124			241	124
			WB (E)			488	1118	137	312	137	312			137	312
			EB (W)			1339	981	375	275	375	275			375	275
			Total			2716	2716	760	760	760	760			760	760
Live Oak	##	Outer Hwy	SB (N)			1556	1720	436	482	436	482			436	482
			NB (S)			1702	1624	477	455	477	455			477	455
			WB (E)			108	106	30	30	30	30			30	30
			EB (W)			147	63	41	18	41	18			41	18
			Total			3513	3513	984	984	984	984			984	984
Live Oak	##	I-10 EB	SB (N)			2649	4794	742	1342	742	1342			742	1342
			NB (S)			1720	1556	482	436	482	436			482	436
			WB (E)			0	1856	0	520	0	520			0	520
			EB (W)			3836	0	1074	0	1074	0			1074	0
			Total			8206	8206	2297	2298	2297	2298			2297	2298

Tab Name: Weekday PM
YU Specific Plan JA5888
Sheet 1 of 3

Live Oak	##	I-10 WB Off	SB (N)			2248	6007	629	1682	629	1682			629	1682
			NB (S)			4788	3161	1341	885	1341	885			1341	885
			WB (E)			2137	0	598	0	598	0			598	0
			EB (W)					0	0	0	0			0	0
			Total			9173	9168	2568	2567	2568	2567			2568	2567
Oak Glen	##	14th/Calimesa	SB (N)			2109	5369	591	1503	591	1503			591	1503
			NB (S)			6007	2248	1682	629	1682	629			1682	629
			WB (E)			0	79	0	22	0	22			0	22
			EB (W)			445	865	125	242	125	242			125	242
			Total			8561	8561	2397	2397	2397	2397			2397	2397
Oak Glen	##	Colorado	SB (N)			2109	5349	591	1498	591	1498			591	1498
			NB (S)			5369	2109	1503	591	1503	591			1503	591
			WB (E)			0	20	0	6	0	6			0	6
			EB (W)			0	0	0	0	0	0			0	0
			Total			7478	7478	2094	2094	2094	2094			2094	2094
Oak Glen	##	E St	SB (N)			2646	5537	741	1550	741	1550			741	1550
			NB (S)			5349	2109	1498	591	1498	591			1498	591
			WB (E)			1315	2045	368	573	368	573			368	573
			EB (W)			614	236	172	66	172	66			172	66
			Total			9924	9927	2779	2780	2779	2780			2779	2780
Oak Glen	##	Yucaipa	SB (N)			2310	4694	647	1314	647	1314			647	1314
			NB (S)			2418	540	677	151	677	151			677	151
			WB (E)			2682	5309	751	1487	751	1487			751	1487
			EB (W)			7383	4250	2067	1190	2067	1190			2067	1190
			Total			14793	14793	4142	4142	4142	4142			4142	4142
8th	##	Colorado	SB (N)			535	309	150	87	150	87			150	87
			NB (S)			0	0	0	0	0	0			0	0
			WB (E)			289	535	81	150	81	150			81	150
			EB (W)			20	0	6	0	6	0			6	0
			Total			844	844	236	236	236	236			236	236
Wildwood	##	I-10 EB	SB (N)			0	3547	0	993	0	993			0	993
			NB (S)			0	0	0	0	0	0			0	0
			WB (E)			0	0	0	0	0	0			0	0
			EB (W)			3547	0	993	0	993	0			993	0
			Total			3547	3547	993	993	993	993			993	993
Wildwood	##	I-10 WB	SB (N)			825	3547	231	993	231	993			231	993
			NB (S)			3547	0	993	0	993	0			993	0
			WB (E)			0	0	0	0	0	0			0	0
			EB (W)			0	825	0	231	0	231			0	231
			Total			4372	4372	1224	1224	1224	1224			1224	1224
Wildwood	##	Calimesa	SB (N)			825	3547	231	993	231	993			231	993
			NB (S)			3547	825	993	231	993	231			993	231
			WB (E)			0	79	0	22	0	22			0	22
			EB (W)			79	0	22	0	22	0			22	0
			Total			4451	4451	1246	1246	1246	1246			1246	1246

Filename: SBAdjVols W Int.XLS

SP W/ Interchange JA5888

Colorado	##	Wildwood	SB (N)			535	289	150	81	150	81			150	81
			NB (S)			0	0	0	0	0	0			0	0
			WB (E)			1114	4081	312	1143	312	1143			312	1143
			EB (W)			3547	525	993	231	993	231			993	231
			Total			5196	5195	1455	1455	1455	1455			1455	1455
I-10 EB	##	County Line	SB (N)			5241	0	1467	0	1467	0			1467	0
			NB (S)			0	1120	0	314	0	314			0	314
			WB (E)			1720	4070	482	1140	482	1140			482	1140
			EB (W)			906	2676	254	749	254	749			254	749
			Total			7867	7866	2203	2202	2203	2202			2203	2202
I-10 WB	##	County Line	SB (N)			0	3319	0	929	0	929			0	929
			NB (S)			1473	0	412	0	412	0			412	0
			WB (E)			4239	4743	1187	1328	1187	1328			1187	1328
			EB (W)			4070	1720	1140	482	1140	482			1140	482
			Total			9782	9782	2739	2739	2739	2739			2739	2739
Calimesa	##	County Line	SB (N)			79	0	22	0	22	0			22	0
			NB (S)			1145	1657	321	464	321	464			321	464
			WB (E)			3095	3165	867	886	867	886			867	886
			EB (W)			4743	4239	1328	1187	1328	1187			1328	1187
			Total			9062	9061	2537	2537	2537	2537			2537	2537
Live Oak	##	I-10 WB ON	SB (N)			2246	6007	629	1682	629	1682			629	1682
			NB (S)			4794	2649	1342	742	1342	742			1342	742
			WB (E)			2137	0	598	0	598	0			598	0
			EB (W)				523	0	146	0	146			0	146
			Total	0	0	9179	9179	2570	2570	2570	2570	0	0	2570	2570
Bryant	##	Wildwood	SB (N)	0	0	0	0	0	0	0	0	244	171	244	171
			NB (S)	0	0	0	0	0	0	0	0	114	158	114	158
			WB (E)	0	0	0	0	0	0	0	0	179	278	179	278
			EB (W)	0	0	0	0	0	0	0	0	235	165	235	165
			Total	0	0	0	0	0	0	0	0	772	772	772	772
Bryant	##	Yucaipa	SB (N)	0	0	0	0	0	0	0	0	432	375	432	375
			NB (S)	0	0	0	0	0	0	0	0	217	381	217	381
			WB (E)	0	0	0	0	0	0	0	0	111	184	111	184
			EB (W)	0	0	0	0	0	0	0	0	516	336	516	336
			Total	0	0	0	0	0	0	0	0	1276	1276	1276	1276
Bryant	##	Oak Glen	SB (N)	0	0	0	0	0	0	0	0	626	527	626	527
			NB (S)	0	0	0	0	0	0	0	0	403	587	403	587
			WB (E)	0	0	0	0	0	0	0	0	169	255	169	255
			EB (W)	0	0	0	0	0	0	0	0	533	362	533	362
			Total	0	0	0	0	0	0	0	0	1731	1731	1731	1731

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South
Intersection: 16th at East/West Outer Hwy

Scenario: 2030 Without Project
Time Period: 2030 Weekday AM WITH Interchange

Link Inputs

North

	100	65	
149			104
115			105
	0	0	
In - Out	319	319	0

Turn Move Inputs

	63	0	19
	SR	ST	SL
31	EL		WR	9
75	ET		WT	58
0	ER		WL	0
	NL	NT	NR
	0	0	0

	To N	To S	To E	To W	RowTt	Target
From N	0	0.1	19	63	82.1	100
From S	0.1	0	0.1	0.1	0.3	0
From E	9	0.1	0	58	67.1	104
From W	31	0.1	75	0	106.1	115

	To N	To S	To E	To W
	0	0	23	77
	0	0	0	0
	14	0	0	90
	34	0	81	0
ColTot	48	0	104	167
Target	65	0	105	149

	To N	To S	To E	To W	RowTt	Target
From N	0	0	23	69	92	100
From S	0	0	0	0	0	0
From E	19	0	0	80	99	104
From W	46	0	82	0	128	115

	To N	To S	To E	To W
	0	0	25	75
	0	0	0	0
	20	0	0	84
	41	0	74	0
ColTot	61	0	99	159
Target	65	0	105	149

	To N	To S	To E	To W	RowTt	Target
From N	0	0	25	67	92	100
From S	0	0	0	0	0	0
From E	27	0	0	75	102	104
From W	57	0	74	0	131	115

	To N	To S	To E	To W
	0	0	28	72
	0	0	0	0
	28	0	0	76
	50	0	65	0
ColTot	77	0	93	149
Target	65	0	105	149

	To N	To S	To E	To W	RowTt	Target
From N	0	0	28	65	92	100
From S	0	0	0	0	0	0
From E	38	0	0	68	106	104
From W	68	0	66	0	134	115

	To N	To S	To E	To W
	0	0	30	70
	0	0	0	0
	37	0	0	67
	59	0	56	0
ColTot	96	0	86	137
Target	65	0	105	149
Pct	**1.47213**	**######**	**0.823**	**0.91879**

Turn Movements and Traffic Volumes

Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	0	0	0	19	0	63	31	75	0	0	58	9
2030	**0**	**0**	**0**	**30**	**0**	**70**	**59**	**56**	**0**	**0**	**67**	**37**

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South
Intersection: Live Oak Cyn at East/West Outer Hwy

Scenario: 2030 Without Project
Time Period: 2030 Weekday AM WITH Interchange

Link Inputs

North

	422	442	
199			218
100			70
	340	311	
In - Out	1051	1051	0

Turn Move Inputs

	53	201	30
	SR	ST	SL
56	EL		WR	40
10	ET		WT	45
17	ER		WL	15
	NL	NT	NR
	12	104	30

	To N	To S	To E	To W	RowTt	Target
From N	0	201	30	53	284	422
From S	104	0	30	12	146	311
From E	40	15	0	45	100	218
From W	56	17	10	0	83	100

	To N	To S	To E	To W
	0	299	45	79
	222	0	64	26
	87	33	0	98
	67	20	12	0
ColTot	376	352	121	202
Target	442	340	70	199

	To N	To S	To E	To W	RowTt	Target
From N	0	289	26	77	392	422
From S	260	0	37	25	323	311
From E	102	32	0	96	230	218
From W	79	20	7	0	106	100

	To N	To S	To E	To W
	0	311	28	83
	251	0	36	24
	97	30	0	91
	75	19	7	0
ColTot	423	359	70	199
Target	442	340	70	199

	To N	To S	To E	To W	RowTt	Target
From N	0	300	16	82	398	422
From S	295	0	21	24	339	311
From E	114	29	0	90	232	218
From W	88	18	4	0	110	100

	To N	To S	To E	To W
	0	318	17	87
	270	0	19	22
	107	27	0	84
	80	16	3	0
ColTot	457	362	40	193
Target	442	340	70	199

	To N	To S	To E	To W	RowTt	Target
From N	0	307	10	85	403	422
From S	317	0	11	21	350	311
From E	125	26	0	83	234	218
From W	94	16	2	0	112	100

	To N	To S	To E	To W
	0	322	10	89
	282	0	10	19
	117	24	0	77
	84	14	2	0
ColTot	483	361	22	185
Target	442	340	70	199
Pct	**1.09234**	**1.0608**	**0.3154**	**0.93191**

Turn Movements and Traffic Volumes

Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	12	104	0	0	201	53	56	0	17	0	0	0
2030	**19**	**282**	**10**	**10**	**322**	**89**	**84**	**2**	**14**	**24**	**77**	**117**

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South
Intersection: Live Oak Cyn at East/West I-10 EB

Scenario: 2030 Without Project
Time Period: 2030 Weekday AM
WITH Interchange

Link Inputs

North

	617	434	
0			0
252			375
	372	312	
In - Out	1181.1	1181	0

Turn Move Inputs

	0	230	206
	SR	ST	SL
257	EL		WR 0
1	ET		WT 0
14	ER		WL 0
	NL	NT	NR
	0	115	41

					RowTt	Target
From N	0	230	206	0.1	436.1	617
From S	115	0	41	0.1	156.1	312
From E	0.1	0.1	0	0.1	0.3	0.1
From W	257	14	1	0	272	252
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	325	291	0
	230	0	82	0
	0	0	0	0
	238	13	1	0
ColTot	468	338	374	0
Target	434	372	375	0

					RowTt	Target
From N	0	358	292	0	650	617
From S	213	0	82	0	295	312
From E	0	0	0	0	0	0
From W	221	14	1	0	236	252
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	340	277	0
	225	0	87	0
	0	0	0	0
	236	15	1	0
ColTot	461	355	365	0
Target	434	372	375	0

					RowTt	Target
From N	0	373	278	0	651	617
From S	209	0	87	0	296	312
From E	0	0	0	0	0	0
From W	219	17	1	0	236	252
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	354	263	0
	220	0	92	0
	0	0	0	0
	233	18	1	0
ColTot	453	372	356	0
Target	434	372	375	0

					RowTt	Target
From N	0	389	264	0	653	617
From S	204	0	92	0	296	312
From E	0	0	0	0	0	0
From W	216	20	1	0	237	252
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	368	249	0
	215	0	97	0
	0	0	0	0
	230	21	1	0
ColTot	445	389	347	0
Target	434	372	375	0
Pct	**1.02602**	**1.0447**	**0.9258**	**0.07636**

Turn Movements and Traffic Volumes

Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	0	115	41	206	230	0	257	1	14	0	0	0
2030	**0**	**215**	**97**	**249**	**368**	**0**	**230**	**1**	**21**	**0**	**0**	**0**

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment:	North/South		East/West	Scenario:	2030 Without Project
Intersection:	Oak Glen	at	I-10 WB	Time Period:	2030 Weekday AM WITH Interchange

Link Inputs

North

	1100	677	
681			441
0			0
	617	434	
In - Out	1975	1975	0

Turn Move Inputs

	795	389	0
	SR	ST	SL
0	EL		WR 181
0	ET		WT 8
0	ER		WL 36
	NL	NT	NR
	24	368	0

	To N	To W	To E	To S	RowTt	Target
From N	0	389	0.1	795	1184.1	1100
From S	368	0	0.1	24	392.1	434
From E	181	36	0	8	225	441
From W	0.1	0.1	0.1	0	0.3	0

	To N	To S	To E	To W
	0	361	0	739
	407	0	0	27
	355	71	0	16
	0	0	0	0
ColTot	762	432	0	781
Target	677	617	0	681

	To N	To W	To E	To S	RowTt	Target
From N	0	516	0	644	1160	1100
From S	362	0	0	23	385	434
From E	315	101	0	14	430	441
From W	0	0	0	0	0	0

	To N	To S	To E	To W
	0	489	0	611
	408	0	0	26
	323	103	0	14
	0	0	0	0
ColTot	731	593	0	651
Target	677	617	0	681

	To N	To W	To E	To S	RowTt	Target
From N	0	699	0	533	1232	1100
From S	362	0	0	23	385	434
From E	287	148	0	12	447	441
From W	0	0	0	0	0	0

	To N	To S	To E	To W
	0	624	0	476
	408	0	0	26
	283	146	0	12
	0	0	0	0
ColTot	692	770	0	513
Target	677	617	0	681

	To N	To W	To E	To S	RowTt	Target
From N	0	892	0	415	1307	1100
From S	363	0	0	22	385	434
From E	252	208	0	11	470	441
From W	0	0	0	0	0	0

	To N	To S	To E	To W
	0	751	0	349
	409	0	0	25
	236	195	0	10
	0	0	0	0
ColTot	645	946	0	384
Target	677	617	0	681
Pct	**0.95237**	**1.533**	**######**	**0.56441**

Turn Movements and Traffic Volumes

Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	24	368	0	0	389	795	0	0	0	36	8	181
2030	**25**	**409**	**0**	**0**	**751**	**349**	**0**	**0**	**0**	**195**	**10**	**236**

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South — East/West
Intersection: Oak Glen at 14th St/Calimesa

Scenario: 2030 Without Project
Time Period: 2030 Weekday AM WITH Interchange

Link Inputs

North

	1054	585	
157			0
111			0
	1100	677	
In - Out	1842.1	1842	0

Turn Move Inputs

	38	640	14
	SR	ST	SL
10	EL		WR	21
45	ET		WT	209
94	ER		WL	436
	NL	NT	NR
	77	386	80

	To N	To S	To E	To W	RowTt	Target
From N	0	640	14	38	692	1054
From S	386	0	80	77	543	677
From E	21	436	0	209	666	0.1
From W	10	94	45	0	149	111

	To N	To S	To E	To W
	0	975	21	58
	481	0	100	96
	0	0	0	0
	7	70	34	0
ColTot	489	1045	155	154
Target	585	1100	0	157

	To N	To S	To E	To W	RowTt	Target
From N	0	1026	0	59	1085	1054
From S	576	0	0	98	674	677
From E	0	0	0	0	0	0
From W	9	74	0	0	83	111

	To N	To S	To E	To W
	0	997	0	57
	579	0	0	98
	0	0	0	0
	12	99	0	0
ColTot	591	1096	0	156
Target	585	1100	0	157

	To N	To S	To E	To W	RowTt	Target
From N	0	1049	0	58	1108	1054
From S	693	0	0	100	793	677
From E	0	0	0	0	0	0
From W	14	104	0	0	119	111

	To N	To S	To E	To W
	0	998	0	56
	591	0	0	86
	0	0	0	0
	13	98	0	0
ColTot	605	1096	0	141
Target	585	1100	0	157

	To N	To S	To E	To W	RowTt	Target
From N	0	1051	0	57	1108	1054
From S	708	0	0	87	795	677
From E	0	0	0	0	0	0
From W	16	103	0	0	119	111

	To N	To S	To E	To W
	0	1000	0	54
	603	0	0	74
	0	0	0	0
	15	96	0	0
ColTot	618	1096	0	128
Target	585	1100	0	157
Pct	**1.05577**	**0.9964**	**4E-07**	**0.81804**

Turn Movements and Traffic Volumes

Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	77	386	80	14	640	38	10	45	94	436	209	21
2030	**74**	**603**	**0**	**0**	**1000**	**54**	**15**	**0**	**96**	**0**	**0**	**0**

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South
Intersection: Oak Glen at East/West Colorado

Scenario: 2030 Without Project
Time Period: 2030 Weekday AM
WITH Interchange

Link Inputs

North

	1054	585	
0			0
0			0
	1054	585	
In - Out	1639.2	1639	0

Turn Move Inputs

	0	579	9
	SR	ST	SL
0	EL		WR 3
0	ET		WT 0
0	ER		WL 74
	NL	NT	NR
	0	320	52

					RowTt	Target
From N	0	579	9	0.1	588.1	1054
From S	320	0	52	0.1	372.1	585
From E	3	74	0	0.1	77.1	0.1
From W	0.1	0.1	0.1	0	0.3	0.1
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	1038	16	0
	503	0	82	0
	0	0	0	0
	0	0	0	0
ColTot	503	1038	98	0
Target	585	1054	0	0

					RowTt	Target
From N	0	1054	0	0	1054	1054
From S	585	0	0	0	585	585
From E	0	0	0	0	0	0
From W	0	0	0	0	0	0
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	1054	0	0
	585	0	0	0
	0	0	0	0
	0	0	0	0
ColTot	585	1054	0	0
Target	585	1054	0	0

					RowTt	Target
From N	0	1070	0	0	1070	1054
From S	680	0	0	0	680	585
From E	0	0	0	0	0	0
From W	0	0	0	0	0	0
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	1054	0	0
	585	0	0	0
	0	0	0	0
	0	0	0	0
ColTot	585	1054	0	0
Target	585	1054	0	0

					RowTt	Target
From N	0	1070	0	0	1070	1054
From S	680	0	0	0	680	585
From E	0	0	0	0	0	0
From W	0	0	0	0	0	0
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	1054	0	0
	585	0	0	0
	0	0	0	0
	0	0	0	0
ColTot	585	1054	0	0
Target	585	1054	0	0
Pct	**1.00011**	**1.0001**	**8E-07**	**0.07612**

Turn Movements and Traffic Volumes

Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	0	320	52	9	579	0	0	0	0	74	0	3
2030	**0**	**585**	**0**	**0**	**1054**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South
Intersection: 16th at Outer Hwy

Scenario: 2030 Without Project
Time Period: 2030 Weekday PM
WITH Interchange

Link Inputs

	North		
	98	109	
69			18
104			41
	0	0	
In - Out	220	219	1

Turn Move Inputs

	31	0	18
	SR	ST	SL
143	EL		WR 14
173	ET		WT 56
0	ER		WL 0
	NL	NT	NR
	0	0	0

					RowTt	Target
From N	0	0.1	18	31	49.1	98
From S	0.1	0	0.1	0.1	0.3	0
From E	14	0.1	0	56	70.1	18
From W	143	0.1	173	0	316.1	104
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	0	36	62
	0	0	0	0
	4	0	0	14
	47	0	57	0
ColTot	51	0	93	76
Target	109	0	41	69

					RowTt	Target
From N	0	0	16	56	72	98
From S	0	0	0	0	0	0
From E	8	0	0	13	21	18
From W	101	0	25	0	126	104
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	0	22	76
	0	0	0	0
	7	0	0	11
	83	0	21	0
ColTot	90	0	42	88
Target	109	0	41	69

					RowTt	Target
From N	0	0	10	69	79	98
From S	0	0	0	0	0	0
From E	14	0	0	10	25	18
From W	179	0	9	0	188	104
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	0	12	86
	0	0	0	0
	11	0	0	7
	99	0	5	0
ColTot	110	0	17	94
Target	109	0	41	69

					RowTt	Target
From N	0	0	5	78	83	98
From S	0	0	0	0	0	0
From E	23	0	0	7	29	18
From W	213	0	2	0	215	104
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	0	6	92
	0	0	0	0
	14	0	0	4
	103	0	1	0
ColTot	117	0	7	96
Target	109	0	41	69
Pct	**1.07156**	**######**	**0.1773**	**1.39028**

Turn Movements and Traffic Volumes

Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	0	0	0	18	0	31	143	173	0	0	56	14
2030	**0**	**0**	**0**	**6**	**0**	**92**	**103**	**0**	**0**	**0**	**4**	**14**

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment:	North/South		East/West	Scenario:	2030 Without Project
Intersection:	Live Oak Cyn	at	Outer Hwy	Time Period:	2030 Weekday PM WITH Interchange

Link Inputs

North

	436	482	
218			0
241			0
	436	458	
In - Out	1135	1136	-1

Turn Move Inputs

	51	148	50
	SR	ST	SL
171	EL		WR 40
20	ET		WT 40
23	ER		WL 20
	NL	NT	NR
	21	234	20

					RowTt	Target
From N	0	148	50	51	249	436
From S	234	0	20	21	275	458
From E	40	20	0	40	100	0
From W	171	23	20	0	214	241
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	259	88	89
	390	0	33	35
	0	0	0	0
	193	26	23	0
ColTot	582	285	143	124
Target	482	436	0	218

					RowTt	Target
From N	0	396	0	157	553	436
From S	323	0	0	61	384	458
From E	0	0	0	0	0	0
From W	159	40	0	0	199	241
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	313	0	123
	385	0	0	73
	0	0	0	0
	193	48	0	0
ColTot	578	360	0	197
Target	482	436	0	218

					RowTt	Target
From N	0	478	0	217	695	436
From S	319	0	0	128	447	458
From E	0	0	0	0	0	0
From W	160	73	0	0	233	241
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	300	0	136
	326	0	0	132
	0	0	0	0
	165	76	0	0
ColTot	492	376	0	268
Target	482	436	0	218

					RowTt	Target
From N	0	459	0	239	697	436
From S	270	0	0	231	501	458
From E	0	0	0	0	0	0
From W	137	116	0	0	253	241
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	287	0	149
	247	0	0	211
	0	0	0	0
	130	111	0	0
ColTot	377	398	0	360
Target	482	436	0	218
Pct	**0.78297**	**0.9117**	**######**	**1.6518**

Turn Movements and Traffic Volumes

Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	21	234	0	0	148	51	171	0	23	0	0	0
2030	**211**	**247**	**0**	**0**	**287**	**149**	**130**	**0**	**111**	**0**	**0**	**0**

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South — East/West
Intersection: Live Oak Cyn at I-10 EB

Scenario: 2030 Without Project
Time Period: 2030 Weekday PM
WITH Interchange

Link Inputs

North

	742	1342	
0			0
1074			520
	436	482	
In - Out	2298	2298	0

Turn Move Inputs

	0	153	167
	SR	ST	SL
496	EL		WR
1	ET		WT
27	ER		WL
	NL	NT	NR
	0	322	53

					RowTt	Target
From N	0	153	167	0.1	320.1	742
From S	322	0	53	0.1	375.1	482
From E	0.1	0.1	0	0.1	0.3	0
From W	496	27	1	0	524	1074
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	355	387	0
	414	0	68	0
	0	0	0	0
	1017	55	2	0
ColTot	1430	410	457	0
Target	1342	436	520	0

					RowTt	Target
From N	0	377	440	0	817	742
From S	388	0	77	0	466	482
From E	0	0	0	0	0	0
From W	954	59	2	0	1015	1074
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	342	400	0
	402	0	80	0
	0	0	0	0
	1009	62	2	0
ColTot	1411	405	482	0
Target	1342	436	520	0

					RowTt	Target
From N	0	364	454	0	819	742
From S	377	0	91	0	468	482
From E	0	0	0	0	0	0
From W	947	66	3	0	1016	1074
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	330	412	0
	388	0	94	0
	0	0	0	0
	1001	70	3	0
ColTot	1389	400	509	0
Target	1342	436	520	0

					RowTt	Target
From N	0	351	468	0	819	742
From S	364	0	107	0	471	482
From E	0	0	0	0	0	0
From W	939	74	3	0	1017	1074
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	318	424	0
	373	0	109	0
	0	0	0	0
	992	79	4	0
ColTot	1365	396	537	0
Target	1342	436	520	0
Pct	**1.01682**	**0.9092**	**1.0327**	**#DIV/0!**

Turn Movements and Traffic Volumes

Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	0	322	53	167	153	0	496	1	27	0	0	0
2030	**0**	**373**	**109**	**424**	**318**	**0**	**992**	**4**	**79**	**0**	**0**	**0**

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South
Intersection: Oak Glen at East/West I-10 WB

Scenario: 2030 Without Project
Time Period: 2030 Weekday PM
WITH Interchange

Link Inputs

North

	1029	1481	
746			598
0			0
	742	1342	
In - Out	2969	2969	0

Turn Move Inputs

	450	322	0
	SR	ST	SL
0	EL		WR	219
0	ET		WT	0
0	ER		WL	14
	NL	NT	NR
	27	842	0

					RowTt	Target
From N	0	322	0.1	450	772.1	1029
From S	842	0	0.1	27	869.1	1342
From E	219	14	0	0.1	233.1	598
From W	0.1	0.1	0.1	0	0.3	0
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	429	0	600
	1300	0	0	42
	562	36	0	0
	0	0	0	0
ColTot	1862	465	0	642
Target	1481	742	0	746

					RowTt	Target
From N	0	685	0	697	1382	1029
From S	1034	0	0	48	1083	1342
From E	447	57	0	0	504	598
From W	0	0	0	0	0	0
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	510	0	519
	1282	0	0	60
	530	68	0	0
	0	0	0	0
ColTot	1812	578	0	580
Target	1481	742	0	746

					RowTt	Target
From N	0	813	0	604	1417	1029
From S	1020	0	0	70	1089	1342
From E	421	108	0	0	530	598
From W	0	0	0	0	0	0
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	591	0	438
	1256	0	0	86
	475	122	0	0
	0	0	0	0
ColTot	1731	713	0	525
Target	1481	742	0	746

					RowTt	Target
From N	0	942	0	510	1452	1029
From S	999	0	0	100	1099	1342
From E	378	195	0	1	574	598
From W	0	0	0	0	0	0
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	668	0	361
	1220	0	0	122
	394	203	0	1
	0	0	0	0
ColTot	1614	871	0	484
Target	1481	742	0	746
Pct	**1.08976**	**1.1742**	**######**	**0.64855**

Turn Movements and Traffic Volumes

Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	27	842	0	0	322	450	0	0	0	14	0	219
2030	**122**	**1220**	**0**	**0**	**668**	**361**	**0**	**0**	**0**	**203**	**1**	**394**

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment:	North/South		East/West	Scenario:	2030 Without Project
Intersection:	Oak Glen	at	14th/Calimesa	Time Period:	2030 Weekday PM WITH Interchange

Link Inputs

North

	591	1503	
242			0
126			22
	629	1682	
In - Out	2399.1	2396	3.1

Turn Move Inputs

	17	482	44
	SR	ST	SL
55	EL		WR	46
135	ET		WT	76
96	ER		WL	170
	NL	NT	NR
	114	642	277

	To N	To S	To E	To W	RowTt	Target
From N	0	482	44	17	543	591
From S	642	0	277	114	1033	1682
From E	46	170	0	76	292	0.1
From W	55	96	135	0	286	126

	To N	To S	To E	To W
	0	525	48	19
	1045	0	451	186
	0	0	0	0
	24	42	59	0
ColTot	1070	567	558	204
Target	1503	629	22	242

	To N	To S	To E	To W	RowTt	Target
From N	0	582	2	22	606	591
From S	1469	0	18	220	1707	1682
From E	0	0	0	0	0	0
From W	34	47	2	0	83	126

	To N	To S	To E	To W
	0	568	2	21
	1448	0	18	217
	0	0	0	0
	51	71	4	0
ColTot	1499	639	23	238
Target	1503	629	22	242

	To N	To S	To E	To W	RowTt	Target
From N	0	630	0	25	655	591
From S	2034	0	1	257	2292	1682
From E	0	0	0	0	0	0
From W	72	79	0	0	151	126

	To N	To S	To E	To W
	0	568	0	23
	1493	0	1	189
	0	0	0	0
	60	66	0	0
ColTot	1553	634	1	212
Target	1503	629	22	242

	To N	To S	To E	To W	RowTt	Target
From N	0	630	0	27	657	591
From S	2098	0	0	224	2321	1682
From E	0	0	0	0	0	0
From W	85	73	0	0	157	126

	To N	To S	To E	To W
	0	567	0	24
	1520	0	0	162
	0	0	0	0
	68	58	0	0
ColTot	1588	625	0	186
Target	1503	629	22	242
Pct	**1.0564**	**0.9935**	**0.0009**	**0.77035**

Turn Movements and Traffic Volumes

Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	114	642	277	44	482	17	55	135	96	170	76	46
2030	**162**	**1520**	**0**	**0**	**567**	**24**	**68**	**0**	**58**	**0**	**0**	**0**

Turn Movement Forecast: Row-Column-Sum Method

Street Alignment: North/South
Intersection: Oak Glen at East/West Colorado

Scenario: 2030 Without Project
Time Period: 2030 Weekday PM WITH Interchange

Link Inputs

North

	591	1498	
0			0
0			6
	591	1503	
In - Out	2094.2	2095	-0.9

Turn Move Inputs

	0	504	4
	SR	ST	SL
0	EL		WR	6
0	ET		WT	0
0	ER		WL	39
	NL	NT	NR
	0	625	70

					RowTt	Target
From N	0	504	4	0.1	508.1	591
From S	625	0	70	0.1	695.1	1503
From E	6	39	0	0.1	45.1	0.1
From W	0.1	0.1	0.1	0	0.3	0.1
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	586	5	0
	1351	0	151	0
	0	0	0	0
	0	0	0	0
ColTot	1351	586	156	0
Target	1498	591	6	0

					RowTt	Target
From N	0	591	0	0	591	591
From S	1498	0	6	0	1504	1503
From E	0	0	0	0	0	0
From W	0	0	0	0	0	0
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	591	0	0
	1497	0	6	0
	0	0	0	0
	0	0	0	0
ColTot	1497	591	6	0
Target	1498	591	6	0

					RowTt	Target
From N	0	595	0	0	595	591
From S	1659	0	0	0	1660	1503
From E	0	0	0	0	0	0
From W	0	0	0	0	0	0
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	591	0	0
	1503	0	0	0
	0	0	0	0
	0	0	0	0
ColTot	1503	591	0	0
Target	1498	591	6	0

					RowTt	Target
From N	0	596	0	0	596	591
From S	1666	0	0	0	1666	1503
From E	0	0	0	0	0	0
From W	0	0	0	0	0	0
	To N	To S	To E	To W		

	To N	To S	To E	To W
	0	591	0	0
	1503	0	0	0
	0	0	0	0
	0	0	0	0
ColTot	1503	591	0	0
Target	1498	591	6	0
Pct	**1.00338**	**1.0002**	**0.0012**	**0.07906**

Turn Movements and Traffic Volumes

Year	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Existing	0	625	70	4	504	0	0	0	0	39	0	6
2030	**0**	**1503**	**0**	**0**	**591**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

APPENDIX F
Intersection Level of Service Worksheets
Buildout with Project Conditions (Year 2030)

Oak Hills Marketplace
Buildout Conditions without Project
AM Peak Hour

Scenario Report

Scenario:	Buildout AM
Command:	Buildout AM
Volume:	Buildout AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	AM
Paths:	With Interchange
Routes:	Default Routes
Configuration:	Default Configuration

Oak Hills Marketplace
Buildout Conditions without Project
AM Peak Hour

Turning Movement Report
AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#4 Outer Hwy 10 S & 16th St													
Base	0	0	0	30	0	70	59	56	0	0	67	37	319
Added	0	0	0	22	0	0	0	158	0	0	95	5	280
Total	0	0	0	52	0	70	59	214	0	0	162	42	599
#7 Live Oak Cyn Rd & Outer Hwy 10 S/ Oak Hills Pkwy													
Base	3	296	12	6	359	53	73	2	25	62	13	143	1047
Added	61	115	19	32	298	0	16	23	20	24	27	51	686
Total	64	411	31	38	657	53	89	25	45	86	40	194	1733
#8 Live Oak Cyn Rd & I-10 EB Ramps													
Base	0	215	97	249	368	0	230	1	21	0	0	0	1181
Added	0	153	29	0	319	0	158	0	11	0	0	0	670
Total	0	368	126	249	687	0	388	1	32	0	0	0	1851
#9 Oak Glen Rd & I-10 WB Ramps													
Base	25	409	0	0	751	349	0	0	0	195	10	236	1975
Added	0	312	0	0	193	123	0	0	0	126	0	170	924
Total	25	721	0	0	944	472	0	0	0	321	10	406	2899
#10 Oak Glen Cyn Rd & 14th St/Calimesa Bl													
Base	74	603	80	14	1000	54	15	45	96	436	209	21	2647
Added	13	468	0	0	297	4	45	0	19	0	0	0	846
Total	87	1071	80	14	1297	58	60	45	115	436	209	21	3493
#11 Oak Glen Cyn Rd & Colorado St													
Base	0	585	52	9	1054	0	0	0	0	74	0	3	1777
Added	0	84	0	0	228	0	0	0	0	0	0	0	312
Total	0	669	52	9	1282	0	0	0	0	74	0	3	2089

Oak Hills Marketplace
Buildout Conditions without Project
AM Peak Hour

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

Intersection #4 Outer Hwy 10 S & 16th St

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: B[12]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1
Volume Module:																
Base Vol:	0	0	0		30	0	70		59	56	0		0	67	37	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		30	0	70		59	56	0		0	67	37	
Added Vol:	0	0	0		22	0	0		0	158	0		0	95	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		52	0	70		59	214	0		0	162	42	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	0		55	0	74		62	225	0		0	171	44	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		55	0	74		62	225	0		0	171	44	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		542	xxxx	193		215	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		505	xxxx	854		1367	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		487	xxxx	854		1367	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.11	xxxx	0.09		0.05	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		0.4	xxxx	0.3		0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Stopped Del:	xxxxx	xxxx	xxxxx		13.3	xxxx	9.6		7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*		B	*	A		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.8	xxxx	xxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*		*	*	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				11.2				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

Oak Hills Marketplace
Buildout Conditions without Project
AM Peak Hour

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

Intersection #7 Live Oak Cyn Rd & Outer Hwy 10 S/ Oak Hills Pkwy

Average Delay (sec/veh): 121.5 Worst Case Level Of Service: F[446.0]

Street Name:	Live Oak Cyn Rd								Outer Hwy 10 S/ Oak Hills Pkwy							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0	0	0	1	0	0	1	0	1	0	0	0	1! 0 0
Volume Module:																
Base Vol:	3	296	12		6	359	53		73	2	25		62	13	143	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	3	296	12		6	359	53		73	2	25		62	13	143	
Added Vol:	61	115	19		32	298	0		16	23	20		24	27	51	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	64	411	31		38	657	53		89	25	45		86	40	194	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	67	433	33		40	692	56		94	26	47		91	42	204	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	67	433	33		40	692	56		94	26	47		91	42	204	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	6.5	6.2		7.1	6.5	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	747	xxxx	xxxxx		465	xxxx	xxxxx		1478	1372	692		1420	1411	449	
Potent Cap.:	870	xxxx	xxxxx		1107	xxxx	xxxxx		105	147	448		115	140	614	
Move Cap.:	870	xxxx	xxxxx		1107	xxxx	xxxxx		47	131	448		80	124	614	
Volume/Cap:	0.08	xxxx	xxxx		0.04	xxxx	xxxx		1.98	0.20	0.11		1.14	0.34	0.33	
Level Of Service Module:																
Queue:	0.3	xxxx	xxxxx		0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	9.5	xxxx	xxxxx		8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		55	xxxx	240		xxxx	186	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		11.9	xxxx	1.3	xxxxx	24.1	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx		8.4	xxxx	xxxxx		703.6	xxxx	26.6	xxxxx	427	xxxxx		
Shared LOS:	*	*	*		A	*	*		F	*	D		*	F	*	
ApproachDel:	xxxxxx				xxxxxx				446.0				427.3			
ApproachLOS:	*				*				F				F			

Oak Hills Marketplace
Buildout Conditions without Project
AM Peak Hour

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

Intersection #8 Live Oak Cyn Rd & I10 EB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.437
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 105.4
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0	1	1	0	1	0	0	0	1	0	0	0	0
Volume Module:																
Base Vol:	0	215	97		249	368		0	230	1	21		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	215	97		249	368		0	230	1	21		0	0	0	
Added Vol:	0	153	29		0	319		0	158	0	11		0	0	0	
PasserByVol:	0	0	0		0	0		0	0	0	0		0	0	0	
Initial Fut:	0	368	126		249	687		0	388	1	32		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	387	133		262	723		0	408	1	34		0	0	0	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	0	387	133		262	723		0	408	1	34		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	387	133		262	723		0	408	1	34		0	0	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.99	0.01	1.00		0.00	0.00	0.00	
Final Sat.:	0	482	524		466	503		0	449	1	521		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.80	0.25		0.56	1.44	xxxx		0.91	0.91	0.06		xxxx	xxxx	xxxx	
Crit Moves:		****				****			****							
Delay/Veh:	0.0	33.6	11.6		19.6	228	0.0		50.5	50.5	10.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	33.6	11.6		19.6	228	0.0		50.5	50.5	10.0		0.0	0.0	0.0	
LOS by Move:	*	D	B		C	F	*		F	F	A		*	*	*	
ApproachDel:		28.0				172.3				47.5				xxxxxx		
Delay Adj:		1.00				1.00				1.00				xxxxx		
ApprAdjDel:		28.0				172.3				745				xxxxxx		
LOS by Appr:		D				F				E				*		

Oak Hills Marketplace
Buildout Conditions without Project
AM Peak Hour

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

Intersection #9 Oak Glen Rd& I-10 WB Ramps

Average Delay (sec/veh): 298.1 Worst Case Level Of Service: F[1173.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0	01	0	1
Volume Module:																
Base Vol:	25	409	0		0	751	349		0	0	0		195	10	236	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		.00	1.00	1.00	
Initial Bse:	25	409	0		0	751	349		0	0	0		195	10	236	
Added Vol:	0	312	0		0	193	123		0	0	0		126	0	170	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	25	721	0		0	944	472		0	0	0		321	10	406	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	26	759	0		0	994	497		0	0	0		338	11	427	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	26	759	0		0	994	497		0	0	0		338	11	427	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxx		xxxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxx		xxxxx	3.5	4.0	3.3
Capacity Module:																
Cnflict Vol:	1491	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		2054	2302	759	
Potent Cap.:	457	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		62	39	410	
Move Cap.:	457	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		59	37	410	
Volume/Cap:	0.06	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		5.73	0.29	1.04	
Level Of Service Module:																
Queue:	0.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Stopped Del:	13.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	B	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		58	xxxx	329	
SharedQueue:	0.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		39.6	xxxx	21.3	
Shrd StpDel:	13.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2398	xxxx	199.6	
Shared LOS:	B	*	*		*	*	*		*	*	*		F	*	F	
ApproachDel:		xxxxxx				xxxxxx				xxxxxx				1173.6		
ApproachLOS:		*				*				*				F		

Oak Hills Marketplace
Buildout Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oak Glen Cyn Rd & 14th St/Calimesa Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.257
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 66.4
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1 0	1	1	0	1 0	1	0	1	1 0	1	0	1	1 0	1	0	1
Volume Module:																
Base Vol:	74	603	80		14	1000	54		15	45	96		436	209	21	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	74	603	80		14	1000	54		15	45	96		436	209	21	
Added Vol:	13	468	0		0	297	4		45	0	19		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	87	1071	80		14	1297	58		60	45	115		436	209	21	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	92	1127	84		15	1365	61		63	47	121		459	220	22	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	1127	84		15	1365	61		63	47	121		459	220	22	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	92	1127	84		15	1365	61		63	47	121		459	220	22	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.06	0.94	0.94		0.18	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.86	0.14		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	109	3325	248		339	1900	1615		1704	1900	1615		1704	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.84	0.34	0.34		0.04	0.72	0.04		0.04	0.02	0.07		0.27	0.12	0.01	
Crit Moves:	****										****		****			
Green/Cycle:	0.66	0.66	0.66		0.66	0.66	0.66		0.07	0.07	0.07		0.21	0.21	0.21	
Volume/Cap:	1.27	0.52	0.52		0.07	1.09	0.06		0.53	0.36	1.07		1.27	0.55	0.06	
Delay/Veh:	212.5	9.0	9.0		6.2	71.4	6.1		49.4	46.0	151.5		181.7	36.7	31.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	212.5	9.0	9.0		6.2	71.4	6.1		49.4	46.0	151.5		181.7	36.7	31.6	
HCM2kAvg:	86	10	10		1	60	1		3	2	8		30	7	1	

Oak Hills Marketplace
Buildout Conditions without Project
AM Peak Hour

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

Intersection #11 Oak Glen Cyn Rd & Colorado St

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[23.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	2	0	1	1 0	2	0	0	0 0	0	0	0	1 0	0	0	1
Volume Module:																
Base Vol:	0	585	52		9	1054	0		0	0	0		74	0	3	
Growth Adj:	1.00	1.00	100		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	585	52		9	1054	0		0	0	0		74	0	3	
Added Vol:	0	84	0		0	228	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	669	52		9	1282	0		0	0	0		74	0	3	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	704	55		9	1349	0		0	0	0		78	0	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	704	55		9	1349	0		0	0	0		78	0	3	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		759	xxxx	xxxxx		xxxx	xxxx	xxxxx		1398	xxxx	352	
Potent Cap.:	xxxx	xxxx	xxxxx		862	xxxx	xxxxx		xxxx	xxxx	xxxxx		134	xxxx	650	
Move Cap.:	xxxx	xxxx	xxxxx		862	xxxx	xxxxx		xxxx	xxxx	xxxxx		133	xxxx	650	
Total Cap:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0	0	xxxxx		269	0	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.01	xxxx	xxxx		xxxx	xxxx	xxxx		0.29	xxxx	0.00	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		1.2	xxxx	0.0	
Stopped Del:	xxxxx	xxxx	xxxxx		9.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		23.7	xxxx	10.6	
LOS by Move:	*	*	*		A	*	*		*	*	*		C	*	B	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				23.2			
ApproachLOS:	*				*				*				C			

Oakhills Marketplace
Buildout Conditions without Project
PM Peak Hour

Scenario Report

Scenario:	Buildout PM
Command:	Buildout PM
Volume:	Buildout PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	PM
Paths:	With Interchange
Routes:	DefaultRoutes
Configuration:	Default Configuration

Oakhills Marketplace
Buildout Conditions without Project
PM Peak Hour

Turning Movement Report
PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#4 Outer Hwy 10 S & 16th St													
Base	0	0	0	6	0	92	103	173	0	0	4	14	392
Added	0	0	0	60	0	0	0	161	0	0	171	126	518
Total	0	0	0	66	0	92	103	334	0	0	175	140	910
#7 Live Oak Cyn Rd & Outer Hwy 10 S/ Oak Hills Pkwy													
Base	177	281	0	0	278	158	153	0	88	0	0	0	1135
Added	48	185	44	36	230	35	35	76	52	0	65	85	891
Total	225	466	44	36	508	193	188	76	140	0	65	85	2026
#8 Live Oak Cyn Rd & I-10 EB Ramps													
Base	0	373	109	424	318	0	992	4	79	0	0	0	2299
Added	0	178	128	0	298	0	321	0	5	0	0	0	930
Total	0	551	237	424	616	0	1313	4	84	0	0	0	3229
#9 Oak Glen Rd & I-10 WB Ramps													
Base	122	1220	0	0	668	361	0	0	0	203	1	394	2969
Added	0	500	0	0	227	284	0	0	0	71	0	47	1129
Total	122	1720	0	0	895	645	0	0	0	274	1	441	4098
#10 Oak Glen Cyn Rd & 14th St/Calimesa Bl													
Base	162	1520	277	44	567	24	68	135	58	170	76	46	3147
Added	36	463	47	0	493	0	0	0	18	0	0	0	1057
Total	198	1983	324	44	1060	24	68	135	76	170	76	46	4204
#11 Oak Glen Cyn Rd & Colorado St													
Base	0	1503	70	4	591	0	0	0	0	39	0	6	2213
Added	0	353	0	0	381	0	0	0	0	0	0	0	734
Total	0	1856	70	4	972	0	0	0	0	39	0	6	2947

Oakhills Marketplace
Buildout Conditions withoutProject
PM Peak Hour

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

Intersection #4 Outer Hwy 10 S & 16th St

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[14.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0
Volume Module:																	
Base Vol:	0	0	0		6	0		92	103	173		0	0		4		14
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	0	0		6	0		92	103	173		0	0		4		14
Added Vol:	0	0	0		60	0		0	0	161		0	0		171		126
PasserByVol:	0	0	0		0	0		0	0	0		0	0		0		0
Initial Fut:	0	0	0		66	0		92	103	334		0	0		175		140
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95		0.95
PHF Volume:	0	0	0		69	0		97	108	352		0	0		184		147
Reduct Vol:	0	0	0		0	0		0	0	0		0	0		0		0
Final Vol.:	0	0	0		69	0		97	108	352		0	0		184		147
Critical Gap Module:																	
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx		6.2	4.	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:																	
Cnflict Vol:	xxxx	xxxx	xxxxx		826	xxxx		258	332	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx		344	xxxx		786	1239	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx		320	xxxx		786	1239	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx		0.22	xxxx		0.12	0.09	xxxx	xxx	xxxx	xxxx	xxxx			
Level Of Service Module:																	
Queue:	xxxxx	xxxx	xxxxx		0.8	xxxx		0.4	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx		19.3	xxxx		10.2	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*		C	*		B	A	*	*	*	*	*			
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxx		xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*		*	*	*		A	*	*	*	*	*			
ApproachDel:	xxxxxx				14.0				xxxxxx				xxxxxx				
ApproachLOS:	*				B				*				*				

Oakhills Marketplace
Buildout Conditions without Project
PM Peak Hour

Level OfService Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Live Oak Cyn Rd & Outer Hwy10 S/ Oak Hills Pkwy

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Live Oak Cyn Rd								Outer Hwy 10 S/ Oak Hills Pkwy							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0	0	0	1	0	0	1	0	1	0	0	0	1	0
Volume Module:																	
Base Vol:	177	281		0	0	278		158	153		0	88		0	0		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Initial Bse:	177	281		0	0	278		158	153		0	88		0	0		0
Added Vol:	48	185		44	36	230		35	35		76	52		0	65		85
PasserByVol:	0	0		0	0	0		0	0		0	0		0	0		0
Initial Fut:	225	466		44	36	508		193	188		76	140		0	65		85
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.9	0.95	0.95		0.95	0.95		0.95	0.95		0.95	0.95		0.95
PHF Volume:	237	491		46	38	535		203	198		80	147		0	68		89
Reduct Vol:	0	0		0	0	0		0	0		0	0		0	0		0
Final Vol.:	237	491		46	38	535		203	198		80	147		0	68		89
Critical Gap Module:																	
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1		6.5	6.2	xxxxx		6.5		6.2
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5		4.0	3.3	xxxxx		4.0		3.3
Capacity Module:																	
Cnflict Vol:	738	xxxx	xxxxx		537	xxxx	xxxxx		1677		1621	535	xxxx		1801		514
Potent Cap.:	877	xxxx	xxxxx		1041	xxxx	xxxxx		76		104	549	xxxx		81		565
Move Cap.:	877	xxxx	xxxxx		1041	xxxx	xxxxx		0		69	549	xxxx		53		565
Volume/Cap:	0.27	xxxx	xxxx		0.04	xxxx	xxxx		xxxx		1.16	0.27	xxxx		1.28		0.16
Level Of Service Module:																	
Queue:	1.1	xxxx	xxxxx		0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	10.6	xxxx	xxxxx		8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*		A	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0	xxxx	159	xxxx	xxxx	110			
SharedQueue:	xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	xxxxx	xxxx	14.4	xxxxx	xxxx	11.3				
Shrd StpDel:	xxxxx	xxxx	xxxxx		8.6	xxxx	xxxx	xxxxx	xxxx	278.0	xxxxx	xxxx	312.1				
Shared LOS:	*	*	*		A	*	*	*	*	F	*	*	F				
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				312.1				
ApproachLOS:	*				*				F				F				

Oakhills Marketplace
Buildout Conditions without Project
PM Peak Hour

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

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*******************************************************************************
Intersection #8 Live Oak Cyn Rd & I10 EB Ramps
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):          3.321
Loss Time (sec):        6 (Y+R =  4 sec) Average Delay (sec/veh):         512.9
Optimal Cycle:          0                Level Of Service:                    F
*******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1  0  1    1  0  1  0  0    0  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  373  109   424  318    0   992    4   79    0    0    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0  373  109   424  318    0   992    4   79    0    0    0
Added Vol:      0  178  128     0  298    0   321    0    5    0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0    0    0    0
Initial Fut:    0  551  237   424  616    0  1313    4   84    0    0    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:     0  580  249   446  648    0  1382    4   88    0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0    0    0    0
Reduced Vol:    0  580  249   446  648    0  1382    4   88    0    0    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0  580  249   446 648    0  1382    4   88    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 1.00  100  1.00 1.00 0.00  0.99 0.01  1.00  0.00 0.00 0.00
Final Sat.:     0  458  502   441  469    0   416    1  478    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx 1.27 0.50  1.01 1.38 xxxx  3.32 3.32  0.18 xxxx xxxx  xxxx
Crit Moves:        ****            ****          ****
Delay/Veh:    0.0  160 16.7  74.7  206  0.0  1066 1066  11.8  0.0  0.0   0.0
Delay Adj:   1.00 1.00  100  1.00 1.00 1.00  1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:   0.0  160 16.7  74.7  206  0.0  1066 1066  11.8  0.0  0.0   0.0
LOS by Move:    *    F    C     F    F    *     F    F     B    *    *     *
ApproachDel:       117.0            152.5          1003.1          xxxxxx
Delay Adj:          1.00             1.00            1.00           xxxxx
ApprAdjDel:        117.0            152.5          1003.1          xxxxxx
LOS by Appr:           F                F               F               *
*******************************************************************************
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Oakhills Marketplace
Buildout Conditions without Project
PM Peak Hour

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

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*******************************************************************************
Intersection #9 Oak Glen Rd & I10 WB Ramps
*******************************************************************************
Average Delay (sec/veh):   1563.9   Worst Case Level Of Service:        F[8950.9]
*******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled     Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  0  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     122 1220    0     0  668  361    0    0    0  203    1  394
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  122 1220    0     0  668  361    0    0    0  203    1  439
Added Vol:      0  500    0     0  227  284    0    0    0   71    0   47
PasserByVol:    0    0    0     0    0    0    0    0    0    0    0    0
Initial Fut:  122 1720    0     0  895  645    0    0    0  274    1  441
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:   128 1811    0     0  942  679    0    0    0  288    1  464
Reduct Vol:     0    0    0     0    0    0    0    0    0    0    0    0
Final Vol.:   128 1811    0     0  942  679    0    0    0  288    1  464
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  6.4  6.5  6.2
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  3.5  4.0  3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1621 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx 3349 3688 1811
Potent Cap.:  407 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx    9    5   99
Move Cap.:    407 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx    7    3   99
Volume/Cap:  0.32 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx 43.32 0.33 4.69
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Queue:        1.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Stopped Del: 17.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    C    *    *    *    *    *    *    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx    7 xxxx   93
SharedQueue:  1.3 xxxx xxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 38.2 xxxx 50.1
Shrd StpDel: 17.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 20280 xxxx 1902
Shared LOS:     C    *    *    *    *    *    *    *    *    F    *    F
ApproachDel:   xxxxxx          xxxxxx          xxxxxx          8950.9
ApproachLOS:       *               *               *               F
```

Oakhills Marketplace
Buildout Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oak Glen Cyn Rd & 14th St/Calimesa Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.165
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 29.7
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0 1	1	0	1	0 1	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	162	1520	277		44	567	24		68	135	58		170	76	46	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	162	1520	277		44	567	24		68	135	58		170	76	46	
Added Vol:	36	463	47		0	493	0		0	0	18		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	198	1983	324		44	1060	24		68	135	76		170	76	46	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	208	2087	341		46	1116	25		72	142	80		179	80	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	208	2087	341		46	1116	25		72	142	80		179	80	48	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	208	2087	341		46	1116	25		72	142	80		179	80	48	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.12	0.93	0.93		0.05	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.72	0.28		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	228	3038	496		91	1900	1615		1704	1900	1615		1704	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.91	0.69	0.69		0.51	0.59	0.02		0.04	0.07	0.05		0.11	0.04	0.03	
Crit Moves:	****									****			****			
Green/Cycle:	0.78	0.78	0.78		0.78	0.78	0.78		0.07	0.07	0.07		0.09	0.09	0.09	
Volume/Cap:	1.17	0.88	0.88		0.64	0.75	0.02		0.60	1.07	0.71		1.17	0.47	0.33	
Delay/Veh:	132.5	113	11.3		23.0	8.1	2.5		53.4	144	64.1		172.2	45.3	44.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	132.5	11.3	11.3		23.0	8.1	2.5		53.4	144	64.1		172.2	45.3	44.1	
HCM2kAvg:	81	29	29		13	19	0		3	9	4		12	3	2	

Oakhills Marketplace
Buildout Conditions without Project
PM Peak Hour

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

Intersection #11 Oak Glen Cyn Rd & Colorado St

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: F[77.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 2	0	1	1	0 2	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	1503	70		4	591	0		0	0	0		39	0	6	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1503	70		4	591	0		0	0	0		39	0	6	
Added Vol:	0	353	0		0	381	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1856	70		4	972	0		0	0	0		39	0	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	1954	74		4	1023	0		0	0	0		41	0	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	1954	74		4	1023	0		0	0	0		41	0	6	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxxxxxx			6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		2027	xxxx	xxxxx		xxxxxxx	xxxxx			2474	xxxx	977	
Potent Cap.:	xxxx	xxxx	xxxxx		284	xxxx	xxxxx		xxxx	xxxx	xxxxx		25	xxxx	254	
Move Cap.:	xxxx	xxxx	xxxxx		284	xxxx	xxxxx		xxxx	xxxx	xxxxx		25	xxxx	254	
Total Cap:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		796	0	xxxxx		82	0	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.01	xxxx	xxxx		xxxx	xxxx	xxxx		0.50	xxxx	0.02	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxxx			2.1	xxxx	0.1	
Stopped Del:	xxxxx	xxxx	xxxxx		17.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		86.7	xxxx	19.5	
LOS by Move:	*	*	*		C	*	*		*	*	*		F	*	C	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				77.7			
ApproachLOS:	*				*				*				F			

Oak Hills Marketplace
Buildout Conditions with Project
AM Peak Hour

Scenario Report

Scenario:	Buildout AM
Command:	Buildout AM
Volume:	Buildout AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM
Trip Distribution:	AM
Paths:	With Interchange
Routes:	Default Routes
Configuration:	Default Configuration

Oak Hills Marketplace
Buildout Conditions with Project
AM Peak Hour

Turning Movement Report
AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#4 Outer Hwy 10 S & 16th St													
Base	0	0	0	30	0	70	59	56	0	0	67	37	319
Added	0	0	0	44	0	0	0	173	0	0	108	24	349
Total	0	0	0	74	0	70	59	229	0	0	175	61	668
#7 Live Oak Cyn Rd & Outer Hwy 10 S/ Oak Hills Pkwy													
Base	3	296	12	6	359	53	73	2	25	62	13	143	1047
Added	61	115	94	444	298	0	16	60	20	91	60	416	1675
Total	64	411	106	450	657	53	89	62	45	153	73	559	2722
#8 Live Oak Cyn Rd & I-10 EB Ramps													
Base	0	215	97	249	368	0	230	1	21	0	0	0	1181
Added	0	451	96	0	544	0	158	0	198	0	0	0	1447
Total	0	666	193	249	912	0	388	1	219	0	0	0	2628
#9 Oak Glen Rd & I-10 WB Ramps													
Base	25	409	0	0	751	349	0	0	0	195	10	236	1975
Added	166	444	0	0	343	123	0	0	0	201	0	170	1447
Total	191	853	0	0	1094	472	0	0	0	396	10	406	3422
#10 Oak Glen Cyn Rd & 14th St/Calimesa Bl													
Base	74	603	80	14	1000	54	15	45	96	436	209	21	2647
Added	46	535	33	0	372	4	45	0	57	37	0	0	1129
Total	120	1138	113	14	1372	58	60	45	153	473	209	21	3776
#11 Oak Glen Cyn Rd & Colorado St													
Base	0	585	52	9	1054	0	0	0	0	74	0	3	1777
Added	0	117	33	0	266	0	0	0	0	37	0	0	453
Total	0	702	85	9	1320	0	0	0	0	111	0	3	2230

Oak Hills Marketplace
Buildout Conditions with Project
AM Peak Hour

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

****

Intersection #4 Outer Hwy 10 S & 16th St

****

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B[11]

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1	0
Volume Module:																	
Base Vol:	0	0	0		30	0	70		59	56	0		0	67	37		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Initial Bse:	0	0	0		30	0	70		59	56	0		0	67	37		
Added Vol:	0	0	0		44	0	0		0	173	0		0	108	24		
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0		
Initial Fut:	0	0	0		74	0	70		59	229	0		0	175	61		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		
PHF Volume:	0	0	0		78	0	74		62	241	0		0	184	64		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Final Vol.:	0	0	0		78	0	74		62	241	0		0	184	64		
Critical Gap Module:																	
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:																	
Cnflict Vol:	xxxx	xxxx	xxxxx		582	xxxx	216		248	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx		479	xxxx	829		1329	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx		461	xxxx	829		1329	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx		0.17	xxxx	0.09		0.05	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																	
Queue:	xxxxx	xxxx	xxxxx		0.6	xxxx	0.3		0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx		14.4	xxxx	9.8		7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*		B	*	A		A	*	*	*	*	*			
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.8	xxxx	xxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*		*	*	*		A	*	*	*	*	*			
ApproachDel:	xxxxxx				12.1				xxxxxx				xxxxxx				
ApproachLOS:	*				B				*				*				

Oak Hills Marketplace
Buildout Conditions with Project
AM Peak Hour

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

****

Intersection #7 Live Oak Cyn Rd & Outer Hwy 10 S/ Oak Hills Pkwy

****

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

****

Street Name:	Live Oak Cyn Rd								Outer Hwy 10 S/ Oak Hills Pkwy							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0	0	0	1	0	0	1	0	1	0	0	0	1!	0	0
Volume Module:																		
Base Vol:	3	296	12		6	359	53		73	2	25		62	13	143			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	3	296	12		6	359	53		73	2	25		62	13	143			
Added Vol:	61	115	94		444	298	0		16	60	20		91	60	416			
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0			
Initial Fut:	64	411	106		450	657	53		89	62	45		153	73	559			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95			
PHF Volume:	67	433	112		474	692	56		94	65	47		161	77	588			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Final Vol.:	67	433	112		474	692	56		94	65	47		161	77	588			
Critical Gap Module:																		
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	6.5	6.2		7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3			
Capacity Module:																		
Cnflict Vol:	747	xxxx	xxxxx		544	xxxx	xxxxx		2595	2318	692		2346	2318	488			
Potent Cap.:	870	xxxx	xxxxx		1035	xxxx	xxxxx		17	38	448		26	38	584			
Move Cap.:	870	xxxx	xxxxx		1035	xxxx	xxxxx		0	13	448		0	13	584			
Volume/Cap:	0.08	xxxx	xxxx		0.46	xxxx	xxxx		xxxx	4.91	0.11		xxxx	5.78	1.01			
Level Of Service Module:																		
Queue:	0.3	xxxx	xxxxx		2.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					
Stopped Del:	9.5	xxxx	xxxxx		11.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					
LOS by Move:	A	*	*		B	*	*		*	*	*	*	*					
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0	xxxx	22	xxxx	0	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx		2.4	xxxx	xxxxx	xxxxx	xxxx	14.2	xxxxx	xxxx	xxxxx					
Shrd StpDel:	xxxxx	xxxx	xxxxx		11.4	xxxx	xxxxx	xxxxx	xxxx	2152	xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*		B	*	*	*	*	F	*	*	*					
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx					
ApproachLOS:	*				*				F				F					

Oak Hills Marketplace
Buildout Conditions with Project
AM Peak Hour

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

Intersection #8 Live Oak Cyn Rd & I10 EB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 2.058
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 254.5
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0	1	1	0	1	0	0	0	1	0	0	0	0
Volume Module:																
Base Vol:	0	215	97		249	368		0	230	1	21		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	215	97		249	368		0	230	1	21		0	0	0	
Added Vol:	0	451	96		0	544		0	158	0	198		0	0	0	
PasserByVol:	0	0	0		0	0		0	0	0	0		0	0	0	
Initial Fut:	0	666	193		249	912		0	388	1	219		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	701	203		262	960		0	408	1	231		0	0	0	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	0	701	203		262	960		0	408	1	231		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	701	203		262	960		0	408	1	231		0	0	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00		1.00	1.00		0.00	0.99	0.01	1.00		0.00	0.00	0.00	
Final Sat.:	0	459	495		435	467		0	435	1	505		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	xxxx	1.53	0.41		0.60	2.06		xxxx	0.94	0.94	0.46		xxxx	xxxx	xxxx	
Crit Moves:		****				****			****							
Delay/Veh:	0.0	268	14.6		22.4	500		0.0	58.0	58.0	15.5		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	268	14.6		22.4	500		0.0	58.0	58.0	15.5		0.0	0.0	0.0	
LOS by Move:	*	F	B		C	F		*	F	F	C		*	*	*	
ApproachDel:	211.2				397.5				42.7				xxxxxx			
Delay Adj:	1.00				1.00				1.00				xxxxx			
ApprAdjDel:	211.2				397.5				247				xxxxxx			
LOS by Appr:	F				F				E				*			

Oak Hills Marketplace
Buildout Conditions with Project
AM Peak Hour

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

Intersection #9 Oak Glen Rd& I-10 WB Ramps

Average Delay (sec/veh): 1886.6 Worst Case Level Of Service: F[7946.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module:																
Base Vol:	25	409	0		0	751	349		0	0	0		195	10	236	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		.00	1.00	1.00	
Initial Bse:	25	409	0		0	751	349		0	0	0		195	10	236	
Added Vol:	166	444	0		0	343	123		0	0	0		201	0	170	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	191	853	0		0	1094	472		0	0	0		396	10	406	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	201	898	0		0	1152	497		0	0	0		417	11	427	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	201	898	0		0	1152	497		0	0	0		417	11	427	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	6.5	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	1648	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		2700	2948	898	
Potent Cap.:	397	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		24	15	341	
Move Cap.:	397	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		13	6	341	
Volume/Cap:	0.51	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		31.76	1.64	1.25	
Level Of Service Module:																
Queue:	2.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Stopped Del:	23.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	C	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		13	xxxx	151	
SharedQueue:	2.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		54.7	xxxx	39.9	
Shrd StpDel:	23.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		15151	xxxx	914.6	
Shared LOS:	C	*	*		*	*	*		*	*	*		F	*	F	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				7946.3			
ApproachLOS:	*				*				*				F			

Oak Hills Marketplace
Buildout Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oak Glen Cyn Rd & 14th St/Calimesa Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.731
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 103.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	74	603		80	14	1000		54	15	45		96	436	209		21
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	74	603		80	14	1000		54	15	45		96	436	209		21
Added Vol:	46	535		33	0	372		4	45	0		57	37	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	120	1138		113	14	1372		58	60	45		153	473	209		21
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	126	1198		119	15	1444		61	63	47		161	498	220		22
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	126	1198		119	15	1444		61	63	47		161	498	220		22
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	126	1198		119	15	1444		61	63	47		161	498	220		22
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.05	0.94		0.94	0.17	1.00		0.85	0.90	1.00		0.85	0.90	1.00		0.85
Lanes:	1.00	1.82		0.18	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Sat.:	102	3241		322	314	1900		1615	1704	1900		1615	1704	1900		1615
Capacity Analysis Module:																
Vol/Sat:	1.24	0.37		0.37	0.05	0.76		0.04	0.04	0.02		0.10	0.29	0.12		0.01
Crit Moves:	****											****	****			
Green/Cycle:	0.70	0.70		0.70	0.70	0.70		0.70	0.07	0.07		0.07	0.17	0.17		0.17
Volume/Cap:	1.75	0.53		0.53	0.07	1.08		0.05	0.53	0.36		1.42	1.76	0.70		0.08
Delay/Veh:	404.9	7.2		7.2	4.7	64.2		4.6	49.4	46.0		281.1	396.1	45.9		35.4
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	404.9	72		7.2	4.7	64.2		4.6	49.4	46.0		281.1	396.1	45.9		35.4
HCM2kAvg:	183	10		10	1	62		1	3	2		13	45	8		1

Oak Hills Marketplace
Buildout Conditions with Project
AM Peak Hour

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

Intersection #11 Oak Glen Cyn Rd & Colorado St

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: D[29.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 1	1	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	585		52	9	1054		0	0	0		0	74	0		3
Growth Adj:	1.00	1.00		100	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	585		52	9	1054		0	0	0		0	74	0		3
Added Vol:	0	117		33	0	266		0	0	0		0	37	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	702		85	9	1320		0	0	0		0	111	0		3
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	0	739		89	9	1389		0	0	0		0	117	0		3
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	739		89	9	1389		0	0	0		0	117	0		3
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.8	xxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	828	xxxx		xxxxx	xxxx	xxxx		xxxxx	1453	xxxx		369
Potent Cap.:	xxxx	xxxx		xxxxx	812	xxxx		xxxxx	xxxx	xxxx		xxxxx	124	xxxx		633
Move Cap.:	xxxx	xxxx		xxxxx	812	xxxx		xxxxx	xxxx	xxxx		xxxxx	122	xxxx		633
Total Cap:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	0	0		xxxxx	258	0		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx	0.01	xxxx		xxxx	xxxx	xxxx		xxxx	0.45	xxxx		0.00
Level Of Service Module:																
Queue:	xxxxx	xxxx		xxxxx	0.0	xxxx		xxxxx	xxxxx	xxxx		xxxxx	2.2	xxxx		0.0
Stopped Del:	xxxxx	xxxx		xxxxx	9.5	xxxx		xxxxx	xxxxx	xxxx		xxxxx	30.0	xxxx		10.7
LOS by Move:	*	*		*	A	*		*	*	*		*	D	*		B
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shrd StpDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	*		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				29.5			
ApproachLOS:	*				*				*				D			

Oakhills Marketplace
Buildout Conditions with Project
PM Peak Hour

Scenario Report

Scenario:	Buildout PM
Command:	Buildout PM
Volume:	Buildout PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM
Trip Distribution:	PM
Paths:	With Interchange
Routes:	DefaultRoutes
Configuration:	Default Configuration

Oakhills Marketplace
Buildout Conditions with Project
PM Peak Hour

Turning Movement Report
PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#4 Outer Hwy 10 S & 16th St													
Base	0	0	0	6	0	92	103	173	0	0	4	14	392
Added	0	0	0	107	0	0	0	192	0	0	200	170	669
Total	0	0	0	113	0	92	103	365	0	0	204	184	1061
#7 Live Oak Cyn Rd & Outer Hwy 10 S/ Oak Hills Pkwy													
Base	177	281	0	0	278	158	153	0	88	0	0	0	1135
Added	77	185	198	886	230	35	35	153	52	144	108	876	2979
Total	254	466	198	886	508	193	188	153	140	144	108	876	4114
#8 Live Oak Cyn Rd & I-10 EB Ramps													
Base	0	373	109	424	318	0	992	4	79	0	0	0	2299
Added	0	825	271	0	761	0	321	0	391	0	0	0	2569
Total	0	1198	380	424	1079	0	1313	4	470	0	0	0	4868
#9 Oak Glen Rd & I-10 WB Ramps													
Base	122	1220	0	0	668	361	0	0	0	203	1	394	2969
Added	360	787	0	0	536	284	0	0	0	225	0	47	2239
Total	482	2007	0	0	1204	645	0	0	0	428	1	441	5208
#10 Oak Glen Cyn Rd & 14th St/Calimesa Bl													
Base	162	1520	277	44	567	24	68	135	58	170	76	46	3147
Added	108	607	119	0	647	0	0	0	95	77	0	0	1653
Total	270	2127	396	44	2214	24	68	135	153	247	76	46	4800
#11 Oak Glen Cyn Rd & Colorado St													
Base	0	1503	70	4	591	0	0	0	0	39	0	6	2213
Added	0	425	72	0	458	0	0	0	0	77	0	0	1032
Total	0	1928	142	4	1049	0	0	0	0	116	0	6	3245

Oakhills Marketplace
Buildout Conditions with Project
PM Peak Hour

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

****

Intersection #4 Outer Hwy 10 S & 16th St

****

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: C[19.5]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0		0		0	6		0		92	103		173		0	0		4		14
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	6		0		92	103		173		0	0		4		14
Added Vol:	0		0		0	107		0		0	0		192		0	0		200		170
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	113		0		92	103		365		0	0		204		184
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	0		0		0	119		0		97	108		384		0	0		215		194
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	0		0		0	119		0		97	108		384		0	0		215		194
Critical Gap Module:																				
Critical Gp:	xxxxx		xxxx		xxxxx	6.4		xxxx		6.2	4.		xxxx		xxxxx	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx		xxxx		xxxxx	3.5		xxxx		3.3	2.2		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx		xxxx		xxxxx	913		xxxx		312	408		xxxx		xxxxx	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx		xxxx		xxxxx	306		xxxx		733	1161		xxxx		xxxxx	xxxx		xxxx		xxxxx
Move Cap.:	xxxx		xxxx		xxxxx	283		xxxx		733	1161		xxxx		xxxxx	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx		xxxx		xxxx	0.42		xxxx		0.13	0.09		xxxx		xxx	xxxx		xxxx		xxxx
Level Of Service Module:																				
Queue:	xxxxx		xxxx		xxxxx	2.0		xxxx		0.5	0.3		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Stopped Del:	xxxxx		xxxx		xxxxx	26.6		xxxx		10.7	8.4		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*		*		*	D		*		B	A		*		*	*		*		*
Movement:	LT -	LTR	-	RT		LT -	LTR	-	RT		LT -	LTR	-	RT		LT -	LTR	-	RT	
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	0.3		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd StpDel:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	8.4		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		*	*		*		*	A		*		*	*		*		*
ApproachDel:	xxxxxx					19.5					xxxxxx					xxxxxx				
ApproachLOS:	*					C					*					*				

Oakhills Marketplace
Buildout Conditions with Project
PM Peak Hour

Level OfService Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #7 Live Oak Cyn Rd & Outer Hwy10 S/ Oak Hills Pkwy

****

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

****

Street Name:	Live Oak Cyn Rd									Outer Hwy 10 S/ Oak Hills Pkwy								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	1	0	0	1	0	1	0	1	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	177		281		0	0		278		158	153		0		88	0		0		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	177		281		0	0		278		158	153		0		88	0		0		0
Added Vol:	77		185		198	886		230		35	35		153		52	144		108		876
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	254		466		198	886		508		193	188		153		140	144		108		876
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95		0.95		0.9	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	267		491		208	933		535		203	198		161		147	152		114		922
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	267		491		208	933		535		203	198		161		147	152		114		922
Critical Gap Module:																				
Critical Gp:	4.1		xxxx		xxxxx	4.1		xxxx		xxxxx	7.1		6.5		6.2	7.1		6.5		6.2
FollowUpTim:	2.2		xxxx		xxxxx	2.2		xxxx		xxxxx	3.5		4.0		3.3	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	738		xxxx		xxxxx	699		xxxx		xxxxx	4047		3634		535	3785		3733		595
Potent Cap.:	877		xxxx		xxxxx	907		xxxx		xxxxx	1		5		549	2		4		508
Move Cap.:	877		xxxx		xxxxx	907		xxxx		xxxxx	0		0		549	0		0		508
Volume/Cap:	0.30		xxxx		xxxx	1.03		xxxx		xxxx	xxxx		xxxx		0.27	xxxx		xxxx		1.81
Level Of Service Module:																				
Queue:	1.3		xxxx		xxxxx	20.4		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Stopped Del:	10.9		xxxx		xxxxx	58.6		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	B		*		*	F		*		*	*		*		*	*		*		*
Movement:	LT -	LTR	-	RT		LT -	LTR	-	RT		LT -	LTR	-	RT		LT -	LTR	-	RT	
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	0		xxxx		0	xxxx		0		xxxxx
SharedQueue:	xxxxx		xxxx		xxxxx	20.4		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd StpDel:	xxxxx		xxxx		xxxxx	58.6		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		*	F		*		*	*		*		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	*					*					F					F				

Oakhills Marketplace
Buildout Conditions with Project
PM Peak Hour

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

Intersection #8 Live Oak Cyn Rd & I10 EB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 3.506
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 753.9
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0	1	1	0	1	0	0	0	1	0	0	0	0
Volume Module:																
Base Vol:	0	373	109		424	318		0	992	4	79		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	373	109		424	318		0	992	4	79		0	0	0	
Added Vol:	0	825	271		0	761		0	321	0	391		0	0	0	
PasserByVol:	0	0	0		0	0		0	0	0	0		0	0	0	
Initial Fut:	0	1198	380		424	1079		0	1313	4	470		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	1261	400		446	1136		0	1382	4	495		0	0	0	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	0	1261	400		446	1136		0	1382	4	495		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1261	400		446	1136		0	1382	4	495		0	0	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	100		1.00	1.00		0.00	0.99	0.01	1.00		0.00	0.00	0.00	
Final Sat.:	0	407	442		390	413		0	394	1	454		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	xxxx	3.10	0.90		1.14	2.75		xxxx	3.51	3.51	1.09		xxxx	xxxx	xxxx	
Crit Moves:		****				****			****							
Delay/Veh:	0.0	968	50.8		120.3	814		0.0	1152	1152	96.4		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	100		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	968	50.8		120.3	814		0.0	1152	1152	96.4		0.0	0.0	0.0	
LOS by Move:	*	F	F		F	F		*	F	F	F		*	*	*	
ApproachDel:		746.9				618.0			874.5				xxxxxx			
Delay Adj:		1.00				1.00			1.00				xxxxx			
ApprAdjDel:		746.9				618.0			874.5				xxxxxx			
LOS by Appr:		F				F			F				*			

Oakhills Marketplace
Buildout Conditions with Project
PM Peak Hour

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

Intersection #9 Oak Glen Rd & I10 WB Ramps

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	1
Volume Module:																
Base Vol:		122	1220	0		0	668	361	0	0	0		203	1	394	
Growth Adj:		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:		122	1220	0		0	668	361	0	0	0		203	1	439	
Added Vol:		360	787	0		0	536	284	0	0	0		225	0	47	
PasserByVol:		0	0	0		0	0	0	0	0	0		0	0	0	
Initial Fut:		482	2007	0		0	1204	645	0	0	0		428	1	441	
User Adj:		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:		0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:		507	2113	0		0	1267	679	0	0	0		451	1	464	
Reduct Vol:		0	0	0		0	0	0	0	0	0		0	0	0	
Final Vol.:		507	2113	0		0	1267	679	0	0	0		451	1	464	
Critical Gap Module:																
Critical Gp:		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	6.5	6.2	
FollowUpTim:		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:		1946	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			4734	5074	2113	
Potent Cap.:		305	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1	1	65	
Move Cap.:		305	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			0	0	65	
Volume/Cap:		1.66	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			xxxx	xxxx	7.15	
Level Of Service Module:																
Queue:		31.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:		342.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:		F	*	*	*	*	*	*	*	*	*	*	*			
Movement:		LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0	xxxx		0	
SharedQueue:		31.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:		342.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:		F	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:		xxxxxx			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:		*			*			*			F					

Oakhills Marketplace
Buildout Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oak Glen Cyn Rd & 14th St/Calimesa Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 2.987
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 114.9
Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0 1	1	0	1	0 1	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	162	1520	277		44	567	24		68	135	58		170	76	46	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	162	1520	277		44	567	24		68	135	58		170	76	46	
Added Vol:	108	607	119		0	647	0		0	0	95		77	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	270	2127	396		44	1214	24		68	135	153		247	76	46	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	284	2239	417		46	1278	25		72	142	161		260	80	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	284	2239	417		46	1278	25		72	142	161		260	80	48	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	284	2239	417		46	1278	25		72	142	161		260	80	48	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.06	0.93	0.93		0.05	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.69	0.31		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	111	2970	553		90	1900	1615		1704	1900	1615		1704	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	2.56	0.75	0.75		0.52	0.67	0.02		0.04	0.07	0.10		0.15	0.04	0.03	
Crit Moves:	****										****		****			
Green/Cycle:	0.80	0.80	0.80		0.80	0.80	0.80		0.07	0.07	0.07		0.07	0.07	0.07	
Volume/Cap:	3.19	0.94	0.94		0.64	0.84	0.02		0.60	1.07	1.42		2.18	0.60	0.43	
Delay/Veh:	1026	15.5	15.5		22.3	10.5	2.0		53.4	144	281.1		604.0	52.6	47.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	1026	15.5	15.5		22.3	10.5	2.0		53.4	144	281.1		604.0	52.6	47.2	
HCM2kAvg:	522	39	39		12	26	0		3	9	13		28	3	2	

Oakhills Marketplace
Buildout Conditions with Project
PM Peak Hour

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

Intersection #11 Oak Glen Cyn Rd & Colorado St

Average Delay (sec/veh): 15.6 Worst Case Level Of Service: F[415.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 2	0	1	1	0 2	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	1503	70		4	591	0		0	0	0		39	0	6	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1503	70		4	591	0		0	0	0		39	0	6	
Added Vol:	0	425	72		0	458	0		0	0	0		77	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1928	142		4	1049	0		0	0	0		116	0	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	2029	149		4	1104	0		0	0	0		122	0	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	2029	149		4	1104	0		0	0	0		122	0	6	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxxxxxx			6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		2179	xxxx	xxxxx		xxxxxxx	xxxxx			2590	xxxx	1015	
Potent Cap.:	xxxx	xxxx	xxxxx		248	xxxx	xxxxx		xxxx	xxxx	xxxxx		21	xxxx	240	
Move Cap.:	xxxx	xxxx	xxxxx		248	xxxx	xxxxx		xxxx	xxxx	xxxxx		21	xxxx	240	
Total Cap:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		794	0	xxxxx		74	0	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.02	xxxx	xxxx		xxxx	xxxx	xxxx		1.64	xxxx	0.03	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		xxxxx	xxxxx			10.4	xxxx	0.1	
Stopped Del:	xxxxx	xxxx	xxxxx		19.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		435.9	xxxx	20.4	
LOS by Move:	*	*	*		C	*	*		*	*	*		F	*	C	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				415.5			
ApproachLOS:	*				*				*				F			

APPENDIX G
Mitigation Measures for Near Term and Buildout Project Conditions

Oakhills Marketplace Project
Near Term Condition with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #7 Outer Hwy 10 S & Live Oak Cyn Rd

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.975
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 54.8
Optimal Cycle: 173 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	12	104	0	0	201	53	56	0	17	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	12	108	0	0	209	55	58	0	18	0	0	0
Added Vol:	0	2	75	599	6	198	191	75	0	66	66	530
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	110	75	599	215	253	249	75	18	66	66	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	116	79	631	226	266	262	79	19	69	69	558
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	116	79	631	226	266	262	79	19	69	69	558
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	116	79	631	226	266	262	79	19	69	69	558
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.95	0.85	0.90	0.95	0.85	0.90	0.95	0.85	0.90	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1709	3610	1615	1709	3610	1615	1709	3610	1615	1709	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.05	0.37	0.06	0.16	0.15	0.02	0.01	0.04	0.02	0.35
Crit Moves:			****	****			****					****
Green/Cycle:	0.02	0.05	0.05	0.38	0.41	0.41	0.16	0.18	0.18	0.33	0.35	0.35
Volume/Cap:	0.40	0.64	0.98	0.98	0.15	0.40	0.98	0.12	0.06	0.12	0.05	0.98
Delay/Veh:	56.5	54.2	138.8	59.7	18.7	21.3	89.7	34.5	34.2	23.3	21.3	63.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	54.2	138.8	59.7	18.7	21.3	89.7	34.5	34.2	23.3	21.3	63.1
HCM2kAvg:	1	3	5	26	2	6	13	1	0	2	1	23

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Oakhills Marketplace Project
Near Term Condition with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #8 Live Oak Cyn Rd & I-10 EB Ramps

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.724
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 45 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	115	41	206	230	0	257	1	14	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	120	43	214	239	0	267	1	15	0	0	0
Added Vol:	0	448	275	0	653	0	3	0	150	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	568	318	214	892	0	270	1	165	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	597	334	226	939	0	285	1	173	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	597	334	226	939	0	285	1	173	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	597	334	226	939	0	285	1	173	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.90	1.00	1.00	0.80	0.85	0.85	0.95	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1615	1709	1900	0	1524	6	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.21	0.13	0.49	0.00	0.19	0.19	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.48	0.48	0.20	0.68	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Volume/Cap:	0.00	0.65	0.43	0.65	0.72	0.00	0.72	0.72	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	21.4	17.4	41.2	12.0	0.0	40.4	40.4	31.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.4	17.4	41.2	12.0	0.0	40.4	40.4	31.5	0.0	0.0	0.0
HCM2kAvg:	0	14	7	8	19	0	11	11	5	0	0	0

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Oakhills Marketplace Project
Near Term Condition with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #9 Oak GlenRd & I-10 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.874
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: 81 Level Of Service: B

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Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	0
Lanes:	1 0	2 0	0		0 0	2 1	0		0 0	0 0	0		1 0	1! 0	1	
Volume Module:																
Base Vol:	24	368	0		0	389	795		0	0	0		36	8	181	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	.04	
Initial Bse:	25	383	0		0	405	827		0	0	0		37	8	188	
Added Vol:	133	318	0		0	349	5		0	0	0		304	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	158	701	0		0	754	832		0	0	0		341	8	188	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	166	73	0		0	793	876		0	0	0		359	9	198	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	166	738	0		0	793	876		0	0	0		359	9	198	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	166	738	0		0	793	876		0	0	0		359	9	198	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.95	1.00		0.95	0.84	0.84		0.95	1.00	1.00		0.85	0.90	0.90	
Lanes:	1.00	2.00	0.00		0.00	200	1.00		0.00	0.00	0.00		1.64	0.03	1.33	
Final Sat.:	1709	3610	0		0	3185	1592		0	0	0		2648	50	2276	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.20	0.00		0.00	0.25	0.55		0.00	0.00	0.00		0.14	0.17	0.09	
Crit Moves:	****						****							****		
Green/Cycle:	0.11	0.74	0.00		0.00	0.63	0.63		0.00	0.00	0.00		0.20	0.20	0.20	
Volume/Cap:	0.87	0.28	0.00		0.00	040	0.87		0.00	0.00	0.00		0.68	0.87	0.44	
Delay/Veh:	76.8	4.3	0.0		0.0	9.2	20.1		0.0	0.0	0.0		39.4	51.4	35.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	76.8	4.3	0.0		0.0	9.2	20.1		0.	0.0	0.0		39.4	51.4	35.3	
HCM2kAvg:	8	4	0		0	6	25		0	0	0		8	12	5	

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Oakhills Marketplace Project
Near Term Condition with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #10 Oak Glen Cyn Rd & 14th St/Calimesa Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.839
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 68 Level Of Service: C

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Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Splithase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1 0	2 0	1		1 0	2 0	1		1 0	1 0	1		1 01	0	1	
Volume Module: AM																
Base Vol:	77	386	80		14	649	38		10	45	94		436	209	21	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		04	1.04	1.04	
Initial Bse:	80	401	83		15	675	40		10	47	98		453	217	22	
Added Vol:	33	251	33		0	280	0		0	0	37		37	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	113	652	116		15	955	40		10	47	135		490	217	22	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	119	687	122		15	1005	42		11	49	142		516	229	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	119	687	122		15	1005	42		11	49	142		516	229	23	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	119	687	122		15	1005	42		11	49	142		516	229	23	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.16	0.95	0.85		0.28	0.95	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	2.00	100		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	299	3610	1615		527	3610	1615		1709	1900	1615		1709	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.40	0.19	0.08		0.03	0.28	0.03		0.01	0.03	0.09		0.30	0.12	0.01	
Crit Moves:	****										****		****			
Green/Cycle:	0.48	0.48	0.48		0.48	0.48	0.48		0.10	0.10	0.10		0.36	0.36	0.36	
Volume/Cap:	0.84	0.40	0.1		0.06	0.59	0.05		0.06	0.25	0.84		0.84	0.33	0.04	
Delay/Veh:	56.4	17.2	15.0		14.3	19.6	14.2		40.5	41.8	73.2		39.3	23.6	20.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	56.4	17.2	15.0		14.3	19.6	14.2		40.5	41.8	73.2		39.3	23.6	20.8	
HCM2kAvg:	22	7	2		1	12	1		0	2	7		18	5	0	

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Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

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

Intersection #4 Outer Hwy 10 S & 16th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 0	0 0	0		1 0	0 0	1		1 0	1 0	0 0		0 0	1 0	1	
Volume Module:																
Base Vol:	0	0	0		18	0	31		143	173	0		0	56	14	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		19	0	32		149	180	0		0	58	15	
Added Vol:	0	0	0		227	0	0		0	126	0		0	121	227	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		246	0	32		149	306	0		0	179	242	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	0		259	0	34		157	322	0		0	189	254	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		259	0	34		157	322	0		0	189	254	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		259	0	34		157	322	0		0	189	254	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Final Sat.:	0	0	0		490	0	577		535	582	0		0	569	641	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.53	xxxx	0.06		0.29	0.55	xxxx		xxxx	0.33	0.40	
Crit Moves:					****					****					****	
Delay/Veh:	0.0	0.0	0.0		16.9	0.0	8.9		11.9	15.7	0.0		0.0	11.8	11.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		16.9	0.0	8.9		11.9	15.7	0.0		0.0	11.8	11.5	
LOS by Move:	*	*	*		C	*	A		B	C	*		*	B	B	
ApproachDel:	xxxxxx				16.0				14.5				11.6			
Delay Adj:	xxxxx				1.00				1.00				1.00			
ApprAdjDel:	xxxxxx				16.0				14.5				11.6			
LOS by Appr:	*				C				B				B			

Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Outer Hwy 10 S & Live Oak Cyn Rd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.862
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 30.2
Optimal Cycle: 73 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2 0	1		2 0	2 0	1		1 0	2 0	1		1 0	2 0	2	
Volume Module:																
Base Vol:	21	234	0		0	148	51		171	0	23		0	0	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	22	243	0		0	154	53		178	0	24		0	0	0	
Added Vol:	0	6	155		1236	3	241		241	155	0		144	144	1150	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	22	249	155		1236	157	294		419	155	24		144	144	1150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	23	262	163		1301	165	310		441	163	25		152	152	1211	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	262	163		1301	165	310		441	163	25		152	152	1211	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	23	262	163		1301	165	310		441	163	25		152	152	1211	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.95	0.85		0.85	0.95	0.85		0.90	0.95	0.85		0.90	0.95	0.75	
Lanes:	1.00	2.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	2.00	
Final Sat.:	1709	3610	1615		3227	3610	1615		1709	3610	1615		1709	3610	2842	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.07	0.10		0.40	0.05	0.19		0.26	0.05	0.02		0.09	0.04	0.43	
Crit Moves:			****		****				****					****		
Green/Cycle:	0.04	0.12	0.12		0.47	0.55	0.55		0.30	0.12	0.12		0.23	0.05	0.52	
Volume/Cap:	0.35	0.62	0.86		0.86	0.08	0.35		0.86	0.38	0.13		0.38	0.86	0.82	
Delay/Veh:	45.4	40.6	69.8		26.7	9.7	11.7		43.7	37.3	35.9		29.9	75.0	22.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	45.4	40.6	69.8		26.7	9.7	11.7		43.7	37.3	35.9		29.9	75.0	22.2	
HCM2kAvg:	1	5	7		20	1	5		15	2	1		4	4	17	

Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #8 Live Oak Cyn Rd & I10 EB Ramps

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 62 Level Of Service: C

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Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 0	2	0	1	1 0	2	0	0	1 0	1!	0	1	0 0	0	0	0
Volume Module:																
Base Vol:	0	322	53		167	153	0		496	1	27		0	0	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	335	55		174	159	0		516	1	28		0	0	0	
Added Vol:	0	870	528		0	1171	0		9	0	309		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1205	583		174	1330	0		525	1	337		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	1268	614		183	1400	0		552	1	355		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1268	614		183	1400	0		552	1	355		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1268	614		183	1400	0		552	1	355		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	085		0.90	0.95	1.00		0.84	0.89	0.89		0.95	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		1.62	0.01	1.37		0.00	0.00	0.00	
Final Sat.:	0	3610	1615		1709	3610	0		2582	4	2317		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.38		0.11	0.39	0.00		0.21	0.28	0.15		0.00	0.00	0.00	
Crit Moves:			****		****					****						
Green/Cycle:	0.00	0.47	0.4		0.13	0.60	0.00		0.34	0.34	0.34		0.00	0.00	0.00	
Volume/Cap:	0.00	0.75	0.82		0.82	0.65	0.00		0.62	0.82	0.45		0.00	0.00	0.00	
Delay/Veh:	0.0	24.0	29.9		62.4	14.0	0.0		28.3	34.7	25.7		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	24.0	29.9		62.4	14.0	0.0		28.3	34.7	25.7		0.0	0.0	0.0	
HCM2kAvg:	0	17	18		8	15	0		10	16	7		0	0	0	

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Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #9 Oak Glen Rd & I10 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.754
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 23.7
Optimal Cycle: 49 Level Of Service: C

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Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2	0	0	0 0	2	1	0	0 0	0	0	0	1 0	1!	0	1
Volume Module:																
Base Vol:	27	842	0		0	322	450		0	0	0		14	0	219	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	28	876	0		0	335	468		0	0	0		15	0	228	
Added Vol:	288	591	0		0	612	7		0	0	0		560	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	316	1467	0		0	947	475		0	0	0		575	0	228	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	333	1544	0		0	997	500		0	0	0		605	0	240	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	1544	0		0	997	500		0	0	0		605	0	240	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	333	1544	0		0	997	500		0	0	0		605	0	240	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.95	1.00		0.95	0.86	0.86		0.95	1.00	1.00		0.87	1.00	0.92	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.73	0.00	1.27	
Final Sat.:	1709	3610	0		0	3285	1643		0	0	0		2870	0	2234	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.43	0.00		0.00	0.30	0.30		0.00	0.00	0.00		0.21	0.00	0.11	
Crit Moves:	****					****							****			
Green/Cycle:	0.26	0.66	0.00		0.00	0.40	0.40		0.00	0.00	0.00		0.28	0.00	0.28	
Volume/Cap:	0.75	0.65	0.00		0.00	0.75	0.76		0.00	0.00	0.00		0.75	0.00	0.38	
Delay/Veh:	41.4	10.7	0.0		0.0	27.3	27.4		0.0	0.0	0.0		35.8	0.0	29.2	
User DelAdj:	1.00	1.00	1.00		100	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	41.4	10.7	0.0		0.0	27.3	27.4		0.0	0.0	0.0		35.8	0.0	29.2	
HCM2kAvg:	12	14	0		0	15	15		0	0	0		12	0	5	

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Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oak Glen Cyn Rd & 14th St/Calimesa Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.835
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	114	642	277	44	482	17	55	135	96	170	76	46
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	119	668	288	46	501	18	57	140	100	177	79	48
Added Vol:	72	447	72	0	464	0	0	0	77	77	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	1115	360	46	965	18	57	140	177	254	79	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	201	1173	379	48	1016	19	60	148	186	267	83	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1173	379	48	1016	19	60	148	186	267	83	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	201	1173	379	48	1016	19	60	148	186	267	83	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.95	0.85	0.16	0.95	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	390	3610	1615	306	3610	1615	1709	1900	1615	1709	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.51	0.33	0.23	0.16	0.28	0.01	0.04	0.08	0.12	0.16	0.04	0.03
Crit Moves:	****								****	****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.14	0.14	0.14	0.19	0.19	0.19
Volume/Cap:	0.84	0.53	0.38	0.26	0.46	0.02	0.26	0.56	0.84	0.84	0.23	0.17
Delay/Veh:	36.9	11.2	9.9	9.5	10.5	7.5	39.1	43.1	65.0	56.3	34.9	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	11.2	9.9	9.5	10.5	7.5	39.1	43.1	65.0	56.3	34.9	34.4
HCM2kAvg:	25	10	6	4	8	0	2	5	8	11	2	1

Oakhills Marketplace Project
Near Term Condition with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Oak Glen Cyn Rd & Colorado St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.404
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.1
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	625	70	4	504	0	0	0	0	39	0	6
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	650	73	4	524	0	0	0	0	41	0	6
Added Vol:	0	395	72	0	407	0	0	0	0	77	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1045	145	4	931	0	0	0	0	118	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1100	152	4	980	0	0	0	0	124	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1100	152	4	980	0	0	0	0	124	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1100	152	4	980	0	0	0	0	124	0	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.90	0.95	1.00	0.95	1.00	1.00	0.90	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1709	3610	0	0	0	0	1709	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.09	0.00	0.27	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.75	0.75	0.01	0.76	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Volume/Cap:	0.00	0.40	0.13	0.40	0.36	0.00	0.00	0.00	0.00	0.40	0.00	0.02
Delay/Veh:	0.0	4.4	3.4	72.3	4.0	0.0	0.0	0.0	0.0	37.2	0.0	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.4	3.4	72.3	4.0	0.0	0.0	0.0	0.0	37.2	0.0	33.9
HCM2kAvg:	0	6	1	1	5	0	0	0	0	4	0	0

Oak Hills Marketplace
Buildout Conditions with Project
AM Peak Hour

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

Intersection #4 Outer Hwy 10 S & 16th St

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[11.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	1	0	0	1	1	0	1	0	0	0	1	0	1
Volume Module:																	
Base Vol:	0	0	0		30	0	70		59	56	0		0	67	37		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Initial Bse:	0	0	0		30	0	70		59	56	0		0	67	37		
Added Vol:	0	0	0		44	0	0		0	173	0		0	108	24		
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0		
Initial Fut:	0	0	0		74	0	70		59	229	0		0	175	61		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	0.95	0.95	095		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		
PHF Volume:	0	0	0		78	0	74		62	241	0		0	184	64		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Final Vol.:	0	0	0		78	0	74		62	241	0		0	184	64		
Critical Gap Module:																	
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:																	
Cnflict Vol:	xxxx	xxxx	xxxxx		549	xxxx	184		248	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx		500	xxxx	863		1329	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxx		482	xxxx	863		1329	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx		0.16	xxxx	0.09		0.05	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																	
Queue:	xxxxx	xxxx	xxxxx		0.6	xxxx	0.3		0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx		13.9	xxxx	9.6		7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*		B	*	A		A	*	*	*	*	*			
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*		
ApproachDel:	xxxxxx				11.8				xxxxxx				xxxxxx				
ApproachLOS:	*				B				*				*				

Oak Hills Marketplace
Buildout Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Live Oak Cyn Rd & Outer Hwy 10 S/ Oak Hills Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 26.8
Optimal Cycle: 31 Level Of Service: C

Street Name:	Live Oak Cyn Rd								Outer Hwy 10 S/ Oak Hills Pkwy							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	2	0	2	0	1	1	0	2	0	1	1 0 2 0 1
Volume Module:																
Base Vol:	3	296	12		6	359	53		73	2	25		62	13	143	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	3	296	12		6	359	53		73	2	25		62	13	143	
Added Vol:	61	115	94		444	298	0		16	60	20		91	60	416	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	64	411	106		450	657	53		89	62	45		153	73	559	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	67	433	112		474	692	56		94	65	47		161	77	588	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	67	433	112		474	692	56		94	65	47		161	77	588	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	100		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	67	433	112		474	692	56		94	65	47		161	77	588	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.95	0.85		0.84	0.95	0.85		0.90	0.95	0.85		0.90	0.95	0.85	
Lanes:	1.00	2.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1704	3610	1615		3206	3610	1615		1704	3610	1615		1704	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.12	0.07		0.15	0.19	0.03		0.50	0.02	0.03		0.09	0.02	0.36	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.08	0.21	0.21		0.26	0.39	0.39		0.10	0.11	0.11		0.36	0.38	0.64	
Volume/Cap:	0.50	0.57	0.33		0.57	0.50	0.09		0.57	0.16	0.26		0.26	0.06	0.57	
Delay/Veh:	46.9	36.6	34.2		33.3	23.5	19.5		48.1	40.3	41.4		22.8	19.8	11.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.9	36.6	34.2		33.3	23.5	19.5		48.1	40.3	41.4		22.8	19.8	11.1	
HCM2kAvg:	3	7	3		7	8	1		4	1	2		4	1	11	

Oak Hills Marketplace
Buildout Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Live Oak Cyn Rd & I10 EB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.464
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 26 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 0	2	1	1	1 0	3	0	0	1 1	0	0	1	0 0	0	0	0
Volume Module:																
Base Vol:	0	215	97		249	368	0		230	1	21		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	215	97		249	368	0		230	1	21		0	0	0	
Added Vol:	0	451	96		0	544	0		158	0	198		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	666	193		249	912	0		388	1	219		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	701	203		262	960	0		408	1	231		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	701	203		262	960	0		408	1	231		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.0		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	701	203		262	960	0		408	1	231		0	0	0	
Saturation Flow Module:																
Sat/Lane:	190	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.88	0.88		0.90	0.91	1.00		0.80	0.85	0.85		0.94	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		1.99	0.01	1.00		0.00	0.00	0.00	
Final Sat.:	0	5011	1670		1704	5187	0		3042	8	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.12		0.15	0.19	0.00		0.13	0.13	0.14		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.00	0.30	0.30		0.33	0.63	0.00		0.31	0.31	0.31		0.00	0.00	0.00	
Volume/Cap:	0.00	0.46	0.40		0.46	0.29	0.00		0.44	0.44	0.46		0.00	0.00	0.00	
Delay/Veh:	0.0	28.6	27.9		27.0	8.3	0.0		28.0	28.0	28.7		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	28.6	27.9		27.0	8.3	0.0		28.0	28.0	28.7		0.0	0.0	0.0	
HCM2kAvg:	0	6	5		7	4	0		6	6	6		0	0	0	

Oak Hills Marketplace
Buildout Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Live Oak Cyn Rd & I10 WB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	3	0	0	0 0	2	1	1	0 0	0	0	0	1 0	1!	0	1
Volume Module:																
Base Vol:	25	409	0		0	751	349		0	0	0		195	10	236	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	25	409	0		0	751	349		0	0	0		195	10	236	
Added Vol:	166	444	0		0	343	123		0	0	0		201	0	170	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	191	853	0		0	1094	472		0	0	0		396	10	406	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	201	898	0		0	1152	497		0	0	0		417	11	427	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	201	898	0		0	1152	497		0	0	0		417	11	427	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	201	898	0		0	1152	497		0	0	0		417	11	427	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.91	1.00		0.94	0.87	0.87		0.94	1.00	1.00		0.81	0.86	0.86	
Lanes:	1.00	3.00	0.00		0.00	2.79	1.21		0.00	0.00	0.00		1.50	0.02	1.48	
Final Sat.:	1704	5187	0		0	4614	1991		0	0	0		2296	38	2406	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.17	0.00		0.00	0.25	0.25		0.00	0.00	0.00		0.18	0.27	0.18	
Crit Moves:	****					****								****		
Green/Cycle:	0.17	0.54	0.00		0.00	0.37	0.37		0.00	0.00	0.00		0.40	0.40	0.40	
Volume/Cap:	0.68	0.32	0.00		0.00	0.68	0.68		0.00	0.00	0.00		0.45	0.68	0.44	
Delay/Veh:	45.2	12.9	0.0		0.0	27.6	27.6		0.0	0.0	0.0		22.1	26.2	22.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	45.2	12.9	0.0		0.0	27.6	27.6		0.0	0.0	0.0		22.1	26.2	22.0	
HCM2kAvg:	7	5	0		0	12	12		0	0	0		7	13	7	

Oak Hills Marketplace
Buildout Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #10 Oak Glen Cyn Rd & 14th St/Calimesa Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.159
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 40.9
Optimal Cycle: 180 Level Of Service: D

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Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:																				
Base Vol:	74	603	80		14	1000	54		15	45	96		436	209	21					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	74	603	80		14	1000	54		15	45	96		436	209	21					
Added Vol:	46	535	33		0	372	4		45	0	57		37	0	0					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	120	1138	113		14	1372	58		60	45	153		73	209	21					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95					
PHF Volume:	126	1198	119		15	1444	61		63	47	161		498	220	22					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	126	1198	119		15	1444	61		63	47	161		498	220	22					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Vol.:	126	1198	119		15	1444	61		63	47	161		498	220	22					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.10	0.95	0.85		0.15	0.95	0.85		0.90	1.00	0.85		0.90	1.00	0.85					
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Sat.:	181	3610	1615		285	3610	1615		1704	1900	1615		1704	1900	1615					
Capacity Analysis Module:																				
Vol/Sat:	0.70	0.33	0.07		0.05	0.40	0.04		0.04	0.02	0.10		0.29	0.12	0.01					
Crit Moves:	****										****		****							
Green/Cycle:	0.60	0.60	0.60		0.60	0.60	0.60		0.13	0.09	0.09		0.25	0.21	0.21					
Volume/Cap:	1.16	0.55	0.12		0.09	0.66	0.06		0.29	0.29	1.16		1.16	0.55	0.06					
Delay/Veh:	155.1	12.2	8.6		8.6	14.0	8.3		40.3	43.8	171.0		131.9	36.8	31.7					
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
AdjDel/Veh:	155.1	12.2	8.6		8.6	14.0	8.3		40.3	43.8	171.0		131.9	36.8	31.7					
HCM2kAvg:	62	11	2		1	15	1		2	2	11		28	7	1					

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Oak Hills Marketplace
Buildout Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #11 Oak Glen Cyn Rd & Colorado St

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.482
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 42 Level Of Service: B

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Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	0	1
Volume Module:																				
Base Vol:	0	585	52		9	1054	0		0	0	0		74	0	3					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	0	585	52		9	1054	0		0	0	0		74	0	3					
Added Vol:	0	117	33		0	266	0		0	0	0		37	0	0					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	0	702	85		9	1320	0		0	0	0		111	0	3					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95					
PHF Volume:	0	739	89		9	1389	0		0	0	0		117	0	3					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	0	739	89		9	1389	0		0	0	0		117	0	3					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Vol.:	0	739	89		9	1389	0		0	0	0		117	0	3					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.94	0.95	0.85		0.90	0.95	1.00		0.94	1.00	1.00		0.90	1.00	0.85					
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00					
Final Sat.:	0	3610	1615		1704	3610	0		0	0	0		1704	0	1615					
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.20	0.06		0.01	0.38	0.00		0.00	0.00	0.00		0.07	0.00	0.00					
Crit Moves:						****							****							
Green/Cycle:	0.00	0.29	0.29		0.55	0.84	0.00		0.00	0.00	0.00		0.10	0.00	0.10					
Volume/Cap:	0.00	0.70	0.19		0.01	0.46	0.00		0.00	0.00	0.00		0.70	0.00	0.02					
Delay/Veh:	0.0	33.6	26.7		10.2	2.1	0.0		0.0	0.0	0.0		56.2	0.0	40.8					
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
AdjDel/Veh:	0.0	33.6	26.7		10.2	2.1	0.0		0.0	0.0	0.0		56.2	0.0	40.8					
HCM2kAvg:	0	11	2		0	6	0		0	0	0		5	0	0					

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Oakhills Marketplace
Buildout Conditions with Project
PM Peak Hour

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

Intersection #4 Outer Hwy 10 S & 16th St

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[16.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0	0		6	0		92	103	173		0	0		4	14
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	0	0	0		6	0		92	103	173		0	0		4	14
Added Vol:	0	0	0		107	0		0	0	192		0	0		200	170
PasserByVol:	0	0	0		0	0		0	0	0		0	0		0	0
Initial Fut:	0	0	0		113	0		92	103	365		0	0		204	184
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95		0.95	0.95	059		0.95	0.95		0.95	0.95
PHF Volume:	0	0	0		119	0		97	108	384		0	0		215	194
Reduct Vol:	0	0	0		0	0		0	0	0		0	0		0	0
Final Vol.:	0	0	0		119	0		97	108	384		0	0		215	194
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx		6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx		816	xxxx		215	408	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx		349	xxxx		830	1161	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx		324	xxxx		830	1161	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx		0.37	xxxx		0.12	0.09	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx		1.6	xxxx		04	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Stopped Del:	xxxxx	xxxx	xxxxx		22.4	xxxx		9.9	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*		C	*		A	A	*	*	*	*	*						
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT					
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*					
ApproachDel:	xxxxxx				16.8				xxxxxx				xxxxxx							
ApproachLOS:	*				C				*				*							

Oakhills Marketplace
Buildout Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Live Oak Cyn Rd & Outer Hwy 10 S/ Oak Hills Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.876
Loss Time (sec): 6 (¥R = 4 sec) Average Delay (sec/veh): 38.3
Optimal Cycle: 81 Level Of Service: D

Street Name:	Live Oak Cyn Rd								Outer Hwy 10 S/ Oak Hills Pkwy							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	177	281	0		0	278	158		153	0	88		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	177	281	0		0	278	158		153	0	88		0	0	0	
Added Vol:	77	185	198		886	230	35		35	153	52		144	108	76	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	254	466	198		886	508	193		188	153	140		144	108	876	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	267	491	208		933	535	203		198	161	147		152	114	922	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	267	491	208		933	535	203		198	161	147		152	114	922	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	267	491	208		933	535	203		198	161	147		152	114	922	
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.95	0.85		0.84	0.95	0.85		0.90	0.95	0.85		0.90	0.95	0.85	
Lanes:	1.00	2.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1704	3610	1615		3206	3610	1615		1704	3610	1615		1704	3610	1615	
Capacity Analysis Module:																				
Vol/Sat:	0.16	0.14	0.13		0.29	0.15	0.13		0.12	0.04	0.09		0.09	0.03	0.57	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.25	0.16	0.16		0.33	0.24	0.24		0.13	0.23	0.23		0.22	0.32	0.65	
Volume/Cap:	0.63	0.88	0.83		0.88	0.63	0.53		0.88	0.19	0.40		0.40	0.10	0.88	
Delay/Veh:	36.2	55.7	61.4		39.7	35.7	34.8		72.0	31.2	33.4		33.8	23.9	22.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.2	55.7	61.4		39.7	35.7	34.8		72.0	31.2	33.4		33.8	23.9	22.5	
HCM2kAvg:	9	10	9		17	8	6		9	2	4		4	1	26	

Oakhills Marketplace
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PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Live Oak Cyn Rd & I10 EB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.031
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 51.3
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	1	1	1	0	3	0	0	1	1	0	0	1	
Volume Module:																
Base Vol:	0	373	109		424	318		0	992	4	79		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	373	109		424	318		0	992	4	79		0	0	0	
Added Vol:	0	825	271		0	761		0	321	0	391		0	0	0	
PasserByVol:	0	0	0		0	0		0	0	0	0		0	0	0	
Initial Fut:	0	1198	380		424	1079		0	1313	4	470		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	1261	400		446	1136		0	1382	4	495		0	0	0	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	0	1261	400		446	1136		0	1382	4	495		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1261	400		446	1136		0	1382	4	495		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.88	088		0.90	0.91		1.00	0.80	0.85	0.85		0.94	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00		0.00	1.99	0.01	1.00		0.00	0.00	0.00	
Final Sat.:	0	5000	1667		1704	5187		0	3040	9	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.24		0.26	0.22		0.00	0.45	0.45	0.31		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.00	0.24	0.2		0.25	0.50		0.00	0.44	0.44	0.44		0.00	0.00	0.00	
Volume/Cap:	0.00	1.03	0.98		1.03	0.44		0.00	1.03	1.03	0.69		0.00	0.00	0.00	
Delay/Veh:	0.0	68.4	55.0		88.6	16.2		0.0	60.7	60.7	25.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	68.4	55.0		88.6	16.2		0.0	60.7	60.7	25.5		0.0	0.0	0.0	
HCM2kAvg:	0	20	18		22	8		0	34	36	13		0	0	0	

Oakhills Marketplace
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Live Oak Cyn Rd & I10 WB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.942
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 30.3
Optimal Cycle: 126 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	0	0	0	2	1	1	0	0	0	0	1	0
Volume Module:																
Base Vol:	122	1220	0		0	668	361		0	0	0		203	1	394	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	122	1220	0		0	668	361		0	0	0		203	1	394	
Added Vol:	360	787	0		0	536	284		0	0	0		225	0	47	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	482	2007	0		0	1204	645		0	0	0		428	1	441	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	507	2113	0		0	1267	679		0	0	0		451	1	464	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	507	2113	0		0	1267	679		0	0	0		451	1	464	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	507	2113	0		0	1267	679		0	0	0		451	1	464	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.91	1.00		0.94	0.86	0.86		0.94	1.00	1.00		0.81	0.85	0.85	
Lanes:	1.00	3.00	0.00		0.00	2.60	1.40		0.00	0.00	0.00		1.50	0.01	1.49	
Final Sat.:	1704	5187	0		0	4269	2287		0	0	0		2306	4	2420	
Capacity Analysis Module:																
Vol/Sat:	0.30	0.41	0.00		0.00	0.30	0.30		0.00	0.00	0.00		0.20	0.29	0.19	
Crit Moves:	****					****								****		
Green/Cycle:	0.32	0.63	0.00		0.00	0.32	0.32		0.00	0.00	0.00		0.31	0.31	0.31	
Volume/Cap:	0.94	0.65	0.00		0.00	0.94	0.94		0.00	0.00	0.00		0.63	0.94	0.62	
Delay/Veh:	58.4	11.9	0.0		0.0	42.8	42.8		0.0	0.0	0.0		30.6	50.4	30.4	
User DelAdj:	1.00	1.00	1.00		100	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	58.4	11.9	0.0		0.0	42.8	42.8		0.0	0.0	0.0		30.6	50.4	30.4	
HCM2kAvg:	21	14	0		0	19	19		0	0	0		9	20	10	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oak Glen Cyn Rd & 14th St/Calimesa Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.226
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 35.6
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1	1 0 1 0 1
Volume Module:																
Base Vol:	162	1520	277		44	567	24		68	135	58		170	76	46	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	162	1520	277		44	567	24		68	135	58		170	76	46	
Added Vol:	108	607	119		0	647	0		0	0	95		77	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	270	2127	396		44	1214	24		68	135	153		247	76	46	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	284	2239	417		46	1278	25		72	142	161		260	80	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	284	2239	417		46	1278	25		72	142	161		260	80	48	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	284	2239	417		46	1278	25		72	142	161		260	80	48	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.17	0.95	0.85		0.05	0.95	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	316	3610	1615		97	3610	1615		1704	1900	1615		1704	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.90	0.62	0.26		0.48	0.35	0.02		0.04	0.07	0.10		0.15	0.04	0.03	
Crit Moves:	****										****		****			
Green/Cycle:	0.73	0.73	0.73		0.73	0.73	0.73		0.10	0.08	0.08		0.12	0.10	0.10	
Volume/Cap:	1.23	0.84	0.35		0.64	0.48	0.02		0.41	0.92	1.23		1.23	0.41	0.29	
Delay/Veh:	147.1	12.0	4.9		24.9	5.6	3.6		43.6	94.8	197.6		180.0	43.4	42.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	147.1	12.0	4.9		24.9	5.6	3.6		43.6	94.8	197.6		180.0	43.4	42.5	
HCM2kAvg:	87	26	5		14	8	0		3	7	11		17	3	2	

Oakhills Marketplace
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Oak Glen Cyn Rd & Colorado St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.677
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 5.3
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0 0 0 0 1
Volume Module:																
Base Vol:	0	1503	70		4	591	0		0	0	0		39	0	6	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1503	70		4	591	0		0	0	0		39	0	6	
Added Vol:	0	425	72		0	458	0		0	0	0		77	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1928	142		4	1049	0		0	0	0		116	0	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	2029	149		4	1104	0		0	0	0		122	0	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2029	149		4	1104	0		0	0	0		122	0	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		100	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2029	149		4	1104	0		0	0	0		122	0	6	
Saturation Flow Module:																
Sat/Lane:	1900	190	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.95	0.85		0.90	0.95	1.00		0.94	1.00	1.00		0.90	1.00	0.85	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3610	1615		17043610		0		0	0	0		1704	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.56	0.09		0.00	0.31	0.00		0.00	0.00	0.00		0.07	0.00	0.00	
Crit Moves:		***			****								****			
Green/Cycle:	0.00	0.83	0.83		0.00	0.83	0.00		0.00	0.00	0.00		0.11	0.00	0.11	
Volume/Cap:	0.00	0.68	0.11		0.67	0.37	0.00		0.00	0.00	0.00		0.68	0.00	0.04	
Delay/Veh:	0.0	3.9	1.6		193.0	2.1	0.0		0.0	0.0	0.0		52.9	0.0	40.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	3.9	1.6		193.0	2.1	0.0		0.0	0.0	0.0		52.9	0.0	40.2	
HCM2kAvg:	0	13	1		1	4	0		0	0	0		5	0	0	